
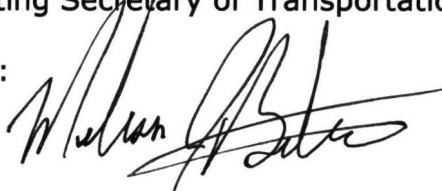
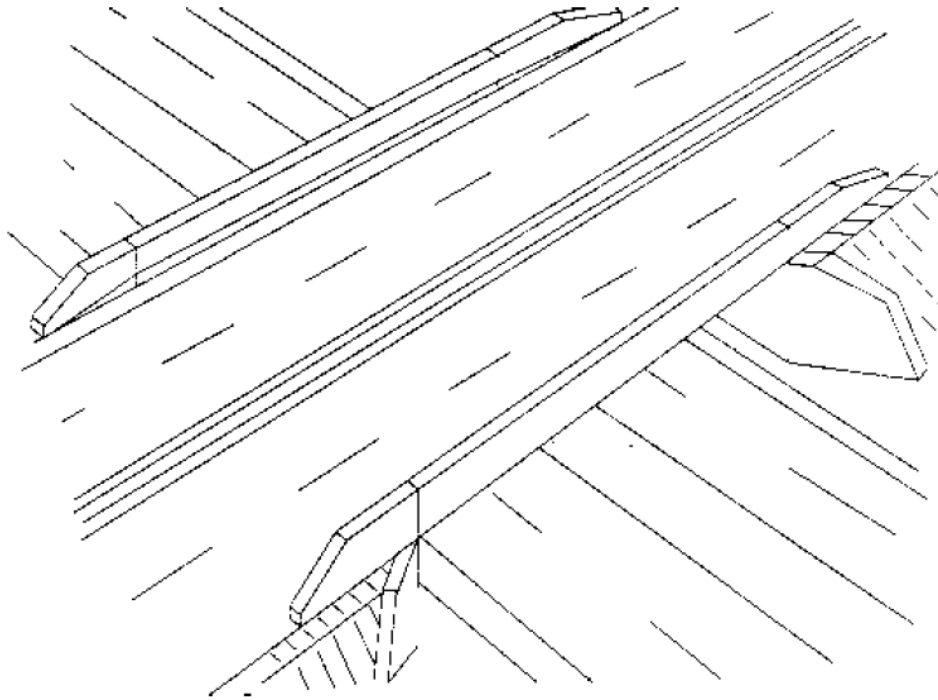


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<p><b>SUBJECT:</b></p> <p style="text-align: center;"><b>Design Manual, Part 4 (DM-4) December 2019 Edition</b></p>		
<p><b>INFORMATION AND SPECIAL INSTRUCTIONS:</b></p> <p>The attached December 2019 Edition of the Design Manual, Part 4 (DM-4) represents a revised publication incorporating the Eighth Edition (2017) of the AASHTO LRFD Bridge Design Specifications, design guidelines previously issued in Strike-Off Letters, editorial changes, and changes from clearance transmittal comments. This Transmittal is a follow-up to Strike-Off Letter 483-19-08 that details the December 2019 DM-4 release.</p> <p>This edition is effective on all projects with T. S. &amp; L. approval after June 30, 2020 as specified in Strike-Off Letter 483-19-08.</p> <p>Comments or questions concerning this manual may be directed to the Bureau of Project Delivery, Bridge Design and Technology Division.</p>		
<p><b>CANCEL AND DESTROY THE FOLLOWING:</b></p> <p>The previous edition needs to be retained for projects with T. S. &amp; L. approval through June 30, 2020.</p> <p>New edition not available in hard copy; electronic format available on the Department website.</p>	<p><b>ADDITIONAL COPIES ARE AVAILABLE FROM:</b></p> <p><input type="checkbox"/> PennDOT SALES STORE (717) 787-6746 phone (717) 787-8779 fax ra-penndotsalesstore.state.pa.us</p> <p><input checked="" type="checkbox"/> PennDOT website - <a href="http://www.dot.state.pa.us">www.dot.state.pa.us</a> <i>Click on Forms, Publications &amp; Maps</i></p> <p><input type="checkbox"/> DGS warehouse (PennDOT employees ONLY)</p> <hr/> <p><b>APPROVED FOR ISSUANCE BY:</b></p> <p>YASSMIN GRAMIAN, P.E. Acting Secretary of Transportation</p> <p>BY: </p> <p>Melissa J. Batula, P.E. Acting Director, Bureau of Project Delivery, Highway Administration</p>	

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# DESIGN MANUAL PART 4



## STRUCTURES

PROCEDURES – DESIGN – PLANS PRESENTATION  
PDT – PUB No. 15M

DECEMBER 2019 EDITION

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DESIGN MANUAL  
PART 4

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PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

DESIGN MANUAL  
PART 4

**INTRODUCTION**

Design Manual, Part 4 is part of a series of Department (Pennsylvania Department of Transportation) design manuals which have the specific objective of obtaining uniformity and establishing standard policies and procedures in the preparation of design and construction plans for highway structures. The provisions of the AASHTO LRFD Bridge Design Specifications, shall govern where applicable, except as specifically modified by the requirements herein.

The inclusion of specified design criteria in this Manual does not imply that existing roadways, which were designed and constructed using different criteria, are either substandard or must be reconstructed to meet the criteria contained herein. Many existing facilities which met the design criteria at the time of their construction are adequate to safely and efficiently accommodate current criteria unless a safety or capacity problem manifests itself.

Since it is not feasible to provide a highway system that is continuously in total compliance with the most current design criteria, it is imperative that both new construction and reconstruction projects are selected from a carefully planned program which identifies those locations in need of improvement and then treats them in priority order. Once a new construction or reconstruction project is selected in this manner, this Manual should be used as a guide in determining the appropriate design criteria to be used.

The Design Manual has precedence over AASHTO design specifications and bridge design and construction standards.

The Design Manual, which is published in loose-leaf form to facilitate changes and expansion, is divided into three parts: (A) "Policies and Procedures", (B) "Design Specifications" and (C) "Appendices to Design Manual, Part 4".

In Part B, the AASHTO LRFD article numbering system is followed. Where a new article has been added, the suffix P, to designate "Pennsylvania Article", appears at the end of the new article number.

All references to AASHTO LRFD Bridge Design Specifications sections, articles, equations, figures or tables carry the prefix A. References to AASHTO commentary carry the prefix AC. References to Design Manual, Part 4, Part A, "Policies and Procedures", carry the prefix PP. References to Design Manual, Part 4, Part B, "Design Specifications", carry the prefix D. References to commentary to Design Manual, Part 4 carry the prefix DC.

When a DM-4 article modifies and/or adds information to an AASHTO article, the first sentence of the DM-4 article shall read "The following shall supplement Ax.x.x". When a DM-4 article replaces an AASHTO article, the first sentence shall read "The following shall replace Ax.x.x". Policy and procedure information which does not have a corresponding AASHTO article number will be placed by adding ".0P" to the article number.

Maintenance and updating of this Manual is the responsibility of the Bureau of Project Delivery.

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PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

DESIGN MANUAL  
PART 4

**LIST OF ABBREVIATIONS, ACRONYMS AND INITIALISMS**

AAR	Association of American Railroads
AASHTO	American Association of State Highway and Transportation Officials - Generally “AASHTO” is a reference to <u>LRFD Bridge Design Specifications</u>
ACE	Assistant Construction Engineer
ADT	Average Daily Traffic
ADTT	Average Daily Truck Traffic
AREMA	American Railway Engineering and Maintenance of Way Association
ASD	Allowable Stress Design
ASTM	American Society of Testing and Materials
AWS	American Welding Society
BC- ( <i>prefix</i> )	Bridge Construction Standards (alpha prefix of numbered standards)
BD- ( <i>prefix</i> )	Bridge Design Standards (alpha prefix of numbered standards)
BDTD	Bridge Design and Technology Division (division of BOPD)
BMS2	Bridge Management System 2
BOMO	Bureau of Maintenance and Operations (bureau of PennDOT)
BOPD	Bureau of Project Delivery (bureau of PennDOT)
BPN	Business Plan Network
BRADD	Bridge Automated Design and Drafting
CADD	Computer-Aided Design and Drafting
CBE	Chief Bridge Engineer (BDTD Chief)
C/C	Center-to-Center
CGE	Chief Geotechnical Engineer
CMD	Construction and Material Division (division of BOPD)
DBE	District Bridge Engineer
DCNR	Department of Conservation and Natural Resources
DEP	Department of Environmental Protection
DGCE	District Grade Crossing Engineer

**LIST OF ABBREVIATIONS, ACRONYMS AND INITIALISMS (continued)**

DM-1	Design Manual, Part 1 – Transportation Program Development and Project Delivery Process (Pub. 10)
DM-1A	Design Manual, Part 1A – Pre-TIP and TIP Program Development Procedures (Pub. 10A)
DM-1B	Design Manual, Part 1B – Post-TIP NEPA Procedures (Pub. 10B)
DM-1C	Design Manual, Part 1C – Transportation Engineering Procedures (Pub. 10C)
DM-1X	Design Manual, Part 1X – Appendices to Design Manual 1, 1A, 1B, and 1C (Pub. 10X)
DM-2	Design Manual, Part 2 – Highway Design (Pub. 13M)
DM-3	Design Manual, Part 3 – Plans Presentation (Pub. 14M)
DM-4	Design Manual, Part 4 – Structures (Pub. 15M)
DM-5	Design Manual, Part 5 – Utility Relocation (Pub. 16M)
DPE	District Project Engineer
DPM	District Project Manager
ECMS	Engineering and Construction Management System
ECS	Enterprise Content Services
EDMS	Electronic Document Management System [ <i>Editor's Note: EDMS is expected to be replaced by ECS in early 2020</i> ]
FHWA	Federal Highway Administration
FWS	Future Wearing Surface
HDD	Highway Delivery Division (division of BOPD)
LFD	Load Factor Design
LRFD	Load and Resistance Factor Design
LTS	Laboratory Testing Section (section of CMD)
MPMS	Multi-modal Project Management System
MSE	Mechanically Stabilized Embankment
NBI	National Bridge Inventory
NBIS	National Bridge Inspection Standards (23 CFR Part 650)
NEPA	National Environmental Policy Act (42 U.S. Code §4321)
NHS	National Highway System
PennDOT	Pennsylvania Department of Transportation
PGE	Project Geotechnical Engineer
PGM	Project Geotechnical Manager



**LIST OF ABBREVIATIONS, ACRONYMS AND INITIALISMS (continued)**

PMC	Project Management Committee
P/S	Prestressed
PS&E	Plans, Specifications and Estimate
PTC	Pennsylvania Turnpike Commission
PTF	Pennsylvania Traffic Factor
Pub 408	Publication 408 – Specifications (construction specifications for PennDOT projects)
PUC	Public Utility Commission
QA	Quality Assurance
R.C.	Reinforced Concrete
RC- ( <i>prefix</i> )	Roadway Construction Standards (alpha prefix of numbered standards)
RMS	Roadway Management System
RQD	Rock Quality Designation
SBST	Subsurface Boring, Sampling and Testing
SCE	Structure Control Engineer
SMS	Structural Materials Section (section of BDTD)
SOL	Strike-Off-Letter
S. R.	State Route
ST- ( <i>prefix</i> )	Structural Standards, predecessor to the BD- and BC- Standards (alpha prefix of numbered standards)
TS&L	Type, Size and Location
VE/ACTT	Value Engineering Accelerated Construction Technology Transfer
WBS	Work Breakdown Structure

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PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

DESIGN MANUAL  
PART 4

**INCORPORATED STRIKE-OFF LETTERS**

**SOL 495-17-07 (June 21, 2017)**

Sign Structure Asset Tags – Policy and Installation Instructions

**SOL 483-17-05 (November 30, 2017)**

Modifications to Publication 15M – Design Manual, Part 4

Delegation of Final Plans Reviews and Approvals of Non-Complex Structures to Design Consultants

**SOL 481-18-03 (April 19, 2018)**

Rocscience SLIDE® Slope Stability Analysis

Software Required for PennDOT Projects

**SOL 483-18-03 (June 29, 2018)**

Modifications to Publication 15M – Design Manual, Part 4

Protective Fencing

**SOL 483-19-02 (March 28, 2019)**

Modification to Publication 15M – Design Manual, Part 4

Use of Proprietary Anchor Systems and Adhesive Anchors

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PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

DESIGN MANUAL  
PART 4

**PART A: POLICIES AND PROCEDURES**

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

DESIGN MANUAL  
PART 4

PART A: POLICIES AND PROCEDURES

**PREFACE**

All references to AASHTO LRFD Bridge Design Specifications sections, articles, equations, figures or tables carry the prefix A.

References to AASHTO commentary carry the prefix AC.

References to Design Manual, Part 4, Part A, "Policies and Procedures", carry the prefix PP.

References to Design Manual, Part 4, Part B, "Design Specifications", carry the prefix D.

References to commentary to Design Manual, Part 4 carry the prefix DC.

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

DESIGN MANUAL  
PART 4

PART A: POLICIES AND PROCEDURES

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## 1.1 APPLICABLE SPECIFICATIONS AND STANDARDS

### 1.1.1 Design Specifications

The following specifications, unless otherwise modified or amended in this manual, shall govern the design of highway structures:

- (1) AASHTO LRFD Bridge Design Specifications, Eighth Edition, 2017
- (2) AASHTO/AWS D1.5M/D1.5:2008 - Bridge Welding Code {2008 per Publication 408, Section 1105.03(m)}
- (3) AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals, 4th Edition 2001 including Interims through 2006 *[Editor's Note: With pending release of LRFD sign structure standards and software, the governing specification will change to AASHTO LRFD Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals, First Edition 2015.]*
- (4) AREMA Manual for Railway Engineering, 2017, and other specific requirements by the operating railroad
- (5) AITC, American Institute of Timber Construction, Timber Construction Manual, Third Edition, 1985
- (6) AASHTO Guide Specifications for the Design of Stress - Laminated Wood Decks, April 1991
- (7) AASHTO Guide Specification for Strength Design of Truss Bridges (Load Factor Design), 1985

#### 1.1.1.1 AASHTO Interim Specifications

Starting with the Eighth Edition (2017) of the AASHTO LRFD Bridge Design Specifications, AASHTO no longer plans to issue interims.

#### 1.1.1.2 Deviations From Specifications

Any deviations from the specifications and standards listed above, or the Department's design criteria described hereafter, require the Chief Bridge Engineer's approval. The approved design criteria shall be shown on the bridge plans.

#### 1.1.1.3 Order Of Precedence

The design criteria given in this Manual supersedes any criteria given in the referenced design specifications in PP1.1.1 and PP1.1.3.

In case of conflict or where clear precedence cannot be established, the Chief Bridge Engineer shall establish governing specifications.

#### 1.1.1.4 Interpretation Of Design Specifications

For Design Manual, Part 4, and AASHTO LRFD Bridge Design Specifications, the final interpretation shall be made by the Chief Bridge Engineer.

#### 1.1.1.5 Applicable Specifications for Local Projects

Local projects may be designed using AASHTO specifications only, unless the local authority agrees to use the Department's specifications in addition to the AASHTO specifications. Additionally, Publication 70M, Guidelines for the Design of Local Roads and Streets, may be used.

**1.1.1.6 AASHTO Guide Specifications**1. Guide Specifications for Fatigue Design of Steel Bridges, 1989

This specification shall not be used.

The current Design Manual, Part 4, in combination with the AASHTO LRFD Bridge Design Specifications provides all needed criteria and directions.

2. Guide Specifications for Strength Evaluation of Existing Steel and Concrete Bridges, 1989

This specification shall not be used.

The current PennDOT Bridge Inspection Manual in combination with the AASHTO Manual for Bridge Evaluation provides adequate criteria and directions.

The Department may ask any designer or bridge load rating engineer to use any of these publications under a special situation. The Chief Bridge Engineer should be contacted prior to authorization of their usage.

3. Guide Specifications for Bridge Railing, 1989

This specification shall not be used.

Only use Department established standard details for bridge railing and transition. Any needed modification will be published as a modification to the Department's railing standards. Special designs must match the Department's railing shape and size and ultimate strength.

4. Guide Specifications for Design and Construction of Segmental Concrete Bridges, Second Edition 1999, including the 2003 Interim

This specification, with the exception of the following items, is to be used in preparation of segmental concrete projects:

- a. Corrosion protection of prestressing steel shall be provided in accordance with Publication 408, Section 1108.03(b).
- b. Provision for deck replacement and full-depth repair method must be presented. Provide a provision for a 1 1/4 in. latex overlay.
- c. Do not use unbonded prestressing system as a permanent prestressing system.
- d. Prior to starting design of any component of a segmental bridge, applicable section(s) of these specifications and design methodology must be reviewed and approved by the Chief Bridge Engineer.

5. Guide Specifications for Structural Design of Sound Barriers, 1989 including the 1992 and 2002 Interims

Refer to PP3.6.4 for further guidelines.

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

This specification shall not be implemented and is not to be used as a design guide on Department projects.

7. Guide Specifications for Fatigue Evaluation of Existing Steel Bridges, 1990, including Interims 1993, 1995

This specification shall not be used on Department projects.

8. LRFD Guide Specifications for the Design of Pedestrian Bridges, 2nd Edition, December 2009, including the 2015 Interim Revisions

This specification shall be used for bridges intended for only pedestrian, equestrian, light maintenance vehicles, and/or bicycle traffic.

9. Guide Specifications for LRFD Seismic Bridge Design, 2nd Edition, 2011, including the 2012, 2014 and 2015 Interim Revisions

#### 1.1.1.7 AASHTO Standard Specifications

1. Standard Specifications for Highway Bridges, 17th Edition

This specification shall be used when a service load or load factor design are requested, i.e. rehabilitation projects.

2. Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals, 4<sup>th</sup> Edition, 2001  
Implement the interims through 2006 for this specification.

#### 1.1.2 Construction Specifications

1. Publication 408, Specifications
2. Changes to Publication 408

#### 1.1.3 Bridge Standards

The following standard drawings shall be followed and used wherever practicable:

1. Standards for Bridge Construction, BC Series
2. Standard Plans for Low Cost Bridges, BLC-560M Series (Only use on local bridge projects and designs. Details must be upgraded to comply with the current policy.)
3. Standards for Bridge Design, BD Series
4. Standards for Roadway Construction, RC Series
5. Traffic Control and Signing Standards, TC-8600 and TC-8700 Series
6. Lighting, TC-8715
7. Intelligent Transportation Systems, ITS-1200 (Publication 647)

Reference to any or all of the Standards for Bridge Construction (BC Series), on the structure design drawings, in lieu of showing specific details is encouraged, provided coordinating information is shown on the design drawings. Reference to applicable RC Standards shall also be made. Standards for Bridge Design (BD Series) shall not be referenced on structure design drawings.

##### 1.1.3.1 Supplemental Drawings

The referenced Standards for Bridge Construction (BC Series) shall be listed in the Table for Supplemental Drawings and in the General Notes on the Roadway Plans with the other referenced drawings.

Past and current bridge standards are listed in Appendix C and can be accessed from the Bridge [“Plans, Standards and Specifications” page](#) on the Department website.

**1.2 MODIFICATIONS TO DESIGN MANUAL**

Whenever a user believes that modifications (including additions) to Design Manual, Part 4, would improve the present design practice, the following articles outline the course of action to be taken.

**1.2.1 Submission of Recommended Modifications**

The recommended modification shall be transmitted to the Director, Bureau of Project Delivery, by completing the revision request form shown in Fig. 1.2.1-1.



**DESIGN MANUAL, PART 4  
REVISION REQUEST**

**TO:**

\_\_\_\_\_  
**DIRECTOR**  
BUREAU OF PROJECT DELIVERY

<b>REQUESTING ORGANIZATION/COMPANY</b>	<b>DATE OF REQUEST</b>	<b>SIGNATURE OF PERSON REQUESTING CHANGE</b>
<b>NAME OF PERSON TO CONTACT</b>	<b>TELEPHONE NUMBER</b>	<b>ADDRESS</b>

**IF YOU REQUIRE MORE SPACE THAN IS PROVIDED, USE SHEETS OF PLAIN PAPER THAT ARE THE SAME SIZE AS THESE SHEETS, NUMBER YOUR ANSWERS TO CORRESPOND WITH THE WAY THE ITEMS ARE NUMBERED BELOW.**

**1. TITLE, CHAPTER/SECTION, ARTICLE NUMBER AND PAGE NUMBER OF THE EXISTING SPECIFICATION.**

**2. RECOMMENDED MODIFICATION AND THE CHAPTER(S)/SECTION(S) AND ARTICLE(S) INTO WHICH IT SHOULD BE INCORPORATED.**

**3. REASON AND/OR EXPLANATION FOR THE MODIFICATION.**

Figure 1.2.1-1 – Revision Request Form

CHECKLIST FOR COMMENTS

COMMENTS

DIVISIONS

<input type="checkbox"/> HIGHWAY
<input type="checkbox"/> BRIDGE
<input type="checkbox"/> OTHER

SHEETS MAY BE ATTACHED TO EXPLAIN WHY REQUEST WAS OR WAS NOT RECOMMENDED OR APPROVED.

RECOMMENDED       NOT RECOMMENDED

APPROVED       DISAPPROVED

DATE \_\_\_\_\_

DATE \_\_\_\_\_

\_\_\_\_\_  
SIGNATURE

\_\_\_\_\_  
SIGNATURE

DIRECTOR, BUREAU OF PROJECT DELIVERY/  
CHIEF BRIDGE ENGINEER

DEPUTY SECRETARY OF HIGHWAY  
ADMINISTRATION/DIRECTOR, BUREAU OF PROJECT  
DELIVERY

Figure 1.2.1-1 – Revision Request Form (continued)



### 1.2.2 Processing of Recommended Modifications

Upon receiving the proposed modification, the Director, Bureau of Project Delivery, will take the following action:

- (a) The Director, Bureau of Project Delivery, will review the recommended modification and transmit copies to the various Bureau Directors and District Bridge Engineers involved for their comments.
- (b) Upon receiving comments, the Director, Bureau of Project Delivery, will finalize the modification and take appropriate action, including obtaining comments by means of a Clearance Transmittal letter and securing FHWA approval if applicable.
- (c) If modifications are accepted, the revised or added page(s) will be assigned a revision date that will be noted on the upper right-hand corner of the page. Revised pages will be distributed periodically.
- (d) If the proposed modification is not accepted, the Director, Bureau of Project Delivery, will notify the originator of the reasons for rejecting it.

## 1.3 BRIDGE DESIGNS AND REVIEWS BY CONSULTANTS

### 1.3.1 Scope of Work for New Designs

The scope of work for bridge projects shall contain the following bridge-related items as applicable:

- (a) Hydraulic and hydrologic report, and acquisition of all needed waterway-related permits, including permits for temporary stream crossing.
- (b) Type, size and location studies, cost estimates, foundation exploration and recommendations, final design, and special provision preparation.
- (c) Shop drawing review.
- (d) Review of alternate design developed by contractors and Design-Build projects.
- (e) Consultation during construction.
- (f) Constructability review by an independent consultant for all new major, unusual and complex bridges.

Constructability is defined as the optimum use of construction knowledge and experience in planning, design, procurement and field operations to achieve overall project objectives and construction without any delay, structural integrity problems, or major claims.

The constructability review should begin as early as the conceptual design stage (i.e., TS&L stage) to minimize redesign costs, project delays or the inclusion of undesirable details in the contract documents.

### 1.3.2 Scope of Work for Rehabilitation Projects

The following items shall be included as applicable:

- (a) Deck condition survey, or bridge inspection and recommendations if the needed detailed information is not available from the regular NBIS report
- (b) Petrographics for concrete
- (c) Borings through piers and/or abutments to determine (1) bottom of footings, (2) material type and quality, (3) foundation materials, (4) foundation type, etc., if substructure units are to be reused
- (d) Tests for steel to establish chemical composition, yield and ultimate strengths, as well as Charpy tests
- (e) Fatigue damage analysis with possible strain gaging if decision on rehabilitation vs. replacement is involved

- (f) Rating analysis
- (g) Constructability review by an independent consultant for all major, unusual and complex bridge rehabilitation projects.

### 1.3.3 Selection of Design Methodology

The Department shall specify the design method (line girder method, two-dimensional grid analysis, or three-dimensional finite element design) to be used for the project.

For straight girder bridges with skews greater than 70°, a line girder method (with distribution factors as given in A4.6.2.2 and D4.6.2.2) shall be used (see PP3.2.2 for the Department's definition of skew angle).

### 1.3.4 Bridge Design Review by Consultants

The consultants may be asked to perform one of the following two different levels of review:

- (a) Level 1 review (see PP1.3.4.1 for additional details) is applicable mostly to contractor-designed alternates and design-build projects of a complex nature or to those that incorporate “leading edge” technology. Such designs will often be beyond the scope of the criteria covered by the Design Manual and the Department's standards. The review consultants will be required to make a detailed review of the design to ensure that the Contractor's conceptual design approved by the Department is correctly developed and presented by the Contractor. This level of review will also be applicable to “leading edge” designs prepared by other consultants retained by the Department, where an independent review by another consultant would be in the best interest of the Department.

Fig. 1.3.4-1, Fig. 1.3.4-2 or Fig. 1.3.4-3 shall be used for stamping the first sheet of the bridge plans reviewed by the review consultants.

- (b) Level 2 review (see PP1.3.4.1 for additional details) is applicable to routine types of structures designed in conformance with Department criteria and standards. Review shall be limited to ensuring general conformance with the Department's design criteria and standards.

Fig. 1.3.4-4 or Fig. 1.3.4-5 shall be used for stamping the first sheet of the bridge plans reviewed by the review consultants.

The depth of review required of the review consultant shall be described in detail in the Engineering Agreement. When the level of review cannot be clearly determined for contractor-designed alternates and design-build projects, one of the two levels shall be assumed on the basis of the complexity of the as-designed bridge. The level of review will be changed, depending upon the alternate design proposed by the low bidder, either by the District Bridge Engineer or the Chief Bridge Engineer, according to approval responsibility. (Note that if a contractor-designed alternate or a design-build project converts a routine type of structure to a “leading edge” type, the Chief Bridge Engineer becomes responsible for approval.) Since most of the review work assigned to consultants is based upon a specific rate of pay, only the total cost of review would change, depending upon the level of review. When the level of review cannot be readily determined, the cost for both levels may be sought during the agreement stage.

Review may be assigned to consultants when workloads are such that review cannot be done in-house. Most consultant review assignments will be made for the review of contractor-designed alternates and design-build projects, but there may also be some assignments for the review of designs prepared by other consultants during the design phase.

<p><b>ALTERNATE DESIGN</b> <b>S X X X A</b> <b>REVIEWED BY:</b> [Review Consultant's Name]</p> <p style="text-align: right;">{PE SEAL}</p> <p style="text-align: center;"><i>{Reviewer's Signature and Date}</i></p> <hr/> <p><b>THE DESIGN REVIEW IS A DETAILED REVIEW FOR COMPLIANCE WITH THE CONTRACT DOCUMENTS AND FOR PROPER DEVELOPMENT AND PRESENTATION OF THE CONTRACTOR'S CONCEPTUAL DESIGN APPROVED BY THE DEPARTMENT. IT IS NOT INTENDED TO RELIEVE THE CONTRACTOR OF FULL RESPONSIBILITY FOR ACCURACY AND COMPLETENESS OF THE PLANS OR FOR COMPLETE COMPLIANCE WITH THE CONTRACT DOCUMENTS.</b></p>
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Figure 1.3.4-1 – Level 1 Review - Applicable to Complex and “Leading-Edge” Contractor-Designed Alternates and Design-Build Projects

<p><b>DESIGN REVIEWED BY:</b></p> <p>[Review Consultant's Name]</p> <p style="text-align: right;">{PE SEAL}</p> <p style="text-align: center;"><i>{Reviewer's Signature and Date}</i></p> <hr/> <p><b>THE DESIGN REVIEW IS A DETAILED REVIEW FOR PROPER DEVELOPMENT AND PRESENTATION OF THE CONCEPTS IN THE TYPE, SIZE AND LOCATION PLANS APPROVED BY THE DEPARTMENT. IT IS NOT INTENDED TO RELIEVE THE DESIGNER OF FULL RESPONSIBILITY FOR THE PROPER DEVELOPMENT AND PRESENTATION OF THE DESIGN AND FOR THE ACCURACY AND COMPLETENESS OF THE PLANS.</b></p>
---

Figure 1.3.4-2 – Level 1 Review - Applicable to Complex and “Leading-Edge” Designs Prepared by Other Consultants Retained by the Department

<p><b>DESIGN REVIEWED BY:</b></p> <p>[Review Consultant's Name]</p> <p style="text-align: right;">{PE SEAL}</p> <p style="text-align: center;"><i>{Reviewer's Signature and Date}</i></p> <hr/> <p><b>THE DESIGN REVIEW IS A DETAILED REVIEW FOR COMPLIANCE WITH THE CONTRACT DOCUMENTS, THE DEPARTMENT'S DESIGN AND CONSTRUCTION CRITERIA AND STANDARDS, AND FOR PROPER DEVELOPMENT AND PRESENTATION OF THE CONCEPTS IN THE TYPE, SIZE AND LOCATION PLANS APPROVED BY THE DEPARTMENT. IT IS NOT INTENDED TO RELIEVE THE CONTRACTOR OF FULL RESPONSIBILITY FOR THE PROPER DEVELOPMENT AND PRESENTATION OF THE DESIGN, THE ACCURACY AND COMPLETENESS OF THE PLANS, OR FOR COMPLETE COMPLIANCE WITH THE CONTRACT DOCUMENTS.</b></p>
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Figure 1.3.4-3 – Level 1 Review - Applicable to Design-Build projects where the TS&L plan has been provided

<p><b>ALTERNATE DESIGN</b>  <b>S X X X A</b>  <b>REVIEWED BY:</b> [Review Consultant's Name]</p> <p style="text-align: right;">{PE SEAL}</p> <p style="text-align: center;"><i>{Reviewer's Signature and Date}</i></p> <hr/> <p><b>THE DESIGN REVIEW IS FOR GENERAL CONFORMANCE WITH THE CONTRACT DOCUMENTS AND THE DEPARTMENT'S DESIGN AND CONSTRUCTION CRITERIA AND STANDARDS. IT IS NOT INTENDED TO RELIEVE THE CONTRACTOR OF FULL RESPONSIBILITY FOR THE ACCURACY AND COMPLETENESS OF THE PLANS OR FOR COMPLETE COMPLIANCE WITH THE CONTRACT DOCUMENTS.</b></p>
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Figure 1.3.4-4 – Level 2 Review - Applicable to Non-complex Contractor-Designed Alternates and Design-Build Projects Designed in Accordance with the Department's Criteria and Standards

<p><b>DESIGN REVIEWED BY:</b></p> <p>[Review Consultant's Name]</p> <p style="text-align: right;">{PE SEAL}</p> <p style="text-align: center;"><i>{Reviewer's Signature and Date}</i></p> <hr/> <p><b>THE DESIGN REVIEW IS FOR GENERAL CONFORMANCE WITH THE DEPARTMENT'S DESIGN AND CONSTRUCTION CRITERIA AND STANDARDS AND IS NOT INTENDED TO RELIEVE THE DESIGNER OF FULL RESPONSIBILITY FOR THE ACCURACY AND COMPLETENESS OF THE PLANS.</b></p>
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Figure 1.3.4-5 – Level 2 Review - Applicable to Non-complex Structures Designed by Other Consultants in Accordance with the Department's Criteria and Standards

**1.3.4.1 Review Levels**

- (a) Level 1 - Detailed review shall consist of the following, as applicable, and additional requirements that may be unique to a particular bridge:
  - (1) Evaluation of design methods and design assumptions.
  - (2) Evaluation of computer program used in design (or check of design using a different computer program acceptable to the Department).
  - (3) Check of manual calculations.
  - (4) Check of construction methods, including applicable safety regulations, when required, to ensure that the intent of the design can be realized.
  - (5) Check of erection stresses, where applicable.
  - (6) Check of plans to ensure that design information is adequately and correctly presented.

- (7) Check of construction dimensions is not required, except as in (6) above unless specified in the engineering agreement.
  - (8) Quantity check is not required.
  - (9) Constructability check is not required for contractor-designed alternates and Design-Build projects, except as noted in (4) above.
  - (10) Constructability check is required for review of design prepared by the consultants retained by the Department.
  - (11) Review for cost-effectiveness when design is prepared by another consultant retained by the Department.
  - (12) Review for compliance with Department criteria and standards, as applicable.
- (b) Level 2 - Review for conformance to Department criteria and standards shall consist of the following, as applicable, and additional requirements that may be unique to a particular bridge:
- (1) Review for compliance with Department criteria and standards.
  - (2) Review for constructability and cost-effectiveness when design is prepared by a consultant retained by the Department.
  - (3) Check of design calculations only when required (will depend on quality of design, history of design consultant, etc.).
  - (4) Check of plans to ensure that design information is adequately and correctly shown.
  - (5) Check of construction dimensions and quantities are not required unless specified in the engineering agreement.

## 1.4 COMPUTER PROGRAMS

### 1.4.1 Modification, Acquisition, or Development of Programs

The software outlined in PP1.4.2 and PP1.4.7 shall be used for all PennDOT projects. If software for a particular application is not available from the Department, the designer may use other commercially available software with the approval of the Department. The designer is fully responsible for the entire design and analysis, regardless of the software used.

An Engineering District may request modification to the existing bridge engineering programs or acquisition or development of new engineering programs from the Director, Bureau of Project Delivery. Proper justification, benefits, etc. shall be incorporated in the request.

The Bureau of Project Delivery, in coordination with the Bureau of Business Solutions and Services, will have the software developed, acquired or modified, conduct acceptance testing and provide or arrange for training, if needed.

### 1.4.2 Bridge Automated Design and Drafting System (BRADD)

The BRADD software was written as a tool for the LRFD design of simple span concrete, steel and P/S concrete bridges with or without sidewalks with span lengths ranging from 18 ft. to 200 ft. The software supports tangent geometry, horizontal curves (chord beams) and vertical curves, with a bridge skew range from 25 degrees to 90 degrees. Available cross-section types are normal, symmetrical, superelevation, and superelevation transition, with a maximum of 8 design lanes or 20 beams in the cross section for a maximum width of 125.54 ft.

#### 1.4.2.1 Department Use

- (a) Each Engineering District shall be responsible for designing bridges using BRADD on its CADD domain. The District Bridge Engineer shall be responsible for keeping a log of the projects for which BRADD is used and the savings realized by using BRADD.
- (b) Any programming or technical errors found during use of the software shall be brought, in writing, to the attention of the Chief Bridge Engineer (CBE), Bureau of Project Delivery. Appropriate changes will be made by the BRADD

Manager, Bureau of Project Delivery, with the concurrence of the CBE. The CBE will notify all the Districts of corrections.

- (c) Since BRADD can provide plans for more than one bridge type, the Districts are encouraged to develop designs for several of the most economical types of bridges. Cost analysis for different bridge types may be run on BRADD to select bridge types prior to generating the drafting files. This type of run shall be made if the designer is unsure of the most economical bridge types. Plans for more than one bridge type shall be provided whenever feasible in the bid document package to increase competition, thus reducing construction cost.

#### 1.4.2.2 Use of BRADD on Consultant Designed State Projects

The Department requires the use of BRADD on all single span bridge projects, including all single span PennDOT Bridge Projects (new single span bridge projects and all single span bridge superstructure replacement projects) unless justified by the designer.

There is a high degree of interest in utilizing BRADD for developing bridge plans for one span bridge replacement projects. However, BRADD can also be partially used for multiple span bridges since it can design and draft abutments for such bridges.

The District Bridge Engineer shall be responsible for keeping a record of the projects for which BRADD is used and the savings realized by using BRADD.

The BRADD Software, based on the Load and Resistance Factor Design method, is available only in a Windows based platform (Windows 7 through 10).

The Department will provide this software to consultants and any outside agencies for a fee, provided they sign a license agreement for its use. The Pennsylvania Department of Transportation is the only acquiring agent for this software. Anyone interested in obtaining a copy of the license agreement and fee schedule should contact the BRADD Manager, Bureau of Project Delivery at (717) 787-7057 or view information on the [PennDOT BRADD Software website \(bradd.engrprograms.com\)](http://bradd.engrprograms.com).

The department will provide e-mail notification, e-Notification, to individuals who subscribe to the PENNDOT-BRADD Mailing List on the e-Notification page at the above website. A company or organization can register as many individuals as desired. E-notifications will deliver timely non-policy issues in a relatively informal manner, such as: problem reports, work-around solutions, upcoming version releases, answers to frequently asked questions and issues deemed current and relevant to proper implementation of BRADD.

#### 1.4.2.3 Use of BRADD on Non-Departmental Pennsylvania Bridge Projects

The Department requires the use of BRADD on all non-Departmental Pennsylvania single span bridge projects funded in part by the Department unless justified by the designer. The Department encourages the use of BRADD on all other single span non-PennDOT Pennsylvania Bridge Projects (new single span projects and all single span bridge superstructure replacement projects).

There is a high degree of interest in utilizing BRADD for developing bridge plans for one-span bridge replacement projects. However, BRADD can also be partially used for multiple span bridges since it can design and draft abutments for such bridges.

The District Bridge Engineer shall be responsible for keeping a record of the projects reviewed and approved for which BRADD is used and the savings realized using BRADD.

The BRADD Software, based on the Load and Resistance Factor Design method, is available only in a Windows based platform (Windows 7 through 10).

The Department will provide this system to consultants and any outside agencies for a fee, provided they sign a license agreement for its use. The Pennsylvania Department of Transportation is the only acquiring agent for this software. Anyone interested in obtaining a copy of the license agreement and fee schedule should contact the BRADD Manager, Bureau of Project Delivery at (717) 787-7057 or view information on the [PennDOT BRADD Software website \(bradd.engrprograms.com\)](http://bradd.engrprograms.com).

The department will provide e-mail notification, e-Notification, to individuals who subscribe to the PENNDOT-BRADD Mailing List on the e-Notification page at the above website. A company or organization can register as many individuals as desired. E-notifications will deliver timely non-policy issues in a relatively informal manner, such as: Problem reports, work-around solutions, upcoming version releases, answers to frequently asked questions and issues deemed current and relevant to proper implementation of BRADD.

### 1.4.3 CADD Cells for Bridge Details

The Engineering District may develop a standard bridge detail library (cells) for its own use. However, any detail that has statewide application shall be sent to the Director, Bureau of Project Delivery, for approval and permanent storage in the statewide cell library.

### 1.4.4 Bridge Engineering Software on PCs

If a District desires to develop or secure bridge engineering software (executables) for PC use, the software must be tested and accepted by the Bureau of Project Delivery prior to its use in bridge engineering.

### 1.4.5 Commercial Software

Commercially available or consultant-developed software shall be submitted to the Bureau of Project Delivery for review upon request. The submission shall include, as a minimum, design and/or analysis methodology, assumptions, capabilities, limitations, special instructions and comparison with Department-reviewed software. The Department will maintain and provide, upon request, a list of reviewed programs. Additional information for review, including software access if requested, shall be provided to ensure proper evaluation by the Department.

A list of acceptable girder analysis programs for LFRD design and LFR load rating evaluation is included in the BDTD's list of [Accepted Commercially Available or Consultant Developed Software](#) that is available from the Bridge "[Design, Analysis and Rating](#)" page on the Department website. The Department's acceptance of these programs is subject to the following conditions and limitations:

- (1) While certain software packages provide design optimization and/or code compliance checks, these aspects were not included in the review process. Acceptance has been based solely upon the review of generalized design forces (moments, shears, reactions, etc.) as calculated by the software.
- (2) Acceptance of a software package by the Department does not affect the responsibility of the designer for the proper application of the software and interpretation of its results. The acceptance of a software package does not constitute an endorsement, nor does it relieve the vendor or the designer from their responsibility for accurate, technically correct, and sound engineering results and services to the Department.
- (3) The Department's acceptance does not constitute any form of implied warranty, including warranty of merchantability and fitness for a particular purpose. The Commonwealth makes no warranty or representation, either expressed or implied, with respect to this software or accompanying documentation, including their quality performance, merchantability, or fitness for a particular purpose. In addition, the Commonwealth will not be liable for any direct, indirect, special, incidental, or consequential damages arising out of the use, inability to use, or any defect in the software or any accompanying documentation.

The BDTD's list of [Accepted Commercially Available or Consultant Developed Software](#) also contains software accepted for the following applications:

- General purpose structural analysis
- Pier analysis
- Buried precast concrete pipe design and analysis
- Seismic design and analysis of girder bridges
- Geotechnical design and analysis

The Department has the discretion to either accept or reject the use of any commercially available or consultant-developed software proposed for use on any project. The Bureau of Project Delivery is available to help the Districts in this matter by providing guidance and recommendations when requested. In any and all cases, the design consultant is responsible for the accuracy of any and all computer software programs utilized on a project.

### 1.4.6 Computer Programs for Girder Bridges

Any computer program that has not been reviewed by the Department shall be submitted to, and approved by, the Chief Bridge Engineer prior to its use. A sample bridge(s) selected by the Department is to be modeled with the program so that the Department can make comparisons between its reviewed programs and the proposed program. The submission shall contain a description of how the program models the bridge, a discussion of any unique or special features of the program, input data sheets, output data sheets, a discussion of how the live load is treated, and a summary of the results that should include (but not be limited to) the following:

- (a) Dead load longitudinal moment diagram
- (b) Positive and negative live load, plus impact longitudinal moment envelope
- (c) Dead load shear diagram
- (d) Positive and negative live load impact shear envelope
- (e) Table of reactions
- (f) Table of bottom flange lateral moments that occur at the maximum positive and negative longitudinal moments in each span of a curved bridge
- (g) Table of diaphragm loads for curved and/or skewed bridges

The responsibility for obtaining approval of a computer program falls upon the person who has submitted it to the Bureau of Project Delivery.

### 1.4.7 PC Versions of the PennDOT Engineering Programs

The following PC versions of the PennDOT engineering programs, based on the general principle of engineering, will be available for use:

<u>Program Name</u>	<u>Program Title</u>
BSP	Beam Section Properties (dual units)
CAMBR	Field Check of Camber (dual units)
CBA	Continuous Beam Analysis (dual units)
CLLMR	Comparison of Live Load Moments and Reactions (dual units)
EngAsst	Engineering Assistant
BRGEO	Bridge Geometry (dual units)

The following PC versions of the PennDOT engineering programs, based on the Load and Resistance Factor Design method and working in U. S. Customary units, will be available for use:

<u>Program Name</u>	<u>Program Title</u>
ABLRFD	LRFD Abutment and Retaining Wall Analysis and Design
BPLRFD	LRFD Bearing Pad Design and Analysis
BXLRFD	LRFD Box Culvert Design and Rating
FBLRFD	LRFD Floorbeam Analysis and Rating
PSLRFD	LRFD Prestressed Concrete Girder Design and Rating
SPLRFD	LRFD Steel Girder Splice Design and Analysis
STLRFD	LRFD Steel Girder Design and Rating
TRLRFD	LRFD Truss Analysis and Rating (to be used for preliminary member sizing and Quality Assurance checks)
SIGNLRFD	LRFD Sign Structure Analysis [Editor's Note: to be released in 2018]



The following PC versions of the PennDOT engineering programs, based on the Service Load and/or Load Factor Design method and work only in the Customary U. S. units, are available for use:

<u>Program Name</u>	<u>Program Title</u>
ABUT5	Abutment and Retaining Wall
ARCH	Arch Analysis and Design
BAR7	Bridge Analysis and Rating
BOX5	Box Culvert Design and Rating
PS3	Prestressed Concrete Girder Design and Rating
SIGN	Sign Structure Analysis

All programs are only available for Microsoft Windows operating systems, versions 7 through 10.

The Pennsylvania Department of Transportation is the only acquiring agent for these programs. The Department will provide these programs to consultants, local government (such as county and township) and educational institution for a fee per program, provided they sign a license agreement for the use of these programs. The Department will also provide these programs to federal or state agencies for free, provided they sign the license agreement for the use of these programs. Consultants, local government, and educational institution interested in obtaining a copy of the license agreement and program fees should view the information on the [PennDOT LRFD and Engineering Programs website \(penndot.engrprograms.com\)](http://penndot.engrprograms.com). The Order Form to request a PennDOT Engineering Software program and the Update Form to request an updated version of a program are available from the above website by selecting “Ordering/Updating”.

The Department will provide e-mail notification, e-Notification, to individuals who subscribe to the PENNDOT-EngrPrograms Mailing List on the e-Notification page at the above website. A company or organization can register as many subscribers as desired. E-notifications will deliver timely non-policy issues in a relatively informal manner, such as; computer program incident reports, work-around solution, upcoming program version deliveries, answers to frequently asked questions and issues deemed current and relevant to proper implementation of the Department's engineering software.

## 1.5 MAJOR, UNUSUAL OR COMPLEX BRIDGES

### 1.5.1 Definitions

**Major bridges** – Major bridges are defined as bridges estimated to cost \$20 million or more. This criterion also applies to individual units of separated dual bridges.

**Unusual bridges** – An unusual bridge is one with difficult or unusual foundation problems, new or complex designs involving unusual structures or operational features, or bridges for which the design standards or criteria may not be applicable. Use of new products and experimental or demonstration projects are also considered as unusual structures.

**Complex bridges** – Complex bridges are stayed girder bridges, segmental bridges, any structure having a clear unsupported length in excess of 500 ft., or bridges classified as complex by the Chief Bridge Engineer on the basis of TS&L or conceptual review.

### 1.5.2 Design Requirements

For 100% State funded projects, with the exception of interstate bridges, one complete design shall be developed for a bridge, using either steel or concrete or a combination of both, whichever is determined to be most economical at the type, size and location studies step.

The designer of major, unusual (including new products, experimental, or demonstration features), or complex structures, regardless of funding, shall include inspection and maintenance instructions as a part of the original design. Critical details and special inspection and maintenance requirements shall be stipulated on the plans. The plans shall also include details of access for inspection of the subject details.

For major, unusual (including new products, experimental, or demonstration features), or complex bridges, indicate on the plans or in special provisions the complete erection plan, detailed erection procedures with all needed survey controls, and all required computations.

1.5.3 Early Involvement of BDTD

If the District desires, BDTD will provide its assistance in the consultant selection process for major, complex or unusual structures. The BDTD will assist in reviewing and commenting on the scope of work up to and including the final prioritization of the short-listed firms by the District.

Early involvement will be beneficial as the BDTD will gain familiarity with the project. This assistance is voluntary.

1.6 PLAN PRESENTATION

The following shall generally apply to all Department projects. For non-Federally funded municipal projects, the governing municipality may have different requirements. Municipal requirements for Federally funded projects shall comply with stewardship and oversight agreement.

1.6.1 Drawings

Design drawings for highway structures shall be prepared on standard ANSI D size 34" x 22" plan sheets with a border approximately 1 1/2 in. on the left and 1/2 in. on the other three sides. A space shall be reserved at the bottom-right corner of each sheet for the title block. (For dimensions and other details see Table 1.6.1-1 and Fig. 1.6.1-1.)

Table 1.6.1-1 – Bridge Drawings Block Dimensions

DESCRIPTION	WIDTH	HEIGHT
Title Block (Standards for Bridge Construction, Standards for Bridge Design)	8"	4 3/4"
Professional Engineer's Seal Block (and Prepared By)	6"	3"
Professional Engineer's Seal Block (block only)	3"*	3"*
Bridge Supplemental Drawing Block (1/4" line spacing)	8"	OPEN
Bridge Revision Block	7 1/2"	OPEN
*For BRADD, general plan sheet block will be 2 3/8" x 3". For all other BRADD sheets, the sheet block will be 2 3/8" x 2 3/8".		

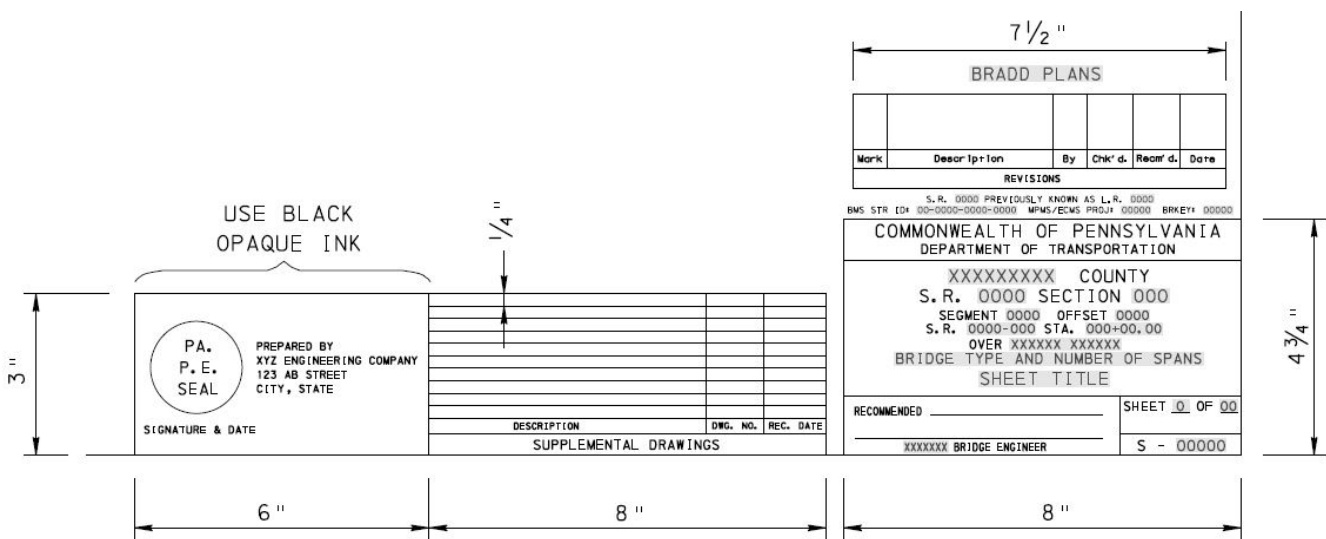


Figure 1.6.1-1 – Example of Dimensions and Details for Design Drawings

1.6.2 Title Blocks

Refer to Fig. 1.6.2-1.

\*\*\* BRADD PLANS

Mark	Description	By	Chk' d.	Recm' d.	Date
REVISIONS					

S. R. 0000 PREVIOUSLY KNOWN AS L. R. 0000  
 BMS STR ID: 00-0000-0000-0000 MPMS/ECMS PROJ: 00000 BRKEY: 00000

COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION	
XXXXXXXXXX COUNTY S. R. 0000 SECTION 000 SEGMENT 0000 OFFSET 0000 S. R. 0000-000 STA. 000+00.00 OVER XXXXXX XXXXXX BRIDGE TYPE AND NUMBER OF SPANS SHEET TITLE	
RECOMMENDED _____	SHEET 0 OF 00
** XXXXXXXX BRIDGE ENGINEER	*
	S - 00000

\* Show the following on the first sheet only: + SUPPLEMENTAL DRWGS.

\*\* Show DISTRICT BRIDGE ENGINEER or CHIEF BRIDGE ENGINEER on the first sheet only.

Note: Omit bridge engineer signature line for minor projects designed using the procedures in DM-1X, Appendix AB or if the review and approval of the Final Plans have been delegated to the design consultant in accordance with Appendix T.

\*\*\* Show BRADD PLANS on the first sheet, preferably above the title and revision blocks, if the BRADD Software was used to generate the initial draft of the plan set.

Figure 1.6.2-1 – Example of Title Block

1.6.2.1 Basic Information

The outline of the title block, dividing lines, and information basic to all projects will be reprinted on the sheets furnished by the Department or CADD generated sheets meeting the requirements of PP1.6.1. The other necessary information shall be added by the designer and shall be shown on each sheet of design drawings as applicable.

The offset is to the beginning of the bridge, and the station shown should be at the approximate center of the bridge or at intersecting base lines as applicable. Segments and offsets for existing bridges shall be consistent with the BMS database.

The county, route, section, segment, offset, station, features intersected, sheet number, S-number, BMS structure ID, MPMS/ECMS project number and Bridge Key (BRKEY) shall be shown in a manner similar to the example in Fig. PP1.6.2-1. Obtain S-number, BMS structure ID, MPMS/ECMS project number and Bridge Key (BRKEY) at the time of TS&L submission or upon its approval.

### 1.6.2.2 Description of Structure

The number of spans and a brief description of the bridge type (steel, prestressed concrete, etc.) shall be shown below the general information in the title block.

### 1.6.2.3 Description of Drawings

A brief description of what is contained on the sheet should be shown below the description of the structure for each sheet of drawings, e.g., General Plan, General Notes and Quantities, Abutment No. 1, Pier No. 3, Framing Plan Spans 10 and 11, etc.

### 1.6.2.4 Sheet Numbering

Each sheet of a set of drawings shall be numbered consecutively beginning with No. 1. Sheets shall be arranged in a logical (title sheet, general plan, stake-out, substructure, superstructure, etc.) and orderly manner beginning with a general plan or an index sheet and ending with boring logs. Sheets closely related to one another shall be grouped together. Sheets that are added as a revision during construction shall bear the same number as the most closely related sheet, with an appropriate suffix (R1, R2, R3, etc.) added.

### 1.6.2.5 Structure Plan Number (S-number)

An automated S-number Generator, Structural Plan Number Generator (SPNG), which is housed within the Bridge Management System 2 (BMS2), is the method for securing and recording a Structure Plan Number (S-number). The application for an S-number may be submitted by the consultant or District personnel. The District is responsible to access the SPNG and to review and approve S-number applications submitted by SPNG users. ECMS Bridge Business Partners can request access to SPNG from their Business Partner Administrator, and District personnel can request access through the ECMS user request form.

For local bridges, an L-number shall be obtained by the same method for obtaining an S-number.

For Design-Build projects, the S-number shall be established for the Conceptual TS&L during preliminary design.

Generally, there should be a separate set of drawings for each structure, except for dual structures and in special cases where it is more convenient to include more than one structure on a set of drawings. Rehabilitation or repair drawings, even if they are only sketches made on or 8 1/2" x 11" (U.S. Customary Letter Size) sheets, shall have S-numbers assigned to them.

When a structure has two designs in different materials for the purpose of encouraging competition, each design shall have a complete set of drawings and the same S-number, except for suffixes A and B, respectively, for each set. For a contractor-designed alternate, the S-number will be the same as the original design, except with suffix A added if there was no suffix on the original drawings, and suffix C added if there were two designs with suffixes A and B on the respective original drawings. The S-number will become part of the BMS database through regular input channels.

Structure Drawings with an S-number are required for all culverts having a clear span of 8 ft. or more. If a multiple pipe, box, or arch culvert exists, the span length is the combined clear span opening.

Sign structure plans require an S-number but do not need to be signed by the District Bridge Engineer.

Dynamic Message Sign (DMS) structures require S-numbers and are to be signed by the Chief Bridge Engineer. Center mount sign structures supporting DMS panels designed in accordance with Standard Drawing BD-649M may be signed by the District Bridge Engineer. For Title Blocks for sign structures and DMS structures, refer to DM-3, Chapter 8.

Plans for retaining walls not part of a bridge structure require an S-number when the maximum exposed height of the wall is greater than or equal to 4 feet (excluding height of attached barrier, if present). Additionally, based on risk to human life and property, a recommendation to require an S-number for shorter retaining walls not part of a bridge structure may be made to the District Bridge Engineer who shall decide if an S-number is required. When contractor-designed alternate plans are submitted for retaining walls, the S-number, shown on the original design of the retaining wall, shall be suffixed by the letter P and should be shown on the alternate design plans.

Plans for sound barrier walls not mounted on a bridge superstructure require an S-number. A sound barrier wall mounted on a bridge superstructure shall be considered an integral part of the bridge; therefore it will have the same S-number as the bridge.

### 1.6.2.6 Bridge Key (BRKEY)

A Bridge Key (BRKEY) and BMS structure ID shall be obtained at the time of TS&L submission or upon its approval by completing the application in Appendix A of Publication 100A (Bridge Management System 2 (BMS2) Coding Manual). This reference number will be used for records retention and will be retained for the life of the structure.

A BRKEY shall be obtained for bridge structures, culverts, high mass light poles, DMS, overhead and cantilever signs, retaining walls and sound barrier walls not mounted on bridge superstructures.

### 1.6.3 Special Requirements

#### 1.6.3.1 Engineering Seal

For drawings prepared by a consultant, the structure drawings shall be prepared by, or under the direct supervision of, a professional engineer registered in Pennsylvania. The consultant's name and address together with the professional engineer's seal of the responsible professional engineer in charge of the design, their signature, and the date shall be shown in black opaque ink near the bottom-middle of the first sheet of each set of structure drawings for the final submission of the plans to the Department.

For drawings prepared in-house, the structure drawings shall be prepared by, or under the direct supervision of, a professional engineer registered in Pennsylvania. The responsible Assistant District Bridge Engineer or District Bridge Engineer professional engineer's seal along with their signature and date shall be shown in black opaque ink near the bottom-middle of the first sheet of each set of structure drawings.

All other drawings in the set shall have the professional engineer's seal, and it shall be located near the title block. This seal may be either from a black ink rubber stamp seal or a facsimile seal.

The responsible professional geologist or professional engineer shall sign and seal the core boring drawings.

#### 1.6.3.2 Supplemental Drawings

A table for supplemental drawings (standard drawings) shall be placed on the first sheet of each set of structure drawings immediately to the left of the title block whenever any standard drawings are referred to or are otherwise applicable to the construction of the structure. For BRADD the supplemental drawings block is placed in the top right corner of the Quantities sheet. The supplemental drawings shall be identified by drawing number, title and most recent recommendation date. (For an example, see Fig. PP1.6.1-1.)

#### 1.6.3.3 Revisions

A space shall be reserved immediately above the title block on all sheets of structure drawings for the purpose of listing revisions that are made to the drawings during construction. Drawings shall be laid out so as not to encroach on this area. Changes made to drawings prior to advertisement for letting shall not be listed as revisions. Changes made to drawings after a project is awarded for construction, including changes that are made by addendum prior to letting, shall be made by crossing out information that is being voided and adding the new information nearby, marked with a revision symbol and number. A brief description of the revision shall be listed in the revision block, together with the initials of those making the revision and checking it, and the date. The District Bridge Engineer has the responsibility of seeing that revisions are properly made.

#### 1.6.3.4 Release of Information and Documents to Non-Department Source

The decision to release Department information in response to a request from outside the Department is to be made consistent with the Right to Know requirements. It is Department policy that information such as Preliminary Design Reviews, QA Reports, Material Vendor files, Contractor Pre-Qualification Files, and material related to claims are typically not released.

The Department may release bridge inventory information (such as location, size, type, etc.) only as determined by the Office of Chief Council. The Districts are encouraged to allow public inspection by prospective bidders of specific information for a given construction project during the timeframe from advertisement by a Notice to Contractors to bid opening for the project.

This inspection should consist of the ability of the contractor to view, **but not copy**, information used by the Department to make their engineering decisions that will assist the prospective bidder in making an informed bid. This may consist of the information submitted for foundations in accordance with PP1.9.4.3, PP1.9.4.4 and PP1.9.4.5, and information submitted for the TS&L regarding constructability issues and/or alternatives analyses.

The Department may also release engineering design computations to the successful bidder to assist in developing alternate design or value engineering redesign.

### 1.6.3.5 Plan Sheets Delivery

To decrease the usage of plotters for full-size plan sheets and reduce the consumption of paper, utilize the following order of precedence:

- (1) Distribute plan sets for either plan review or construction as an electronic PDF file.
- (2) In circumstances that require a hard-copy set of plans, opt for half-size (11" x 17") printed to laser printers in lieu of a full-size (22" x 34") set of plans.
- (3) Provide a full-size (22" x 34") set of plans to the District Project Manager only upon request.

The final electronic deliverable of the plan sheets shall meet the requirements of DM-2, Chapter 1, Article 1.5.

## 1.6.4 General Requirements

### 1.6.4.1 Layout and Scale

In the preparation of design drawings, every effort shall be made to draw the plans, sections, elevations and details accurately to scale. The scales shall be large enough to show clearly all dimensions and details necessary for construction of the structure. Preferably, plans, sections and elevations should be drawn to a scale not less than  $1/4" = 1'-0"$  and details to a scale not less than  $3/8" = 1'-0"$ . Drawings shall be laid out in such a way that all details fall within the prescribed border lines. All detail views shall be placed on the drawing so as to allow adequate space between them and shall be drawn large enough to be easily read when reduced photographically by 50%. Refer to DM-3, for requirements to provide bar scales. Ensure slope designations are appropriate to U.S. Customary units, 3H:12V.

### 1.6.4.2 Linework and Lettering

All lines on the drawings shall be of sufficient density and width so as to have some residual density when reduced photographically by 50% and when microfilmed. Minimum height size for lettering, symbols and characters shall be 1/8 in. All characters shall be open, bold, uniform and formed with a dense, but not wide line. Space between the letters shall be one-half the width of the widest letter, and space between the lines of lettering shall be one-half the height of the tallest letter. For CADD-generated drawings, see DM-3, Chapter 12.

### 1.6.4.3 Checking

Each sheet of design drawings shall be thoroughly checked and initialed by the designer and the checker before being submitted for Department review. The designer and checker must be two separate individuals to maintain proper quality control of information shown on each sheet.

### 1.6.4.4 North Arrow

A north arrow symbol shall be placed on the General Plan and on all plan views of superstructure, substructure, or entire structure layout.

### 1.6.4.5 Dimensioning

Designers shall be particularly careful that sufficient overall and tie-in dimensions and geometric data are given on the plan. Tie-in and overall dimensions shall be arranged in such a way that it will not be necessary when reading the plans to add or deduct dimensions in order to determine the length, width, or height of any element of a structure. If "variable" dimensions are used, maximum and minimum values shall be provided.

### 1.6.4.6 Duplication of Details

Showing of details or dimensions in more than one place shall be kept to a minimum. Such duplication is usually unnecessary and increases the risk of errors, particularly when revisions are made. However, such details shall be appropriately cross-referenced so that they may be easily found.

### 1.6.4.7 Cross-Referencing

If, because of lack of space on a particular sheet or for convenience or other reasons, it is necessary to place a view or a section on another sheet or sheets, all such sheets shall be clearly cross-referenced by adding the appropriate sheet number after the section or detail designation, e.g., Section A-A (Sh \_\_); Detail B (Sh \_\_). Notes shall be used only if absolutely necessary.

### 1.6.4.8 Pay Limits

When misinterpretation is possible, the limits of pay items shall be clearly indicated on the corresponding details of a structure.

### 1.6.4.9 Abbreviations

Abbreviations of words shall generally be avoided, and those abbreviations that are not in common use shall be explained in a legend.

### 1.6.4.10 Reinforcement Bar Schedules

Bar marks should not be repeated. For bar marks that cover varying lengths of bar, the minimum and maximum lengths of bar shall be denoted in the schedules, along with the varying distance per number of bars. For example, S601, 9'-0" to 12'-0", vary 2 EA. by 6".

### 1.6.4.11 General Plan Sheet

The following essential information shall be shown on the first sheet, which is designated as "General Plan", unless a title sheet is used. If all of the following items cannot be accommodated on the first sheet, they may be shown on the next or succeeding sheets with proper reference.

(a) Plan

Outlines of substructure above ground and superstructure; length of spans along profile grade of roadway, skew angle(s), stations and grade elevations at intersections of profile grade with centerline bearing at abutment and centerlines at piers; stations at end and beginning of structure (see Fig. 1.6.4.11-1), piers, abutments and wingwall designation (e.g., Pier 5, Abutment 1, Wingwall A); horizontal distance between profile grade lines in the case of dual structures; contours for existing and final groundlines; location of points of minimum actual and required vertical clearances, scuppers, and lighting poles; minimum actual and required horizontal clearances between underpassing highways or railroad tracks and faces of adjacent parts of substructure, and normal horizontal clearances between faces of substructure for drainage structures.

(b) Elevation

Rate and direction of roadway grade, spacing of railing posts, spacing and mounting heights of lighting poles, protective fence location, finished groundline and approximate original groundline along construction centerline of bridge, bottom of footing elevations, estimated pile tip elevations, and required and provided minimum vertical clearances together with the elevations that define the clearances provided. Show the type of joint and a movement classification for each joint on the plans. Show the bearing fixity at each substructure unit.

For definition and requirements for highway vertical clearance, see D2.3.3.2. For drainage structures, the minimum vertical clearance is the maximum unobstructed design flood flow depth under a bridge.

(c) Typical normal section(s) of superstructure

Roadway width between curbs or sidewalks, overall dimensions, out-to-out of outside faces of barriers, water tables, cross slopes of roadway, minimum slab thickness, girder spacing, girder type, girder size and overhang. All applicable cross-sections shall be shown on the general plan.

## (d) Grade data

Horizontal and vertical alignment data, superelevation, run-in/run-out data, points of rotation, and provisions for spirals in accordance with DM-2.

## (e) Deck elevations

On structures in which lanes converge or diverge, on structures with transition in superelevation or small skew angles (less than 75 degrees), or on curves or complicated layout, one or all of the following shall be shown at the direction of the District:

- Table showing elevations at gutter and breaks in cross slope of the deck at 10 ft. intervals
- Contour lines with framing plan superimposed
- Finished deck grade over the centerline of each girder at every tenth point starting from the centerline of the near bearing to the centerline of the far bearing.

## (f) Summary of quantities

Pay item numbers and units shall be in accordance with the Department Specifications, Publication 408, or as specified and described in the Special Provision. For a list of common pay items, see the Construction Items Catalog (Publication 7) and the ECMS master items catalog. When two or more structures (such as dual bridges) are presented on the same plan, the quantities shall be tabulated for each structure. For presentation format see Fig. 1.6.4.11-2. When a lump sum item is used, an approximate quantity shall be shown for the item.

All “AND Items”, such as reinforcement, piles and pile tip reinforcements items, need not be repeated as shown in Fig. 1.6.4.11-2 for BRADD projects. However, all “AND Items”, except reinforcement bars and epoxy-coated reinforcement bars shall be repeated on the summary of quantities sheet (Plate B-II in Chapter 15 of DM-3) for each Contractor designed alternate option with the quantities to be inserted by the Contractor.

Design-build projects shall have pay items in accordance with PP1.11.2 and the Standard Special Provisions. The bid item for design is an individual pay item. The bid item for construction will be an “EITHER OR” format to distinguish material types. Refer to Fig. 1.6.4.11-3 for sample tabulations.

Bridge Deck replacement projects are permitted to be bid as Lump Sum which eliminates the need to have a concrete pay item with units of Cubic Yards.

## (g) Index of sheets

Bridge sheet titles and numbers shall be listed when five or more drawing sheets are used.

## (h) General notes (For a list of general notes, see PP1.7.)

## (i) Hydraulic data (see PP7.1.2.)

## (j) Provide scour information table in accordance with PP7.1.2, item (c).

For detailed submission items for each bridge submission, see PP1.9.



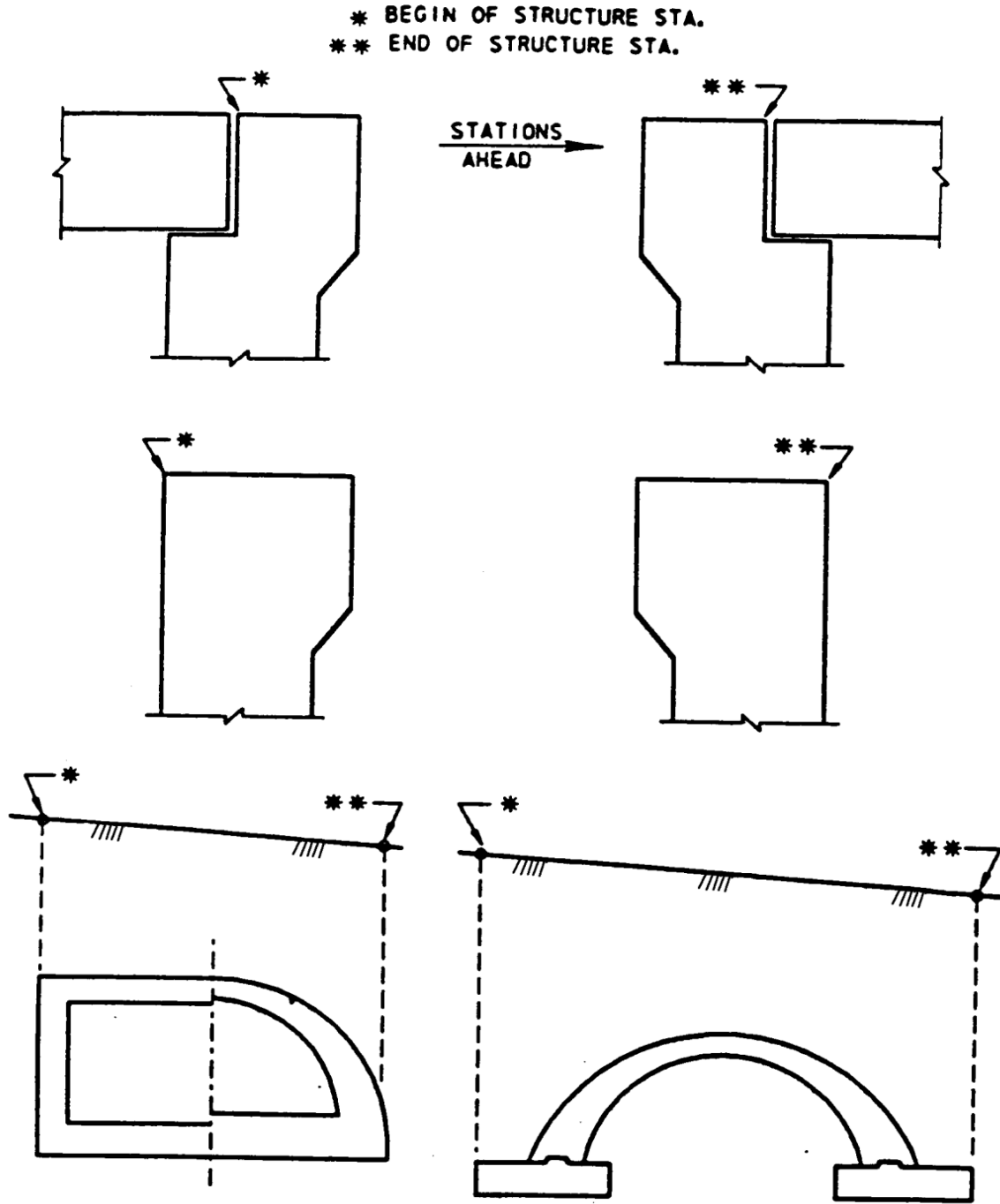


Figure 1.6.4.11-1 – Sections at End and Beginning of Structure

ALTERNATE STRUCTURE ITEMS			
ITEM NO.	DESCRIPTION	UNIT	TOTAL
8030-0001	BRIDGE STRUCTURE, AS DESIGNED, S-XXXXX	LS	LUMP SUM
8000-0001	PRESTRESSED CONCRETE BRIDGE STRUCTURE	LS	LUMP SUM
8100-0001	STEEL BRIDGE STRUCTURE	LS	LUMP SUM

APPROXIMATE QUANTITIES - BRIDGE STRUCTURE, AS DESIGNED						
ITEM NO.	DESCRIPTION	UNIT	ABUT. 1	ABUT. 2	SUPERSTRUCTURE	TOTAL
8030-0001	BRIDGE STRUCTURE, AS DESIGNED, S-XXXXX	LS				LS
(1)	CLASS 3 EXCAVATION	CY	0	7	—	7
(1)	CLASS AAAP CEMENT CONCRETE	CY	—	—	161 (2)	161
(1)	CLASS AA CEMENT CONCRETE	CY	22 (3)	4 (3)	44 (4)	70 (5)
(1)	CLASS A CEMENT CONCRETE	CY	179	103	—	282
(1)	SELECTED BORROW EXCAVATION, STRUCTURE BACKFILL	CY	0	604	—	604
(1)	NO. 57 COARSE AGGREGATE	CY	3	3	—	6
(1)	PRESTRESSED CONCRETE BRIDGE BEAMS 28" x 72"	LF	—	—	921	921
(1)	NEOPRENE STRIP SEAL DAM, (3" MOVEMENT)	LF	35	—	—	35
(1)	STEEL BEAM TEST PILES, HP 12 x 53 (6)	—	LS (7)	LS (7)	—	—
(1)	GEOTEXTILE, CLASS 4, TYPE A	SY	87	132	—	219
(1)	6" STRUCTURE FOUNDATION DRAIN	LF	70	135	—	205
(1)	PROTECTIVE COATING FOR REINFORCED CONCRETE SURFACES (PENETRATING SEALERS, REINFORCED CONCRETE SUBSTRUCTURE SURFACES)	SY	122	123	—	245

Figure 1.6.4.11-2 – Example of Tabulation of Bridge Bid Items and Approximate Quantities

APPROXIMATE QUANTITIES - BRIDGE STRUCTURE, AS DESIGNED						
ITEM NO.	DESCRIPTION	UNIT	ABUT. 1	ABUT. 2	SUPERSTRUCTURE	TOTAL
AND						
1002-0001 (9)	REINFORCEMENT BARS	LB	16,574	8,701	0	25,275
AND						
1002-0053 (9)	REINFORCEMENT BARS, EPOXY-COATED	LB	1,879	454	22,559	24,892
AND						
1002-0220 (9)	STAINLESS STEEL REINFORCEMENT BARS	LB	—	—	107 (8)	107
AND						
1005-1103 (10)	STEEL BEAM BEARING PILES, HP 12 x 53	LF	943	590	—	1,533
AND						
1005-1153 (10)	STEEL BEAM PILE TIP REINFORCEMENT, HP 12 x 53	EA	42	24	—	66
AND						
1019-0050 (11)	PROTECTIVE COATING FOR REINFORCED CONCRETE SURFACES (PENETRATING SEALERS, BRIDGE SUPERSTRUCTURE)	SY	—	—	690	690

- (1) ITEMS IN BRIDGE STRUCTURE LUMP SUM ITEM 8030-0001 GIVEN FOR INFORMATION ONLY
- (2) INCLUDES CLASS AAAP CONCRETE IN DECK SLAB AND APPROXIMATELY \* CUBIC YARDS OF CLASS AAAP CONCRETE TO ACCOUNT FOR STAY-IN-PLACE FORM TROUGHS
- (3) INCLUDES CLASS AA CONCRETE IN SHEAR BLOCKS, ABUTMENT BACKWALLS, CHEEKWALLS AND UWINGS ABOVE THE HORIZONTAL CONSTRUCTION JOINT NEAR THE BRIDGE SEAT
- (4) INCLUDES CLASS AA CONCRETE IN CURBS, BARRIERS, SIDEWALKS, DIVISORS AND CONCRETE DIAPHRAGMS
- (5) QUANTITY TO BE USED FOR CLASS AA CONCRETE UNDER THE DECK COLUMN HEADING ON THE STRUCTURE COST DATA FORM
- (6) IF PILE TIP REINFORCEMENT IS REQUIRED, SHOW FOLLOWING NOTE ON DRAWING:  
INCLUDE \* PILE TIP REINFORCEMENT  
(\*SHOW NUMBER AND SPECIFY TYPE [NORMAL OR HEAVY DUTY] OF PILE TIP REINFORCEMENT REQUIRED)
- (7) SHOW NUMBER AND LENGTH OF TEST PILES ON THE DRAWING (i.e., 2 @ 45 ft., 1 @ 45 ft. or 1 @ 30 ft.)
- (8) INCLUDES \* LBS. OF STAINLESS STEEL DOWELS  
(\*SHOW QUANTITY OF STAINLESS STEEL DOWELS)
- (9) FOR AS DESIGNED STRUCTURE, INCLUDED IN BRIDGE BID ITEMS. FOR ALTERNATE DESIGNS, INCLUDED IN BRIDGE STRUCTURE LUMP SUM BID ITEM
- (10) INCLUDED IN BRIDGE BID ITEMS
- (11) ONLY APPLY PROTECTIVE COATING TO BRIDGE DECK IF CONCRETE IS POURED BETWEEN SEPTEMBER 1 AND MARCH 1 PER PUBLICATION 408, SECTION 1001.3(k)6

Figure 1.6.4.11-2 – Example of Tabulation of Bridge Bid Items and Approximate Quantities (continued)

TABULATION OF STRUCTURE ITEMS			
ITEM NO.	DESCRIPTION	UNIT	TOTAL
8210-0001	DESIGN OF BRIDGE STRUCTURE (AS-DESIGNED FOUNDATION PROVIDED), S-XXXXX	LS	LUMP SUM
EITHER			
8250-0001	CONSTRUCTION OF PRESTRESSED CONCRETE STRUCTURE, S-XXXXX	LS	LUMP SUM
OR			
8251-0001	CONSTRUCTION OF STEEL STRUCTURE, S-XXXXX	LS	LUMP SUM

TABULATION OF STRUCTURE ITEMS			
ITEM NO.	DESCRIPTION	UNIT	TOTAL
8213-0001	DESIGN OF RETAINING WALL (NO AS-DESIGNED FOUNDATION PROVIDED), S-XXXXX	LS	LUMP SUM
EITHER			
8255-0001	CONSTRUCTION OF CONCRETE RETAINING WALL, S-XXXXX	LS	LUMP SUM
OR			
8256-0001	CONSTRUCTION OF PREFABRICATED RETAINING WALL, S-XXXXX	LS	LUMP SUM

TABULATION OF STRUCTURE ITEMS			
ITEM NO.	DESCRIPTION	UNIT	TOTAL
8216-0001	DESIGN OF REHABILITATION AND/OR WIDENING (AS-DESIGNED FOUNDATION PROVIDED), S-XXXXX	LS	LUMP SUM
8260-0001	CONSTRUCTION OF REHABILITATION AND/OR WIDENING, S-XXXXX	LS	LUMP SUM

Figure 1.6.4.11-3 – Example of Tabulation of Structure Bid Items for Design-Build Projects

### 1.6.5 Stake-Out Sketch

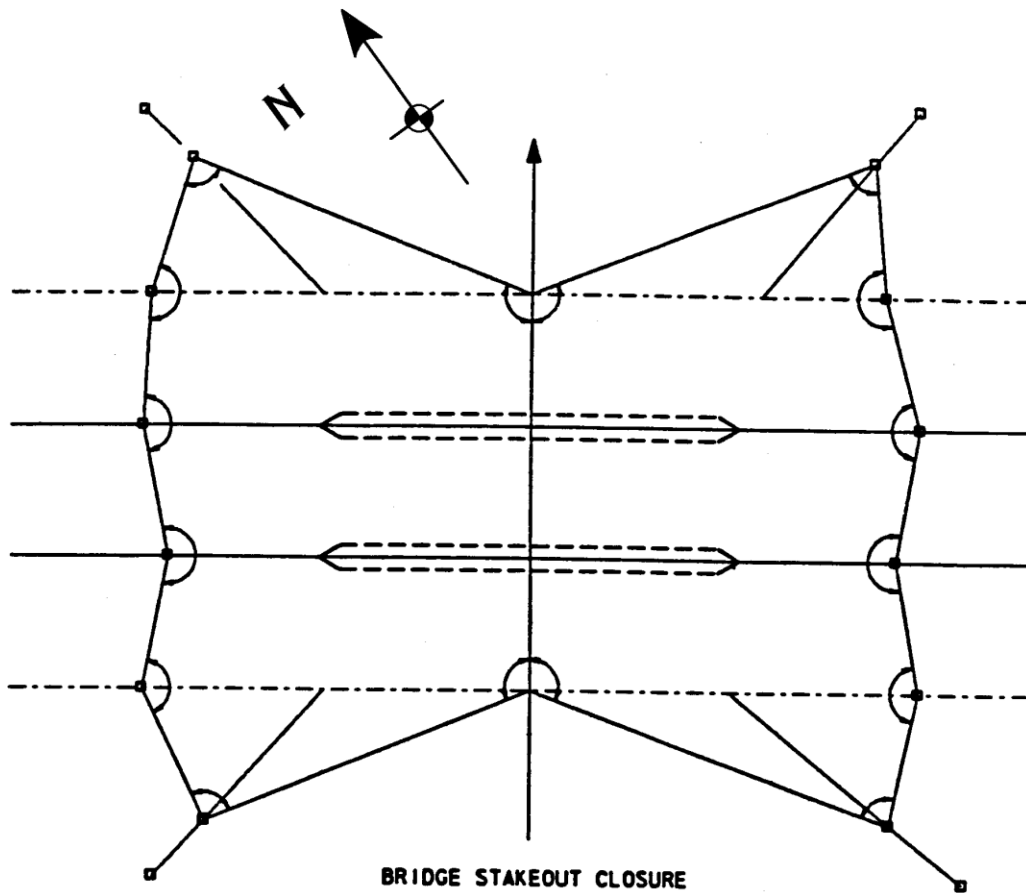
- (a) A stake-out sketch shall be shown, preferably on the first or second sheet of the structure drawings. There should be ample open space outside of the sketch to allow wing and barrier line extensions for stake point recordings. The sketch need not be to scale. Frequently, exaggerations of curvature, angle, etc., are necessary to show the information clearly.
- (b) The sketch shall be as simple as possible, but as complete as possible so that the structures will be constructed according to the plans.
- (c) All necessary tie-in dimensions between highway alignment, working points, lines of structure, and other control points shall be shown in feet to two decimal places on the sketch.
- (d) Provide a table of coordinates for all workpoints. Provide a table of coordinates for the baseline. Provide coordinates to four decimal points and add the following note: Four place coordinates are for computational purposes only and do not imply a precision beyond two decimal points.

#### 1.6.5.1 Stake-Out Guidelines

- (a) The stake-out shall be referenced to one straight base line, except in the case of dual structures, where two straight base lines, properly referenced to each other, can be used. The base line will be the centerline of the highway (if tangent), or the long chord connecting the points where the centerline of the highway intersects the face of the abutments on a curved highway, or the tangent line at the point of intersection of highways or the highway and a stream or river. Generally, dimensioning along the long chord is preferred on sketches for viaducts with a long series of spans. In special situations, some other base line can be used if particularly convenient.
- (b) The sketch shall show the base line and the shape of the exterior face of the substructure (abutments and wingwalls). All corners shall be referenced by showing work points and distances to the base line. Wingwall angles to the front face of abutments shall also be referenced. Work point coordinates may be shown on the plan.
- (c) At intermediate piers, the skew angle between the centerline of the pier and the base line is required. The location of the intersection of pier centerline with base line shall be tied to other parts of the substructure by base line dimensions. The distance from the base line to the centerline of roadway along the centerline of the pier shall be given. The station of the intersection points at the base line shall be shown. Distances between the outside faces of each barrier shall be shown.
- (d) For multi-level structures, each level shall be sketched separately, but referenced to the same base line.
- (e) The stake-outs for box culverts shall include inside faces of walls, ends of the culvert, and the front face of the wingwalls. Reinforced concrete arch culverts and metal culverts shall be treated similarly.

#### 1.6.5.2 Procedure to Ensure Against Discrepancies in Bridge Stake-Out

- (a) The structure stake-out sketch and reference stake locations shall be recorded in a Department survey field book (Form D-428).
- (b) Original stake-out field notes shall be recorded in a survey field book. When other copies are required, this information shall be taken from the original survey field book.
- (c) An error of closure on the stake-out shall be recorded in the survey field book. This error of closure shall reflect a comparison between measured and computed angles and distances of a traverse around the near line of the offset stakes of all working lines and shall meet the minimum error of closure of one part in 10 000 (see Fig. 1.6.5.2-1).
- (d) A complete centerline tie shall be made at the ends of a structure to ensure proper location.



Run a closed traverse around the near line of offset stakes of all working lines. On projects where various phase stakeout is required, run the intermediate traverse as the stake-out progresses.

Upon completion of an acceptable closure of the perimeter traverse of 1 part in 10 000, compute the individual closures between each pier and abutment lines. These computations may be made in the field by the party Chief or in the office by a member of the District Bridge Unit.

Record this sketch and closure in a survey field book to be made readily available for inspection.

Figure 1.6.5.2-1 – Sections at End and Beginning of Structure

**1.7 GENERAL NOTES**

From the following list, notes related to the type of structure shall be shown on the general plan of the drawings. The notes applicable to specific elements of a structure may be shown on the corresponding sheets. Special notes shall be written, or these notes revised, to meet special conditions on individual projects. Use the imperative mood in writing general notes on the bridge plans.

**1.7.1 Design Specifications**

1. AASHTO LRFD Bridge Design Specifications\*, and as supplemented by Design Manual, Part 4 (including latest revisions\*\*). *[Also, include applicable specifications as indicated in PP1.1.1.]*

\*specify year, i.e., 2014

\*\*specify month and year

2. Live load distribution to girders is based upon \_\_\_ method. *[see PP1.7.10, Instruction 1]*
3. Design is in accordance with the LRFD method.

**1.7.2 Design Live Loads**

1. PHL-93, P-82 and P2016-13
2. Fatigue design is based on the following:

Steel structures:           ADTT \_\_\_ (year)  
   (one-directional)

Prestressed concrete:     ADTT \_\_\_ (year)  
   (one-directional)

3. Maximum allowable tensile stress in precompressed tensile zone:

$$0.0948\sqrt{f'_c}$$

**1.7.3 Dead Loads**

1. Includes surface area density of 0.030 ksf for future wearing surface on the deck slab. *[see PP1.7.10, Instruction 2]*
2. Includes a surface area density of 0.015 ksf for permanent metal deck forms that takes into account the weight of the form, plus the weight of the concrete in the valleys of the forms. *[see PP1.7.10, Instruction 3]*
3. Includes \_\_\_ kip/ft for utilities, \_\_\_ kip/ft for inspection walk and \_\_\_ kip/ft for sound barrier.

**1.7.4 General**

1. Provide materials and perform work in accordance with Specifications, Publication 408\*, AASHTO/AWS D1.5M/D1.5 \*\* Bridge Welding Code, and contract special provisions.

\*Specify year, i.e., 2016

\*\*Specify applicable year, i.e., 2008 (Use AASHTO/AWS D1.1/D1.1M:2008 for welding not covered in AASHTO/AWS D1.5M/D1.5: 2008). Designers to verify date to be consistent with Pub 408 1105.03 (m).

2. Provide structural steel conforming to AASHTO \*\*\* (ASTM \*\*\*\*) designation, except when noted otherwise.

\*\*\*Specify applicable number, i.e., M 270/M 270M

\*\*\*\*Specify ASTM designation, i.e., A 709/A 709M

3. Provide 2 in. concrete cover on reinforcement bars, except as noted.
4. Use Class AAAP cement concrete in deck slab, concrete end diaphragms for steel I-beam bridges, integral sidewalks, Type 3 and 5 approach slabs, and top slab of cast-in-place concrete box culverts at grade.

Use Class AAA cement concrete in precast channel beams.

Use Class AA cement concrete in raised sidewalk and alternate sidewalk, curbs, barriers, divisors, Type 1,2, and 4 approach slabs, concrete diaphragms, abutment backwalls, cheek walls, shear blocks, U-wings above bridge seat construction joint, flared safety wings, footings (when specified), sleeper slabs and sound barriers.

Use Class A cement concrete in curtain walls, piers, abutments below bridge seat, pedestals, wingwalls, flared safety wings up to the horizontal construction joint at or below beam seat (if provided), retaining walls, footings, arch culverts, spandrel walls, walls and top and bottom slabs of cast-in-place concrete box culverts under fill, walls and bottom slab of cast-in-place concrete box culverts at grade and caissons.

Use Class C cement concrete below the bottom of footings when specified.

5. A higher class concrete may be substituted for a lower class concrete at no additional cost to the Department, if approved by the District Bridge Engineer.
6. Provide Grade 60 reinforcing steel bars that meet the requirements of ASTM A 615/A 615M, A 996/A 996M or A 706/A 706M. Do not weld Grade 60 reinforcing steel bars unless specified. Grade 40 reinforcing steel bars may be substituted with a proportional increase in cross-sectional area, if approved by the Chief Bridge Engineer. Do not use rail steel A 996/A 996M reinforcement bars in bridge piers, abutments, shear blocks, beams, footings, piles, barriers or where bending or welding of the reinforcement bars is indicated.
7. Use epoxy-coated reinforcement bars in the deck slab, barriers, sidewalk, abutment backwalls, U-wings above the construction joint, stirrups protruding from diaphragms and prestressed beams into the deck slab, and pier and abutment seat bars where expansion dams are used. Epoxy-coat J-bar reinforcement in substructure units and epoxy-coat other substructure reinforcement bars as indicated.
8. Galvanized reinforcing steel bars may be substituted for epoxy-coated reinforcing steel bars at no additional cost to the Department.
9. Rake-finish all horizontal construction joints, except as indicated.
10. Site Class    Class E. [*\*Specify either "is" or "is not"*]
11. Use retarder admixture conforming to Publication 408 [*specify year*] in the concrete deck slab. [*see PPI.7.10, Instruction 4.*]
12. Verify all dimensions and geometry of the existing structure in the field as necessary for proper fit of the proposed construction. [*see PPI.7.10, Instruction 5*]
13. Construct deck slab transverse construction joints parallel to bridge centerline of bearings.
14. Abutment backwalls may be placed up to a construction joint below the level of the bottom of deck slab prior to construction of the deck.
15. Notify the regional headquarters of the Fish Commission prior to construction and cooperate with Fish Commission during construction. [*Include name, address and telephone number for Waterway Conservation Officers*]
16. Place cheekwall, concrete shear blocks, and backwall concrete after beams are set in position.
17. Chamfer exposed concrete edges 3/4 in. by 3/4 in., except as noted.
18. All dimensions shown are horizontal, except as noted.



19. Use either permanent metal forms or removable forms to construct the deck slab. *[Specify type of forms if required by design conditions.]*
20. Deck slab thickness includes a ½ in. integral wearing surface.
21. Superstructure dimensions shown are for a normal temperature of 68° F.
22. Before driving piles, place and compact, to footing elevation, specially selected material that contains no rock to interfere with pile driving. Auguring or pre-boring will be permitted to the original ground. *[Note: to be used if footing is above existing groundline.]*
23. Spread footings may be ordered by the Engineer to be at any elevation or of any dimensions necessary to provide a proper foundation. *[Not applicable for footing set on piles.]*
24. Use corrosion inhibiting admixture in the concrete deck slab. *[see PPI.7.10, Instruction 8]*
25. Provide minimum embedment and splice lengths in accordance with Standard Drawing BC-736M, unless otherwise indicated.
26. Prepare bearing areas as specified in Publication 408, section 1001.3(k)9.
27. Do not start to cast the continuity diaphragm prior to thirty (30) days from the time of beam casting. *[Note: to be used when the diaphragm contains a positive moment connection for full continuity, see D5.12.3.3.4]*
28. Bridge is not weight restricted. See Publication 408 Section 105.17 for construction loading limits.
29. Bridge is posted for a weight restriction of \_\_\_ Tons. Construction loadings limits have been reduced in accordance with Publication 408 Section 105.17. The reduced construction loading limits are:
  - a. Individual material stockpile (including but not limited to pallets of products, reinforcement bar bundles, aggregate piles) - Limited to one individual stockpile with a Maximum weight of \_\_\_ pound/square foot and a Maximum size of 100 square feet.
  - b. Multiple material stockpiles - Maximum weight of \_\_\_ pound/square foot with a Maximum total stockpile area of 1000 square feet provided loading limit for an individual material stockpile (above) is not exceeded.
  - c. Combinations of material stock piles, vehicles, other materials, and equipment are limited to a Maximum total weight of \_\_\_ pound per span in any work zone width less than 24 feet and limited to a Maximum total weight of \_\_\_ pound per span for work zones  $\geq$  24 feet wide provided loading limits for an individual material stockpile and multiple material stockpiles (above) are not exceeded.
30. Provide a minimum width of 2-1/2" at 68°F for strip seal installations unless otherwise indicated.
31. Do not use adhesive anchors in a tension application for permanent installations.
32. Do not use adhesive anchors in a sustained tension application for temporary installations, including during construction.
33. Provide temporary lateral support to the beam during construction until the end diaphragms are cast and the shear blocks or dowels bars are installed. *[Note: to be used only for box beams having a transverse beam seat slope,  $s_t$ , exceeding 5% and placed on neoprene bearing pads thicker than 3.5 in.]*
34. Provide uncoated, corrosion-resistant steel reinforcement bars that meet the requirements of AASHTO M 334, Type CS and Section 709.1(g). Sample each size and lot of reinforcement bars in accordance with Pub 408, Section 1002.2. *[Note: to be used when uncoated, corrosion-resistant steel reinforcement bars are specified.]*
35. Class A lap splices of steel reinforcement bars are to be used at the following locations: \_\_\_\_\_ (sht. \_\_\_\_); \_\_\_\_\_ (sht. \_\_\_\_); \_\_\_\_\_ (sht. \_\_\_\_); \_\_\_\_\_ (sht. \_\_\_\_).

**1.7.4.1 Notes for Proprietary Walls (For plans prepared by a proprietor for the Contractor)**

1. These drawings are intended for use only at the site for which they are prepared. \* \_\_\_\_\_ disclaims any liability for any other use (\*write company name).
2. For additional design information, core borings and other geotechnical information not shown on these plans, refer to the original design plans, S-number \_\_\_\_\_.
3. All design assumptions are validated through either notes to the Contractor or details on these drawings.

**1.7.4.2 Notes for Bridge Rehabilitation Plans**

1. Do not consider any of the data on the existing structure supplied in the original design drawings or made available to you by the Department or its authorized agents as positive representations of any of the conditions that you will encounter in the field.
2. The information shown on the plans for the existing bridge is not part of the plans, proposal, or contract and is not to be considered a basis for computation of the unit prices used for bidding purposes. There is no expressed or implied agreement that information is correctly shown. The bidder is not to rely on this information, but is to assume the possibility that conditions affecting the cost and/or quantities of work to be performed may differ from those indicated. (List the original design drawings and any rehabilitation drawings, if applicable. Indicate the approval or recommended date in parenthesis.)
3. The following standard note should appear on each of the existing bridge plans that are to be supplied to the contractors:

*Bidders are advised to field-verify information presented. The data shown herein is not a part of the plans, proposal, or contract, and is not to be considered as a basis for computation for any purpose.*

4. After obtaining the laboratory tests results, the following standard note should appear on all bridge painting, demolition, and rehabilitation projects:

*The existing bridge structural members contain (Or do not contain) lead paint and other toxic materials {such as cadmium, chromium, arsenic, etc. (Show this detail based on the laboratory test results)} based on laboratory testing.*

**1.7.5 Notes for Piles****1.7.5.1 Notes for Pile Driving Requirements**

The applicable driving method shall be specified in the foundation submission and shown in the general notes on the design drawings. Driving shall be controlled by the wave equation or the use of a pile driving analyzer as indicated below.

- (a) Method A - Use when bearing piles are driven to absolute refusal. (Point and end bearing piles)

Control pile driving by the wave equation analysis. Drive test piles to absolute refusal. The Engineer shall verify, from the test pile driving results, the capability of the pile hammer selected by the Contractor. Drive bearing piles to absolute refusal into the stratum defined by a tip elevation that is predetermined by the Engineer from test piles. The Engineer shall determine the acceptability of the bearing piles that attain absolute refusal above the predetermined tip elevations.

- (b) Method B - Use when bearing piles are driven to a capacity determined by the wave equation, but to less than absolute refusal. (Friction piles)

Control pile driving by a pile driving analyzer. Drive test piles to end of driving criteria unless otherwise directed by the Engineer. The Engineer shall verify, from the test pile driving results, the capability of the pile hammer selected by the Contractor. Drive bearing piles to a tip elevation and a driving resistance predetermined by the Engineer from a wave equation analysis of the test piles. The Engineer shall determine the acceptability of the bearing piles that attain end of driving criteria above the predetermined tip elevations.

- (c) Method C - Use when bearing piles are driven to a capacity based on a static pile load test result.
  - (1) Control pile driving by the wave equation analysis.
  - (2) Drive test piles to absolute refusal unless otherwise directed by the Engineer. The Engineer shall verify from the test pile driving results the capability of the pile hammer selected by the Contractor.
  - (3) Drive test piles at \_\_\_\_ before driving the load test piles at \_\_\_\_ (indicate locations). Drive all test piles relative to the pile load test first in order to determine the most representative location for the pile load test.
  - (4) The pile load test at \_\_\_\_\_ is intended to be representative of the bearing piles at \_\_\_\_\_ (indicate locations).
  - (5) Pile load tests at \_\_\_\_\_ may be conducted concurrently. (Use when there is no need to conduct load tests in consecutive order).
  - (6) Drive load test piles to a driving resistance and/or a tip elevation predetermined by the Engineer from a wave equation analysis of the test piles.
  - (7) Apply the load for the pile load test not less than \_\_\_\_ days after the test load pile has been driven.
  - (8) Do not drive bearing piles before the representative pile load test is completed and the results are evaluated by the Engineer.
  - (9) Drive bearing piles to a tip elevation and a driving resistance predetermined by the Engineer from the pile load tests. The Engineer shall determine the acceptability of the bearing piles that attain absolute refusal above the predetermined tip elevations.
  - (10) Show the pile load test data on the drawings as illustrated below (modify as required):

In quantities:

QUANTITY UNIT	DESCRIPTION	ABUT. 1	PIER X	ABUT. 2
X EA	QUICK PILE LOAD TEST <sup>1</sup>	X	X	X
X EA	ADDITIONAL QUICK PILE LOAD TEST <sup>2</sup>	X	X	X

<sup>1</sup> The load test will be the quick type unless otherwise specified in the foundation approval or recommendation.

<sup>2</sup> Include additional pile load test when specified in foundation approval.

In or near general notes:

**PILE LOAD TEST DATA:**

	<u>ABUT. 1</u>	<u>PIER X</u>	<u>ABUT. 2</u>
LOCATION <sup>3</sup>	XXXX	XXXX	XXXX
TYPE AND SIZE OF PILE	XXXX	XXXX	XXXX
DESIGN LOAD	XXX k	XXX k	XXX k
ESTIMATED LENGTH	XX'	XX'	XX'
MINIMUM REQUIRED RESISTANCE FACTOR (Φ)	X.XX	X.XX	X.XX
MINIMUM REQUIRED ULTIMATE BEARING CAPACITY	XXX k	XXX k	XXX k
MINIMUM REQUIRED CAPACITY OF TEST EQUIPMENT <sup>4</sup>	XXX k	XXX k	XXX k

<sup>3</sup> Identify by substructure unit.

<sup>4</sup> Equate to nominal structural capacity of the pile, as determined below.

Nominal structural capacity of pile:

- For H and unfilled tubular steel piles:

$$P_u = A_s f_y$$

- For CIP piles:

$$P_u = 0.85 f'_c (A - A_s) + A_s f_y$$

where:

$P_u$  = ultimate structural capacity (kips)

$A$  = gross area of concrete (in<sup>2</sup>)

$A_s$  = area of steel H or tubular piles, or thick wall shell or rebars for cast-in-place piles (Exclude corrosion allowances and area of thin wall shells)

$f'_c$  = Compressive structural design strength of concrete at 28 days. (ksi)

$f_y$  = specified minimum yield strength of steel (ksi)

These ultimates are only for the purpose of sizing the load test equipment for laterally supported piles with zero eccentricity, and are not applicable to the structural design of the piles. Where it is obvious that the soil will develop significantly less than the ultimate structural capacity of the pile, the test equipment should be sized to ensure a plunging failure of the pile based on soil strength parameters.

**1.7.5.2 Notes for Pile Installation Information**

The following pile installation table is to be included on the General Notes sheet of the bridge plans and is to be produced using gINT Software with the PennDOT gINT Library Pile Installation Information Report. After installation, the test pile information as indicated in the table is to be input into the PennDOT gINT Project Files, and the completed table is to be placed on the “as-built” plans. If borings are not taken, or do not exist for the piles, the pile installation table may be created and completed without the use of gINT, and is to be placed on the General Notes sheet of the bridge plans.

SUBSTRUCTURE UNIT	PILE TYPE	PILE TIP (NONE/NORMAL/ HEAVY DUTY)	PILE TIP ELEVATION	FACTORED DESIGN LOAD (KIPS)	ULTIMATE PILE CAPACITY AT END OF DRIVING (KIPS)	WEAP OR PDA

### 1.7.5.3 Notes for Micropile Load Testing

The applicable micropile load testing case shall be specified in the foundation submission and shown in the general notes on the design drawings.

- (a) Case 1: Verification Load Testing - Use when micropiles are installed in uniform, non-complex geology.

Perform load testing in accordance with Publication 408, Section 1007.3(k)1.

- (b) Case 2: Verification Load Testing and Proof Load Testing – Use when micropiles are in complex or highly variable geology (variable quality or with discontinuities), or for instances where additional load testing is required to verify consistency of sizeable micropile capacity. (Note: District Bridge Engineer approval is required to use.)

Perform load testing in accordance with Publication 408, Section 1007.3(k)2. Micropile details such as bond lengths may be adjusted in accordance with the grout to ground bond values from the results of the verification load testing and approved supporting design calculations.

### 1.7.6 Notes for Reinforced Concrete Box and Arch Culverts

Do not exceed a 2 ft. difference in fill elevation on the sides during placement of the backfill. Do not allow the wheels of rollers to come closer than 1 ft. to the face of the structure during compaction of the backfill.

### 1.7.7 Notes for Steel Beams and Girders

1. If beams (girders) cannot be shipped in the lengths shown on the plans, field splice(s) will be permitted at the request of the Contractor, but no compensation will be allowed for the splices. [see PPI.7.10, Instruction 6]
2. If beams (girders) can be fabricated in lengths longer than the sections shown on the plans by eliminating field splices, field splice(s) may be omitted at the request of the Contractor. The Contractor assumes full responsibility for securing a hauling permit. Approval for elimination of a field splice at the shop drawing stage does not obligate the Department to issue a hauling permit. [see PPI.7.10, Instruction 7]
3. Do not use form support systems that will cause unacceptable overstress or deformation to permanent bridge members.
4. All fasteners are 7/8 in. diameter HS bolts, except as noted.
5. Ream subdrilled or subpunched holes for field splices in the fabrication shop.
6. Prepare bearing areas as specified in Publication 408, Section 1001.3(k)9.
7. Do not make welds by manual shielded metal arc process for primary girder welds, such as flange-to-web welds or for shop splices of webs and flanges.
8. Do not weld permanent metal deck forms or other attachments to girder top flanges in tension areas. (Tension areas of top flanges are designated on the plans.) Threaded studs for the support of the overhang deck forming bracket is permitted provided the threaded stud is attached with the same welding processing as the shear studs.
9. Welding of reinforcement bars during fabrication or construction is not permitted unless specified.
10. Provide welded stud shear connectors manufactured from steel conforming to ASTM A108.
11. Set anchor bolts to template or in preformed holes. Do not drill unless specifically indicated on plans. Fill the preformed holes with non-shrink grout. Fill the clearance between anchor bolts and holes in masonry plates with approved non-hardening caulking compound conforming to Publication 408, Section 705.8.
12. Paint structural steel in accordance with Publication 408, Section 1060.

13. Fabricate all members or member components designated as Fracture Critical Members (FCM) to conform to the requirements of Design Manual, Part 4, Section 6, Article D6.6.2, and AASHTO LRFD Bridge Design Specifications, Article 6.6.2, and Publication 408, Sections 1105.02(a)5 and 1105.03(m)9. Meet the base metal Charpy V-notch (CVN) requirements for Zone 2.
14. Metallize structural steel in accordance with the special provision - Shop Metallizing and Painting of New Structural Steel. The flange, bearing stiffener plates and splice plates indicated are oversized in width to accommodate the reduction due to edge grinding.
15. Stability of partial girders and complete girders is to be maintained by the Contractor during erection, until all girders and diaphragms are in-place and all bolts are properly installed. Erection loads including self weight of the steel members, wind loading and construction live load effects are to be evaluated by the contractor for stability, stresses and deflections on the steel members during any stage of erection.
16. An alternate slab placement sequence may be permitted at the request of the Contractor. Submit for review and approval to the Department a revised slab placement sequence with support calculations and computer stress analysis. Satisfy the requirements of the original slab placement sequence. Obtain written approval prior to the use of the revised slab placement sequence and/or camber values. No compensation will be allowed for the development and approval of the revised slab placement sequence and camber values. The Department will be the sole judge of the acceptability of the revised slab placement sequence and camber values.
17. Consultant to specify if heat-curved beams (girders) are (are not) permitted.
18. See D6.7.2, D6.7.2.2P, D6.10.3.2.5.2P, and D6.13.2.8 for additional notes to be shown on contract drawings.
19. Fabricate all members or member components designated as Structurally Redundant Member (SRM) to the requirements of a Fracture-Critical Members (FCM).

#### **1.7.8 Welding Notes for Rehabilitation of Structures or where Field Welding is Permitted**

1. Welding specifications: AASHTO/AWS D1.5M/D1.5 Bridge Welding Code (specify year) consistent with Pub 408 1105.03(m).and the contract special provisions. Do not field-weld on any part of the existing bridge, except where shown on the drawings, without prior approval of the District Bridge Engineer.
2. Welding of existing structural steel: Use the shielded metal arc process and low hydrogen electrodes that are compatible with the base metal as specified, and in accordance with an approved Weld Procedure Specification.
3. Make tack welds with the same type of electrode and incorporate in the final weld. No other tack welding will be permitted.
4. Do not weld when surfaces to be welded are moist or exposed to rain, snow, or wind, or when welders are exposed to inclement conditions that will adversely affect the quality of the work.
5. Do not weld or burn when the temperature is below 0° F. Preheat and maintain the temperature of the metal to at least 70° F when the temperature of the metal is between 0° F and 32° F during welding or burning.
6. Preheat the steel to the specified minimum temperature for a distance equal to the thickness of the part being welded, but not less than 3 in. in all directions from the point of welding.
7. Remove by application of heat any moisture present at point of weld. Provide windbreaks for protection from direct wind.
8. Prior to placing the weld, thoroughly clean all portions of new and existing surfaces to receive welds of all foreign matter, including paint film, for a distance of 2 in. from each side of the outside lines of the weld.
9. Test completed welds using visual and nondestructive methods in accordance with AASHTO/AWS D1.5M/D1.5 Bridge Welding Code Chapter 6.

**1.7.9 Utility Notes**

Coordinate, locate, and conduct all work related to public and private utilities in accordance with Publication 408, Sections 105.06 and 107.12

**1.7.10 Instructions**

1. Indicate either DM-4 distribution factors, grid analysis method, three-dimensional finite element analysis method, or other.
2. The additional dead load shall not be applied to structures under fill.
3. Metal deck forms with blocked out valleys are commercially available and may be specified when economical for rehabilitation projects or when dead load is a control. Removable forms may also be specified for each case.
4. The note shall be shown on the drawing when retarder admixture is necessary in the concrete deck slab for conditions other than temperature control (mostly in skewed continuous structures).
5. The note shall appear on the plans for repairing, rehabilitating, widening, or extending the existing structures.
6. The design details/splices shall be coordinated with PP1.13, “Hauling Restrictions and Permits”, and the standard note adjusted accordingly. If needed, the special provisions shall be expanded or adjusted by the designer. Optional field splice details should not be shown, but the note shall be shown on the drawing for beams or girders between 70 ft. and the limiting lengths specified in PP1.13.2.
7. The design details/splices shall be coordinated with PP1.13 and the standard note adjusted accordingly. If needed, the special provisions shall be expanded or adjusted by the designer. For beams or girders exceeding the lengths specified in PP1.13.2, field splice details shall be shown, and the note shall appear on the plans.
8. The note shall appear on the drawing when corrosion inhibiting admixture is to be specified for the project with the approval of the District Bridge Engineer. Indicate the time to corrosion.

**1.7.11 Timber Notes**

At the completion of preservative treatment, clean the treated material by a post-treatment steaming specified for the individual type of material or species. (Use this note for wooden bridges.)

**1.7.12 Mechanically Stabilized Earth Walls**

I hereby certify that all design assumptions have been validated either through construction details or notes on these drawings or through the contract plans and special provisions. (Show this note above the P.E. seal on structure plan.)

**1.7.13 Notes for Jacking of Superstructure**

Perform a capacity check for the post-installed \_\_\_\_\_\* anchors by comparing the service load to the maximum safe working load of the anchor. The maximum safe working load of the anchor shall be the lesser of 25% of the ultimate strength and the safe working load provided by the manufacturer. Alternately, the anchor may be designed in accordance with AASHTO LRFD Bridge Design Specifications, Article 5.13 using a resistance factor of 0.55. When determining embedment depth, the condition and deterioration of the concrete shall be considered.

(\* anchor type: adhesive or mechanical)

**1.7.14 Fabrication and Reporting Requirements for Temporary Structural Steel Members**

The District Bridge Engineer shall determine on which projects the following general notes shall be included on the plans (e.g. a project that includes temporary support of fracture critical members).

1. Temporary structural steel members to be designed by a Professional Engineer registered in Pennsylvania to meet design requirements and shown on signed and sealed drawings prepared as specified in Publication 408, Section 105.02(c).
2. Fabricate temporary structural steel members in accordance with AASHTO/AWS D1.5M/D1.5 Bridge Welding Code.
3. Fabrication in shop to be performed by a Bulletin 15 certified fabricator. Fabrication in the field may be performed if approved by the Representative.
4. Fracture critical components to be fabricated in a Bulletin 15 certified facility with Fracture Critical Endorsement.
5. Welding to be performed by an AWS Certified Welder (CW) with certification appropriate to the method, position and materials being used.
6. Inspect welds in accordance with Publication 408, Section 1105 and ASNT Recommended Practice No. SNT-TC-1A.
  - For fillet welds, ensure proper weld size and profile and perform mag particle testing.
  - For partial and full penetration welds, perform ultrasonic testing and radiographic testing as appropriate.
7. Welds to be inspected by Quality Control Personnel including an AWS Certified Welding Inspector (CWI) as required by Publication 408, Section 1105.01(g)3.
8. Non-Destructive Testing (NDT) to be performed by an SNT-TC-1A certified technician.
9. The Engineer shall certify that the temporary structural steel members have been assembled as shown on the Engineer's signed and sealed drawings.
10. The contractor is required to provide a written report of fabrication to the Representative prior to placing loads on the temporary structural steel members. The report is to be prepared by the contractors' Professional Engineer, the Certified Welding Inspector (CWI) and the certified NDT technician. The report is to define the fabrication requirements for the temporary structural steel members and address inspection and Non-Destructive Testing required by Publication 408, Section 1105 and applicable American Welding Society Standards. At a minimum, the report is to include the following:
  - Accepted fabrication drawings.
  - Fabricator name, facility and applicable certifications. Include a copy of their applicable AISC certification(s).
  - Welding method(s) to be used in accordance with Publication 408, Section 1105.03(m)6.a for main load carrying bridge members.
  - Approved Procedure Qualification Records (PQR) and Welding Procedure Specifications (WPS).
  - Material certification: mill test reports (MTR) and mill test certifications (MTC).
  - Welder Qualifications.
  - Methods for handling welding consumables.
  - For pre-approved field welding, list of Quality Control Personnel including an AWS Certified Welding Inspector (CWI) as required by Publication 408, Section 1105.01(g)3.
  - Non-Destructive Testing (NDT) Written Practice.
  - Records of Non-Destructive Testing that was performed and test equipment calibration data.
  - Acceptance of welds by CWI and NDT technician.
  - Certification by the Engineer that the temporary structural steel members have been assembled as shown on the Engineer's signed and sealed drawings.



### 1.7.15 Additional Notes to be shown on Contract Drawings

For additional notes to be shown on contract drawings, see Fig. PP1.6.4.11-2 reference (6) for Pile Tip Reinforcement, PP1.9.4.3.1 items (b)(4) and (5) for Geotechnical notes, PP1.10.1.1 for Alternate Design, PP1.10.6.2.2 for Plan Revisions, PP3.3.4.7 item (a)(l) for Prefabricated Retaining Walls, PP3.4.2 item (a) for Concrete Deck Sealant, D10.9.1.9P for Micropile Notes, D11.13P item 3 for Gabion Retaining Walls, and D14.7.6.3.5 for bearing lift-off condition.

## 1.8 DESIGN COMPUTATIONS

### 1.8.1 General Requirements

- (a) Original design computations shall be made in such a way that they can be microfilmed and will produce clear and legible copies. The minimum font size shall be 10 pt. Computations shall be arranged so that a Reviewer may easily follow the subject and procedures of the design analysis. Each sheet of design computations shall be thoroughly checked and initialed by the designer and the checker. An index sheet shall be provided for easy reference. The computations shall be of good contrast and shall be only on one side of 8 ½" x 11" (U.S. Customary Letter Size) sheets for ease of microfilming. An exception to the minimum font size may be approved by the District on a case-by-case basis if space is limited and all caps are used. For these limited cases, a minimum 8.5 pt size in a font such as ARIAL may be considered.
- (b) Design computations are not required for any portion of a structure for which the information is taken verbatim from an applicable current Department standard. In such cases, the standard shall be referenced in the calculations.
- (c) In general, the design computations shall consist of these items: geometry calculations, structural analysis, quantity computations and necessary sketches. With all computations, manual or electronic, sketches necessary for clarification of the design intent must be provided.

Each phase of computer-generated computations should include a table showing the summary of results unless the critical items are obvious, e.g., for "Structural Analysis" the table showing the summary of results shall indicate the actual and allowable stresses for various loading groups.

Preliminary computations are not required, but may be included in the computations if identified and separated from the final design computations.

When methods or formulas that are not in general use are employed, the source shall be given, including title and edition of the book, name of author(s), publisher and page numbers.

- (d) Title sheet and cover of original design computations shall show the name of county, project route (S. R. number and section number), station of structure, S-number of the drawings, BMS structure ID, MPMS/ECMS project number, and Bridge Key (BRKEY), and be signed and sealed by the professional engineer registered in Pennsylvania. Each sheet of calculations shall be dated by designer and checker.
- (e) Original design computations shall be bound in hard covers that completely enclose the parts of the fasteners used. Bindings with exposed fasteners shall not be used. Upon final acceptance of the drawings, the original design computations shall be submitted to the District Office as a permanent record.

#### 1.8.1.1 Policy for Designer's Responsibility for Constructability

##### CASE A: Construction Methods and/or Sequences Specified by the Designer in the Contract Documents

When the design model assumes that the design loads will be applied in a certain sequence or under certain conditions, the designer must provide enough information in the contract documents (including plans) to ensure that construction sequence and/or methods will be consistent with the design assumption. In such cases, the designer is fully responsible and accountable for constructability due to all temporary and cumulative design loads that eventually become part of the final design loads.

CASE B: Designs Based on New Design Methods that May Affect the Constructability of a Common Bridge by Decreasing the Size of its Members. Optimized Designs are also Included in Case B.

The Designer is responsible for providing an appropriate notice in the contract documents (including plans) if typical construction methods used successfully in the past will not be permitted because of higher temporary construction stresses that may occur due to design dead loads and/or construction loads. As an alternative, the designer may design for a typical construction method that has been used successfully in the past, if it is economical to do so, and indicate the assumed construction method in the contract documents. The reason for assigning this responsibility to the designer is that the designer is in a better position to be aware of the affect that changes in design specifications and design methods will have on constructability than would be the Contractor.

Although this policy assigns responsibility to the designer for Case B, the degree of accountability will vary with the circumstances as follows:

- (1) If new design specifications or design methods implemented by the Department contain guidelines and/or commentaries that identify potential problems in constructability, the designer will be held accountable if constructability problems occur because of a failure to introduce constructability guidelines in the design.
- (2) The absence of constructability guidelines or commentaries in new design specifications will not relieve the designer of responsibility for addressing constructability. Accountability, should problems occur, will depend on whether the designer made a reasonable effort to address constructability. An example of a reasonable effort in this case would be a request for approval of constructability criteria during design, preferably at TS&L stage.

For contractor-designed alternates and Design-Build projects, the Contractor is completely responsible and accountable for constructability.

Even with reasonable efforts, some constructability problems may still occur because of the current state-of-the-art. In such cases, the Department, in the past, has been quite liberal in assuming some degree of accountability and will continue to do so.

The Designer's responsibility for constructability must be considered in the technical scope of work in consultant engineering proposals.

For bridges under construction, the revised design specifications can often be met by modifying the size and sequence of the deck pours.

### **1.8.2 Computer Programs**

When computations are performed using a computer program, the input and output, with an explanation of terms, and the assumptions and computations used for the determination of the input values, shall accompany the design computations.

For computer programs not available through the Department, a sketch with an explanation of all abbreviations and symbols shall accompany the input and output sheets of the program. All computer programs shall be identified. Design methodology employed by the programs shall be indicated: line girder, grid analysis, finite element, etc.

For software review requirements, see PP1.4.5.

### **1.8.3 Rating Computations**

- (a) Computations shall be made showing the inventory and operating ratings in terms of H, HS, ML, TK527 and PHL-93. Computations shall also be made showing the operating rating for permit loads P-82 and P2016-13. The ratings shall be calculated using the loadings described in A3.6 and D3.6. For steel and prestressed girders, concrete box culverts, steel floorbeams and steel trusses, Tables D3.4.1.1P-1, D3.4.1.1P-2, D3.4.1.1P-4, D3.4.1.1P-5 and D3.4.1.1P-6, respectively, shows the limit state load combination corresponding to the different rating vehicles. The original rating computations are to be included with the original design computations. A description of the method of analysis is to be included in the calculations. The ratings shall be determined by the design method and analysis method (DM-4 distribution factors or a refined method) that were used in design, unless changed by direction of the Chief Bridge Engineer.

Two sets of rating calculations shall be provided and load ratings placed on the bridge plans. One set will include the future wearing surface (FWS) in the ratings. The other set will not include the future wearing surface (without FWS) in the ratings.

Rating calculations shall clearly show the total inventory and operating capacity and the live load capacity, so that the calculations can be used throughout the life of the structure.

- (b) The bridge plans for deck replacement, overlays, major rehabilitation and Contractor's alternate designed bridges, shall show the bridge load ratings as indicated in the sample chart below:

**ADTT (AT THE TIME OF DESIGN)**  
**CUMULATIVE ADTT (AT THE TIME OF REHABILITATION)**

SPAN NO.		BEAM TYPE AND SIZE						
		H 20	HS 20	ML-80	TK527	PHL-93	P-82	P2016-13
<b>INVENTORY RATING (IR)</b>	DISTRIBUTION FACTOR	0.720	0.720	0.720	0.720	0.720	—	—
	LOCATION	CL	CL	CL	CL	CL	—	—
	LIMIT STATE	SERV III	SERV III	SERV III	SERV III	SERV III	—	—
	RATING FACTOR	1.39 M	1.19 M	1.07 M	1.02M	1.04 M	—	—
	RESISTANCE	8,000 K-FT	8,000 K-FT	8,000 K-FT	8,000 K-FT	8,000 K-FT	—	—
	SPAN # / BEAM #	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	—	—
<b>OPERATING RATING (OR)</b>	DISTRIBUTION FACTOR	1.018	1.018	1.018	1.018	1.018	1.018	1.018
	LOCATION	0.05 L	0.45 L	0.45 L	0.45L	0.35 L	0.25 L	0.25 L
	LIMIT STATE	STR II	STR II	STR II	STR II	STR IA	STR II	STR II
	RATING FACTOR	2.75 S	2.17 S	1.96 S	1.90 S	2.09 S	1.00 S	1.00 S
	RESISTANCE	150 KIPS	150 KIPS	150 KIPS	150 KIPS	150 KIPS	150 KIPS	150 KIPS
	SPAN # / BEAM #	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1
<b>CRITICAL MEMBER</b>	<b>INTERIOR</b>							
<b>MAXIMUM FACTORED FLEXURAL RESISTANCE (KIP-FT)</b>	<b>13,269 K-FT</b>							
<b>LOCATION</b>	<b>0.45 L</b>							
<b>MAXIMUM FACTORED SHEAR RESISTANCE (KIPS)</b>	<b>150 KIPS</b>							
<b>LOCATION</b>	<b>0.45L</b>							
<b>NOTES: "M", "S", AND "SM" DENOTE THAT MOMENT, SHEAR, AND SHEAR/MOMENT INTERACTION CONTROL THE RATING FACTOR, RESPECTIVELY. GIVEN DISTRIBUTION FACTOR IS THE VEHICULAR LOAD DISTRIBUTION FACTOR USED TO PRODUCE THE GIVEN RATING. FOR THE STR-IP LIMIT STATE, THE VEHICULAR LIVE LOAD DISTRIBUTION FACTOR ACCOUNTS FOR THE PRESENCE OF PEDESTRIAN LOADS, IF APPLICABLE.</b>								

Figure 1.8.3-1 – Sample Bridge Load Ratings Chart

Include with the chart on the bridge plans the following information:

- (1) The force effect controlling the rating.
- (2) The limit state used to obtain each of the ratings and each critical moment and shear value.
- (3) Live load distribution factors for shear or moment for each load combination used to produce that rating.
- (4) IR = Inventory Rating, OR = Operating Rating, ML = Pennsylvania Maximum Legal Load (ML-80), TK527 = PA Legal Load Configuration, P-82 and P2016-13 = Pennsylvania Permit Loads
- (5) For multiple span structures, identify and provide data for critical span(s) only.

- (6) Provide moment and shear influence lines for the structure that is designed using a refined method of analysis.
- (7) Identify critical (in moment or shear) member(s) and location.
- (8) Load due to future wearing surface is included in the ratings. (The engineering districts may require the rating value with and without future wearing surface.)
- (9) The critical moment and shear shall be determined from the operating rating calculations.
- (10) Identify whether shear or moment controlled the rating for each rating value.
- (11) Identify beam properties used.
- (12) Identify continuity assumption used (i.e., whether positive moment reinforcement was considered in ratings).

The table may be modified in order to provide all of the required information. All rating information should be shown together on the first sheet of the bridge plans or indexed on the first sheet.

### 1.9 BRIDGE SUBMISSIONS – DESIGN PHASE

Refer to Tables 1.9-1, 1.9-2 and 1.9-3 for determining review and approval responsibility for each bridge submission.

#### 1.9.1 General

The chronology of the bridge-related submissions for approval shall be made as follows:

- (a) Hydraulics and Hydrologic Report (if applicable) (see PP1.9.2)
- (b) Type, Size and Location (TS&L) (see PP1.9.3)
- (c) Foundation Submission (see PP1.9.4)
- (d) Final Review of Plans (see PP1.9.5)
- (e) Final Plans (see PP1.9.6)
- (f) Plans, Specifications and Estimate (PS&E) (see PP1.9.7)

All submissions must include pertinent QA checklists (refer to Appendix A) without which the submission will be returned without any action by the approving office.

Table 1.9-1 – Review and Approval Responsibility for Federal Oversight Project

**PROJECT OF DIVISION INTEREST (FEDERAL OVERSIGHT) PROJECTS (7)**

(Interstate projects with project cost ≥ \$10 million, other NHS projects costing ≥ \$20 million, and Appalachian Development Highway System Corridor Completion Projects) in accordance with the June 2015 Stewardship and Oversight Agreement

Item No.	Category	TS&L (1)			Final Plans (3) (6)			Remarks
		FHWA	BDTD	District Br. Engr. (2)	FHWA	BDTD	District Br. Engr. (2)	
1. New Construction, Reconstruction, Preservation, or 3R type of work (4)	Interstate bridge cost < \$10 million	-	-	✓	-	-	✓ (see remark)	Final plans for multi-span steel bridges, steel bridges with skew < 70°, curved girders, complex and unusual bridges, bridges designed using 3D analysis, and fracture critical bridges must be sent to BDTD for approval.
	Interstate bridge cost ≥ \$10 million	✓	-	-				
	NHS bridge cost < \$20 million	-	✓	-				
	NHS bridge cost ≥ \$20 million	✓	-	-				
2. Misc. Str. (4)	Culverts	-	-	✓ (2) (see remark)	-	-	✓ (9) (see remark)	Culverts under fills greater than 40 ft. must be approved by BDTD.
	Ret. walls < 30 ft. height	-	-	✓ (2)	-	-	✓ (9)	All MSE and modular wall submissions are to be approved in the District office.
	Ret. walls ≥ 30 ft. height	✓	-	-	-	✓	-	All MSE and modular wall submissions are to be approved in the District office.
	Sound Barrier Walls	-	-	✓	-	-	✓ (9)	
	Arches: span ≤ 60 ft.	-	-	✓ (2)	-	-	✓ (9)	
	Arches: span > 60 ft.	-	✓	-	-	✓	-	
	Sign Structures	-	-	-	-	-	✓ (9)	No formal approval is required.
	DMS Structures	-	-	✓	-	✓ (see remark)	-	Center mount DMS structures designed in accordance with BD-649M may be approved by District Bridge Engineer. (9)
Rehab of unusual structures	✓	-	-	-	✓	-		

(table continues)

Table 1.9-1 – Review and Approval Responsibility for Federal Oversight Project (continued)

**PROJECT OF DIVISION INTEREST (FEDERAL OVERSIGHT) PROJECTS (7)**(Interstate projects with project cost  $\geq$  \$10 million, other NHS projects costing  $\geq$  \$20 million, and Appalachian Development Highway System Corridor Completion Projects) in accordance with the June 2015 Stewardship and Oversight Agreement

Item No.	Category	TS&L (1)			Final Plans (3) (6)			Remarks
		FHWA	BDTD	District Br. Engr. (2)	FHWA	BDTD	District Br. Engr. (2)	
3. Other (4)	Exceptions to AASHTO Design Criteria	✓	-	-	-	✓	-	
	Design exceptions to structural design criteria and policies	✓	-	-	-	✓	-	Over STRAHNET, coordinate with FHWA for exceptions to 16.0 ft. minimum vertical clearance and changes to clearances currently less than 16.0 ft.. See DM-2, Section 2.20. Other design exceptions must follow guidance as defined in DM-1X, Appendix P and be coordinated with HDD.
	Non-redundant structures	✓	-	-	-	✓	-	
	3-D analysis	✓	-	-	-	✓ (see remark)	-	Final plans approval authority may be transferred to Dist. Br. Engr., depending upon complexity.
	All experimental or demonstration items	✓	-	-	-	✓	-	
	Complex and unusual structures	✓	-	-	-	✓	-	
	Light Poles	-	-	-	-	-	✓ (9)	Review and approve for structural capacity only. See Appendix B. (5)

- Notes:
- (1) Includes Conceptual and Final TS&L submissions for Design-Build projects.
  - (2) A copy of approvals must be given to BDTD.
  - (3) Scour, safety, expansion dams and load capacity items must be addressed for all work categories.
  - (4) Seismic design or assessment must be completed for structures in Class E or F locations where the work requires removal of the deck, new piers, or new superstructure. For minor maintenance projects, the seismic criteria may be deferred if requested at the TS&L stage.
  - (5) Light poles approved under a general submission do not require a re-review and are considered pre-approved for other projects.
  - (6) Includes Final Plans for Design-Build projects
  - (7) All P.S. & E's for Federal oversight projects are still sent to FHWA for final approval
  - (8) Cost is based on TS&L estimate and is a per bridge cost for projects with multiple bridges
  - (9) The District Bridge Engineer may delegate the review and approval of the Final Plans to the design consultant in accordance with Appendix T.

Table 1.9-2 – Review and Approval Responsibility for Foundation Approval for all Projects

**FOUNDATION APPROVAL FOR ALL PROJECTS (1)**

Includes Retaining Walls

Category	FHWA	BDTD (2)	Dist. Br. Engineer	Remarks
1. Footings on bedrock	-	-	✓	
2. Culverts with integral bottom on rock or soil	-	-	✓	
3. Footings on soils	-	-	✓	Including MSE wall footings
4. Foundation on pedestals (must be on rock)	-	-	✓	In mining areas approval is from BDTD
5. Foundation on piles not in mining areas	-	-	✓ (3)	
6. Anchored walls	-	✓	(see remark)	Dist. Br. Engr. may approve anchored walls for local projects.
7. Foundation on piles in mining area, on caissons and on micropiles	✓ Federal Oversight Projects only	✓ PennDOT Oversight & Non-federally funded projects	-	
8. Unusual foundations	✓ Federal Oversight Projects only	✓ PennDOT Oversight & Non-federally funded projects	-	
9. Foundation for arches without ties	✓ Federal Oversight Projects only	✓ PennDOT Oversight & Non-federally funded projects	-	
10. Sound Barrier Walls	-	-	✓	
11. Sign Structure / DMS	-	-	✓	
12. High Mast Lighting	-	-	✓	

- Note: (1) If substructure units of a bridge are supported by different types of foundations, the approval authority will be determined using the most critical foundation type.
- (2) On Federal oversight projects when the TS&L requires FHWA approval, a copy of the foundation approval must be sent to FHWA.
- (3) Structures with a significant amount of friction piles, e.g., major viaducts, major river crossings and > 1,000 ft. of retaining walls, will be submitted to BDTD (and FHWA if Federal Oversight) for approval.

Table 1.9-3 – Review and Approval Responsibility for PennDOT Oversight Projects

**PennDOT OVERSIGHT PROJECTS**  
 (Interstate projects with cost < \$10 million, other NHS projects costing < \$20 million and Off NHS Projects)  
 in accordance with the June 2015 Stewardship and Oversight Agreement  
**AND NON-FEDERALLY FUNDED PROJECTS INCLUDING LOCAL PROJECTS**

Item/Category	TS&L (1)		Final Plans (2) (3)		Remarks
	BDTD	District Br. Engr.	BDTD	District Br. Engr.	
1. Deck rehabilitation	-	✓	-	✓	
2. Superstructure rehabilitation	-	✓	-	✓	
3. Substructure rehabilitation	-	✓	-	✓	
4. Culvert extension	-	✓	-	✓ (4)	
5. Wall rehabilitation	-	✓	-	✓ (4)	
6. Deck & superstructure replacement	-	✓ (see remark)	-	✓ (4) (see remark)	TS&L and Final Plans for multi-span steel bridges, steel bridges having skew < 70°, curved girders, complex and unusual bridges, bridges designed using 3D analysis, and fracture-critical bridges must be sent to BDTD for approval.
7. New bridges & bridge replacements with bridge cost < \$20 million	-	✓ (see remark)	-	✓ (4) (see remark)	TS&L and Final Plans for multi-span steel bridges, steel bridges having skew < 70°, curved girders, complex and unusual bridges, bridges designed using 3D analysis, and fracture-critical bridges must be sent to BDTD for approval.
8. New bridges & bridge replacements with bridge cost ≥ \$20 million	✓	-	✓	-	Final plan approval authority may be transferred to Dist. Br. Engr. on case-by-case basis.
9. Culverts	-	✓	-	✓ (4)	
10. Retaining walls < 30 ft. height	-	✓	-	✓ (4)	
11. Arches ≤ 60 ft. Span L	-	✓	-	✓ (4)	
12. Mechanically stabilized earth (MSE) and modular walls	-	✓	-	✓ (4)	
13. Sound Barrier Walls	-	✓	-	✓ (4)	
14. Retaining walls ≥ 30 ft.	✓	-	✓ (see remark)	-	Final plans approval authority may be transferred to Dist. Br. Engr. on case-by-case basis.
15. Arches > 60 ft.	✓	-	✓ (see remark)	-	Final plans approval authority may be transferred to Dist. Br. Engr. on case-by-case basis.
16. Designs that use non-AASHTO load distribution factors	✓	-	✓ (see remark)	-	Final plans approval authority may be transferred to Dist. Br. Engr. on case-by-case basis.
17. Complex and unusual structures	✓	-	✓ (see remark)	-	Final plans approval authority may be transferred to Dist. Br. Engr. on case-by-case basis.
18. Anchored walls	✓	-	✓ (see remark)	-	Final plans approval authority may be transferred to Dist. Br. Engr. on case-by-case basis.
19. <u>All</u> design exceptions to structural design criteria and policies	✓	-	✓	-	Over STRAHNET, coordinate with FHWA for exceptions to 16.0 ft. minimum vertical clearance and changes to clearances currently less than 16.0 ft. See DM-2, Sect. 2.20. Other design exceptions must follow the guidance in DM-1X, Appendix P and be coordinated with HDD.

(table continues)



Table 1.9-3 – Review and Approval Responsibility for PennDOT Oversight Projects (continued)

**PennDOT OVERSIGHT PROJECTS**  
 (Interstate projects with cost < \$10 million, other NHS projects costing < \$20 million and Off NHS Projects)  
 in accordance with the June 2015 Stewardship and Oversight Agreement  
**AND NON-FEDERALLY FUNDED PROJECTS INCLUDING LOCAL PROJECTS**

Item/Category	TS&L (1)		Final Plans (2) (3)		Remarks
	BDTD	District Br. Engr.	BDTD	District Br. Engr.	
20. Non-redundant structures	✓	-	✓	-	
21. <u>All</u> experimental or demonstration items	✓	-	✓	-	
22. Light poles	-	-	-	✓ (4)	Review and approve for structural capacity only. See Appendix B.
23. Sign structures	-	-	-	✓ (4)	No formal approval is required.
24. DMS structures	-	✓	✓ (see remark)	-	Center mount DMS structures designed in accordance with BD-649M may be approved by District Bridge Engineer. (4)

Note: (1) Includes Conceptual and Final TS&L submissions for Design-Build projects.  
 (2) Includes Final Plans for Design-Build projects.  
 (3) For minor projects designed using the procedures in DM-1X, Appendix AB, the Department will not review or approve final plans.  
 (4) The District Bridge Engineer may delegate the review and approval of the Final Plans to the design consultant in accordance with Appendix T.  
 A copy of all approvals by Dist. Br. Engr. and all completed QA checklists must be sent to BDTD. Scour, seismic retrofit, safety, expansion dams, and load capacity items must be addressed for all work categories. All design exceptions for structures must be approved by BDTD and/or FHWA in accordance with the Stewardship and Oversight Agreement.

### 1.9.2 Permit Applications and Hydrologic and Hydraulic Report

Permit Applications and Hydrologic and Hydraulic Reports shall be prepared to meet the design requirements of DM-2, Chapter 10; DM-4, Chapter PP7; PennDOT Drainage Manual, Publication 584; active Strike-off Letters (SOLs); and applicable requirements for regulatory permits.

The following procedures and guidelines apply to all PennDOT projects (Federal-Aid and 100% State) for the submission and review of Hydrologic and Hydraulic Reports:

1. All information required for meeting design and regulatory requirements for individual permits, small projects, General Permit-8 (GP-8) and General Permit-11 (GP-11) shall be prepared and submitted in electronic copy through the Keystone Environmental ePermitting System (KEES). All other permit applications shall be prepared and submitted in hardcopy. Permits for local projects may be prepared in the KEES system but shall be submitted in hardcopy. The information developed shall be reviewed by the District Environmental Manager and District technical staff to ensure compliance with all applicable design, environmental, and regulatory requirements. The information developed shall:
  - a. include the results of the hydrologic and hydraulic analyses associated with design of the waterway structures or encroachments,
  - b. incorporate pertinent prior National Environmental Policy Act (NEPA) documents by reference or excerpt,
  - c. address coordination activities with environmental resources agencies, and
  - d. reflect any commitments or agreements reached that may affect the processing of the permit application.
2. Hydrologic and Hydraulic Reports for municipal structures using Federal-aid funds also shall be submitted by the Engineering District to Bureau of Project Delivery for quality assurance (QA) review (see Step 5 below). For permit applications prepared and submitted in hardcopy, the Engineering District shall submit one additional copy of the Hydrologic and Hydraulic Report to the Bureau of Project Delivery for transmittal to the Federal Highway Administration (FHWA) for review and approval of projects involving any of the following issues:
  - a. Significant or controversial channel changes.
  - b. Significant or controversial backwater easements.
  - c. Significant bridge scour (usually manifested by high stream velocity, severe waterway constriction, deep foundation and/or expensive scour mitigation measures).
  - d. Permanent impoundments or causeways involving roadway embankments.
  - e. Major bridges with costs of more than \$15 million.
3. For Joint Permit Applications, the Engineering District shall perform necessary coordination with the applicable counties and municipalities pursuant to 25 Pa.Code §105.13(d)(1)(v-vi) pertaining to the Stormwater Management Act (32 P.S. §§680.1 et seq.) and the Floodplain Management Act (32 P.S. §§679.101 et seq.). For permit applications involving communities with Stormwater Management Plans, or Floodplain Management Plans, implemented under the Acts, the Engineering District shall request from the local municipality a written statement that the proposed project is consistent with local stormwater management plans and with local floodplain management plans. See DM-2, Chapter 10.7.D.2 for details on coordination with FEMA and Municipalities. If the Engineering District cannot obtain a written statement of consistency, the Engineering District must provide sufficient documentation with the permit application to demonstrate consistency with local plans implemented under the Acts.
4. For Joint Permit Applications, the Engineering District shall consider local land use plans.
5. The Engineering District shall complete and sign the appropriate permit application form or letter and send three sets of the permit application packet (including a completed application form or letter, and the required attachments) to the appropriate regulatory reviewing authority or submit the permit application to them through the KEES system. More or fewer sets of the permit application packet may be required by the regulatory review authorities, depending on the type of permits or nature of permit requests involved. For Joint Permit Applications, the primary regulatory review authority will coordinate review of the application with other reviewing agencies when and as necessary (except for the U.S. Coast Guard, or as otherwise notified by the primary review authority on a case by case basis).

6. The Bureau of Project Delivery shall perform QA reviews of and provide comments, if any, to a representative sample of Hydrology and Hydraulic (H&H) Reports numbering approximately two per year per District. The Reports shall be selected from the KEES system, and comments shall be provided to the District within fifteen days of selecting a Report.
7. Where there are unusual or controversial special permit conditions specified on the permit by the regulatory authority, the Engineering District should consult with the Bureau of Project Delivery prior to acceptance of the permit.
8. The Engineering District shall submit one copy of each permit, or regulatory approval, (including permits or approvals received from the U. S. Army Corps of Engineers and the Pennsylvania Fish and Boat Commission) to the electronic document management system.

Additionally, please follow the document retention guidelines.

Please note that the Engineering District is responsible for processing and obtaining all necessary regulatory permits (such as the U. S. Army Corps of Engineer's Section 10 and U. S. Coast Guard Bridge Permits for proposed activities in navigable waters of the United States).

#### **1.9.2.1 Hydrologic and Hydraulic Coordinators and Regulatory Permit Coordinators**

Each Engineering District shall appoint a Hydrologic and Hydraulics (H&H) Coordinator and a Regulatory Permits Coordinator. These Coordinators are responsible for coordinating the processing of all hydrologic and hydraulic reports and all regulatory permits (or approvals) respectively. Jointly, these coordinators shall be knowledgeable in both administrative and technical aspects of the Hydrologic and Hydraulic Report and the permit application package. It is suggested that these coordinators be selected from the District's Bridge Unit and the District's Environmental Unit respectively.

#### **1.9.2.2 Records of Regulatory Permits**

The Engineering District shall maintain complete records of the Hydrologic and Hydraulic Reports and the permit documents sent to regulatory agencies for permit approval. Permit Applications submitted to DEP through the KEES System or the previous JPA2 System inherently meet this requirement.

#### **1.9.2.3 Permit Amendments**

Regulatory permits for construction activities involving highway structures usually are issued at an early stage in the design process. During later stages of the design process, or during construction, issues may arise that create changes in the information submitted to regulatory agencies. All changes in design after permits are issued must be weighed carefully against the regulatory permit review criteria (for example, see 25 Pa.Code §105.14, 151, and 161), and the information provided in the permit application. Early consultation and coordination with the regulatory agencies is encouraged. Minor design changes may be eligible for an amendment by letter. For large changes, the regulatory agency may process the amendment request in the same manner that it processes a new application. Primary responsibility for permit amendments during the design or construction phases of project development resides with the party responsible for design or construction respectively.

When design changes or construction changes are proposed that affect, or may affect, a regulatory permit, the following steps shall be followed:

1. The party responsible for any such changes shall carefully evaluate the effects of the proposed changes on the information provided in permit applications, issued permits, and conditions attached to issued permits. If any of these items are, or may be affected, then proceed to step 2.
2. The District's Regulatory Permit Coordinator will determine whether or not a permit amendment is necessary. Provide all information to the Regulatory Permit Coordinator necessary to enable a sound decision on whether or not an amendment is needed. The Regulatory Permit Coordinator will contact the regulatory agency/ies when necessary. If the Regulatory Permit Coordinator determines that a permit amendment is necessary, then proceed to step 3.

3. During coordination with the regulatory agencies, the Regulatory Permit Coordinator will determine whether or not the proposed amendment is minor. If the amendment is minor, then proceed to Subsection (a) below; otherwise, proceed to Subsection (b).
  - a. Minor Amendments
    - i. Compile all changes in the information submitted with the original permit application.
    - ii. Provide a certification with signature and professional seal for the changes as required by 25 Pa. Code §105.13(I).
    - iii. Provide a transmittal letter. The letter should be addressed to the regulatory review authority (i.e. DEP or a County Conservation District) from PennDOT. The letter shall provide a brief summary of the proposed changes; state that the changes are minor; and request a letter of amendment for a minor change.
    - iv. Submit a package of the above items to the attention of the Regulatory Permit Coordinator at PennDOT's District Office. PennDOT will review the materials.
    - v. If satisfactory, the package will be approved, signed, and forwarded to the regulatory review authority; otherwise, revision and resubmission will be necessary.
  - b. Other Amendments
    - i. For non-minor amendments, the approval process at the regulatory agency follows the same process as a new permit application. In the case of Individual permit applications and Small Project permit applications, this includes publication in the Pennsylvania Bulletin for public comment and publication of notice when the amendment is approved.
    - ii. Compile all changes in the information submitted with the original permit application. Follow the procedures described in PP1.9.2, items 1 through 8 above. Be sure to include new notices to local municipalities. Provide replacement pages or replacement sections for the permit application and its attachments for all parts of the permit application affected by the proposed changes. .
4. When a permit amendment is approved, the Engineering District will receive a Letter of Amendment from the regulatory review authority.
5. The Engineering District will scan the Amendment Letter to the electronic document management system.
6. The Letter of Amendment becomes a part of the original permit and must be permanently attached to the original permit.

#### **1.9.2.4 Permits for Projects with Alternate Structures at One Location**

For major structures (re: PP1.9.2, item 2.e), PennDOT may require regulatory permitting for more than one structure design at one location.

Attachments to the permit application should follow the outline recommended by the permit application forms. For individual items such as the Hydrologic and Hydraulic Report, the sections most affected when analyzing alternate structures at one location will be the hydraulic analysis, the risk assessment, and the summary data tables. With alternate structures, the report outline should not change; however, within each of these sections, each alternate should be analyzed independently. For example, the hydraulic analysis should contain subsections for Alternate 1, Alternate 2, etc. Other affected sections should be handled similarly.

#### **1.9.2.5 Permits for Design-Build Projects**

Regulatory permitting for structures does not depend on whether construction contracting uses the traditional procedures or the newer Design-Build procedures. Either the Department or the Design-Build Team will obtain the regulatory permits for Design-Build projects. Permits for Design-Build projects may be required to include alternate structures at one location as discussed in PP1.9.2.4 and PP1.11. Design changes subsequent to permitting must follow the process for permit amendments described in PP1.9.2.3.

**1.9.3 Type, Size and Location (TS&L)**

**1.9.3.1 General**

The investigation of a proposed structure shall be sufficiently intense to discriminatingly select and justify type, size and location on the basis of the information available from the various phases of study outlined in DM-1, including any foundation information obtained. Preliminary cost comparisons shall be made to support TS&L recommendations.

The District Bridge Engineer or their representative shall attend the Design Field View for all bridge projects to provide input in finalizing location, horizontal and vertical alignment for the project, taking into account site specific conditions, such as slide or scour potential and railroad clearances. Whenever an existing foundation is to be reused and new loads are to be applied, the existing foundations must be re-evaluated to assure adequate foundation carrying capacity. For bridge projects over Railroad facilities, early coordination and involvement with the Railroad shall be in accordance with the latest edition of Publication 371, Grade Crossing Manual, Chapter 4. This would allow for the Railroad's input to various design parameters being considered.

TS&L for any structure supported on proprietary walls shall not be approved unless adequate foundation information including scour evaluation (if applicable) is available or foundation investigation is completed and recommendations are available.

Type of substructure will be approved during foundation approval.

Formal TS&L approval is required for in-house designed BRADD projects.

Submit the TS&L Report and Structure Geotechnical Foundation Report for Retaining Walls, DMS support structures, and Sound Barrier Walls concurrently. For structures without an as-designed foundation, the foundation parameters must be submitted.

**1.9.3.2 Responsibility**

Refer to Tables PP1.9-1 and PP1.9-3 for the review and approval responsibility for TS&L. For new bridge designs having a deck joint at a substructure unit, the TS&L must be submitted to BDTD for approval.

See PP1.6.3.5 for the order of preference for electronic, printing or plotting of plan sets. If hard-copy plans sets are requested, the following table summarizes the number of plan sets.

Table 1.9.3.2-1 – Number of Hard Copies (if requested) for Type, Size and Location (TS&L) Submissions

Review and Approval Responsibility	Distribution of Plan Sets and related information				DM-4 Reference
	District	BDTD	FHWA	Total	
District Responsibility	1	1	1	3	PP1.9.3.2.1
BDTD Responsibility		2	1	3	PP1.9.3.2.2

*1.9.3.2.1 Responsibility of District*

The designer shall submit TS&L plans and related information (see PP1.9.3.3) to the pertinent District for approval when the District is responsible for TS&L approval.

The District shall send to the BDTD an informational copy of the final TS&L approval letter, with road plans, applicable QA checklists and preliminary bridge plans showing core boring layout.

*1.9.3.2.2 Responsibility of BDTD*

The District Executive shall submit to BDTD, for approval, TS&L plans and related information (see PP1.9.3.3) for approval when BDTD is responsible for TS&L Approval.

If the District desires to revise a Consultant's submission, the revision shall be marked on the plans in red and forwarded to BDTD with an explanation where necessary.

BDTD will review the submission and will approve it if it is found satisfactory and after obtaining FHWA approval, if required. Submission of revised preliminary plans will be requested, if necessary.

### 1.9.3.3 Submission Requirement

TS&L Submission requirements are divided into two categories, Standard and Streamlined. Standard TS&L submissions are required on all projects unless a Streamlined TS&L submission is agreed upon by the District, BDTD and FHWA (if applicable).

#### 1.9.3.3.1 Standard TS&L

The following information shall be included for TS&L submission:

(a) TS&L submission letter

The letter of transmittal shall include the following:

- (1) Scope of Work - The type of project (i.e., replacement, rehabilitation or preservation) and a brief description of the work to be performed.
- (2) Location - Over or under S. R. or local road, segment, offset, and station (and/or stream name, railroad name, or road name)
- (3) Type of superstructure recommended - Girder size and spacing and deck overhang dimensions  
  
Indicate the type of superstructure coating system for steel girders (i.e., Painting, Galvanizing, Metallizing or None [for weathering steel bridges]).
- (4) Span C/C bearing and/or C/C piers
- (5) Roadway width Out-to-out, curb-to-curb and sidewalk width where applicable
- (6) Skew angle or range of skew angles and direction (left or right)
- (7) Vertical and horizontal clearance: Minimum required, actual provided
- (8) Type of substructure recommended
- (9) Location, type and movement classification of proposed deck joints
- (10) Bearing type and location (defer designation of bearing fixity in multi-pier structures until final design)
- (11) Deck and off structure drainage
- (12) Design methodology to be used for superstructure design
- (13) Structure Plan Number (S-number), BMS structure ID, MPMS/ECMS project number and Bridge Key (BRKEY)

(b) TS&L plans

The following information shall be shown on TS&L plans:

- (1) Plan view, including controlling clearances, span length, skew, existing contours and finished contours (excluding BRADD plans), scupper locations, and end structure drainage, where required
- (2) Elevation view showing controlling clearances, span length, existing and finished ground line, continuity, fix-expansion support condition, type and movement classification of expansion dams, and type of bearings

- (3) Cross-section showing out-to-out (O/O) dimension, traffic lanes, shoulder widths, beam type, size and spacing, overhangs, cross slope, superelevation, minimum slab thickness, type of traffic or pedestrian barrier, and thickness of wearing surfaces
  - (4) Typical sections showing limits of individual construction stages where staging is required for construction of the bridge. Locations of longitudinal joints in the deck, locations and the type of temporary barrier, and traffic lane locations and widths shall be shown.
  - (5) Elevation view of pier(s) showing proposed configuration
  - (6) Deck protective system (for rehabilitation projects only)
  - (7) Loading, design and analysis method; non-standard details
  - (8) Core boring layout
  - (9) Hydraulic information including design flood data, flood of record and date, slope protection, where required, and preliminary scour information
  - (10) Horizontal and vertical curve data for all roadways shown
  - (11) For retaining walls, the length and height for each segment (Note that the TS&L for walls will not be approved until foundation recommendation is provided.)
  - (12) Bridge-mounted lighting poles, sound barriers and signs, if required.
- (c) Report on alternate studies and justification for the recommended bridge types
- (1) Cost comparison for all types considered during type, size and location study. (The cost estimate shall be arranged so as to indicate total cost per substructure unit and major portion of superstructure, e.g., rolled beam span, plate girder span.)
  - (2) Justification for recommended alternate
  - (3) Address the need to account for future widening and future redecking requirements into the recommended bridge
  - (4) Design Requirements for Contractor-Designed Alternate Structures and Design-Build Projects.
    - Permissible changes to the bridge geometrics (span, bridge width, abutments, and piers) and vertical and horizontal alignment.
    - Permissible Material Types (e.g., weathering steel, proprietary walls, etc.).
    - Permissible Number of Deck Joints (typically, this will be the number of deck expansion joints provided in the as-designed structure; however, this limitation should not be so restrictive that it eliminates the use of individual superstructure material types for the alternate).
    - Future Redecking Requirements (as applicable)
      - Maximum Number of Permissible Construction Stages.
      - Number of Required Lanes.
      - Minimum Lane Width(s).
      - Lane Location Limitations (if any).
      - Need to Maintain Pedestrian Traffic.
      - Minimum Number of Beams.
      - Design requirements for the individual stages.
    - Future Widening Requirements (as applicable).
    - Environmental Requirements Related to the Structure (as specified in the environmental clearance document - EIS, EA, CEE, or EER).
    - Other.

## (d) Foundation exploration plans

Submission requirements are discussed in Publication 293, Section 1.5.3.

## (e) Additional information to be supplied by the designer

- (1) Route and section number, index map and segment/offset of limits
- (2) Program under which project will be financed (Federal-aid classifications, 100% State-funded, Department Force, or special program) , the WBS code and MPMS number.
- (3) Name of designer (Consultant or District Office)
- (4) List of proposed structures by station and type
- (5) Design traffic data including current and projected ADTT and class of highways on relevant roads
- (6) Date of line and grade approval and design speed
- (7) Statement on balance of earthwork for project
- (8) Statement whether project is designed for free or controlled access
- (9) Prints or roadway plans showing approved typical sections; also pavement-type approval when available
- (10) Copy of waterway approval (from Department of Environmental Protection) and results of acidity tests of water and soil, if applicable
- (11) Copy of the minutes of the Design Field View approval as defined in DM-1, Chapter 2, and available road plans.
- (12) For rehabilitation projects, the following information shall be provided:
  - a. Age of existing structure, present and cumulative ADTT, portion to be replaced, type of steel-for-steel bridges, date of last inspection, type of diaphragm connections, i.e., welded or riveted, type and location of deterioration, deck drainage, expansion dam type, barrier type, and other pertinent items.
  - b. Live load ratings of the bridge at present and after rehabilitation.
  - c. Fatigue-prone details, such as out-of-plane bending problem areas, cover-plated beams, remaining fatigue life with and without retrofit, fatigue problems observed during inspection, recommended retrofit for existing fatigue-prone details, and other pertinent items.
  - d. Proposed scope of work.
- (13) For structures involving railroads, the following information shall be provided:
  - a. Completed Form D-4279 “Railroad Crossing Data for Design”, as well as railroad right-of-way cross-sections, 500 ft. each side of proposed structure, degree of track curvature and rate of superelevation, if applicable.
  - b. Existing railroad drainage facilities and conditions in the vicinity of the structure site shall be investigated and described.
  - c. For situations in which railroads are overpassed by a highway structure, the procedures to determine track clearances are discussed in DM-1C, Chapter 4, Section 11D “Clearance of Track where Railroads are Overpassed by a Highway Structure”; D2.3.3.4; and Publication 371, Grade Crossing Manual.



- d. All contacts with the railroad companies shall be through the District Executive and coordinated with the District Grade Crossing Engineer/Administrator (DGCE/A) unless authorization is given to consultants, in which case copies of all correspondence and memoranda of meetings shall accompany submission of plans to the District.
  - e. A copy of the railroad company's letter of approval of acceptance regarding horizontal and vertical clearances, type of design live loading, type of steel and allowable stresses for various structural members shall be submitted with TS&L submission, as well as a request for temporary support for railroad tracks, if needed.
  - f. Demolition procedures including a schematic plan shall be provided for the removal of structures over or adjacent to railroads. The procedures and schematic must be coordinated with railroad representatives (see item d above).
- (14) Copies of available structure foundation exploration information from DM-1C, Chapter 4, Section 11F and Publication 293. (Provide a statement concerning mining in the area and any previous foundation problems, if any.)
  - (15) Pedestrian count and information concerning possible future development that might warrant need for sidewalks and/or pedestrian protective fence.
  - (16) Address problem areas so that there are no surprises at the final plan submission (kink in girders rather than curved girders, etc.). If problems or questions arise after approval is given, they should be brought to the attention of the Department.
  - (17) Address safety areas that are structure related and were noted at the Design Field View.
- (f) Completed applicable QA Checklists No. 1, No. 2, No. 3 and/or No. 4 (refer to Appendix A).

#### *1.9.3.3.2 Streamlined TS&L*

A Streamlined Submission, as a result of a Bridge Pro-Team meeting, shall include the information outlined in PP1.9.3.3.1(a) with signature blocks, (b) and (f).

The submission shall also include meeting minutes from the Pro-Team Bridge Scoping capturing all alternates discussed with reasoning behind decisions to pursue or exclude. All involved parties including the appropriate reviewing authorities, not just meeting attendees, should review and approve the minutes. The minutes should be made available to consultants for review during agreement advertisement for projects where consultants are used for design. Refer to Appendix Q for additional information related to Streamlined TS&L submissions.

### **1.9.4 Foundations**

#### **1.9.4.1 General**

The foundation exploration and report preparation shall be done as outlined in Chapter 6, and outlined herein.

Submit the TS&L Report and Structure Geotechnical Foundation Report for Retaining Walls, DMS support structures, and Sound Barrier Walls concurrently.

#### **1.9.4.2 Responsibility**

Refer to Table PP1.9-2 for the review and approval responsibility for foundations.

##### *1.9.4.2.1 Responsibility of District*

The foundation approval may be granted by the District Bridge Engineer or designee: However, input from the District Geotechnical Engineer should be considered. The District may consult BDTD and the Geotechnical Engineers and Geotechnical Section of the Construction and Materials Division about unusual cases.

The designer shall submit two sets of foundation plans to the District for approval.

#### 1.9.4.2.2 Responsibility of BDTD

The designer shall submit to the District three sets of foundation plans for PennDOT oversight projects and four sets for Federal oversight projects.

The District Bridge Engineer and the District Geotechnical Engineer shall review the submission. The District Executive shall forward the submission to BDTD with the District's recommendation. The District shall submit to BDTD one set of the foundation submission for BDTD approval responsibility and two sets for FHWA approval responsibility projects.

If the District desires to revise the Consultant's recommendations, the revision shall be marked on the plans in red, with an explanation where necessary.

BDTD will review the submission and, after obtaining necessary FHWA approval, will approve it if it is found satisfactory. Submission of revised plans will be requested if necessary. The Geotechnical Section of the Construction and Materials Division may be consulted about unusual or complex foundations.

#### 1.9.4.3 Submission Requirement

Foundation Submission requirements are divided into two categories, Standard and Streamlined. Standard Foundation submissions are required on all projects unless a Streamlined Submission is agreed upon by the District, BDTD and FHWA (if applicable).

##### 1.9.4.3.1 Standard Foundation

The following information shall be included in the foundation submission:

(a) Foundation submission letter

The letter shall include the following for each substructure unit:

- (1) Proposed bottom of footing elevation.
- (2) Applicable core borings - B1, B2, etc. Identify bearing stratum. Show percentage of gross recovery and RQD for rock stratum and reasons for low gross recovery and/or RQD when applicable. For spread footing on soils, show average N value below the footing elevation to a depth equal to 1.5 times the width of the footing. For footings on piles, show average N value at least 10 ft below the estimated pile tip.
- (3) For spread footings: rock and/or soil data for each layer below the footing used to compute the nominal foundation bearing resistance in tsf; see QA Checklist No. 5.
- (4) For pile foundations: pile type and size, pile tip reinforcement when required, rock and/or soil data for each layer below the footing used to compute the pile load resistance and driving method; see QA Checklist No. 5.
- (5) Estimated pile tip elevation, bottom of pedestal, drilled shaft and length of socket into bedrock for each substructure unit when applicable.
- (6) For caisson or micropile foundations: caisson/micropile type, size and the rock and/or soil data for each layer below footing used to compute the resistance; see QA Checklist No. 5. For micropile foundations: requirements for verification load test and, if applicable, proof load test.
- (7) Estimated settlement for footings on soils, fill material settlement that may affect the foundation, etc.
- (8) Scour depth for each substructure unit, if stream crossing.
- (9) If piles, caissons or micropiles are in a corrosive environment, submit information as stated in D10.7.5.5P.

## (b) Foundation plans

The following information shall be shown on foundation plans:

- (1) Preliminary plans (dated), including plans and elevation showing type and elevation of the bottom of the footing and elevation of pile tip, recommended for each substructure unit.
- (2) Soil profile along the substructure units and longitudinal profile along the centerline of the structure (for uneven bearing stratum or when requested by the engineer).
- (3) Plotted logs of core borings and boring layouts, grouped for each substructure. The title block on the structure boring log sheets shall follow the example given in Fig. PP1.6.2-1 except as follows:
  - Do not include “Recommended” and the accompanying line.
  - Substitute “Geotechnical Engineer” or “Chief Geotechnical Engineer” for “Bridge Engineer” or “Chief Bridge Engineer” below the signature line on the first sheet only; omit this title on subsequent sheets that only need to be dated.
  - Do not include the supplemental drawing note under the sheet number.
- (4) If settlement is a problem (see A10.5.2.2 and D10.5.2.2 for tolerable settlement), a settlement control scheme or mitigation plan, after approval, shall be included in the final plans or in the proposal. A foundation settlement monitoring table shall be included in the final plans.
- (5) Foundation investigation information: The subsurface exploration data that is used in making recommendations concerning foundations shall include an *endorsement*, including the date and signature of a qualified geotechnical engineer or engineering geologist, stating that the information, as submitted, accurately represents the conditions encountered by the test boring program, including boring logs, earth samples, rock cores, classification of materials, and depth of borings.

Furthermore, the boring log sheets that are part of the bridge plans shall have the following note and initials of the geotechnical engineer or engineering geologist on each sheet: “The descriptions of the materials encountered have been verified.” (Initials).

For bridge construction plans prepared by District personnel, the District Geotechnical Engineer shall verify the accuracy of foundation data secured by drilling contractors or Department forces.

Endorsement shall be shown on the first sheet of the plotted test borings. In addition, the following note shall be shown on each test boring sheet: “This sheet is included for the convenience of the Department. Refer to Publication 408 Section 102.05 for further information.”

The plotted test borings shall include all information contained on the boring logs.

- (6) Pile type, size and tip reinforcement for pile-supported footings. (See also QA Checklist No. 5)
- (7) Nominal size of drilled shafts, including the rock socket for footings supported on caissons.
- (8) Identification of substructure unit at each test boring, elevation of bottom of footings at each test boring, and elevation of bottom of pedestals and/or drilled shafts and/or pile tip.
- (9) Finished ground elevation at face of abutments or piers along the roadway, stream, or railroad.
- (10) Approved “Contour Grading and Drainage Plan” for interchange areas and other areas when applicable.
- (11) For foundations of structures over or along a stream, scour computation for abutments, piers and retaining walls and proposed scour countermeasures (including size and extent of riprap) calculated using finalized hydraulic data shall be included in the report.

- (12) Foundation information of existing or nearby structures (type of foundation, footings elevations, sign of settlement due to scour, etc.).
- (13) For bridge replacement structures over a stream or river, submit the following information on the *existing* structure:
- a. Date built
  - b. Type of superstructure
  - c. Type of substructures
  - d. Type of foundation and piles if known and applicable
  - e. Bottom of footing elevation
  - f. Stream bed elevation
  - g. Waterway opening larger or smaller than proposed structure
  - h. Any scour or settlement due to scour
  - i. Debris accumulation problem
  - j. Containment within banks or lack of containment of upstream flood water
  - k. Reason for structure being replaced
  - l. Reason for substructure failure, if applicable
  - m. Approximate value of bearing pressure or pile load

For additional information concerning release of information and documents, see PP1.6.3.4.

(c) Geotechnical Report

Include foundation alternates studied (spread footings, piles, caissons, pedestals, etc.) including possible use of prefabricated proprietary walls, cost comparison when applicable, available driller's and Engineer's logs, and justification for the recommended foundation type, including allowable settlement or ultimate strength. If settlement is a problem (see A10.5.2.2 and D10.5.2.2 for tolerable settlement), a settlement control scheme or mitigation plan, after approval, shall be included in the final plans or in the proposal. Reference Publication 293, Section 1.5.7 for additional requirements.

(d) Completed QA Checklist No. 5 for Foundations (refer to Appendix A).

#### 1.9.4.3.2 Streamlined Foundation

A Streamlined Submission, as a result of a Bridge Pro-Team meeting, shall include the information outlined in PP1.9.4.3.1, items (a), (b), (c) and (d).

The submission shall also include a Foundation approval letter with signature blocks, to the District, containing the information required by PP1.9.4.3.1 item (a) and meeting minutes capturing all alternates discussed with reasoning behind decisions to pursue or exclude. All involved parties including the appropriate reviewing authorities, not just meeting attendees, should review and approve the minutes. The minutes should be made available to consultants for review during agreement advertisement for projects where consultants are used for design. Refer to Appendix R for additional information related to Streamlined Foundation submissions.

#### 1.9.4.4 Special Considerations

Based upon past experience, the following list of precautionary items is provided:

- (a) Foundation in limestone/dolomite area shall be evaluated conservatively, i.e., use a smaller resistance per pile, provide grouting if necessary, etc. History of sinkhole activity must be checked.
- (b) Piles or other deep foundations shall be recommended for substructure units in flood plain unless the footing will be supported on bedrock. Exceptions must be evaluated with extreme caution.
- (c) Interference of inclined piles of the same and adjoining substructure units must be checked.
- (d) For structure widening, watch for undercutting of existing foundation. Foundation column alternates may be considered. Similarly, foundation adjoining operating railroad or other property must be evaluated for the use of foundations column, caissons, etc., to eliminate cost of sheet piling or other similar costly measures.
- (e) Foundations for non-flexible walls or substructure units must be set below the frost depth.
- (f) Pile overdrive requirements may be needed for Conemaugh (clay stone and clay shale), decomposed mica schist and similar formations, if load test history indicates such a need.

#### 1.9.4.5 Foundation Approval

The following items shall be included, as a minimum, in the foundation approval letter:

- (a) All data outlined in PP1.9.4.3.1(a).
- (b) Reasons for lower than normal factored foundation pressures, pile loads, etc.
- (c) Specific pile-driving method.
- (d) Precautionary notes (for example, “Note that piles will terminate on limestone bedrock and considerable variation in the pile tip elevations may result”).
- (e) A note to the effect that a copy of the foundation approval letter is to be given to the field office for the Inspector's guidance during construction.

#### 1.9.5 Final Review of Plans

##### 1.9.5.1 Responsibility

Refer to Tables PP1.9-1 and PP1.9-3 for review and approval responsibility for final plans.

Except for minor projects designed using the procedures in DM-1X, Appendix AB and non-complex structures whose final plans review and approval has been delegated to the design consultant in accordance with Appendix T, the review of the final plans shall be conducted by either the District or BDTD, whichever has the final plan approval responsibility.

**1.9.5.2 Submissions**

See PP1.6.3.5 for the order of preference for electronic, printing or plotting of plan sets. If hard-copy plans sets are requested, the following table summarizes the number of plan sets.

Table 1.9.5.2-1 – Number of Hard Copies (if requested) for Final Plans Submissions

Review and Approval Responsibility	Distribution of Plan Sets, special provisions and Quality Assurance checklists				DM-4 Reference
	District	BDTD	FHWA	Total	
District Responsible	1		1	2	PP1.9.5.2
Chief Bridge Engineer Responsible	1	1	1	3	PP1.9.5.2
Chief Bridge Engineer Responsible: Major, unusual, or complex bridges	1	1	1	3	PP1.9.5.2
Chief Bridge Engineer Responsible (District revises consultant submission)		1	1	2	PP1.9.5.2
Plan Review by Consulting Engineers	1		1	2	PP1.9.5.2.1

One set of prints of final plans, special provisions and Quality Assurance checklists shall be submitted for review and approval to the District Executive for the bridge types for which the District is responsible. Two sets of prints (three sets for major, unusual, or complex bridges) of final plans, and special provisions and Quality Assurance checklists shall be submitted to the District for the bridge types for which the Chief Bridge Engineer has the responsibility for approval. The District shall submit one set (two sets for major, unusual, or complex bridges) to BDTD for review and comments. If the District desires to revise the Consultant's submission, the revision shall be marked on the prints in red prior to being forwarded to BDTD. BDTD will send a set to FHWA for its review and comments when applicable.

For special projects, partial submissions, such as superstructure or substructure, may be made for early input and comments so that major items are resolved before plans are finalized.

The Quality Assurance checklists submitted shall be all the required applicable formed in accordance with Appendix A. A copy of all calculations pages required by the form shall also be attached to each form. Additional calculations may be required upon request of the reviewing office.

*1.9.5.2.1 Plan Review by Consulting Engineers*

The District shall provide one set of review plans, special provisions, and design computations and the required applicable Quality Assurance checklists in accordance with Appendix A to the review consulting engineer. Direct communication and correspondence between the design and review consultants shall be permitted, provided that copies of correspondence are forwarded to both the District and BDTD. Any deviation from standard design practices, design criteria and standards shall be approved by the Chief Bridge Engineer prior to its acceptance by the review engineer.

**1.9.5.3 Checklist of Minimum Items**

In addition to the items included in PP1.6, the following list of minimum items is provided for uniformity and as a reminder:

- (a) All pertinent items included in TS&L and Foundation submissions. The sheet or sheets of plotted core borings shall be the last sheet or sheets in the set of structure plans.
- (b) Applicable general notes, quantities in the prescribed format (See Construction Items Catalog (Publication 7) and ECMS 'Master Items' for appropriate unit measures), including utility installation items and alternate bid items, table of deck elevations, etc. All bridges shall have alternate bid item unless prior approval for one design is secured at the TS&L stage.

- (c) All new bridges and new bridge superstructures (for rehabilitation projects) shall be bid lump sum. However, items below footings shall be bid on a unit price basis, except test piles, which will be a lump sum item. In addition, where quantities can be well defined, items may be bid lump sum. In case of conflict, the Chief Bridge Engineer shall be contacted.
- (d) All design computations shall be submitted at this stage, and shall be completely checked with an index.
- (e) All drawings shall be thoroughly checked for correctness and accuracy and shall be initialed by the designer and checker.
- (f) Bridge type, size, location and foundation details shall match approvals.
- (g) Foundation bearing pressures, axial and lateral pile/caisson loads, and the horizontal force for checking against sliding shall be shown for the controlling condition for each substructure unit. Indicate the controlling limit state, whether maximum values control, whether temporary or final conditions control, and the factored force effects (i.e., factored bearing pressure, factored pile axial load) and resistance values associated with the controlling conditions. A summary of soil/rock properties at each layer used for design shall also be shown, including, as applicable, undrained shear strength, mass unit density, saturated unit density, cohesion, effective friction angle, and empirical rock bearing capacity.

Example:

**FACTORED PILE AXIAL LOAD** = \_\_\_\_\_ **KIPS (STRENGTH I)\***  
**FACTORED PILE AXIAL RESISTANCE** = \_\_\_\_\_ **KIPS (STRENGTH I)\***  
**FACTORED PILE LATERAL LOAD** = \_\_\_\_\_ **KIPS (STRENGTH I)\***  
**FACTORED PILE LATERAL RESISTANCE** = \_\_\_\_\_ **KIPS (STRENGTH I)\***

*\* Show actual controlling limit state (i.e., either structural resistance or geotechnical resistance, whichever controls).*

Include a foundation settlement monitoring table if settlement is a problem (see A10.5.2.2 and D10.5.2.2 for tolerable settlement).

- (h) If a construction item is not a standard item covered by Publication 408, a special provision shall be prepared and submitted. Construction item terminology shall match the construction item catalog.
- (i) Utility occupancy data, transportability of prefabricated structure components, inclusion of special provisions for hauling permit and review of routes for accessibility shall be provided.
- (j) Moment and shear envelope diagrams for bridges designed by refined analysis, section properties for composite designs, prestressed notes, details for live load continuity for prestressed beams including continuity diaphragms, additional deck steel in negative moment area, dowel details (keying of diaphragm to substructure not permitted), deck pouring sequence, camber diagrams, etc., shall be shown in drawings. In addition, for bridges designed either with PennDOT Engineering Programs or a refined analysis, submit electronic set of calculations, including the input and output files for the computer software program used, to District Bridge Analysis staff.
- (k) Bearing type and size shall be provided. The tolerance values used for the bearing pad design shall be shown on the construction plans. Provisions for future superstructure jacking shall be considered. The construction plans should clearly indicate where and when jacking is required, and provisions for jacking points must be included in the design and detailing of the superstructure and substructure. The jacking forces should also be specified.

- (l) When consecutively fixed piers are utilized in a design, instructions for jacking the required deflection into the piers for proper positioning of the bearings under the beams shall be shown on the drawings. A table of dimensions shall be included showing the relative displacements that each pier must be moved for each 10° F temperature variation from the mid-range of the anticipated temperature extremes. The jacking instructions and displacement table are required for continuous steel superstructures to ensure proper alignment of the bearings at erection. The same information is required for prestressed concrete superstructures made fully continuous. For prestressed concrete superstructures made continuous for superimposed dead loads and live load, the jacking instructions and displacement table are required for displacements exceeding 1/2" between the following temperature ranges 20° F to 58° F and 78° F to 110° F.

The theoretical fixed point on the bridge, based on the relative stiffness and heights of the piers that are fixed, shall also be shown on the drawings.

- (m) Details for expansion dams, manufacturing and installation, shall match the standards unless approved by the Chief Bridge Engineer.
- (n) Prestressed adjacent box beams: Bearing area should follow the deck cross slope; however, possibility of beam twisting should be watched by comparing seat cross slope at each end of the beam. Longitudinal slope should match the combination of grade and camber.

Prestressed spread box beams: Bearing area can be level transversely. Longitudinal slope should match the combination of grade and camber. Beveled sole plate shall be provided when longitudinal slope of the beam seat exceeds 4%, and the beam seat shall be level in the longitudinal direction. Special care shall be exercised when the bearings are parallel to a substructure unit with sharp skew; in such instances bevel shall be in two directions.

For both prestressed adjacent and spread box beams, D14.7.6.3 provides bearing area and sole plate requirements. For box beams having a transverse beam seat slope,  $s_t$ , exceeding 5% and placed on neoprene bearing pads thicker than 3.5 in., provide a note on the design drawings requiring the contractor to provide temporary lateral support to the beam during construction until the end diaphragms are cast and the shear blocks or dowel bars are installed per D14.7.6.3.9d1.2P

If an exception has been given for the deck slab overhang, include a note on the plans per D9.7.1.5.1P.

- (o) Steel structures: Deck pouring sequence (identify lateral support for compression flange); fracture control plan; identification of Charpy V-notch zone in girder elevation view; identification of tension flange zones; diaphragm connections to girders (fatigue-prone details [i.e. out-of-plane bending] shall not be used); end rotation on skewed bridges (compensate in expansion dam movement classification unless deck block-out detail is used for the dam); direction of deck placement (skewed placement) to eliminate corner uplift; camber diagram (including differential camber between fascia and interior girders), appropriate overhang notes (see D6.10.3.2.5.2P and D9.7.1.5.1P), note per D14.7.6.3.5 if a lift-off condition is expected when beam is initially set on bearing pad, weld joint symbols, etc.
- (p) Prefabricated walls: Typical foundation detail, conceptual drawing with all needed locations, dimensions and elevations, allowable foundation pressure with settlement control plan (if applicable), construction procedure (where required), barrier connection details, general notes, temporary shoring (where required), drainage details, abutment details (if applicable), concrete wall abutting details, and other site-specific requirements.
- (q) Wall design: Clarify the use of wet or dry soil condition(s) for wall design in the first submission. Also, clarify how the designer validated assumptions on the construction or contract plans.
- (r) Completed applicable QA Checklists No. 6 through No. 18 (refer to Appendix A).
- (s) Demolition procedures including a schematic plan as approved by the railroad at TS&L submission shall be provided for the removal of structures over or adjacent to railroads.



## 1.9.6 Final Plans

### 1.9.6.1 Responsibility

Refer to Tables PP1.9-1 and PP1.9-3 for final plans.

#### 1.9.6.1.1 Responsibility of District Bridge Engineer

The District may consult BDTD about unusual cases. When Federal funds are used in any phase of a project, PennDOT oversight project procedure shall be followed.

Bridge-mounted sound barrier plans shall be approved for structural adequacy only.

#### 1.9.6.1.2 Responsibility of BDTD

The District Executive shall submit the plans, special provisions, one set of prints and the review prints with comments to BDTD for approval of the bridge plans.

BDTD will review and approve the plans and Special Provisions after satisfactory resolution of all comments, and will send prints of the approved plans, if necessary, or when requested by the District for preparing PS&E submission.

### 1.9.6.2 Plan Presentation

See PP1.6, “Plan Presentation”. If the plans are prepared by a consulting engineer, the first sheet shall be signed and stamped by a Professional Engineer registered in Pennsylvania.

For design review performed by consultants, see PP1.3.4, which provides additional requirements.

All comments from the review of the final plans (PP1.9.5) shall be addressed before the final plans are approved.

### 1.9.6.3 Signing of Bridge Plans

Except for minor projects designed using the procedures in DM-1X, Appendix AB and non-complex structures whose final plans review and approval has been delegated to the design consultant in accordance with Appendix T, the first sheet shall be dated and signed by the Chief Bridge Engineer or the District Bridge Engineer, depending on whose office has signature authority. All other sheets, except core boring sheets, shall be dated only. The core boring sheets shall neither be signed nor dated, except as indicated in PP1.9.4.3.1, item (b)(5).

The following procedure shall be followed for the approval of structure plans for local projects:

1. Federally-Funded Local Projects:

The structure plans shall be processed using appropriate (PennDOT oversight or Federal oversight) procedures. The District Bridge Engineer should sign the first sheet of the structure plans and indicate the approval date on the remaining sheets.

2. State-Funded Local Projects:

The structure plans shall be processed as specified in Chapter 3 of Publication 9. The District Bridge Engineer should sign the first sheet of structure drawings “For Structural Adequacy Only” and indicate the approval date on the remaining sheets.

If separate structure plans are not prepared, all structure-related drawings shall be distinctly separated (preferably at the end) from other drawings, such as highway plans or traffic plans, etc. In such case, the District Bridge Engineer shall sign the sheet where the structure drawings begin and indicate the approval date on the remaining structure sheets.

**1.9.7 PS&E Submission**

**1.9.7.1 General**

See DM-1C, Chapter 4. The bridge plans must be signed before submitting PS&E submission to the Project Schedules, Specifications and Constructability (PSSC) Section, Highway Delivery Division of the Bureau of Project Delivery.

For Bridge rehabilitation or replacement projects incorporate the following with the PS&E submission to Central Office:

Indicate the availability of the existing bridge plans on the Title Sheet of the contract plans, as shown in the following sample:

<u>ALSO INCLUDED</u>	
INTERCONNECTION PLANS	<u>4</u> SHEETS
TRAFFIC SIGNAL PLANS	<u>21</u> SHEETS
TRAFFIC CONTROL PLANS	<u>5</u> SHEETS
PAVEMENT MARKINGS & SIGNING PLANS	<u>9</u> SHEETS
STRUCTURE PLANS S-21004	<u>2</u> SHEETS
LANDSCAPING PLANS	<u>10</u> SHEETS
EXISTING BRIDGE PLANS (UPON REQUEST)	
S-XXXXX	<u>   </u> SHEETS
S-ZZZZZ	<u>   </u> SHEETS

Include one set of existing bridge plans (half-size), as well as plans of any interim work done on the existing structures. Include only those plans and/or shop drawings that have been used and are appropriate in preparing the proposed contract bridge plans.

Stamp sheet “For Reference Only” on each existing bridge plan submitted.

The existing plans and the construction plans are available to business partners through ECMS.

**1.9.7.2 Responsibility of District Bridge Engineer**

Except for minor projects designed using the procedures in DM-1X, Appendix AB and non-complex structures whose final plans review and approval has been delegated to the design consultant in accordance with Appendix T, the District Bridge Engineer is responsible for correct item numbers, descriptions and quantities shown on the bridge plans, and this information shall be cross checked by the District with roadway plans. The Bridge Quantity Summary shall be shown on the roadway plans.

**1.9.7.3 Responsibility of BDTD**

BDTD is responsible for reviewing the structure portion of the PS&E submission in accordance with Table PP1.9-1 and Table PP1.9-3 (where applicable).

**1.9.8 Revisions to Contract Drawings and “As-Built” Plans**

Refer to PP1.10.6.

**1.10 BRIDGE SUBMISSIONS - CONSTRUCTION PHASE**

**1.10.1 Alternate Design by Contractors**

Submission of applicable QA checklists in Appendix A is mandatory without which the submission will be returned without any action by the approving office. Any delay caused by such non-compliance will be the Contractor's responsibility.

**1.10.1.1 General**

Alternate bridge design by contractors shall be permitted for all bridge projects unless approval is secured for the bridge type at TS&L stage from the Deputy Secretary for Highway Administration. Any constraint requirements shall be included in the "Alternate Bridge" special provision. See PP3.3.4 for submission requirements regarding prefabricated walls. Alternate bridge plans are considered a new set of design plans. Write the following note on the title sheet in the area of the structure (S) numbers:

**DRAWING S - \_\_\_\_\_ SUPERSEDES DRAWING S - \_\_\_\_\_ .**

Using the following policy for all alternate designs:

1. Significant changes to the "as-designed" structure, i.e., both superstructure and/or substructure redesign, requires the alternate designer to sign and seal the entire set of alternate drawings with no restrictions in responsibility.
2. In cases where only minor items are modified, i.e., change to specific substructure units, etc., the following note and seal combination is acceptable on the first sheet of alternate designs:

<b>ALTERNATE DESIGN</b>
<b>THIS ALTERNATE ENCOMPASSES A REDESIGN OF [items redesigned] SHEETS [list all affected sheets] AND ALL RELATED ITEMS.</b>
<b>PREPARED BY:</b>
{SEAL}
{Signature}

After the project is completed, the alternate design plan set developed by the Contractor and used to build the project shall be kept at the District Office. The plan set shall be in electronic PDF format and shall be kept electronically in EDMS indefinitely in accordance with DM-2, Chapter 1, Article 1.5. *[Editor's Note: EDMS is expected to be replaced by ECS in early 2020.]*

**1.10.1.2 Details for Alternate Design by Contractor**

When the Contractor chooses to bid an alternate bridge based on their own design, the plans of the original design shall be provided by the District Office, after the project is awarded, upon request. After the conceptual approval is secured, the Contractor may change the original plans to reflect the alternate design, or may develop completely new drawings. The redesign plans will go through an approval process before actual construction begins, as explained in the bid proposal. The original design computations shall be loaned to the Contractor, upon request, when the plans of the original design are obtained. These computations shall be returned when the alternate design computations are submitted with the alternate design plans. The alternate design by the Contractor shall be submitted to the pertinent Engineering District Executive. Based upon the approval authority for the original design, the District Executive shall process the submission as shown in the following chart:

Table 1.10.1.2-1 – Chart for Review of Alternate Design Developed by Contractors

Original plans signed by Chief Bridge Engineer		Original plans signed by District Bridge Engineer	
PP1.10.1.2.1a	PP1.10.1.2.1b	PP1.10.1.2.2a	PP1.10.1.2.2b
In-house review and approval	Consultant review and approval	In-house review and approval	Consultant review and approval

See PP1.6.3.5 for the order of preference for electronic, printing or plotting of plan sets. If hard-copy plans sets are requested, the following table summarizes the number of plan sets.

Table 1.10.1.2-2 – Number of Hard Copies (if requested) for Alternate Designs Developed by Contractors

Submission Type	Distribution of Plan Sets							DM-4 Reference
	District	BDTD	Contractor	Consultant (alternate design)	Consultant (review)	FHWA	Total	
<b>Federal Oversight Projects – In-House Review and Approval</b>								
Conceptual Design Plans	1	1				1	3	PP1.10.1.2.1a, (a)
Detailed Design Plans (when requested)		2					2	PP1.10.1.2.1a, (b)
Approved Plans	1	1	1	1		1	5	PP1.10.1.2.1a, (c)
<b>Major, unusual, or complex bridges</b>								
Conceptual Design Plans	1	1				2	4	PP1.10.1.2.1a, (a)
Detailed Design Plans (when requested)		1				2	3	PP1.10.1.2.1a, (b)
<b>Federal Oversight – Plan Review by Consulting Engineers</b>								
Conceptual Design Plans	1	1			1	1	4	PP1.10.1.2.1b, (a)
Detailed Design Plans (when requested)	1	1			1	1	4	PP1.10.1.2.1b, (c)
Approved Plans	1	1	1	1	1	1	6	PP1.10.1.2.1b, (d)
<b>Major, unusual, or complex bridges</b>								
Conceptual Design Plans	1	1			1	2	5	PP1.10.1.2.1b, (a)
Detailed Design Plans (when requested)	1	1			1	2	5	PP1.10.1.2.1b, (c)
<b>PennDOT Oversight Projects – In-House Review and Approval</b>								
Conceptual Design Plans	1	1					2	PP1.10.1.2.2a, (a)
Final Plans	2						2	PP1.10.1.2.2a, (b)
Approved Plans	1	1	1	1			4	PP1.10.1.2.2a, (c)
<b>PennDOT Oversight – Plan Review by Consulting Engineers</b>								
Conceptual Design Plans	1				1		2	PP1.10.1.2.2b, (a)
Final Plans	1				1		2	PP1.10.1.2.2b, (c)
Approved Plans	1	1	1	1	1		5	PP1.10.1.2.2b, (d)

*1.10.1.2.1 Federal Oversight Projects and Major, Unusual or Complex Projects**1.10.1.2.1a In-House Review and Approval*

The following procedure shall be used:

- (a) The Contractor shall submit three sets (four sets for major, unusual and complex projects) of the conceptual design plans to the District Executive, of which two sets (three sets for major, unusual or complex projects) shall be sent to the Chief Bridge Engineer (CBE) for approval, and one copy will be retained in the District Office. One set (two sets for major, unusual or complex projects) shall be sent to the FHWA for review and concurrence. The conceptual design shall include all basic details for the proposed bridge, plus the design methodology, including the type of computer program that will be used in the design, construction sequencing and any concepts or details not covered in design and construction specifications or standards, or practice not commonly used in Pennsylvania. A list of major items that deviate from the “as-designed” plans shall be attached to the submission. All applicable QA checklists, No. 6 through No. 18, shall also be completed and submitted (refer to Appendix A).
- (b) The District Office shall submit general comments to the CBE to help in the decision on acceptance of the alternate. After the conceptual design is approved by the CBE, two sets (four sets for major, unusual, or complex projects) of detailed design plans and computations shall be submitted (when requested) to the CBE for review and approval. For major, unusual or complex projects, two sets shall be forwarded to FHWA for review and concurrence. Partial design plans and computations may be submitted for approval to expedite the project. All applicable QA checklists, No. 6 through No. 18, shall also be completed and submitted (refer to Appendix A).
- (c) After each partial submission is approved, the Contractor shall submit 5 sets of the approved plans for distribution. These 5 sets shall be stamped “Recommended for Construction”, signed by the CBE or their designee, and distributed as follows:
  1. one set to Contractor
  2. one set to District
  3. one set to consultant that developed the alternate design
  4. one set for Bridge Division file
- (d) Upon design completion, the Contractor shall submit the plans and computations to the CBE for signature, including all applicable QA checklists completed and submitted under (a) and (b) above. The first sheet of the plans shall bear the name of the consultant that developed the alternate design and shall bear the professional seal and signature of the engineer responsible for the design.
- (e) Once the plans have been signed, one set of half-size prints shall be sent to the Contractor and one set shall be sent to FHWA. BDTD will keep one set for the files.
- (f) The plans and computations shall be sent to the pertinent District Office for additional copy distribution and holding until construction is completed.
- (g) After the project is completed and the plans are revised “as constructed”, the District shall keep the plans as a record set in electronic or hard copy per the records retention schedule

*1.10.1.2.1b Consultant Review and Approval*

The following procedure shall be used:

- (a) The Contractor shall submit four sets (six sets for major, unusual and complex projects) of the conceptual design plans to the District Executive, of which two sets (four sets for major, unusual or complex projects) shall be sent to the Chief Bridge Engineer (CBE), one set to the review consultant, and one set will be retained in the District. The BDTD will send one set (two sets for major, unusual or complex projects) to FHWA for review and concurrence. See PP1.10.1.2.1a, item (a) for items to be included in the submission by the Contractor.
- (b) The Consultant will review and recommend the conceptual design to the CBE for approval. The District Office shall send general comments to the CBE to help in the final decision on alternate acceptance.

- (c) After the conceptual design has been approved by the CBE, the Contractor shall submit four sets (six sets for major, unusual or complex projects) of detailed plans and computations (if requested): one set to the CBE, one set to the District Office, one set to FHWA (two sets for major, unusual or complex projects) and one set to the review consultant for approval. Partial plans and computations may be submitted to expedite the project. All applicable QA checklists, No. 6 through No. 18, shall also be completed and submitted (refer to Appendix A).
- (d) The review consultant will review and approve the partial submission. Upon approval by the consultant, the Contractor shall submit to the CBE 6 sets for Department acceptance and distribution. These 6 sets shall be stamped “Recommended for Construction”, signed by the Chief Bridge Engineer or their designee, and distributed as follows:
  1. one set to Contractor
  2. one set to District
  3. one set to consultant that developed the alternate design
  4. one set to review consultant
  5. one set for Bridge Division file
- (e) After all partial submissions have been reviewed and approved, the Contractor shall submit the plans and computations to the review consultant for final verification.
- (f) The review consultant shall send the plans, after stamping them according to PP1.3.4, to the CBE with a letter indicating that the alternate design is satisfactory and recommending approval of the plans. The first sheet of the plans shall bear the name of the consultant who developed the alternate design and shall bear the professional seal and signature of the engineer responsible for the design.
- (g) The computations and all applicable QA checklists completed and submitted under (a) and (c) above shall be sent directly to the District by the review consultant.
- (h) The Chief Bridge Engineer, upon approval of the plans, will send one set of half-size prints to the Contractor, and will keep one set for the office. The plans will be sent to the District for distribution of additional copies and storage until the project is completed.
- (i) After the project is completed and the plans are revised to “as constructed”, the District shall keep the plans as a record set in electronic or hard copy per the records retention schedule.

#### *1.10.1.2.2 PennDOT Oversight Projects*

##### *1.10.1.2.2a In-House Review and Approval*

The following procedure shall be used:

- (a) The Contractor shall submit two sets of the conceptual design plans to the District Executive for approval. See PP1.10.1.2.1a, item (a) for items to be included in the submission by the Contractor.
 

If the Contractor's design employs a sophisticated design method or software, or includes superbeams or any unusual features or unusual foundation, the submission shall be sent to the Chief Bridge Engineer (CBE) for approval. The approval procedure for Federal oversight projects shall be followed thereafter, unless directed otherwise by the CBE.
- (b) Upon approval of the conceptual design by the District Executive, one copy of the conceptual approval shall be sent to the BDTD for information and the file, and the Contractor shall submit two sets of prints of the final design and computations to the District for review and approval. All applicable QA checklists, No. 6 through No. 18, shall also be completed and submitted (refer to Appendix A).
- (c) After the final plans have been approved, the Contractor shall submit the plans and computations to the District Executive for signature by the District Bridge Engineer. The first sheet of the plans shall bear the name of the consultant that developed the alternate design and shall bear the professional seal and signature of the engineer responsible for the design.

- (d) After the plans have been approved, the District shall distribute 4 sets of prints of the plans as follows:
  - 1. one set to Contractor
  - 2. one set for District use
  - 3. one set to consultant that developed the alternate design
  - 4. one set to BDTD for the file

#### 1.10.1.2.2b Consultant Review and Approval

The following procedure shall be used:

- (a) The Contractor shall submit three sets of the conceptual design plans to the District Executive, of which one set shall be sent by the District to the review consultant. See PP1.10.1.2.1a, item (a) for items to be included in the submission by the Contractor.

If the Contractor's design employs a sophisticated design method or software, or includes superbeams or any unusual features or unusual foundations, the submission shall be sent to the Chief Bridge Engineer (CBE) for approval. The approval procedure for Federal oversight projects shall be followed thereafter, unless otherwise directed by the CBE.

- (b) The Consultant shall review and, if acceptable, recommend the conceptual design for approval to the District Executive. One copy of the conceptual approval shall be sent to BDTD for information and the file.
- (c) After the conceptual design has been approved by the District Executive, the Contractor shall submit two sets of the final plans and design computations to the review consultant and one set to the District. Partial submissions may be made to expedite the review process. All applicable QA checklists, No. 6 through No. 18, shall also be completed and submitted (refer to Appendix A).
- (d) The review consultant will review and approve partial submissions. Upon approval by the review consultant of the partial submission, the Contractor shall submit 12 sets to the District Executive for Department acceptance and distribution. These sets will be stamped "Recommended for Construction", signed by the District Bridge Engineer, and distributed as outlined in Step (g) below.
- (e) After all partial submissions have been reviewed and approved, the Contractor shall submit plans and computations to the review consultant for final verification.
- (f) The review consultant shall submit the plans, stamped according to PP1.3.4, and the original computations and all applicable QA checklists completed and submitted under (a) and (c) above to the District Executive with a letter stating that the alternate design is satisfactory and that the review consultant recommends approval of the plans.
- (g) After the plans have been approved, the District shall distribute 5 sets of prints of the plans as follows:
  - 1. one set to Contractor
  - 2. one set for District use
  - 3. one set to consultant that developed the alternate design
  - 4. one set to review consultant
  - 5. one set to BDTD for the file

#### 1.10.1.3 Disposition of Unused Plans for Alternate Bridge Designs

While an unused alternate design is of no future use to the Department, it nevertheless represents evidence of a product received for design fees expended. It is the opinion of the Department's Chief Counsel that the plan sets in ECMS of the unused alternate design plans is sufficient evidence of a product received for design fees expended.

Therefore, unused design plans shall be kept electronically in the EDMS indefinitely. Design computations for unused designs need not be kept. *[Editor's Note: EDMS is expected to be replaced by ECS in early 2020.]*

#### 1.10.1.4 Changes in Prestressing by Contractor

The contractor is not permitted to modify the number, size or spacing of the beams or the design methodology without bidding an alternate design. For any other deviations from the original beam design, such as changes in the prestressing, the plan revision procedures found in PP1.10.6 are to be followed during the construction phase of the project.

#### 1.10.2 Shop Drawings

Shop drawings submitted for acceptance shall be prepared by the Contractor in accordance with the requirements of the design drawings, Department standards, contract special provisions and Publication 408, Section 105.02(d). Shop drawings shall be properly reviewed and accepted before fabrication begins. The Department requires initial submissions to be electronic portable document format (PDF) files and requires final submissions for distribution to be prints with matching PDF files, as described in Publication 408, Section 105.02(d).

##### 1.10.2.1 Shop Drawing Review

Technical guidelines for shop drawing review are given in Appendix B.

###### 1.10.2.1.1 In-House Design

For all in-house designs developed by the Districts, the shop drawings shall be reviewed and accepted by the District Bridge Engineer.

###### 1.10.2.1.2 Consultant Design

The shop drawings for the Consultant's design shall be reviewed and accepted as follows:

- (a) By the same consultant, if the shop drawing review item is included in the original engineering agreement or in a supplemental engineering agreement
- (b) By a different consultant using an open-end engineering agreement with the Districts or using a statewide open-end contract with Central Office
- (c) By the District Bridge Unit Staff

Consideration shall be given to retaining the original consultant for shop drawing review when the design is complex and particularly when fracture-critical members are involved.

##### 1.10.2.2 Purpose

Shop drawing review is conducted to ensure that fabrication of items is in accordance with the intent of the contract, i.e., the design drawings, standards, specifications and special provisions.

##### 1.10.2.3 Required Shop Drawings

Shop drawings are required for the following items (unless stated otherwise in the contract special provisions and for any additional items as directed by the contract special provisions).

- (a) Fabricated structural steel including, but not limited to, the following:
  - (1) Primary and secondary members, such as girders, trusses, beams, framing systems, cross bracing, diaphragms and stringers
  - (2) Grid floors
  - (3) Expansion dams and fixed dams
  - (4) Railings and/or barrier, sidewalk or protective barrier



- (5) Bearings (complex and simple bearing devices)
- (6) Sign structures
- (b) Pre-tensioned, pre-post-tensioned and post-tensioned concrete beams and panels
- (c) Permanent metal deck forms
- (d) Metal plate culverts
- (e) Precast concrete culverts
- (f) Precast channel beams
- (g) Precast deck sections - Pretensioned, post-tensioned, or reinforced concrete
- (h) Precast bridge barriers and curbs (only if permitted by the contract)
- (i) Timber bridges
- (j) Impact attenuators
- (k) Reinforced concrete cribbing
- (l) Proprietary retaining walls (reinforced earth, retained earth, doublewall, etc.)
- (m) Anchored pile walls
- (n) Stud details
- (o) Sound barriers
- (p) Light poles
- (q) Protective Fence
- (r) DMS cabinet
- (s) Precast concrete substructure units

#### **1.10.2.4 Statewide Standardization and Quality Control**

BDTD is responsible for developing and maintaining guidelines for the review and approval of shop drawings. Unique features or deviations from standard practice should be brought to the attention of BDTD, preferably through the District Bridge Engineer. When deviations from standard practices become repetitive, BDTD will distribute acceptable deviations to the Districts for uniformity. The use of District standards is discouraged.

#### **1.10.2.5 Review Procedure**

The General Contractor has the responsibility to inform the Subcontractors of the name of the Department's agent for shop drawing review. Prior to commencing review, the Reviewers shall ascertain that the contract has been awarded. Furthermore, it is important that the Reviewers are in possession of all the latest contract documents, i.e., design drawings, special provisions and supplements to Publication 408. The District is responsible for furnishing the Reviewers with all pertinent contract documents. The Reviewers must also have in their possession general reference material, such as DM-4, Bulletin 15, and Standard Drawings.

Generally, shop drawings shall be submitted for each structure individually (items pertaining to the same S-number). This procedure will facilitate bookkeeping and avoid confusion when microfilm records are made. Each drawing must contain a title block in the lower right-hand corner indicating the county, route, section number, segment and offset, station, contract number,

drawing number, name of Contractor, name of Fabricator, title of drawing, sheet number, design structure number (S-number), initials of the drawer, initials of the checker, and date of the drawing.

The Contractor is responsible for furnishing shop drawings to the Department in accordance with Publication 408, Section 105.02(d). Unless the Contractor insists on being the liaison through which the shop drawings flow from the Subcontractors to the Reviewer, the respective Fabricators may submit their shop drawings directly to the reviewing engineer contracted to do the shop drawing review.

The Contractor shall be kept informed about the progress of the review by copies of transmittal letters between the Reviewer and the respective Fabricators.

The following procedure shall be used:

- (a) Review the initial submission against design plans, contract with revisions, and all addenda up to the date of review. It is recommended that a print of each electronic drawing be produced and used for review, instead of reviewing the drawings on computer screen only, to improve cross-checking. When the review is complete add comments, corrections and status label directly to PDF file (either using writer software or using reader software if the commenting and signature features were enabled by the author), or scan marked-up print to produce new PDF file. Return files to Fabricator on compact disc or upload to the Fabricator supplied FTP/EFT server (if available). As an alternate, files may be returned by e-mail provided attachments total to no more than 9.0 MB per e-mail message. Provide electronic transmittal forms regardless of return method. Provide a status label on each drawing in one of the following forms:
  1. "Initial Submission - Accepted" or
  2. "Initial Submission - Accepted as Noted" or
  3. "Initial Submission - Returned for Correction"
- (b) Files returned to the Fabricator marked either "Accepted as Noted" or "Returned for Correction" shall be corrected by the Fabricator and then resubmitted to the Reviewer in electronic form for further review. Continue the procedure until the files are returned marked "Accepted" and then prints thereof shall be submitted for final distribution.
- (c) Review of prints submitted for final distribution should be conducted against design plans, contract with revisions, and all addenda up to the date of review. When the review is complete, transfer any comments and corrections to the remaining sets of prints and stamp the drawings in one of the following ways:
  1. "Accepted" or
  2. "Accepted as Noted" or
  3. "Returned for Correction"

Only after all drawings are stamped either "Accepted" or "Accepted as Noted" are they to be distributed in accordance with Fig. 1.10.2.5-1. If any of the drawings are stamped "Returned for Correction", notify the Fabricator of the situation and arrange to have sufficient sets of replacement prints submitted and reviewed until all drawings are found satisfactory. Then distribute the drawings in accordance with Fig. 1.10.2.5-1. All shop drawings of a submission are to be combined into a single PDF file and then uploaded to the PennDOT Project Collaboration Center (PPCC) on the PennDOT Enterprise SharePoint Portal.

- (d) Distribution of accepted shop drawings shall be in accordance with Fig. 1.10.2.5-1.

SHOP DRAWING DISTRIBUTION					
ITEM	FABRICATIONS	CONTRACTORS	STRUCTURAL MATERIALS SECTION	PRESTRESSED CONCRETE FABRICATORS	DISTRICT EXECUTIVE
Metal Deck Forms	As many sets as desired	1 set*	—	—	3 sets ▲
All Other Shop Drawings	As many sets as desired	1 set*	2 sets**	—	3 sets ▲
▲ 1 - Str. Control Engineer 1 - District Bridge Engineer 1 - Construction Project Engineer  *If a Contractor desires to have additional sets, may require the Fabricator to supply the additional sets, either directly or via the Department  **1 set is to be sent directly to the Shop Inspector					

Figure 1.10.2.5-1 – Shop Drawings Distribution

- (e) When there is no shop inspection, as is the case for metal plate culverts, small rehabilitation and repair jobs, etc., copies of correspondence and/or distribution of shop drawings shall be adjusted accordingly.
- (f) When a drawing is stamped accepted the only other note the reviewer may place on the drawings is as follows:

**THIS SHOP DRAWING HAS BEEN REVIEWED FOR THE COMPLIANCE WITH THE DESIGN CONCEPT AND STRICT ADHERENCE TO ALL MATERIAL, TECHNICAL REQUIREMENTS AND DETAILS INDICATED IN THE CONTRACT DRAWINGS, STANDARDS, AND SPECIFICATIONS. ACCEPTANCE DOES NOT RELIEVE CONTRACTOR FROM THEIR RESPONSIBILITY FOR DESIGN (IF APPLICABLE), DETAIL, WORKMANSHIP, DIMENSIONS, AND FULL CONFORMANCE TO THE CONTRACT DOCUMENTS.**

The following additional requirements shall be met:

- (a) The Fabricator shall deal directly with the Reviewer (unless the Contractor wants to be the liaison through which the work flows).
- (b) For outside review, the Fabricator and Reviewer shall furnish copies of pertinent correspondence and transmittal letters to the District for monitoring purposes.
- (c) All distribution prints of accepted shop drawings shall be affixed with the Reviewers acceptance stamp and distributed as required according to Fig. 1.10.2.5-1.
- (d) The District shall keep a log of the activities related to review and distribution of shop drawings.

**1.10.2.6 Permanent Records of Shop Drawings**

Permanent records are required for all required shop drawings (see PP1.10.2.3).

Shop drawing files shall be maintained until the job is paid off, or as the case may be, a prospective claim has been settled.

“As-built” shop drawings or microfilms thereof shall be furnished by the Contractor in accordance with Publication 408, Section 105.02(d).

### 1.10.3 Pile Hammer Approvals

Districts shall submit to BDTD, for approval, the hammer operating specifications and all other additional data specified in Publication 408. Pile hammers may not be used without a formal pile hammer approval letter from the Director, Bureau of Project Delivery, specifying the approved pile driving parameters. The District Structural Control Engineer or the District Bridge Engineer is responsible for approval of the steel pile tip reinforcement attachment details and splice details based upon Standard Drawing BC-757M. This standard should be included as a supplement drawing for design projects where piles are used. If a submission for pile tip reinforcement attachment details and splice details are outside the scope of the Standard Drawing BC-757M, the submission should be sent to the Chief Bridge Engineer for approval.

### 1.10.4 Pile Load Test Evaluations

When a pile load test is conducted, continuous liaison shall be established between the field and BDTD, at which time the test results will be evaluated.

All pertinent test results shall be forwarded to BDTD as specified in the proposal.

### 1.10.5 Construction Problems

Design-related bridge construction problems shall be brought to the attention of the District Bridge Engineer. The District Geotechnical Engineer shall also be notified if the problem involves the geotechnical area of the bridge. All problems of structural integrity related to fabrication, erection, or construction items shall also be brought to the attention of the District Bridge Engineer.

The District Bridge Engineer shall approve modifications or corrections including change in foundation type, according to the approval authority of the original design. For all Federal oversight projects and major, complex or unusual structures, BDTD shall be contacted with detailed information for approval. BDTD will secure FHWA approval prior to approving the modifications.

If a Contractor must perform a reanalysis of a design due to deficient strength concrete, then the required applicable QA Checklist No. 18 (refer to Appendix A) must be submitted along with their analysis.

### 1.10.6 Revisions to Contract Drawings and “As-Built” Plans

Once the contract drawings are signed and sealed by the designer-of-record, no changes are permitted unless the plan revision procedures described below are followed.

#### 1.10.6.1 Revisions During Bidding Phase

The District is to revise the plans to reflect changes identified in addenda during the bidding stage as per Publication 51.

#### 1.10.6.2 Revisions During Construction Phase

##### *1.10.6.2.1 Revisions Due to Errors/Omissions or Field Conditions*

The District will revise the contract drawings, as necessary, to correct errors or omissions uncovered during construction or to document changes necessitated by field conditions. The District will make the necessary copies and distribute the revised plans to all affected parties.

##### *1.10.6.2.2 Revisions Due to Minor Design Changes Requested by the Contractor*

For revisions to the contract drawings required due to minor, acceptable modifications of the original design (e.g., change in prestressing of a prestressed concrete bridge beam, change from cast-in-place to precast concrete substructure units) at the request of the contractor during construction, the contractor will be responsible for making the plan revisions. In such cases, the following procedure is to be used:

- (a) The District is to provide the plans of the contract drawing and copies of the relevant design computations to the contractor upon request.

- (b) The contractor must submit three sets of prints of the proposed revisions to the original drawings and three sets of supporting calculations of the modified design (if applicable), signed and sealed by a professional engineer licensed in the Commonwealth of Pennsylvania, to the District Bridge Engineer or their designated agent for review and acceptance. The design must be in complete compliance with the current editions of the AASHTO LRFD Bridge Design Specifications, PennDOT Publication 15M, Design Manual, Part 4, and the BD- and BC- standard drawings.

In addition, the following note and seal/signature block is to appear on the first sheet of revised contract drawings:

<p><b>PLAN REVISION DESIGN</b></p> <p><b>PLAN REVISION R</b> [insert revision number] <b>ENCOMPASSES A MODIFICATION TO THE DESIGN OF</b> [insert modified component, e.g., “the prestressed concrete beams”]. <b>SHEETS</b> [list all affected sheets] <b>AND ALL RELATED ITEMS..</b></p> <p style="text-align: center;"><b>PREPARED BY:</b></p> <p style="text-align: center;">{SEAL}</p> <p style="text-align: center;">{Signature}</p>
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- (c) The shop drawing review procedure found in PP1.10.2.5 is to be followed with regards to acceptance of the plan revision by the Department.
- (d) Upon the Department's acceptance of the proposed plan revisions, the contractor is to return the original plans, with the plan revisions made, to the District Office.
- (e) The District is to make the necessary copies and distribute the revised plans to all affected parties.
- (f) Any design computations required as part of the plan revision are to be amended to the original design computation package and recorded accordingly.

For a plan revision involving prestressed concrete bridge beams, the items to be addressed in the submission by the contractor include, but are not limited to, revisions of the strand pattern (e.g., fully-bonded straight, straight debonded or draped), debonding lengths, drape point locations, shear stirrup reinforcement bar size and spacing, beam cambers, beam daps, structure load ratings and beam seat elevations, as necessary and as applicable. For a plan revision involving precast concrete substructure units, the items to be addressed in the submission by the contractor include, but are not limited to, revisions in the rebar strength, size and/or spacing, rebar clearances and covers, dimensional changes, lifting insert type and locations, splice coupler type and locations, post-tensioning, concrete strength (precast elements, splice coupler grout, and closure pour), as necessary and as applicable.

**1.10.6.3 Acceptance of Plan Revisions**

The District Bridge Engineer, their designated agent, or the original designer-of-record may accept the plan revision. Note, however, that all major structure revisions for Federal oversight projects must be processed through BDTD prior to revising the plans.

**1.10.6.4 Drafting Procedures for Plan Revisions**

The original plans are transmitted to Central Office as part of the PS&E package prior to bidding. Once a project has been awarded to the successful contractor, the plans are returned to the District Office for the purpose of reproducing and distributing the required number of copies to the appropriate parties.

Following receipt of the original plans from Central Office, make all revisions on the plans by crossing out erroneous or modified information, circling the correct information and marking the corrections with an R1, R2, etc. Follow standard drafting practices for linework, lettering, etc., as outlined in DM-3. Use the revision block, which is typically located above the title block to denote the nature of the revision, the initials of the responsible persons for drafting, checking and recommending

(usually the District Bridge Engineer) the revision, as well as the recommendation date. Refer to Fig. PP1.6.1-1 or PP1.6.2-1. If required to add additional sheets, locate within original set and designate as sheet #A, B, etc.

**1.11 STRUCTURE SUBMISSIONS – DESIGN-BUILD, LOW BID**

**1.11.1 General**

In accordance with Publication 448 (Innovative Bidding Toolkit).

**1.11.2 Conceptual Design**

In accordance with Section 3.2.3 of Publication 448.

**1.11.3 Final Design**

In accordance with Section 3.3.4.4 of Publication 448.

**1.11.4 Construction**

**1.11.4.1 Shop Drawings**

In accordance with PP1.10.2.

**1.11.4.2 Pile Hammer Approvals**

In accordance with PP1.10.3.

**1.11.4.3 Pile Load Test Evaluations**

In accordance with PP1.10.4.

**1.11.4.4 Construction Problems**

In accordance with Section 3.3.4.2.7 of Publication 448.

**1.11.4.5 Revisions During Construction and “As-Built” Plans**

In accordance with applicable sections of PP1.10.6 and applicable sections of Publication 448, Chapter 3.

**1.12 STRUCTURE SUBMISSIONS – DESIGN BUILD, ADJUSTED BID**

**1.12.1 General**

In accordance with Publication 448, Chapter 4.

Editor’s Note: The policy regarding the contracting type in PP1.12 is under review by the Department.
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**1.13 HAULING RESTRICTIONS AND PERMITS**

**1.13.1 General**

Bridge members are designed in lengths, depths and widths that can be transported from the fabrication source to the project. Field splices, if required, are designed for specific locations shown on the structure drawings. The addition of field splices to shorten members, or the elimination of field splices to lengthen members, for shipping purposes, will not be approved on shop drawings without prior written approval by the District Bridge Engineer. In such cases, a sketch is required, and design computations prepared by a Registered Professional Engineer may be required. The Contractor assumes full responsibility for securing a hauling permit. Approval for elimination of a field splice at the shop drawing stage does not obligate the Department to issue a hauling permit. In either instance, no additional compensation to the Contractor will be allowed for the splice revisions.

### 1.13.2 Permit - Legal Loads

State law controlling legal size and weight of vehicles can be found in the PA Vehicle Code, Title 75, Chapter 49: Size, Weight and Load.

In the event that the design requires non-divisible loads (beams or sections of beams) longer than 110 feet, the designer must ensure that the Central Permit Office will issue a permit for such a load. Therefore, for beams over 110 feet in length, the Designer shall include in the project special provisions any special hauling restrictions applicable to that particular design, thus alerting the Contractor to those requirements.

Travel over superelevated roads or bridges shall be weighed carefully, and needed lateral shoring to a deep beam shall be provided to avoid the possibility of overturning, which can jeopardize public safety.

### 1.14 SYSTEMS APPROVAL

Any proprietary system must undergo a Departmental evaluation and approval process prior to inclusion as an alternate system during the design phase or as a value engineering alternate during construction. The manufacturer must submit the proprietary system using the New Product Evaluation and Tracking System (NPETS) on the [eCAMMS website](#).

Do not permit any new wall system during construction.

The types of wall systems permitted for a project will be determined when the foundations are approved. When prefabricated walls are approved, the Contractor should be given an option to construct a conventional wall with the condition that secures a new foundation approval from the Department.

The Department bases its approval of the system and the supplier on the following considerations:

- (a) The system has a sound theoretical and practical basis for the engineer to evaluate and anticipate its claimed performance. For this purpose, the supplier or their representative must submit a package containing:
  1. The theory, its proponent, and the year it was proposed.
  2. Where and how it was developed.
  3. Experiments supporting the theory.
  4. Field tests.
  5. Practical application, descriptions and photographs.
  6. A list of users including names, addresses, and telephone numbers.
  7. Names and qualifications of the designer(s). The Designer must be a Professional Engineer.
  8. Sample details of all elements, design calculations, strength and service limit state, factored force effects and nominal and factored resistance, estimated life, method of installation, and procedures for field and laboratory evaluation including instrumentation and special requirements, if any.
  9. Sample specifications showing material type, quality, certifications, fabrication requirements and method, field testing and acceptance criteria. Typical unit costs supported by data from actual construction.
- (b) If precast or prefabricated material is used in the system, the Precaster or Fabricator must be approved by the Department prior to approval for construction on Department projects.
- (c) The system will not be approved for frequent use unless it goes through the experimental installation and evaluation process.
- (d) If a wall system or other type system involves a roadside safety barrier different from the PennDOT standard barriers, documentation of the full suite of tests verifying that the barrier is MASH 2016 compliant needs to be included in the application for the evaluation process.

## 1.15 BRIDGE BUNDLING OF NON-COMPLEX PROJECTS

These are the general guidelines for assembling a package of bridges to be let under one construction contract, commonly referred to as bridge bundling. These packages can consist of state-owned bridges or a combination of bridges owned by state, local or other owners.

For projects utilizing Act 89, Chapter 93 Local Bridge Bundling requirements, the Department will be responsible for designing bridges for the local owner and will take ownership during the process. However, the ownership of the bridge will return to the local owner following completion of construction. During this process, it is imperative to have the necessary agreements and payment structure completed prior to the execution of any agreements with the local owners so as not to delay the program once it begins, as there are defined timeframes required by the legislation.

Articles PP1.15.1 through PP1.15.12 provide the framework for establishing bundling programs.

### 1.15.1 Establish Categories for Project Objectives

Determine the objective of the bundling program and the potential dollar amount that will be available. The objective could be to identify structures that have been in poor condition for over 15 years, or to identify similar structure types, such as non-composite adjacent box beam bridges. Use the average cost per square foot of the structure and the proposed budget to determine a bridge pool. It is recommended to create a pool of structures that is 15 to 30 percent greater than the anticipated resultant bundle to allow for field screening losses.

To achieve economy of scale in design, fabrication, and construction for full bridge replacements, bridges considered for bundling should generally be limited to those having a total length of less than approximately 80 feet, and skew angles generally greater than or equal to 75 degrees. The replacement design(s) should be kept the same or as similar as possible to facilitate savings in engineering and construction. Skew angles should be kept to a practical maximum, and variations in length should be kept to whole numbers, with preference given to 5-foot increments. Consideration should also be given in design to the long-term maintenance requirements of the structure.

### 1.15.2 Inventory BMS2

Conduct an inventory of BMS2 to gather information regarding the selected types of structures.

### 1.15.3 Conduct Screening

Screening of bridges shall include the following steps:

1. Evaluate the initial pool to determine if the bridges in question are on the Capital Budget and/or Transportation Improvement Plan. Depending upon the timeframe for the bundling program, this could affect the pool of bridges available. Note that in some instances, it can take months to have a bridge added to the Capital Budget or to the Transportation Improvement Plan.
2. Research should occur to determine what type of potential effects the bridge work could have on the following areas: Right-of-Way, utilities, detours, geometry, environmental issues (such as historic bridges), intersections with roads, water or railroads. This information will assist in determining what environmental permits will be required including the level of environmental documentation or waterway permit, which will have a direct effect on the overall project schedule.
3. The information completed in the screening should be used to establish a preliminary package(s) with consideration of economy of scale. Factors to consider include location of bridges to one another, structure type, structure size and number of bridges to include in each construction contract. The ideal number of bridges for each construction contract can range from five to eight, but should not exceed ten.

### 1.15.4 Information Verification

Verification of the research should be conducted by the respective PennDOT District(s) through field views or other appropriate means to ensure the accuracy of the information.



### **1.15.5 Refine Preliminary List of Projects and Develop Cost Estimates**

Depending on the results of the field views, the list of bridges may need to be refined if potential impacts are found that could delay the schedule, increase the cost or no longer be in-line with the intent of the bundling program. After the list has been refined, preliminary cost estimates should be developed to ensure that sufficient funding is available to complete the proposed bridge bundling project. Coordination with PennDOT's Center for Program Development and Management regarding the cost of the bundling program will be necessary. If sufficient money is not available, the list may need to be further refined or the schedule will need to be revisited.

If participating in Chapter 93 bundling, the preliminary list of bridges must be shared with the local owner. The local owner must agree with the list and proposed work before moving ahead with the program. Update the list based on owner's comments and willingness to participate in the program.

### **1.15.6 Finalize Preliminary Bridge List and Funding**

The preliminary list should be finalized incorporating any changes resulting from coordination with the local owner, field views and estimated costs. This process can take up to three months.

### **1.15.7 Prepare and Execute Agreements with Owners**

If participating in Chapter 93 Local Bridge Bundling, Project Reimbursement Agreements will need to be prepared and executed with each of the local owners prior to initiating any design activities. The Project Reimbursement Agreements are located on PennDOT's shared drive and should be prepared by the PennDOT Project Manager. The Agreement will list the terms and conditions of the bundling program as it applies to the local owner's bridge(s). This process can take up to three months.

### **1.15.8 Create Linking Planning and NEPA Form (LPN Form)**

An LPN Level 2 Screening Form for each bridge should be completed by the participating PennDOT District Manager. Instructions on completing the form are contained within DM-1A, Section 4.3 Level 2 Screening Process.

### **1.15.9 Conduct Scoping Field View**

A scoping field view should be scheduled and conducted by District staff. Guidance on conducting the field view and completing the necessary forms is contained in DM-1B, Section 3.2 Engineering and Environmental Scoping Field View.

### **1.15.10 Determine Available Resources to Complete the Design**

The District should analyze its resources to determine if the design can be completed with in-house staff or will need to utilize a consultant(s). If consultants will be needed, the District can choose to utilize an existing open-end agreement if capacity is available or initiate the consultant selection process for a new agreement. If the District chooses to utilize an open-end agreement, a work order will need to be established and executed in ECMS before design can begin. Please note that a work order can take approximately one month to execute. If the District chooses to advertise for a consultant, an advertisement will need to be prepared, a consultant selected and a design agreement executed in ECMS before design can begin, which can take three months or more.

### **1.15.11 Begin Design Process**

Once the necessary contracts are executed and a notice to proceed has been issued, the Department or its consultant can begin the design process. The design process should follow all applicable PennDOT publications including DM-1C or Publication 448, Innovative Bidding Toolkit, for Design-Build projects.

### **1.15.12 Advertise and Let the Bundle**

Once the bundle has been advertised and awarded, the District tracks the total costs of the project through completion and forwards the ECMS number along with any additional information to the Bridge Asset Management Section of the Bureau of Maintenance and Operations for record keeping.

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PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

DESIGN MANUAL  
PART 4

PART A: POLICIES AND PROCEDURES

**CHAPTER 2 – SELECTION OF BRIDGE TYPES**

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## 2.0 GENERAL

Selection of bridge type is a part of the type, size and location cost study that is based on foundation information obtained from a preliminary geotechnical engineering investigation, drainage conditions, highway limitations and environmental impact both present and future in accordance with PP1.9.3.

Unless other requirements (such as environmental commitments) govern, the most economical bridge type shall be selected. Lowering the design criteria is not acceptable. Minimum design criteria, including specified live loads are specified in DM-2, Section 1.2. Therefore, low cost can only be achieved by careful selection of details and method of construction. Short spans and low cost bridges are reflected in various standards. The minimum number of spans, joints and beams should always be used. All efforts shall be made to minimize skew as much as and whenever possible.

Unless disapproved by the Deputy Secretary for Highway Administration, alternate designs by contractors are permitted in all cases. Whenever alternate designs are not allowed, justification must be provided.

Waterway permit requests shall include a permit for a temporary bridge or a temporary crossing for construction where applicable.

Structure-related environmental commitments shall be carefully considered and justified. Consideration shall be given to citizens, groups or other interest groups that, during the environmental clearance phase, may demand restricting a structure to only one material type. In these instances, the project manager must offer industry representatives the opportunity to develop and present alternate material concepts to the public for consideration. The Department's policy is to allow a contractor alternate design for bridges in every possible situation. Depicting only a steel or a concrete or a timber structure in public meetings or environmental documents could jeopardize the alternate design/bid policy. Design options chosen for display on graphics should be labeled, "preliminary, subject to change" or other similar wording. In a situation where a commitment may be appropriate, District Bridge Engineer's input shall be obtained prior to committing a bridge type. Keep all possible options open for the designer to provide a structurally sound and economical bridge design during the final design phase. Where it is necessary to deviate from the established standards, justifications and special approvals should be well documented.

Where practical, do not commit to stone lining. Preferable alternates are aesthetic coating (paint, stain, penetrating stain), integrally colored concrete and/or architectural surface treatment (form liner, stamped, raked/broom finish). Stone lining not only restricts structural inspection of the bridge members, but also is costly to construct and maintain. Another option is to detail the barriers to have recessed panels with a 6-inch border and 3/4 in.-deep inset.

When form liners are used, Table 2.0-1 provides guidance on selecting the most appropriate and economical form liner for various applications. Additionally, when form liners are required for abutments or retaining walls, the form liner shall extend to the full limits of the exposed concrete (where appropriate). Form liners shall not be terminated at corners, horizontal break points or proposed slopes with a smooth concrete border. The use of borders around the perimeter of a form liner on an abutment or retaining wall shall not be specified due to additional cost and lack of historic context.

Table 2.0-1 – Form Liner Selection Guide

Features / Bridge Project Type	Form Liner Type Required <sup>(4)</sup>		
	No form liner required	Small Reveal, $\leq 1''$ <sup>(1)</sup>	Deep Reveal, $> 1''$ <sup>(2)</sup>
Scenic Byways	✓	✓	-
Scenic Rivers	✓	✓	-
Historic District	-	✓	✓
Historic Bridges	-	-	✓
Normal Project	✓	✓ <sup>(3)</sup>	-

(1) Plastic construction and capable of being re-used between 20 and 30 times

(2) Elastomeric Urethane construction and capable of being re-used between 80 and 120 times

(3) Context sensitive solution for project has resulted in the use of an aesthetic treatment for bridge

(4) Liner does not apply to traffic barrier and other traffic safety features. Architectural treatments that comply with NCHRP Report 554 Aesthetic Concrete Barrier Design may be considered

In the broad definition of prestressing of concrete members, it can indicate both pre-tensioning and post-tensioning of concrete members. However, in this manual, prestressing will imply pretensioning, unless otherwise noted.

## 2.1 STEEL BRIDGES

### 2.1.1 Typical Steel Bridges Used in Pennsylvania

- (a) Composite steel multi-I-beam
- (b) Composite steel multi-plate girder

### 2.1.2 Restricted Types of Construction

Do not use pin-hanger and avoid piggy-back-type of construction.

### 2.1.3 General Requirements

Design bolted field splices in accordance with BD-616M. For cross frame and solid plate diaphragm design requirements, see BD-619M; for lateral bracing requirements, see BD-620M.

## 2.2 CONCRETE BRIDGES

### 2.2.1 Reinforced Concrete Slab Bridges

This type of superstructure construction shall be used for widening of existing reinforced concrete slab bridges only when concrete box culvert or prestressed plank superstructure or concrete channel beam superstructure is not feasible or economical.

### 2.2.2 Reinforced Concrete T-Beam Bridges

This type of superstructure construction may be used for widening of T-beam bridges, but is not recommended for new construction. Even for widening, consider using precast channel or prestressed box beams since cast-in-place R.C. T-Beams widening would be costly unless the work is done by Department forces.

## 2.3 PRESTRESSED CONCRETE BRIDGES

### 2.3.1 Typical Prestressed Concrete Bridges in Pennsylvania

- (a) P/S adjacent box beam
- (b) P/S spread box beam
- (c) P/S I-beam
  - i. AASHTO Type
  - ii. PennDOT Type (preferred use for rehabilitations and widenings; not recommended for new structures)
- (d) P/S bulb-tee beam
- (e) NEXT beam
- (f) P/S segmental (with removable deck design and bonded post-tensioning features)

### 2.3.2 General Requirements

Unbonded post-tensioning system is not permitted for prestressed bridges, except as a corrective measure for existing bridges with the approval of the Chief Bridge Engineer. Prestressed beam cross-sections must be selected from Standard Drawing BD-652M. Beam cross-sections and section properties that deviate from the current standards will require specific approval from the Chief Bridge Engineer.

Some longer span P/S I-beams and P/S bulb-tee beams will be in the superbeam category as defined in PP1.13.2. The use of superbeams should be investigated during the TS&L stage and approval for their use must be obtained from the District Bridge Engineer. Use of superbeams is permitted in alternate designs by the Contractor if it is not restricted by contract, all hauling restrictions are obeyed and a hauling permit can be issued by the Department.

With approval of the District Bridge Engineer, a P/S beam fabricator may be permitted to decrease the size of box beam void to simplify fabrication or to increase the section modulus of a beam used for structures with limited underclearance, or reduce lines of beams (beds) during fabrication. This may also be utilized in original designs where utilities or other requirements dictate maximum beam spacing, provided a thorough investigation of the special beam design has been made, the outside beam dimensions have not been altered, and the stresses are within allowable limits. In order to maintain design plan dimensions in box beams and to fabricate beams conforming to the tolerance requirements of P/S beams, fabricators are

encouraged to specify 1/2 in. undersize voids on the shop drawings. The additional 1/4 in. concrete around the inner perimeter of voids for box beams is not considered for section properties. However, the weight of this additional concrete shall be used in the original design.

## 2.4 TIMBER BRIDGES

The policy, procedure and criteria outlined in PennDOT Publication 9, “Policies and Procedures for the Administration of the County Liquid Fuel Tax Act of 1931 and Act 44 of 2007 and the Liquid Fuels Tax Act 655 Dated 1956 and as Amended”, Publication 70M, “Guidelines for the Design of Local Roads and Streets”, and Publication 740, “Local Project Delivery Manual”, all require that AASHTO and PennDOT bridge design criteria be used. Therefore, if Federal or State or liquid fuels funding is used in any part of the project, AASHTO and PennDOT bridge design criteria must be used. Do not approve timber bridge plans without a review by the BDTD to ensure compliance with our design criteria and avoid omissions.

See A8 and D8 wood structures for design criteria.

Timber bridges may be used for:

- (a) Low-speed, low-truck-volume roads (ADTT less than 25 or ADT less than 750, whichever governs)
- (b) Locations where no debris exists for a condition where a timber pile pier is needed.
- (c) Locations where a timber pile substructure can be constructed economically, i.e., timber piles can be driven as friction piles to sufficient depth below potential scour depth and without being damaged, to get adequate lateral support. Generally, this is a problem because of the geology of Pennsylvania.

### 2.4.1 Typical Timber Bridges Used in Pennsylvania

- (a) Glulam - hardwood bridges
- (b) Other types if approved by the Chief Bridge Engineer.

### 2.4.2 Geometry

Bridge width shall be in accordance with PP3.1.1.

One-lane bridges may be permitted on local roads with PMC approval if no Federal funds are used, if advanced posting of one-lane bridge is provided, if the bridge width is not less than the approach pavement width, and if the owner absolves the Department from any legal responsibility resulting from the narrow width of the bridge.

## 2.5 CULVERTS

The following culvert types are generally used in Pennsylvania.

### 2.5.1 Metal Culverts

- (a) Corrugated steel/aluminum pipe culvert
- (b) Corrugated steel/aluminum pipe arch culvert
- (c) Steel/aluminum plate pipe culvert
- (d) Steel/aluminum plate pipe arch
- (e) Steel/aluminum box culverts

### 2.5.2 Precast Concrete Culverts

- (a) R.C.C. pipes
- (b) R.C.C. elliptical pipes
- (c) R.C.C. box culverts

### 2.5.3 Cast-in-Place Box Culverts

One-cell or multiple cells

### 2.5.4 Cast-in-Place Frame Structures

Use when unyielding foundation is available.

### 2.5.5 Precast Concrete System

- (a) CON/SPAN Bridge System - Permitted on NHS provided the precast units are post-tensioned
- (b) Bebo Precast Arch Bridge System - Permitted on non-NHS only
- (c) Composite Arch Bridge System (formerly Bridge-In-A-Backpack) - Permitted only as an alternate on design-build projects because the system is patented.

## 2.6 OTHER BRIDGE TYPES

### 2.6.1 Unusual Bridges

- (a) Steel Box Girder
- (b) Through or deck truss
- (c) Steel or concrete arch
- (d) Cable-stayed
- (e) Tied-arch
- (f) Suspension
- (g) Two girder system (Permitted only in special condition or as a short-term temporary bridge)
- (h) Rigid Frame

## 2.7 SELECTION OF BRIDGE TYPES

### 2.7.1 Small bridges (up to 50-ft. span)

- (a) Single or multi-unit culvert
- (b) Slab
- (c) Composite concrete channel beam
- (d) R.C. T-beam (rarely used)
- (e) Timber
- (f) Composite P/S concrete plank beam
- (g) Composite P/S concrete adjacent box beam
- (h) Composite P/S concrete spread box beam
- (i) Composite P/S concrete I-beam or bulb-tee beam
- (j) Composite NEXT beam
- (k) Composite steel multi-I-beam
- (l) Composite steel multi-plate girder (generally for larger spans)
- (m) GRS-IBS
- (n) BDTD approved proprietary bridge types (see the Approved Bridge and Structure Products list that is available from the Bridge “Design, Analysis and Rating” page on the Department website). Note: Several of the bridge types are patented; therefore, designers should review the restrictions for the use of these bridge types before incorporating into a project as the as-designed bridge type.
- (o) For Department Force projects, refer to PP3.6.11 for alternative evaluation.

### 2.7.2 Medium size bridges (up to 165-ft. span)

- (a) Composite P/S concrete adjacent box beam
- (b) Composite P/S concrete spread box beam
- (c) Composite P/S concrete I-beam or bulb-tee beam
- (d) Composite steel multi-I-beam
- (e) Composite steel multi-plate girder
- (f) Deck and through steel truss (rarely used for this span range for new construction)
- (g) Rigid Frame



**2.7.3 Large Span Bridges (from 165-ft. to 500-ft. span)**

- (a) Composite steel multi-plate girder
- (b) P/S concrete segmental (Removable deck and internally bonded design feature must be included)
- (c) Composite Spliced P/S concrete girder
- (d) Concrete arch
- (e) Steel arch
- (f) Steel deck truss
- (g) Steel through truss
- (h) Steel box girder (Generally not permitted)
- (i) P/S post-tensioned concrete bulb-tee beam
- (j) K-frame

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PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

DESIGN MANUAL  
PART 4

PART A: POLICIES AND PROCEDURES

**CHAPTER 3 – DESIGN CONSIDERATIONS**

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### 3.1 BRIDGE GEOMETRY

Considerations for bridge geometry shall take into account issues of highway safety, including sight distance, adequate clearances, and bridge widths compatible with the approach roadway.

#### 3.1.1 Bridge Width

Unless otherwise directed, bridge width shall conform to DM -2, Chapter 1, Section 1.2. This includes criteria for bridges on Very Low Volume Roads.

#### 3.1.2 Vertical Clearance

See D2.3.3.2.

#### 3.1.3 Lateral Clearance

See D2.3.2.2.1.

### 3.2 SUPERSTRUCTURE

#### 3.2.1 Girder Bridges

Girder bridges shall have a minimum of four girders unless approved otherwise by the Chief Bridge Engineer. The girder (beam) spacing shall be selected for optimum economy. Maximum girder spacing shall be 15 ft. Four girders provide redundancy in the superstructure and will facilitate possible future redecking operations by allowing maintenance of traffic on one-half of the bridge.

A three-girder bridge with more than one traffic lane and without a floor system (floorbeams and stringers) is prohibited, except that a three-girder system for prestressed I-beam, bulb-tee beam, box beam or NEXT beam superstructures may be permitted.

For three or more girders, the lateral live load distribution factors may be used as described in A4.6.2.2 and D4.6.2.2. In this case, the provisions of A3.6.1.1.2 (the multiple-lane presence factors) are already included in the factors and shall *not* be applied separately. When the lever rule is used for a three girder system, the multiple presence factor, as specified in A3.6.1.1.2, shall be applied.

In the special case where a two-girder system has been approved for design by the Chief Bridge Engineer, the fraction of live load distributed to each girder line shall be calculated by placing the loads on the bridge and summing moments about the opposite girder line. The provisions of A3.6.1.1.2 regarding multiple lanes of live load shall apply in this calculation.

#### 3.2.2 Skew Angle

PennDOT defines skew angle as the smaller angle between the highway centerline (or a tangent thereto) and a line parallel to the support (wall, abutment, pier, etc.) or to the centerline of culverts (see Fig. 3.2.2-1). AASHTO defines skew angle as the angle between the centerline of a support and a line normal to the roadway centerline. The sum of PennDOT's and AASHTO's skew angle is 90°, i.e.,

$$\theta_{PA} = 90 - \theta_{AASHTO} \quad (3.2.2-1)$$

$$\theta_{AASHTO} = 90 - \theta_{PA} \quad (3.2.2-2)$$

Except where noted, the AASHTO definition shall be used with AASHTO Specifications, and the PennDOT definition shall be used in all PennDOT documents and correspondence with the Department.

For steel bridges whose skew angle is less than 70°, the Engineer must submit, with the scope of work, the method to be used to analyze the structure. The analysis method selected will be part of the technical review and should be justified in the scope of work.

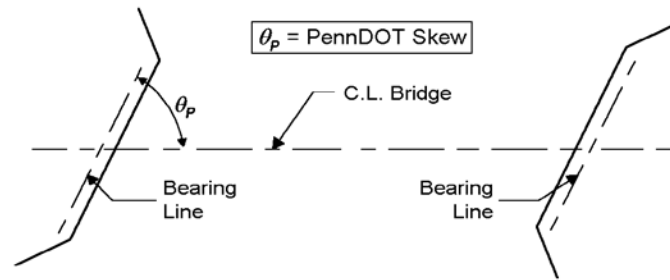


Figure 3.2.2-1 – PennDOT Skew Angle

### 3.2.3 Superstructure Drainage

#### 3.2.3.1 Scupper Location

Scuppers shall be provided where hydraulic computations show that they are needed. Type 1 or Type 2 scuppers (see applicable BC Standards) may be provided at a minimum spacing of 50 ft. for the purpose of removing saltwater and anti-skid material on flat grades less than 2%. Scuppers shall also be provided at an approximate spacing of 400 ft. for long bridges with a profile grade of 2% and over, even if they are not needed hydraulically. Type 2 scuppers shall be used only if Type 1 scuppers cannot be accommodated.

For decks supported on adjacent prestressed concrete beams, the same criteria apply, except that standard rectangular metal curb drains shall be used. For decks with sidewalks supported on prestressed adjacent box beams, downspouting through box beams may be considered in such a way that the downspouting does not adversely affect the strand pattern. For decks supported on spread box beams, either Type 1 or Type 2 scuppers or curb drains may be provided, depending upon the overhang. Metal curb drains shall not be used on decks supported on steel or prestressed concrete I-beams or prestressed bulb-tee beams to avoid collection of contaminants on bottom flanges.

Free-falling scuppers shall be spaced so that the discharge is not adjacent to a substructure unit. Scuppers shall be omitted or the spacing shall be adjusted where the discharge would fall on roadways, railroad tracks, walkways, unprotected embankments, or other developed or highly erodible areas, or may be omitted entirely where their location outside the fascia beams is aesthetically unacceptable.

Flat pan scuppers should not be used because they collect debris and anti-skid material, and grow vegetation.

#### 3.2.3.2 Scupper Types

When hydrologic and hydraulic calculations indicate the need for deck inlets, Type 1 scuppers shall be used exclusively. Since the hydraulic capacity of Type 2 scuppers is negligible, they should not be used where scuppers are needed hydraulically.

The Type 2 scuppers detailed in Standard Drawing BC-751M shall not be used unless approved by the District Bridge Engineer. If Type 2 scuppers are permitted, they shall be used with 8 in. diameter downspouting to eliminate debris accumulation and subsequent vegetative growth, and to ensure the downspouting capacity is greater than the scupper interception capacity.

#### 3.2.3.3 End Structure Drainage

Roadway inlets shall be placed off the structure at the low end(s) of bridges. Inlets shall also be placed at the high end if the approach roadway is in cut, if the possibility of drawing significant roadway water over the bridge exists, or if the roadway is curbed. These facilities shall be included with the roadway pay items and shall be shown both on bridge design drawings and on roadway plans. On the bridge drawings, these inlets shall be indicated as Roadway Pay Items.

Locating a bridge in a sag curve or in a flat grade less than 0.5% shall be avoided to the maximum extent possible, since such geometry causes clogging of inlets. If such a location cannot be avoided, the roadway runoff shall be intercepted before it reaches the bridge.

#### 3.2.3.4 Downspouting

Bridge scuppers shall be located to avoid long pipe runs. Pipe bends less than 135° shall be avoided when possible. For pipes sloped less than 45°, cleanout plugs shall be provided to ensure adequate maintenance. Downspouts shall be located

preferably on the face of the pier which has the least exposure to the public view, but in no case shall downspouts interfere with specified vertical and horizontal clearances. Downspouts shall not be embedded in pier stems, pier columns, abutments, wingwalls, or retaining walls. Redundant systems may be utilized at the discretion of the District Bridge Engineer. Longitudinal runs shall not extend below the superstructure. A minimum slope of 8% shall be provided for longitudinal pipes between scuppers or from scuppers to point of discharge. Downspouting for free-fall condition shall be extended 6 in. below the adjoining beam. Refer to Standard Drawing BC-751M when designing downspouting for bridge drainage.

### 3.2.3.5 Splash Block

When discharge into storm drains is not practical or available, cast-in-place concrete blocks (splash blocks) [Refer to BC-751M] shall be placed in finished ground below the bottom of the vertical bridge drain pipe (downspout). The quantity of concrete shall be included in Class A cement concrete. Elevation at the top of the splash block at the centerline of the bridge drainpipe shall be shown on the drawings. The splash block shall be contoured and dished to contain and direct the flow away from substructure unit.

### 3.2.3.6 Drainage for Rehabilitation Projects

Treatment of bridge drainage in rehabilitation projects shall be as follows:

- (a) Existing flat pan scuppers shall be replaced with Type 1 scuppers in accordance with the criteria in PP3.2.3.1 and PP3.2.3.2. Flat pan scuppers shall be eliminated or their number reduced wherever possible. Existing flat pan scuppers may be retained only if Type 1 scuppers cannot be used.
- (b) If drains can be located near simple supports of a span, modification of the steel beam flanges may be considered to accommodate Type 1 scuppers. In some instances, turning a Type 1 scupper by 90° with the grate remaining parallel to the flow of water, or offsetting the pipe on one side of the scupper, may also be considered to avoid interference with the flanges.
- (c) For bridges rehabilitated using safety curbs and barriers:

If the existing curb-to-curb width is adequate, the same width should be maintained and overhang cut back to keep the same gutter lines for scuppers, if possible.

If existing scuppers must be retained and existing shoulders are widened by 6 in. using the safety curb and barrier, the deck shall be finished to drain into the scuppers. The grate seat shall be adjusted as needed.

### 3.2.3.7 Drainage System Design (Hydrologic and Hydraulic Calculations)

The following items are general comments on the articles in this section:

- The scupper interception capacity formula is specified on the basis of the updated information included in FHWA Hydraulic Engineering Circular No. 22.
- Scupper spacing procedures are specified to incorporate the procedures suggested in the FHWA Report Design of Bridge Deck Drainage (Hydraulic Engineering Circular No. 21) and in FHWA Hydraulic Engineering Circular No. 22.
- PP3.2.3.7.2 permits water accumulation to extend into the travel lane up to a maximum of 2 ft. if directed by the Department. Generally, vehicles travel beyond or about that line. This practice is permitted for narrow shoulders to utilize practically unused pavement for water and/or snow storage.

The superstructure drainage shall be designed as follows:

#### 3.2.3.7.1 Scupper Types

Details for various types of scuppers are shown on appropriate standard drawings.

## 3.2.3.7.2 Scupper Location

The spacing of scuppers shall be based on the following criterion:

The width of flow in the gutter for a ten-year frequency, five-minute duration, shall not exceed the width of shoulder. (For shoulders less than 6 ft. wide and shoulder slope greater than or equal to 3%, a portion of the adjacent traffic lane, up to a maximum of one-fifth of the lane, may be included in the width of flow, if directed by the Department.)

## 3.2.3.7.3 Notation

- QR = Maximum rate of runoff on bridge deck (cfs)  
 $Q_n$  = Maximum gutter storage capacity (cfs)  
 $Q_i$  = Scupper interception capacity (cfs)  
 n = Roughness coefficient of deck surface = 0.016

3.2.3.7.4 Values of  $QR$ ,  $Q_n$  and  $Q_i$ 

- (a) Value of QR

$$QR = \frac{CIA}{43,560} \quad (3.2.3.7.4-1)$$

where:

- C = Runoff coefficient = 0.90 for bridge decks  
 I = Average rainfall intensity for a given storm (in/hr). (This rate shall be determined in accordance with Publication 584, *PennDOT Drainage Manual*, Section 7.5.D)  
 A = Drainage area (ft<sup>2</sup>) = WL, in which W and L are the width and length of deck to be drained by the scuppers, both in feet

- (b) Value of  $Q_n$

The maximum gutter storage capacity shall be determined assuming the full shoulder as the width of gutter (see Fig. 3.2.3.7.4-1). Given the roadway grade (slope of channel) and the shoulder cross slope, determine  $Q = Q_n$  from Fig. 3.2.3.7.4-2.

where:

- $S_x$  = Cross slope of deck or deck shoulder  
 S = Grade as a function of location on bridge  
 T = Design spread (ft.)



(c) Value of  $Q_i$ 

The scupper interception capacity of the grate inlet on continuous grades shall be computed from the following relationship:

$$Q_i = (E)(Q) = Q[(R_f)(E_o) + R_s(1 - E_o)] \quad (3.2.3.7.4-2)$$

where:

$Q_i$  = Intercepted flow (cfs)

$E$  = Grate efficiency, dimensionless

$Q$  = Total gutter flow (cfs)

$R_f$  = Grate inlet frontal flow interception efficiency, dimensionless (see Figs. 3.2.3.7.4-3 and 3.2.3.7.4-4)

$R_s$  = Grate inlet side flow interception efficiency, dimensionless (see Fig. 3.2.3.7.4-5)

$E_o$  = Ratio of front flow to total gutter flow, dimensionless (see Fig. 3.2.3.7.4-6)

When using Fig. 3.2.3.7.4-4, use curve P-1-7/8 for grate without cross bars. Where bicycle traffic is contemplated, cross-rods should be incorporated (P-1-7/8-4 curve) in the grate.

For further information on the above relationship, refer to Hydraulic Engineering Circular No. 22, Urban Drainage Design Manual, Report No. FHWA-NHI-10-009, September 2009.

The capacity of the 10 in. diameter downspout has been determined to be much greater than the scupper interception capacity and need not be calculated.

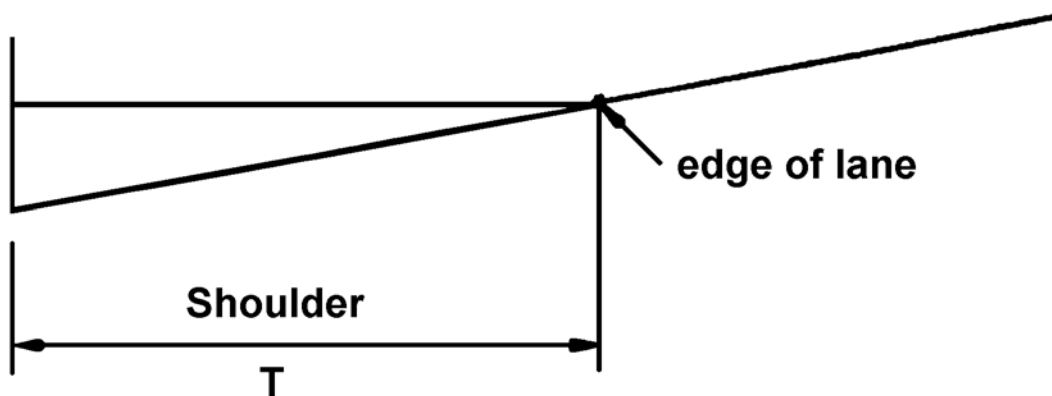


Figure 3.2.3.7.4-1 – Maximum Gutter Storage Capacity for shoulder widths greater than or equal to 6 ft,

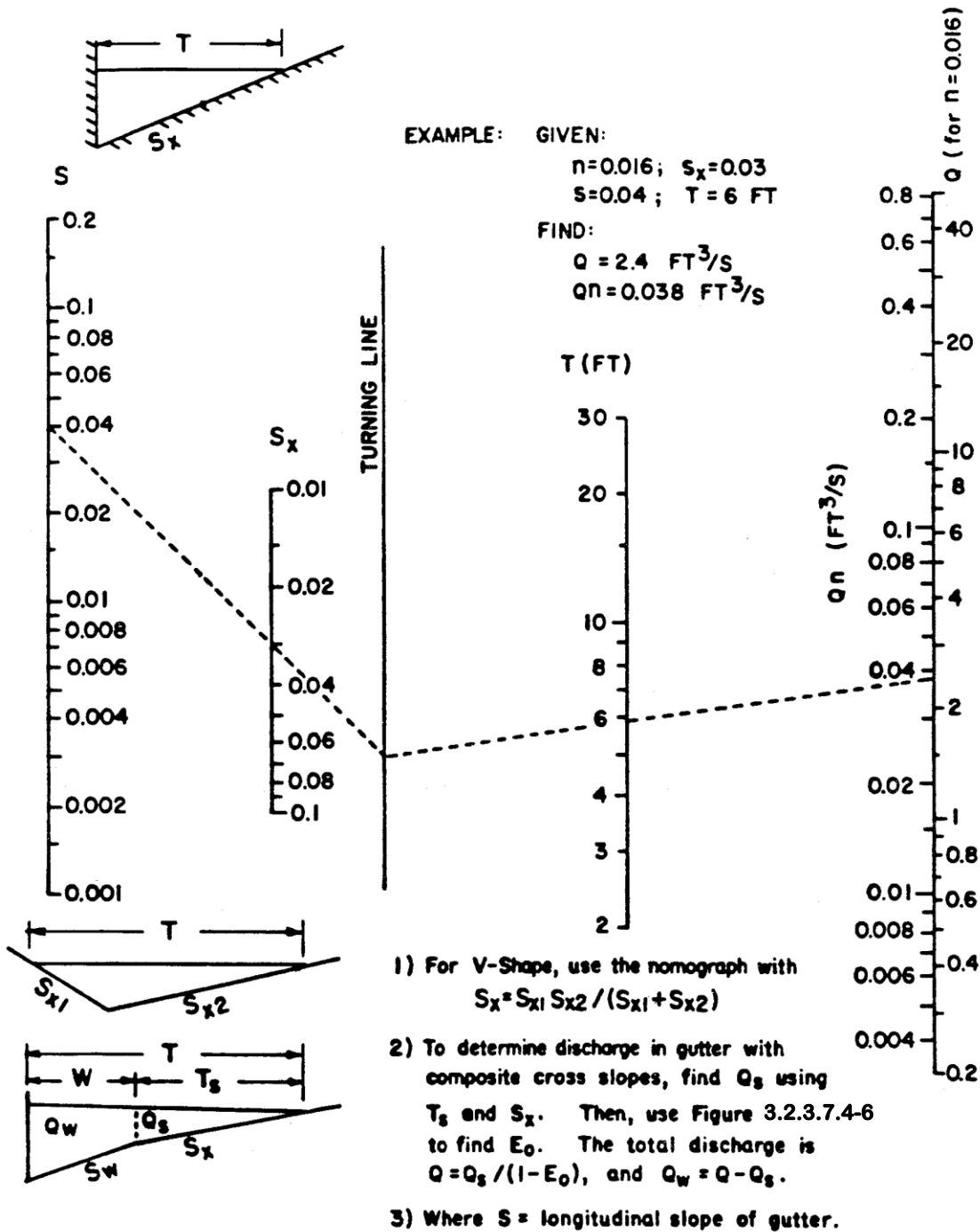


Figure 3.2.3.7.4-2 – Flow in Triangular Gutter Sections

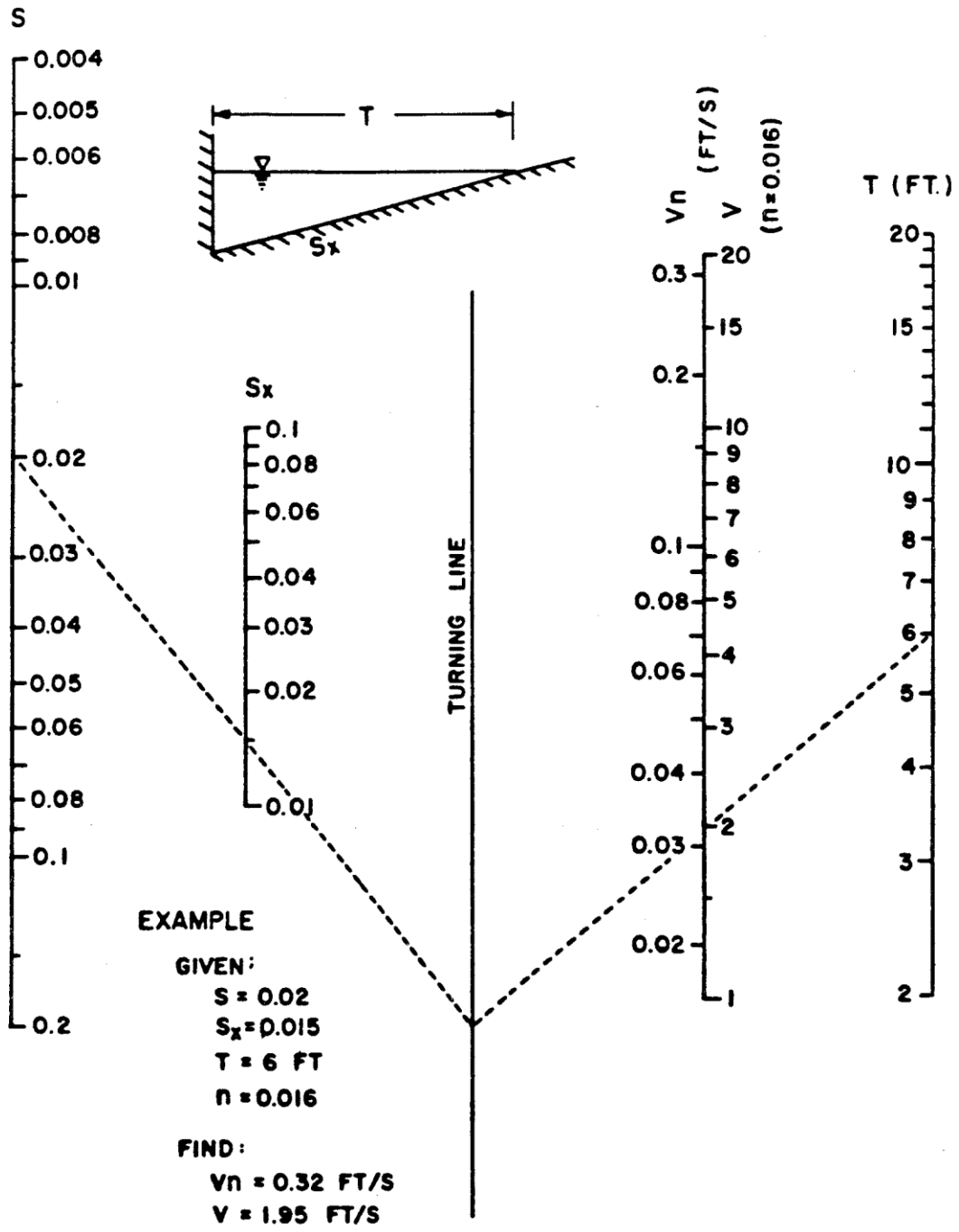


Figure 3.2.3.7.4-3 – Velocity in Triangular Gutter Sections

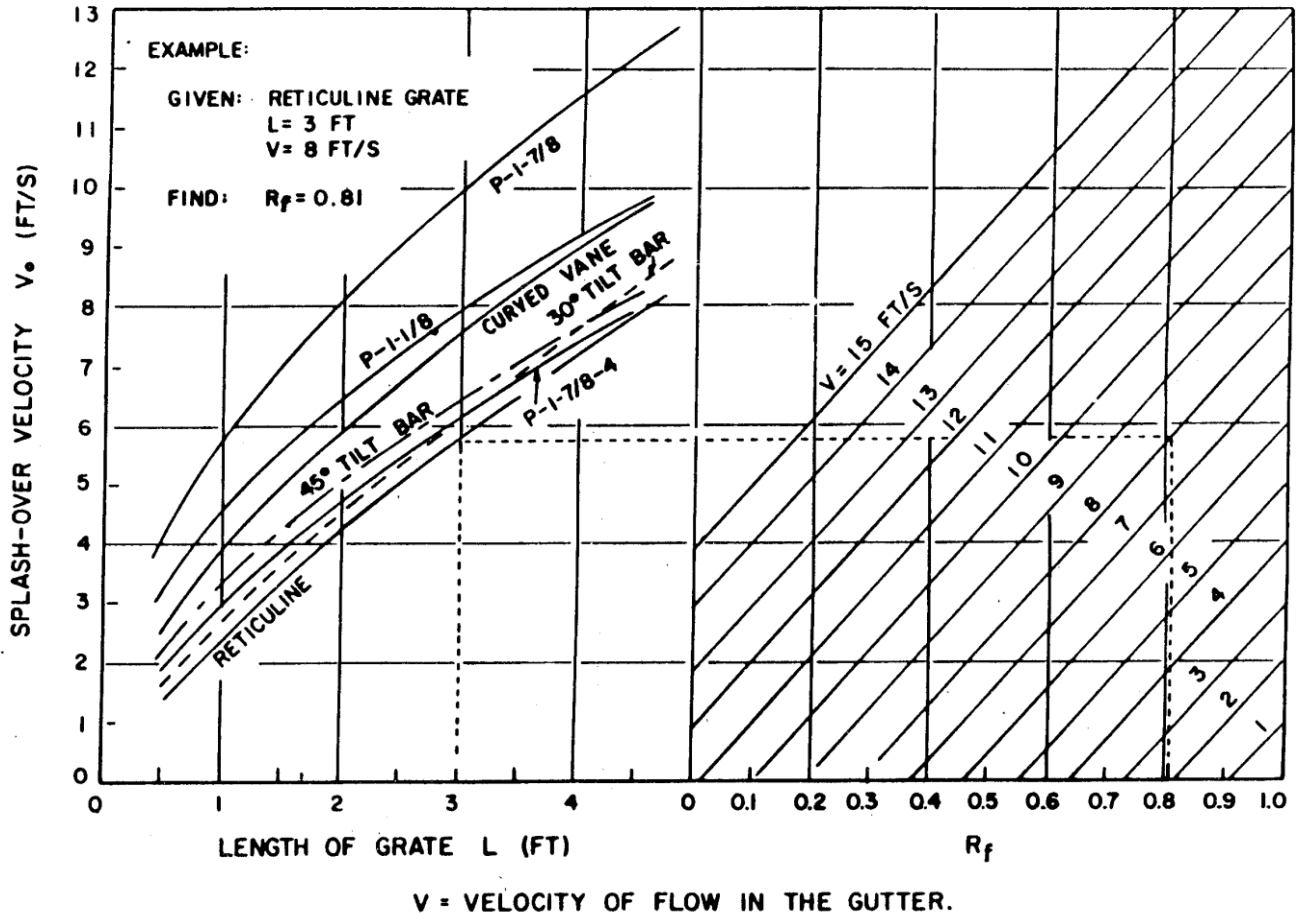
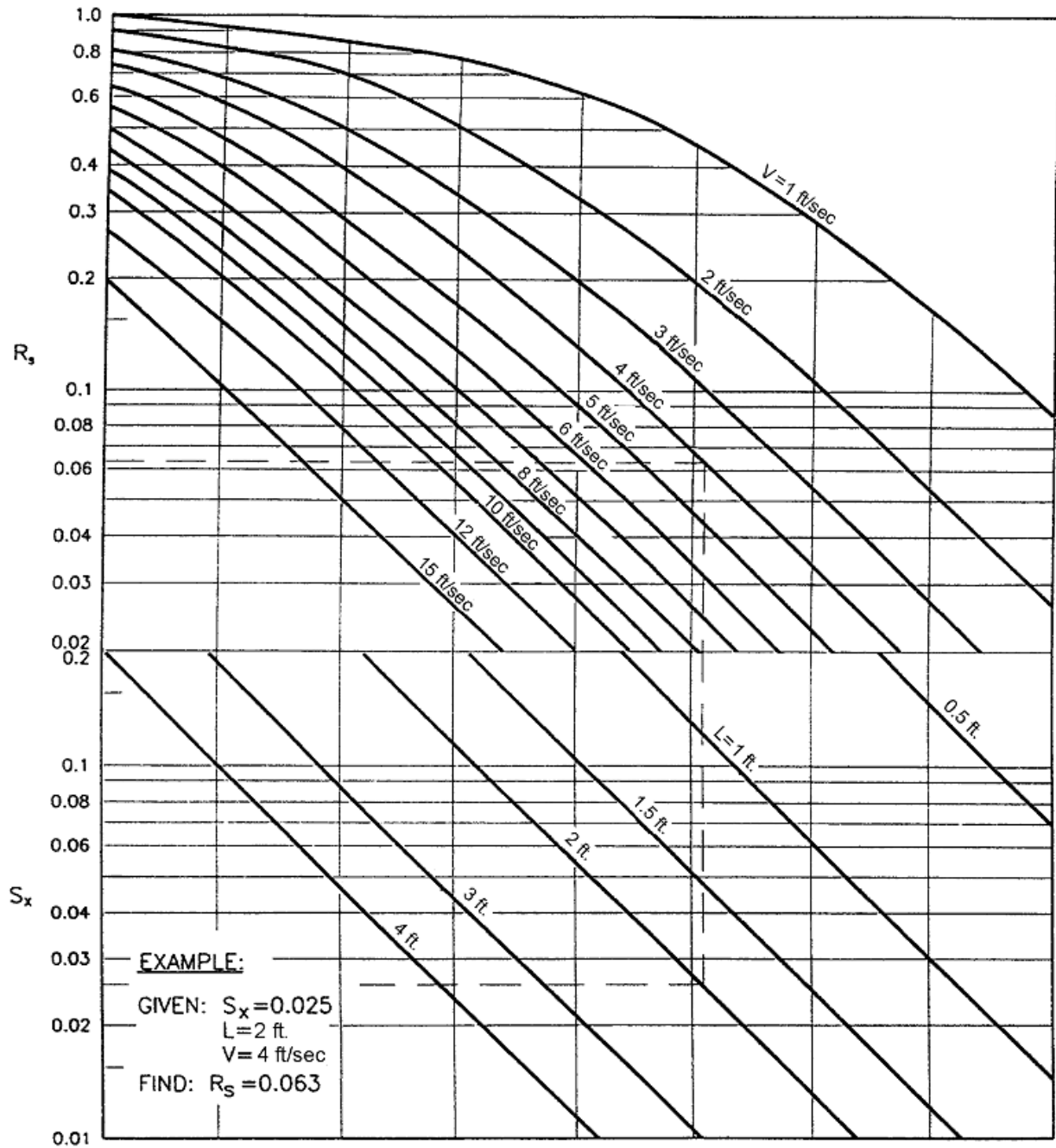
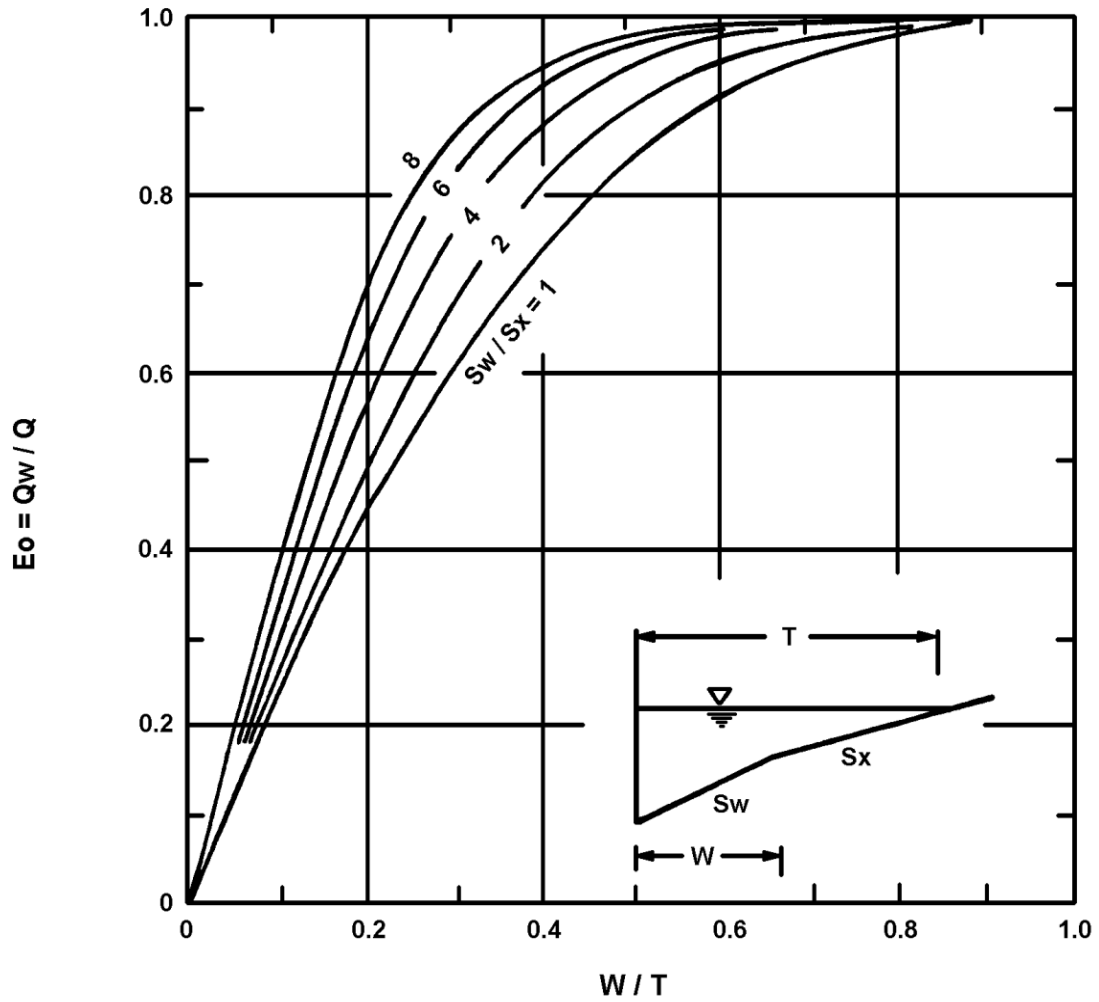


Figure 3.2.3.7.4-4 – Grate Inlet Frontal Flow Interception Efficiency



**$S_x$  = SHOULDER CROSS SLOPE  
 $L$  = LENGTH OF THE GRATE  
 $V$  = VELOCITY OF FLOW IN THE GUTTER**

Figure 3.2.3.7.4-5 – Grate Inlet Side Flow Interception Efficiency



**T = PERMITTED SPREAD WIDTH**

**W = GRATE WIDTH**

Figure 3.2.3.7.4-6 – Ratio of Frontal Flow to Total Gutter Flow

## 3.2.3.7.5 Determination of Allowable Length of Bridge Without Scuppers

The allowable length of bridge without scuppers, L shall be determined by the use of Eq. 3.2.3.7.5-1.

$$L = \frac{24,393.6}{C n} \left( \frac{S_x^{1.67} S^{0.5} T^{2.67}}{I W} \right) \quad (3.2.3.7.5-1)$$

where:

- C = Runoff coefficient = 0.9 for bridge decks  
 n = Roughness coefficient of deck surface = 0.016  
 S<sub>x</sub> = Cross slope of deck or deck shoulder  
 S = Grade as a function of location on bridge  
 T = Design spread (ft.)  
 I = Average rainfall intensity (in/hr) (see Pub. 584. Section 7.5, item D)  
 W = Width of deck contributing to gutter flow (ft.)

If the value of L as determined from Eq. 3.2.3.7.5-1 is greater than the length of the bridge deck, scuppers are not needed hydraulically.

## 3.2.3.7.6 Scupper Spacing on Continuous Grades

If L, as determined from PP3.2.3.7.5, is less than the bridge deck length, scuppers are necessary. The following procedure for determining spacing is theoretical. Practical consideration may lead to constant spacing. The theoretical spacing may be revised for ease of placement, maintenance, etc.

- (a) Determine the distance from the high point to the first scupper (by trial and error if the bridge is within a vertical curve):

The distance, L, from the high point to the first scupper can be determined from Eq. PP3.2.3.7.5-1.

- (b) Determine the distance from the first scupper to the second scupper:  
 (1) Determine the quantity of the intercepted flow at the first scupper (q<sub>1</sub>). (This location has grade S<sub>1</sub>.) Solve for the total gutter flow:

$$QR_1 = \frac{CIWL}{43,560} \quad (3.2.3.7.6-1)$$

where:

- I = Average rainfall intensity (in/hr) (see Pub. 584. Section 7.5, item D)  
 L = Distance from high point to first scupper (ft.)  
 C = Runoff coefficient = 0.9 for bridge decks  
 W = width of deck contributing to gutter flow (ft.)

Solve for the intercepted flow:

$$q_1 = (E) (QR_1) \quad (3.2.3.7.6-2)$$

in accordance with PP3.2.3.7.4, item (c).

- (2) Select  $M_1$ , the distance from the first to the second scupper. (This establishes  $S_2$  as the grade at  $L + M_1$ .)

- (3) Find total gutter flow at  $L + M_1$ :

$$QR_2 = \left( \frac{CIW}{43,560} (L + M_1) \right) - q_1 \quad (3.2.3.7.6-3)$$

- (4) Determine the gutter flow by using the nomogram in Fig. PP3.2.3.7.4-2.

- (5) Find actual spread width,  $t$ , by using Fig. PP3.2.3.7.4-2.

- (6) If  $t$  is equal to the permitted spread width  $T$ , the spacing is right. (If  $t$  is less than  $T$ , increase  $M_1$ . If  $t$  is greater than  $T$ , decrease  $M_1$ . Repeat the procedure above until the spacing is right.)

- (c) Determine the distance from the second scupper to the third scupper:

- (1) Determine the quantity of the intercepted flow at the second scupper  $q_2$ . (This location has Grade  $S_2$ .)

Use  $QR_2$  computed from the preceding run. Solve for the intercepted flow:

$$q_2 = (E) (QR_2) \quad (3.2.3.7.6-4)$$

in accordance with PP3.2.3.7.4, item (c).

- (2) Select  $M_2$ , the distance from the second to the third scupper. (This establishes  $S_3$  as the grade at  $L + M_1 + M_2$ .)

- (3)  $QR_3 = \left( \frac{CIW}{43,560} (L + M_1 + M_2) \right) - q_1 - q_2 \quad (3.2.3.7.6-5)$

- (4) Determine the gutter flow by using the nomogram in Fig. PP3.2.3.7.4-2:

- (5) Find actual spread width,  $t$ , by using Fig. PP3.2.3.7.4-2.

- (6) If  $t$  is equal to the permitted spread width  $T$ , the spacing is optimum. (If  $t$  is less than  $T$ , increase  $M_2$ . If  $t$  is greater than  $T$ , decrease  $M_2$ . Repeat the procedure until these values are equal.)

- (d) Determine the distance from the third to the fourth, the fourth to the fifth scupper, etc.

Continue with  $M_3$ ,  $M_4$ , etc. until  $L$ , plus the sum of the spacing, equals the bridge length.

For detailed example problems and further information on the above spacing procedure, refer to the FHWA Report Bridge Deck Drainage Guidelines.



## 3.2.3.7.7 Spacing of Scuppers in a Sag

Scuppers shall be required in a sag vertical curve, one at the low point and one on each side of this point, where the grade elevation is approximately 0.20 ft. higher than that at the low point. The two adjacent scuppers (one at each side of the low point) are to be provided for contingency and not for hydraulic reasons. The capacity of the scupper at the low point shall be computed by neglecting the existence of the two adjacent scuppers.

The capacity of scuppers in a sag can be calculated from the following formula, assuming 50% efficiency:

$$Q_i = 0.5 (C_w) (P) (d)^{1.5} \quad (3.2.3.7.7-1)$$

where:

P = Perimeter of the grate (ft.), disregarding bars and the side against the curb

C<sub>w</sub> = 3.0

d = Depth of flow at the curb (ft.)

A grate inlet in a sag location may operate as a weir or an orifice, depending on the grate properties (bar configuration and size) and depth of flow. Grates of larger dimension and grates with more open area, i.e., with less space occupied by lateral and longitudinal bars, will operate as weirs to greater depths than will smaller grates or grates with less open area.

Equation 3.2.3.7.7-1 applies to the weir condition, where shallow water depth generally governs. This equation should be adequate for the determination of the scupper capacity at a low point, since the allowable water depth for the superstructure drainage is generally shallow.

For further information regarding the interception capacity of inlets (scuppers) in sag locations, refer to FHWA Hydraulic Engineering Circular No. 22.

A suggested procedure for determining the actual spread width and the necessity of additional scuppers is as follows:

(a) Determine Q<sub>i</sub> (which equals QR) from the selected length and width of the bridge deck to be drained, in accordance with PP3.2.3.7.4, item (a).

(b) Determined from:

$$d^{1.5} = \frac{Q_i}{0.5(C_w)P} \quad (3.2.3.7.7-2)$$

(c) Obtain the actual spread width, t, using d computed as above and the known gutter cross slope.

(d) If t is equal to or less than the permitted spread width T, no additional scuppers are needed for the selected length from the hydraulic point of view. If t is greater than T, additional scuppers are needed.

## 3.2.4 Paving Notch and Bridge Approach Slab

Provide a paving notch or an attached approach slab on structures out-to-out on all interstates and expressways and all locations with concrete approach pavements. A paving notch is not required on structures with ADT less than 750 or when a concrete pavement is not anticipated in the future unless differential settlement between the approach fill and the structure are anticipated or providing an approach slab will eliminate a joint on the structure.

A bridge approach slab is not required on structures with ADT less than 750 unless providing an approach slab will eliminate a joint on the structure. However, approach slabs are always required with integral abutments and shall be the same curb-to-curb width of the bridge. [Editor's Note: The Department is evaluating the elimination of approach slabs on integral abutment bridges meeting certain criteria, e.g., span limits, highway networks, ADT, etc.] The U-wings must be designed in such a manner as to permit approach slab movement independent of the U-wings.

### 3.3 SUBSTRUCTURE

#### 3.3.1 Slope Walls

Slope walls under the end spans are required, when directed by the District Bridge Engineer, to protect the slopes from erosion and to eliminate unsightly appearance of barren slopes where aesthetics is a factor or where maintenance is impractical. However, slope walls may not be necessary in rock cut areas.

Cement concrete slope walls, either precast or cast-in-place (see Standard Drawing BC-731M), and random stone slope walls (see Standard Drawing BC-781M) can be used. Random stone slope walls are low in cost and suitable for use in rural areas where vandalism is not a great concern.

Stone slope walls may be used in scenic areas for aesthetic purposes (see Standard Drawing RC-40M).

#### 3.3.2 Substructure Drainage

Underdrain pipes which extend from the end or from the face of walls to the highway drainage system shall be identified on the structure drawings as Roadway Pay Items and shall be included in the Required List on the Roadway Plans.

#### 3.3.3 Abutments and Cast-in-Place Retaining Walls

Abutments, wingwalls and retaining walls shall be of the reinforced concrete cantilever type. Geosynthetic Reinforced Soil Integrated Bridge System (GRS-IBS) abutments shall be permitted if the design limitations listed under Design Methodology as shown on Standard Drawing BD-697M are met.

Use of approved proprietary walls, tie-back walls, integral abutments, or concrete cantilever walls shall be evaluated in light of economics and site suitability.

Approved alternate walls shall be permitted unless only one type is practical at a particular site. The wall types (on the [Approved Bridge and Structure Products](#) list) that are not permitted for a site shall be indicated or specified in the contract.

#### 3.3.4 Prefabricated Retaining Walls

##### 3.3.4.1 General

Prefabricated walls, including approved proprietary systems, shall be used in competition with conventional reinforced concrete walls where conventional wall design is provided. If conventional walls are clearly not competitive, they shall be excluded from the alternates, thereby saving time and costs provided that two or more prefabricated systems are available.

Preferably none of the suppliers should be contacted during the design stage. However, if during the design of a project, it becomes necessary for the designer to obtain detailed information on any of the proprietary walls, the suppliers of all types permitted in the foundation approval shall be contacted and offered the same degree of involvement so as not to give a particular supplier a time advantage in preparing their bid.

##### 3.3.4.2 Systems Approval

For systems approval guidelines and consideration, see PP1.14.

##### 3.3.4.3 Selection Procedure

All feasible, innovative, cost-saving alternates must be considered as follows:

- (a) For use as an alternate system during design phase: Consider and permit all feasible alternates. If only one proprietary system is feasible, it shall be specified only as an alternate to a conventional design. Use of only one system must be justified and approval must be secured from the Chief Bridge Engineer before the system is specified.
- (b) Value engineering alternate during construction: Contractors may propose any cost-saving, equivalent, approved alternate, with adequate justification.
- (c) Experimental use: An experimental system will not be permitted as an alternate.

### 3.3.4.4 Economic Considerations for Project Selection

The decision to designate a prefabricated retaining wall for a particular project requires the determination of its technical feasibility and its economy compared with conventional construction. With respect to economy, the following guidelines are provided:

- (a) Mechanically stabilized earth (MSE) walls are generally more economical than conventional cast-in-place retaining walls in fill situations under the following conditions:
  - (1) Where the retaining wall has a total area greater than 2,000 ft<sup>2</sup>
  - (2) For average wall heights greater than 10 ft. with no traffic barrier
  - (3) For average wall heights greater than 15 ft. when traffic barriers are required
  - (4) For walls of any height, where a rigid conventional wall system requires a deep foundation for support, provided that settlements of MSE walls are tolerable.
- (b) Concrete modular systems and soldier pile walls are generally more economical than conventional cast-in-place retaining walls in cut situations, where substantial excavation is necessary for average wall heights greater than 8 ft. and where the retaining wall area is greater than 500 ft<sup>2</sup>
- (c) Specific project conditions, as outlined below, may reduce the cost-effectiveness of prefabricated wall systems:
  - (1) Limited availability and high cost of select backfill
  - (2) Complicated horizontal alignment requiring many turning points and highly irregular finished grades
  - (3) The necessity of providing temporary excavation support systems during construction

### 3.3.4.5 Plan Preparation

Where prefabricated retaining walls are permitted as alternates, the conceptual design used for bidding purposes shall contain the following minimum information:

- (a) Beginning and end of wall stations
- (b) Elevations on top of wall at beginning and end of wall, all profile break points, and roadway profile data at wall line
- (c) Original and proposed ground profiles in front of and behind retaining wall
- (d) Cross-sections at retaining wall location, showing limits of excavation and backfill
- (e) Horizontal alignment of wall
- (f) Details of wall appurtenances such as traffic barriers, copings, drainage outlets, location and configurations of overhead signs, lighting including conduit locations, and all affected utilities
- (g) Right-of-way limits and all affected utilities
- (h) Construction sequence requirements, if applicable, including traffic control, access, and staged construction sequences (particularly for abutments); how much settlement must have occurred per stage, and any jacking requirements due to settlement
- (i) Elevation of bottom of wall and maximum factored bearing capacity at this level for each type of wall; location, depth, and extent of any unsuitable material to be removed and replaced
- (j) Magnitude, location, and direction of external loads due to bridges, overhead signs, and lighting structures

- (k) Architectural treatment for facing panel or module finishes and colors
- (l) Quantities table showing estimated wall area, abutment and wingwall quantities, as well as appurtenances and traffic barriers
- (m) At abutments, elevation of bearing pads, location of bridge seats, skew angle, and all horizontal and vertical survey control data including clearances; complete design and details of stub abutment for MSE system. Show dead load, live load and longitudinal loads perpendicular to the abutment per linear foot on the plans for abutments on prefabricated walls
- (n) Limits and requirements for drainage features beneath, on top of, and behind retaining structure (Note: Drainage systems within the retained backfill material, shall be 100-year pipe per Design Manual, Part 2, including watertight joints)
- (o) At stream locations, extreme high-water and normal-water levels and scour protection
- (p) Governing construction specifications and special provisions
- (q) Limit for epoxy-coated bars in the panels (refer to D5.4.3.6P)
- (r) Estimated settlement, factored bearing resistance, and slope stability analysis where applicable (to be submitted with the foundation approval submission)
- (s) Reference to D11.10 governing design requirements and allowable deviations, if any
- (t) Foundation information (to be submitted with foundation approval submission): for a depth equal to 150 percent of the anticipated length of soil reinforcement at any wall location, for all soil strata
  - (1) Drained angle of internal friction,  $\phi$
  - (2) Undrained shear strength,  $C_u$ , for saturated cohesive materials
  - (3) Total density of the material
  - (4) Boring logs
  - (5) Location of water table
  - (6) Random backfill information
    - Drained angle of internal friction
    - Cohesive strength
    - Total density

If the above information is not provided, the appropriate values given in Sections D10 and D11 shall be used.

As a part of the foundation submission, the designer shall estimate the applied or design bearing pressure and compare it with the calculated factored bearing resistance. Where an abutment is supported by the prefabricated wall, pressure applied by abutments shall be included in the calculation of the total applied pressure. If the estimated applied pressure exceeds the factored bearing resistance, the designer shall consider such remedial measures as overexcavation and replacement with granular backfill and shall indicate in the plans the depth and lateral extent of the foundation modifications.

- (u) External stability, including overturning, sliding, settlement, and overall slope stability shall be checked using an approved analysis method. For analysis purposes, a base width equal to 0.7 of the height or the minimum specified width shall be used for mechanically stabilized earthwalls.

- (v) All MSE wall plans (if applicable) must show pile locations and proposed location and arrangement of MSE wall soil-reinforcing elements to avoid interference with the piles. In some instances, pile locations interfere with soil-reinforcing grids or soil-reinforcing strips behind the MSE walls. Specific method should be developed for the field installation to avoid and circumvent interference with piles. Simply cutting soil-reinforcing elements (grids or strips) is not acceptable.
- (w) For abutments, wingwalls and retaining walls, eliminate flexible open cell polyethylene or polyurethane foam strip fillers for horizontal joints between panels; cover all joints between panels on back side of the wall with geotextile Class 4, Type A fabric. Apply adhesive coating on panels only and not on geotextile fabric. Do not apply adhesive within 2 in. of the joint.

For Precast Modular Unit Retaining Walls, T-walls, and any prefabricated wall, provide complete drainage behind the wall and provide weepholes in the front of the wall as given in Standard Drawing BC-799M.

These procedures will provide free drainage and minimize hydrostatic pressure.

### 3.3.4.6 Proposal Preparation and Bidding Instructions

- (a) Proposal Preparation

Where prefabricated walls are used for retaining walls and conventional retaining walls are permitted as alternates, the Lump Sum bid items will include “Retaining Wall, S-xxxxx”, “Mechanically Stabilized Retaining Wall, S-xxxxxP” and “Precast Modular Retaining Wall, S-xxxxxP”. Note that the same S-number will appear in all items.

When conventional retaining walls are NOT permitted as alternate designs, conceptual drawings for the prefabricated walls should be shown on the structure drawings with specific S-number. However, the Lump Sum bid items will include “Mechanically Stabilized Retaining Wall, S-xxxxxP” and “Precast Modular Retaining Wall, S-xxxxxP”.

Where prefabricated walls are not permitted as alternates for retaining walls, the lump sum bid items will include “Retaining Wall, As-Designed, S-xxxxx”.

Prefabricated walls shown in accordance with PP3.3.4.5 are not considered as “as-designed” walls. Therefore, a detailed break down of the prefabricated wall quantities for the “Component Item Schedule” is not required. However, the successful bidder will be required to submit a “Component Item Schedule” for the prefabricated wall in accordance with the Special Provisions (Part A).

Figures 3.3.4.6-1 through 3.3.4.6-6 are provided for your guidance. They cover the procedures for preparing the PS&E package, where the proposal includes prefabricated walls and alternate bridge structures. For typical tabulations of quantities, refer to Figs. 3.3.4.6-7 through 3.3.4.6-13. Note that Fig. 3.3.4.6-6 should be avoided, if conventional walls are clearly not competitive, by using Fig. 3.3.4.6-5.

- (b) Bidding Instructions

When prefabricated walls are used for the wingwalls and/or abutments of a bridge, they will be considered as separate lump sum items, for both as-designed bridges and contractor-designed alternates. Only general layout and elevation information for the various prefabricated walls permitted will be shown for the as-designed bridge. The design criteria will be in accordance with this Manual or as modified in the Special Provisions.

The bidders will be required to indicate the type of prefabricated wall intended for construction. The Contractor shall submit, for approval, a design of the prefabricated wall as would be done for any contractor design alternate.

WHERE PREFABRICATED WALLS ARE USED AS RETAINING WALLS AND CONVENTIONAL R.C. WALLS ARE PERMITTED:

- \*\* ITEM 8610-00xx - CONCRETE RETAINING WALL, S-xxxxx
- \* ITEM 8621-00xx - MECHANICALLY STABILIZED RETAINING WALL, S-xxxxxP
- \* ITEM 8622-00xx - PRECAST MODULAR RETAINING WALL, S-xxxxxP

---

Construct one of the above at S.R. \_\_\_\_\_,  
Section \_\_\_\_\_, Segment \_\_\_\_\_, Offset \_\_\_\_\_.

ALTERNATE WALL PART A: I-c80101-

Include the appropriate retaining wall system Standard Special Provisions, e.g. N-a11701-, N-a12501-.

NOTE: Refer to ECMS for the current document number of all Standard Special Provisions.

- \* List only applicable retaining wall systems.
- \*\* Include “Component Item Schedule” for as-designed wall

Figure 3.3.4.6-1 – Prefabricated Walls are used as Retaining Walls and Conventional R.C. Walls are Permitted

WHERE PREFABRICATED WALLS ARE USED AS RETAINING WALLS AND CONVENTIONAL R.C. WALLS ARE NOT PERMITTED (STRUCTURE DRAWINGS REQUIRED):

- \* ITEM 8621-00xx - MECHANICALLY STABILIZED RETAINING WALL, S-xxxxxP
- \* ITEM 8622-00xx - PRECAST MODULAR RETAINING WALL, S-xxxxxP

---

Construct one of the above at S.R. \_\_\_\_\_,  
Section \_\_\_\_\_, Segment \_\_\_\_\_, Offset \_\_\_\_\_.

ALTERNATE WALL PART A: I-c80121-

Include the appropriate retaining wall system Standard Special Provisions, e.g. N-a11701-, N-a12501-.

NOTE: Refer to ECMS for the current document number of all Standard Special Provisions.

- \* List only applicable retaining wall systems.

Figure 3.3.4.6-2 – Prefabricated Walls are used as Retaining Walls and Conventional R.C. Walls are Not Permitted

WHERE CONVENTIONAL R.C. WALLS ARE USED AS RETAINING WALLS AND PREFABRICATED RETAINING WALLS ARE NOT PERMITTED:

\*\* ITEM 8610-00xx - CONCRETE RETAINING WALL, AS-DESIGNED, S-xxxxx

---

Construct the above at S.R. \_\_\_\_\_,  
Section \_\_\_\_\_, Segment \_\_\_\_\_, Offset \_\_\_\_\_.

\*\* Include “Component Item Schedule” for as-designed wall

Figure 3.3.4.6-3 – Conventional R.C. Walls are used as Retaining Walls and Prefabricated Retaining Walls are Not Permitted

LUMP SUM BRIDGE STRUCTURE WITH CONVENTIONAL ABUTMENTS AND CONVENTIONAL WINGWALLS WHERE PREFABRICATED ABUTMENTS AND WINGWALLS ARE NOT PERMITTED:

\*\* ITEM 8xxx-00xx - BRIDGE STRUCTURE, AS-DESIGNED, S-xxxxx  
ITEM 8100-00xx - STEEL BRIDGE STRUCTURE  
ITEM 8000-00xx - PRESTRESSED CONCRETE BRIDGE STRUCTURE

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Construct one of the above at S.R. \_\_\_\_\_,  
Section \_\_\_\_\_, Segment \_\_\_\_\_, Offset \_\_\_\_\_.

ALTERNATE BRIDGE STRUCTURE: I-c80041-

Special Drawings and Special Design Requirements (PART B)

Piles (when as-designed bridge includes piles)

\*\* Include “Component Item Schedule” for as-designed structure.

Figure 3.3.4.6-4 – Lump Sum Bridge Structure with Conventional Abutments and Conventional Wingwalls where Prefabricated Walls are Not Permitted

LUMP SUM BRIDGE STRUCTURE WITH PREFABRICATED WALL ABUTMENTS AND/OR PREFABRICATED WINGWALLS WHERE CONVENTIONAL ABUTMENTS AND WINGWALLS ARE NOT PERMITTED (BEING UNECONOMICAL):

\*\* ITEM 8xxx-00xx - BRIDGE STRUCTURE, AS-DESIGNED, S-xxxxx  
 ITEM 8100-00xx - STEEL BRIDGE STRUCTURE  
 ITEM 8000-00xx - PRESTRESSED CONCRETE BRIDGE STRUCTURE

---

Construct one of the above at S.R. \_\_\_\_\_,  
 Section \_\_\_\_\_, Segment \_\_\_\_\_, Offset \_\_\_\_\_.

ALTERNATE BRIDGE STRUCTURE: I-c80041-

Special Drawings and Special Design Requirements (PART B)

Piles (when as designed bridge includes piles)

NOTE:

- Provide a separate pay item in the schedule of prices for prefabricated abutments and/or wingwalls (do not provide separate S-number for prefabricated wall layout drawing).
- Stub abutments, structure backfill behind stub abutments should be included with bridge structure lump sum.

\* ITEM 8641-00xx - MECHANICALLY STABILIZED ABUTMENT OR WINGWALL, S-xxxxxP

\* ITEM 8642-00xx - PRECAST MODULAR ABUTMENT OR WINGWALL, S-xxxxxP

---

Construct one of the above at S.R. \_\_\_\_\_,  
 Section \_\_\_\_\_, Segment \_\_\_\_\_, Offset \_\_\_\_\_.

ALTERNATE WALL PART A: I-c80121-

Include appropriate prefabricated wall system Standard Special Provisions, e.g., N-a11701-, N-a12501-.

NOTE: Refer to ECMS for the current document number for all Standard Special Provisions.

\* List only applicable retaining wall systems

\*\* Include "Component Item Schedule" for as-designed bridge structure.

Figure 3.3.4.6-5 – Lump Sum Bridge Structure with Prefabricated Wall Abutments and/or Prefabricated Wingwalls where Conventional Abutments and Wingwalls are Not Permitted



LUMP SUM BRIDGE STRUCTURE WITH CONVENTIONAL ABUTMENTS AND CONVENTIONAL RETAINING WALLS AND WINGWALLS WHERE PREFABRICATED ABUTMENTS AND/OR WINGWALLS ARE PERMITTED (WHEN CONVENTIONAL ABUTMENTS ARE COMPETITIVE):

NOTE: If possible, avoid this figure by using Fig. 3.3.4.6-4. However, if included on PS&E package, use the following procedure:

\*\*ITEM 8xxx-00xx - BRIDGE STRUCTURE, AS-DESIGNED (INCLUDES CONVENTIONAL ABUTMENT AND WINGWALL DESIGN), S-xxxxx  
 ++ITEM 8xxx-00xx - BRIDGE STRUCTURE, AS DESIGNED (DOES NOT INCLUDE CONVENTIONAL ABUTMENT AND WINGWALL DESIGN), S-xxxxx  
 ITEM 8100-00xx - STEEL BRIDGE STRUCTURE (CONVENTIONAL ABUTMENTS)  
 ITEM 8100-00xx - STEEL BRIDGE STRUCTURE (PREFABRICATED ABUTMENTS)  
 ITEM 8000-00xx - PRESTRESSED CONCRETE BRIDGE STRUCTURE (CONVENTIONAL ABUTMENTS)  
 ITEM 8000-00xx - PRESTRESSED CONCRETE BRIDGE STRUCTURE (PREFABRICATED ABUTMENTS)

---

Construct one of the above at S.R. \_\_\_\_\_,  
 Section \_\_\_\_\_, Segment \_\_\_\_\_, Offset \_\_\_\_\_.

ALTERNATE BRIDGE STRUCTURE: I-c80041-

Special Drawings and Special Design Requirements (PART B).  
 Piles (when as-designed bridge includes piles)

ITEM 8640-00xx PREFABRICATED ABUTMENT OR WINGWALL, S-xxxxxP

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Construct one of the following at S.R. \_\_\_\_\_,  
 Section \_\_\_\_\_, Segment \_\_\_\_\_, Offset \_\_\_\_\_:

- \* 1. Mechanically Stabilized Retaining Wall System.
- \* 2. Precast Modular Retaining Wall System.

ALTERNATE WALL PART A: I-c80121-

Include appropriate prefabricated wall system Standard Special Provisions, e.g. N-a11701-, N-a12501-.

NOTE: Refer to ECMS for the current document number of all Standard Special Provisions.

- \* List only applicable retaining wall systems
- \*\* Include "Component Item Schedule" for as-designed structure
- ++ Include "Component Item Schedule" but reduce conventional abutment related quantities (Class 3 Excavation; Class A Concrete; Class AA Concrete; Reinforcement Bars; Structure Backfill Material and other items related to conventional abutments)

Figure 3.3.4.6-6 – Lump Sum Bridge Structure with Conventional Abutments and Conventional Retaining Walls and Wingwalls where Prefabricated Abutments and/or Wingwalls are Permitted

When Prefabricated Walls are used as Retaining Walls and Conventional R.C. Walls are Permitted (Refer to Fig. 3.3.4.6-1):

Items shown on this table are incomplete for an actual report and are shown merely as an example of the proposed items layout.

TABULATION OF BRIDGE BID ITEMS & APPROXIMATE QUANTITIES							
QUANTITY	ITEM NUMBER	INFORMAL QUANTITY & UNIT	DESCRIPTION	RETAINING WALL OR WINGWALL			
	UNIT						
EITHER LS	8610 0001	CONCRETE RETAINING WALL, S-XXXXX		---			
	LS						
		613 CY	CLASS 3 EXCAVATION	289			
		1, 217 CY	SELECTED BORROW EXCAVATION, STRUCTURE BACKFILL	640			
		393 CY	CLASS A CEMENT CONCRETE	179			
AND 31,563	1002 0053	REINFORCEMENT BARS, EPOXY-COATED		2,270			
	LB						
OR LS	8621 0002	MECHANICALLY STABILIZED RETAINING WALL, S-XXXXXP		(---) SF			
	LS						
OR LS	8622 0002	PRECAST MODULAR RETAINING WALL, S-XXXXXP		(---) SF			
	LS						

(List Applicable Prefabricated Wall Systems on the Drawing)

Figure 3.3.4.6-7 – Prefabricated Walls are used as Retaining Walls and Conventional R.C. Walls are Permitted

When Prefabricated Walls are used as Retaining Walls and Conventional R.C. Walls are Not Permitted (Refer to Fig. 3.3.4.6-2):

Items shown on this table are incomplete for an actual report and are shown merely as an example of the proposed items layout.

TABULATION OF BRIDGE BID ITEMS							
QUANTITY	ITEM NUMBER	DESCRIPTION	RETAINING WALL OR WINGWALL				
	UNIT						
EITHER LS	8621 0001	MECHANICALLY STABILIZED RETAINING WALL, S-XXXXXP	(---) SF				
	LS						
OR LS	8622 0002	PRECAST MODULAR RETAINING WALL, S-XXXXXP	(---) SF				
	LS						

(List Applicable Prefabricated Wall Systems on the Drawing)

Figure 3.3.4.6-8 – Prefabricated Walls are used as Retaining Walls and Conventional R.C. Walls are Not Permitted

When Conventional R.C. Walls are used as Retaining Walls and Prefabricated Retaining Walls are Not Permitted (Refer to Fig. 3.3.4.6-3):

Items shown on this table are incomplete for an actual report and are shown merely as an example of the proposed items layout.

TABULATION OF BRIDGE BID ITEMS & APPROXIMATE QUANTITIES							
QUANTITY	ITEM NUMBER	INFORMAL QUANTITY & UNIT	DESCRIPTION	RETAINING WALL OR WINGWALL			
	UNIT						
EITHER LS	8610 0001	CONCRETE RETAINING WALL, AS DESIGNED, S-XXXXX		---			
	LS						
		613 CY	CLASS 3 EXCAVATION	289			
		1,217 CY	SELECTED BORROW EXCAVATION, STRUCTURE BACKFILL	640			
		393 CY	CLASS A CEMENT CONCRETE	179			
AND 31,563	1002 0053	REINFORCEMENT BARS, EPOXY-COATED		2,270			
	LB						

Figure 3.3.4.6-9 – Conventional R.C. Walls are used as Retaining Walls and Prefabricated Retaining Walls are Not Permitted

Lump Sum Bridge Structure with Conventional Abutments and Conventional Wingwalls where Prefabricated Abutments and Wingwalls are Not Permitted (Refer to Fig. 3.3.4.6-4):

Items shown on this table are incomplete for an actual report and are shown merely as an example of the proposed items layout.

TABULATION OF BRIDGE BID ITEMS & APPROXIMATE QUANTITIES								
QUANTITY	ITEM NO.	INFORMAL QUANTITY & UNIT	DESCRIPTION	NEAR ABUTMENT	PIER	FAR ABUTMENT	SUPERSTR.	DECK
	UNIT							
EITHER LS	8010 0001	BRIDGE STRUCTURE, AS DESIGNED, S-XXXXX						
	LS							
		613 CY	CLASS 3 EXCAVATION	289	100	224		
		1,217 CY	SELECTED BORROW EXCAVATION, STRUCTURE BACKFILL	640	100	477		
		393 CY	CLASS A CEMENT CONCRETE	179	100	114		
		LS	STEEL BEAM TEST PILES, HP 12X53	2 @ 37'				
		LS	STEEL BEAM TEST PILES, HP 12X53			1 @ 24' 1 @ 35'		
AND 31,563	1002 0053	REINFORCEMENT BARS, EPOXY-COATED		2,270		186	1,000	28,107
	LB							
AND 1,672	1005 1103	STEEL BEAM BEARING PILES, HP 12X53		910		762		
	LF							
AND 75	1005 1253	STEEL BEAM (NORMAL DUTY) PILE TIP REINFORCEMENT, HP 12X53		42		33		
	EACH							
OR LS	8100 0002	STEEL BRIDGE STRUCTURE						
	LS							
AND (---)	1005 1103	STEEL BEAM BEARING PILES, HP 12X53		(---)		(---)		
	LF							

Figure 3.3.4.6-10 – Lump Sum Bridge Structure with Conventional Abutments and Conventional Wingwalls where Prefabricated Abutments and Wingwalls are Not Permitted

TABULATION OF BRIDGE BID ITEMS & APPROXIMATE QUANTITIES								
QUANTITY	ITEM NO.	INFORMAL QUANTITY & UNIT	DESCRIPTION	NEAR ABUTMENT	PIER	FAR ABUTMENT	SUPERSTR.	DECK
	UNIT							
AND (---)	1005 1253	STEEL BEAM (NORMAL DUTY) PILE TIP REINFORCEMENT, HP 12X53		(---)		(---)		
	EACH							
OR LS	8000 0003	PRESTRESSED CONCRETE BRIDGE STRUCTURE						
	LS							
AND (---)	1005 1103	STEEL BEAM BEARING PILES, HP 12X53		(---)		(---)		
	LF							
AND (---)	1005 1253	STEEL BEAM (NORMAL DUTY) PILE TIP REINFORCEMENT, HP 12X53		(---)		(---)		
	EACH							

Figure 3.3.4.6-10 – Lump Sum Bridge Structure with Conventional Abutments and Conventional Wingwalls where Prefabricated Abutments and Wingwalls are Not Permitted (continued)

Lump Sum Bridge Structure with Prefabricated Wall Abutments and/or Wingwalls where Conventional Abutments and Wingwalls are Not Permitted (Refer to Fig. 3.3.4.6-5):

Items shown on this table are incomplete for an actual report and are shown merely as an example of the proposed items layout.

TABULATION OF BRIDGE BID ITEMS & APPROXIMATE QUANTITIES								
QUANTITY	ITEM NO.	INFORMAL QUANTITY & UNIT	DESCRIPTION	NEAR ABUTMENT	PIER	FAR ABUTMENT	SUPERSTR.	DECK
	UNIT							
EITHER LS	8010 0001	BRIDGE STRUCTURE, AS DESIGNED, S-XXXX		---				
	LS							
		613 CY	CLASS 3 EXCAVATION	289	100	224		
		1,217 CY	SELECTED BORROW EXCAVATION, STRUCTURE BACKFILL	640	100	477		
		393 CY	CLASS A CEMENT CONCRETE	179	100	114		
		LS	STEEL BEAM TEST PILES, HP 12X53	2 @ 37'				
		LS	STEEL BEAM TEST PILES, HP 12X53			1 @ 24' 1 @ 35'		
AND 31,563	1002 0053	REINFORCEMENT BARS, EPOXY-COATED		2,270		186	1,000	28,107
	LB							
AND 1,672	1005 1103	STEEL BEAM BEARING PILES, HP 12X53		910		762		
	LF							
AND 75	1005 1253	STEEL BEAM (NORMAL DUTY) PILE TIP REINFORCEMENT, HP 12X53		42		33		
	EACH							
OR LS	8100 0002	STEEL BRIDGE STRUCTURE						
	LS							
AND (---)	1005 1103	STEEL BEAM BEARING PILES, HP 12X53		(---)		(---)		
	LF							
AND (---)	1005 1253	STEEL BEAM (NOMAL DUTY) PILE TIP REINFORCEMENT, HP 12X53		(---)		(---)		
	EACH							

Figure 3.3.4.6-11 – Lump Sum Bridge Structure with Prefabricated Wall Abutments and/or Wingwalls where Conventional Abutments and Wingwalls are Not Permitted

TABULATION OF BRIDGE BID ITEMS & APPROXIMATE QUANTITIES								
QUANTITY	ITEM NO.	INFORMAL QUANTITY & UNIT	DESCRIPTION	NEAR ABUTMENT	PIER	FAR ABUTMENT	SUPERSTR.	DECK
	UNIT							
OR LS	8000 0003		PRESTRESSED CONCRETE BRIDGE STRUCTURE					
	LS							
AND (---)	1005 1103		STEEL BEAM BEARING PILES, HP 12X53	(---)		(---)		
	LF							
AND (---)	1005 1253		STEEL BEAM (NORMAL DUTY) PILE TIP REINFORCEMENT, HP 12X53	(---)		(---)		
	EACH							
LS	8641 0001		MECHANICALLY STABILIZED ABUTMENT OR WINGWALL, S-XXXXXP	(---) SF		(---) SF		
	LS							
OR LS	8642 0001		PRECAST MODULAR ABUTMENT OR WINGWALL, S-XXXXXP	(---) SF		(---) SF		
	LS							

(List Applicable Prefabricated Wall Systems on the Drawing)

Figure 3.3.4.6-11 – Lump Sum Bridge Structure with Prefabricated Wall Abutments and/or Wingwalls where Conventional Abutments and Wingwalls are Not Permitted (continued)



Include Conventional Abutment and Wingwall Design (Refer to Fig. 3.3.4.6-6):

Items shown on this table are incomplete for an actual report and are shown merely as an example of the proposed items layout.

TABULATION OF BRIDGE BID ITEMS & APPROXIMATE QUANTITIES								
QUANTITY	ITEM NO	INFORMAL QUANTITY & UNIT	DESCRIPTION	NEAR ABUTMENT	PIER	FAR ABUTMENT	SUPERSTR	DECK
	UNIT							
EITHER LS	8010 0001	BRIDGE STRUCTURE, AS DESIGNED, S-XXXXX						
	LS							
		613 CY	CLASS 3 EXCAVATION	289	100	224		
		1,217 CY	SELECTED BORROW EXCAVATION, STRUCTURE BACKFILL	640	100	477		
		393 CY	CLASS A CEMENT CONCRETE	179	100	114		
		LS	STEEL BEAM TEST PILES, HP 12X53	2 @ 37'				
		LS	STEEL BEAM TEST PILES, HP 12X53			1 @ 24' 1 @ 35'		
AND 14318	1002 0053	REINFORCEMENT BARS,EPOXY-COATED		2,270		186	1,000	28,107
	LB							
AND 1,672	1005 1103	STEEL BEAM BEARING PILES, HP 12X53		910		762		
	LF							
AND 75	1005 1253	STEEL BEAM (NORMAL DUTY) PILE TIP REINFORCEMENT, HP 12X53		42		33		
	EACH							
OR LS	8100 0002	STEEL BRIDGE STRUCTURE						
	LS							
AND (---)	1005 1103	STEEL BEAM BEARING PILES, HP 12X53		(---)		(---)		
	LF							

Figure 3.3.4.6-12 – Conventional Abutment and Wingwall Design

TABULATION OF BRIDGE BID ITEMS & APPROXIMATE QUANTITIES								
QUANTITY	ITEM NO	INFORMAL QUANTITY & UNIT	DESCRIPTION	NEAR ABUTMENT	PIER	FAR ABUTMENT	SUPERSTR	DECK
	UNIT							
AND (---)	1005 1253	STEEL BEAM (NORMAL DUTY) PILE TIP REINFORCEMENT, HP 12X53		(---)		(---)		
	EACH							
OR LS	8000 0003	PRESTRESSED CONCRETE BRIDGE STRUCTURE						
	LS							
AND (---)	1005 1103	STEEL BEAM BEARING PILES, HP 12X53		(---)		(---)		
	LF							
AND (---)	1005 1253	STEEL BEAM (NORMAL DUTY) PILE TIP REINFORCEMENT, HP 12X53		(---)		(---)		
	EACH							

Figure 3.3.4.6-12 – Conventional Abutment and Wingwall Design (continued)

Does Not Include Conventional High Abutment and Wingwall Design (Refer to Fig. 3.3.4.6-6):

Items shown on this table are incomplete for an actual report and are shown merely as an example of the proposed items layout.

TABULATION OF BRIDGE BID ITEMS & APPROXIMATE QUANTITIES								
QUANTITY	ITEM NO.	INFORMAL QUANTITY & UNIT	DESCRIPTION	NEAR ABUTMENT	PIER	FAR ABUTMENT	SUPERSTR	DECK
	UNIT							
EITHER LS	8010 0001	BRIDGE STRUCTURE, AS DESIGNED, S-XXXXX						
	LS							
		613 CY	CLASS 3 EXCAVATION	289*	100	224*		
		1,217 CY	SELECTED BORROW EXCAVATION, STRUCTURE BACKFILL	640*	100	477*		
		393 CY	CLASS A CEMENT CONCRETE	179*	100	114*		
		LS	STEEL BEAM TEST PILES, HP 12X53	2 @ 37'				
		LS	STEEL BEAM TEST PILES, HP 12X53			1 @ 24' 1 @ 35'		
AND	1002 0053	REINFORCEMENT BARS, EPOXY-COATED		2,270		186	1,000	28,107
	LB							
AND	1005 1103	STEEL BEAM BEARING PILES, HP 12X53		910		762		
	LF							
AND 75	1005 1253	STEEL BEAM (NORMAL DUTY) PILE TIP REINFORCEMENT, HP 12X53		42		33		
	EACH							
OR LS	8100 0005	STEEL BRIDGE STRUCTURE (PREFABRICATED ABUTMENTS)						
	LS							
AND (---)	1005 1103	STEEL BEAM BEARING PILES, HP 12X53		(---)		(---)		
	LF							

Figure 3.3.4.6-13 – Does Not Include Conventional High Abutment and Wingwall Design

TABULATION OF BRIDGE BID ITEMS & APPROXIMATE QUANTITIES								
QUANTITY	ITEM NO.	INFORMAL QUANTITY & UNIT	DESCRIPTION	NEAR ABUTMENT	PIER	FAR ABUTMENT	SUPERSTR.	DECK
	UNIT							
AND (---)	1005 1253	STEEL BEAM (NORMAL DUTY) PILE TIP REINFORCEMENT, HP 12X53		(---)		(---)		
	EACH							
OR LS	8000 0006	PRESTRESSED CONCRETE BRIDGE STRUCTURE (PREFABRICATED ABUTMENTS)						
	LS							
AND (---)	1005 1103	STEEL BEAM BEARING PILES, HP 12X53		(---)		(---)		
	LF							
AND (---)	1005 1253	STEEL BEAM (NORMAL DUTY) PILE TIP REINFORCEMENT, HP 12X53		(---)		(---)		
	EACH							
LS	8640 0001	PREFABRICATED ABUTMENT OR WINGWALL, S-XXXXXP		(---) SF		(---) SF		
	LS							

(List Applicable Prefabricated Wall Systems on the Drawing)

\*Adjust Quantities

Figure 3.3.4.6-13 – Does Not Include Conventional High Abutment and Wingwall Design (continued)

**3.3.4.7 Requirements for Contractor Prepared Plans**

The drawings shall include all details, dimensions, quantities, and cross-sections necessary to construct the wall. The plans shall be prepared to Department standards (see PP1.6) and shall include, but not be limited to, the following items:

- (a) A plan and elevation sheet or sheets for each wall, containing the following:
  - (1) An elevation view of the wall which shall indicate the elevation at the top of the wall at all horizontal and vertical break points, and at least every 50 ft. along the wall; elevations at the top of leveling pads and footings; the distance along the face of the wall to all steps in the footings and leveling pads; the designation of the type of panel or module; the length, size, and number of mesh or strips, and the distance along the face of the wall where changes in length of the mesh or strips occur; and the location of the original and final ground line
  - (2) A plan view of the wall which shall indicate the offset from the construction centerline to the face of the wall at all changes in horizontal alignment, limit of widest module, mesh, or strip, and the centerline of any drainage structure or drainage pipe behind or passing through or under the wall
  - (3) Any general notes required for constructing the wall
  - (4) All horizontal and vertical curve data affecting wall construction
  - (5) A listing of the summary of quantities provided on the elevation sheet of each wall for all items including incidental items
  - (6) A cross-section showing the limits of construction and, in fill sections, limits and extent of granular material placed above original ground
  - (7) Name of the material supplier
- (b) All details including reinforcing bar bending details
- (c) All details for foundations and leveling pads, including details for steps in the footings or leveling pads, as well as the factored bearing resistance and the maximum factored bearing pressures
- (d) All details for panels and modules, showing all dimensions necessary to construct the element, all reinforcing steel in the element, identification of panels with epoxy-coated reinforcement, and the location of reinforcement attachment devices embedded in the panels
- (e) All details for construction of walls around drainage facilities, sign footings, and abutment piles
- (f) All details of the architectural treatment
- (g) All details for connections to barriers, copings, noise walls, and attached lighting
- (h) Detailed erection plan, particularly construction sequencing for the wall
- (i) Detailed computations for internal and external stability and life expectancy for reinforcement and hardware
- (j) A design summary in the tabulation format shown in Figs. 3.3.4.7-1 and 3.3.4.7-2, as applicable.
- (k) When contractor designed alternate plans are submitted for proprietary walls, the S-number shown on the original design of the proprietary wall shall be suffixed by the letter P and appear on the alternate design plans.
- (l) The following note shall appear on sheet one of the alternate design plans (above title block):

For additional design information, core borings and other geotechnical information not shown on these plans, refer to the original design plans, (S-number of original design plans).

The plans shall be prepared and signed by a Professional Engineer registered in the Commonwealth of Pennsylvania.

The number of sets of design drawings and computations and who they shall be submitted to are given below. At the District Bridge Engineer's discretion, design drawings and computations may be provided solely in electronic format (PDF).

- MSE Walls:

Two sets of design drawings and computations shall be submitted to the District Executive for review and approval.

- Precast Modular Walls:

Two sets of design drawings and computations shall be submitted to the District Executive for review and approval.

Any related shop drawings shall be reviewed according to Appendix B by the District and compared with the approved design drawings for the proprietary walls. Approval of the shop drawings and notifications shall be made by the District.

The computations shall be legible and shall include an explanation of any symbols and computer programs used in the design of overturning. As specified in PP3.3.4.5, bearing pressure beneath the wall footing or mechanically stabilized embankment, and estimated settlement shall be clearly indicated.

COUNTY: \_\_\_\_\_  
 LR/SR: \_\_\_\_\_  
 SECTION: \_\_\_\_\_  
 STATION: \_\_\_\_\_  
 S. NO.: \_\_\_\_\_

**MSE WALL DESIGN SUMMARY**

DATE: \_\_\_\_\_

(NOTE: FOR DEFINITION OF TERMS REFER TO A11.10)

WALL HEIGHT = H = \_\_\_\_\_.

REINFORCEMENT LENGTH = L = \_\_\_\_\_.

WALL NO. = \_\_\_\_\_.

REINF. LAYER NO.	DEPTH (ft.)	$\sigma_v$ (ksf)	K	f*	Np	$\sigma_H = \gamma_p \sigma_v K$	Le (ft.)	SELECT STRIP/ MESH PANEL	$F_H = \sigma_H(A)$ (kips)	$F_y$ STRIP = $F_{H/A'}$ (ksi)	$F_y$ CONN. = $\Delta\Delta$ (ksi)	$P_n = \phi P_{fig}$ OR $P_n = \phi P_{fs}$	N = $\Delta\Delta\Delta$	$P_i$	REMARKS

Maximum Factored Bearing Pressure = \_\_\_\_\_.  
 Factored Bearing Resistance = \_\_\_\_\_.  
 Maximum Design Eccentricity = \_\_\_\_\_.  
 Maximum Allowable Eccentricity = \_\_\_\_\_.  
 Factored Horizontal Force = \_\_\_\_\_.  
 Maximum Design Horizontal Resistance = \_\_\_\_\_.

Calculated Maximum Settlement = \_\_\_\_\_.

$\Delta\Delta$  = 85% of max. tie tension to a depth of factored  $0.6H_1$ , increasing to 100% at the toe maximum of wall.  
 $\Delta\Delta\Delta$  = No. of cross bars or strips in Maximum Design Failure Plane  
 A =  $\frac{\text{Area of panel}}{\text{No. of strips or mesh}}$   
 A' = Area of strip or mesh

Figure 3.3.4.7-1 – Design Summary for Mechanically Stabilized Earth (MSE) Walls

COUNTY: \_\_\_\_\_  
 LR/SR: \_\_\_\_\_  
 SECTION: \_\_\_\_\_  
 STATION: \_\_\_\_\_  
 S. NO.: \_\_\_\_\_

**MODULAR WALL DESIGN SUMMARY**

DATE: \_\_\_\_\_

**WALL HEIGHT = H =** \_\_\_\_\_  
 (Excluding Barrier)

**WALL BATTER =** \_\_\_\_\_.

**WALL NO.** \_\_\_\_\_

**FRICITION ANGLE - BACKFILL =** \_\_\_\_\_.

**SURCHARGE: LEVEL** \_\_\_\_\_, **SLOPING** \_\_\_\_\_, **ABUTMENT** \_\_\_\_\_

Course From Top	MODULE SIZE (in.)					WALL REINF. (Size/Spacing)			Design Eccentricity	REMARKS
	Height	Width	Length	Wall Thickness (in.)	Internal Pressure (ksi)	Hoop Bars	Vertical Bars	Epoxy-Coated Y/N		

Design Footing Size: Toe (Width x Thickness) \_\_\_\_\_.

Longit. Bars \_\_\_\_\_.

Transv. Bars \_\_\_\_\_.

Provide Footing Size: Toe (Width x Thickness) \_\_\_\_\_.

Calculated Maximum Settlement = \_\_\_\_\_.

Maximum Factored Horizontal Force = \_\_\_\_\_.

Maximum Factored Horizontal Resistance = \_\_\_\_\_.

Heel (Width x Thickness) \_\_\_\_\_.

Longit. Bars \_\_\_\_\_.

Transv. Bars \_\_\_\_\_.

Heel (Width x Thickness) \_\_\_\_\_.

Maximum Factored Bearing Pressure = \_\_\_\_\_.

Factored Bearing Resistance = \_\_\_\_\_.

Figure 3.3.4.7-2 – Design Summary for Modular Walls



### 3.4 BRIDGE PROTECTIVE SYSTEMS

#### 3.4.1 Overlays

Generally, overlays should not be provided for new construction (for additional guidance, see D9.11.3P). However, if it becomes necessary to provide an overlay to correct for a poor riding surface or for other reasons, a 1 1/4 in. thick latex-modified concrete overlay is preferred.

For treatment of existing decks, refer to PP5.5.2.3.

#### 3.4.2 Protective Coatings for Concrete Surfaces

(a) Superstructure

For bridge decks that are poured and opened to traffic between September 1 and March 1, a general note shall be added to the design plans specifying the application of a concrete sealant in accordance with Publication 408, Section 1001.3(p)3.a.

(b) Substructure

Concrete sealants shall be specified for substructure units in accordance with D5.4.3.6P, item (b).

#### 3.4.3 Cathodic Protection

Cathodic protection is considered an effective means of stopping and preventing corrosion of reinforcement bars in concrete. Refer to PP5.5.2.7, item (h).

#### 3.4.4 Protective Coatings for Steel

Generally, all new steel bridges shall be painted with an inorganic zinc-rich painting system as specified in Publication 408 for painting fabricated structural steel. Consideration may also be given to galvanizing or metallizing of steel members. When considering a galvanizing protection system, fabrication issues such as galvanizing tank sizes and lifting capacities of galvanizing facilities need to be evaluated. Galvanizers listed in Bulletin 15 should be consulted as to their capabilities and the feasibility of the process for the specific steel member(s) being considered. For metallizing of steel members see D6.7.3.

Certain rural locations in the state may have low rates of air pollution and, therefore, a steel superstructure would not be exposed to spray generated from deicing chemicals. For such a location, the use of unpainted weathering steel may be considered, provided there is little potential for industrial development or significant increases in traffic in the area (see D6.4.1).

For epoxy-coated rebar see D5.4.3.6P.

#### 3.4.5 Vitrified-Clay Liner Plates

The use of vitrified-clay liner plates shall be specified for any concrete structure that is located in a stream having a hydrogen ion concentration (pH) of 5.0 or less as determined by a laboratory analysis of a representative sample of water taken from the stream during a period of normal water level. The liner plates shall be placed on the face of the concrete from approximately 18 in. below the streambed to approximately 18 in. above normal water elevation. Grade SA sewer bricks meeting the requirements of ASTM C 32-09 may be used for curved portions of the structure when the use of vitrified-clay liner plates is not practical.

The samples of water should be obtained when a representative degree of acidity is present. In recommending the use of vitrified-clay liner plates, the worthiness of the sample should be taken into consideration. A pH factor of 7.0 indicates that the water is neutral; a pH factor less than 7.0 shows the degree of acidity of the water; and a pH factor greater than 7.0 shows the degree of alkalinity.

#### 3.4.6 Other Protective Systems

Other protective systems which are applicable to specific items of construction (e.g., piles, buried structures, MSE walls, and permanently anchored walls) may be found in the sections of the Manual that cover the respective items.

## 3.5 UTILITIES

### 3.5.1 Service Utilities

The design and review of bridge attachments and responsibility to assure compliance with attachment and license requirements are basic functions of District Bridge Units.

BDTD will provide additional guidance if necessary for the particular bridge attachment.

District Utility Units will act as the liaison between utility companies and District Bridge Units.

Refer to Design Manual, Part 5, Utility Relocation, Publication 16M, Chapter 1.3.B.6, for general guidelines on utility occupancy of structures, coordination procedures and guidelines for accommodation of utilities on structures.

## 3.6 MISCELLANEOUS

### 3.6.1 Bridge Lighting and Navigational Lighting

For lighting of bridges, see Design Manual, Part 1C, Chapter 4. Bridge-mounted highway lighting shall be avoided wherever possible. The designer shall investigate the possibility of mounting the lighting on an extended pier cap. Use LED luminaires on bridges to potentially increase time to failure of luminaires.

### 3.6.2 Energy-Absorbing Devices

For policy on impact attenuators, refer to Design Manual, Part 2, Chapter 12.

### 3.6.3 Sign Structures

For implementation of the design, design review and fabrication control of sign structures, see Design Manual, Part 1C, Chapter 4.

Standard Drawings BD-641M, BD-644M, BD-645M, BD-647M, BD-649M and BD-650M shall be followed for design of sign structures. Standard Drawings BC-741M, BC-744M, BC-745M and BC-747M shall be followed for fabrication and construction of sign structures. For design specifications, refer to AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals, 4<sup>th</sup> edition, 2001 including Interims through 2006 and AASHTO/AWS D1.5M/D1.5 – Bridge Welding Code (refer to AWS D1.1 for welding not covered in D1.5). *[Editor's Note: With the pending release of LRF D sign structure standards and software, the governing specification will change to AASHTO LRF D Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals, First Edition 2015.]*

Refer to ITS 1230 (Pub. 647) for preparation of DMS structure layouts and contract drawings.

Selection of the type of sign structure should consider initial construction cost, type of sign (aluminum or DMS), foundation sizes, and the ability to galvanize the structure. Recommended sign structure type is 4-post 4-chord to standardize the general appearance of the sign structures within the state as well as with neighboring states.

The "Design Sign Area" will be set by the Traffic Engineer based on the structure location, rural/urban. The actual sign area may be increased up to 25% for rural highways and 50% for urban highways to establish the "design sign area" to be used for the design of the sign structure. Any increase in sign area above 25% (rural) or 50% (urban) of the actual sign area requires approval by the Chief Bridge Engineer.

It is preferable to galvanize a field section of a sign structure in a single dip as opposed to double dipping the field sections. Double dipping of field sections has caused component failures during the galvanizing process. To determine if a field section can be galvanized in a single dip, the designer should discuss with local galvanizers listed in Publication 35, Bulletin 15 the depth of a field section (out-to-out of the chord splice plates), the weight of a field section and length of a field section. If the structure cannot be galvanized in a single dip by a local galvanizer, then a different sign structure type should be evaluated, e.g. for a trichord structure which cannot be galvanized in a single dip, then a 4-chord structure should be evaluated.

All sign supports located within the clear zone must be shielded with a crashworthy barrier. If a barrier is required or used, the sign posts shall be located just beyond the design deflection distance of the barrier to minimize the required span length.

For caisson foundation, core borings are recommended unless geology is known (e.g. roadway borings show consistency).

Sign structure shop drawings are to be reviewed and accepted at the District level.

Asset tags, displaying the structure BRKEY, are to be installed on all sign structures, except for structure mounted signs (BMS2 coding 6A29 = 45). Each District is responsible for identifying new, existing, and replacement sign structures that do not display asset tags and all other sign structures whose tags are missing or damaged. The Districts must report these tag-deficient sign structures to the Bureau of Maintenance and Operations, Asset Management Division, Bridge Asset Management Section (send email to RA-PDSIGNSTRUCTASSET@pa.gov), in order for new tags to be ordered. Each District is responsible

for the installation of asset tags on their sign structures, in accordance with the installation specifications provided by the tag manufacturer.

All center-mount and cantilever sign structures are to be tagged with one (1) asset tag. The tag shall be attached on the side of the column facing traffic. Overhead sign structures with multiple columns/towers are to be tagged with two (2) asset tags. Each of the outside columns/towers shall have one (1) tag installed on the column/tower post facing traffic. The asset tag shall be installed on the column/tower post, level and square, between 4' 6" and 5' 6" above the top of finished grade.

### 3.6.3.1 Bridge-Mounted Signs

Signs shall be aligned parallel to the bridge if the skew angle is 80° or more. Otherwise, the signs shall be perpendicular to the traveling lanes underneath. For horizontally curved roadway for which the sign is placed on a bridge, the sign shall be perpendicular to the chord joining a point 350 ft. away from the sign and the sign location. This value may be reduced on low speed roads. The bottom of the luminaires or sign shall be 3 in. above the bottom of the fascia girder. The sign support brackets may be attached to barrier and/or girders using standard, approved details. Lock nuts or lock washers shall be used to compensate for bridge vibration effect.

### 3.6.3.2 Bridge-Mounted Sign Structure (Overhead Signs)

Bridge-mounted sign structures shall be avoided wherever possible. The designer shall investigate the possibility of mounting sign structures on an extended pier cap. If they cannot be avoided, they should be located as close to a pier support as is practical. The affected bridge components shall be designed to carry the additional loads due to the weight of the sign structures and wind. All sign supports located within the clear zone must be shielded with a crashworthy barrier. If a barrier is required or used, the sign posts shall be located just beyond the design deflection distance of the barrier to minimize the required span length.

## 3.6.4 Sound Barriers Walls

### 3.6.4.1 General

- (a) For acoustic requirements of barriers, wall sizing and location, see Design Manual, Part 1C, Chapter 4.
- (b) Wall heights must equal or exceed the acoustical profile.
- (c) Design sound barrier walls in accordance with the Working Stress Design (WSD) method.
- (d) Construct sound barrier walls using precast concrete or steel posts and precast concrete panels in accordance with the Standard Drawings. Alternate wall types using steel, concrete, timber, masonry, plastic, or any other material must be approved by the Department prior to bidding. The use of aluminum is not permitted.
- (e) Any proprietary sound barrier wall system used on Department projects must be approved through the Department evaluation and approval process prior to use during the design or construction phase (see PP1.14, Systems Approval). Only accepted sound barrier systems (refer to Publication 35, Bulletin 15 for approved suppliers) shall be used.
- (f) Refer to Standard Drawings BD-676M, BD-677M, BD-678M, BD-679M, and BD-680M for design of sound barrier walls.
- (g) Refer to Standard Drawings BC-776M, BC-777M, BC-778M, BC-779M, and BC-780M for fabrication and construction of sound barrier walls.
- (h) Structure-related environmental commitments shall be carefully considered and justified. Where practical, avoid sound barriers or minimize their size by other mitigative measures including earth berms. If possible, refrain from making commitment on material type, i.e., steel, concrete, timber, masonry, etc., until after the final design stage, when all reasonable options can be considered by the designer for a structurally and economical sound barrier. Where it is necessary to deviate from standards, justifications and special approvals must be well documented.
- (i) Provide fire hydrant openings or other highway access as required. Provide additional reinforcement around openings in accordance with the Standard Drawings.

- (j) Provide access doors in the wall if required by local fire departments, for inspection, or if directed by the District Bridge Engineer, in accordance with the Standard Drawings.
- (k) Provide a constant post spacing for the entire length of wall. The constant post spacing may be interrupted to miss drainage pipes, utilities, expansion joints, construction joints, and/or any other physical features. Variations must be accepted by the District Bridge Engineer.
- (l) Sound Absorptive Panels: Indicate if sound absorptive panels are required to reduce the reflective sound when sound barriers are on both sides of the highway and are spaced closer than 100'-0" and if required by the noise study. If a sound absorptive material is required, only use a system that is Pre-Approved by the Department.
- (m) Provide construction and fabrication tolerances in accordance with Publication 408, Section 1086.
- (n) Provide S-number in accordance with PP1.6.2.5.
- (o) Plan presentation shall be in accordance with PP1.6 and PP3.6.4.12.
- (p) Provide uncoated reinforcement bars in the footings and caissons, unless otherwise specified.
- (q) Provide epoxy coated or galvanized reinforcement bars in the precast concrete posts, precast concrete panels, pedestals, and raised panel seats where the wall is within 14'-0" of the edge of travel lane. Epoxy coated or galvanized reinforcement bars may be required if future widening is anticipated.

#### 3.6.4.2 Wall Types

##### (a) Ground Mounted Sound Barrier Walls

###### (1) General

- Provide a minimum panel ground embedment of 6 inches, unless otherwise specified.
- Grade ground to drain surface water away from wall. Provide slopes so water will not pond at or near the sound barrier.
- Ground mounted sound barrier walls must be protected by concrete barriers, unless the wall is located beyond the horizontal clear zone or if the bottom of the panels are a minimum of 5'-0" above the edge of pavement.
- Earth berms are permitted to be used in conjunction with Linear and Offset Walls. The top of the earth berm must be wide enough to permit construction of the wall.

###### (2) Linear Walls (Post and Panel)

- Minimum Wall Height (Top of wall to bottom of bottom panel) = 4'-0"
- Maximum Wall Height (Top of wall to bottom of bottom panel) = 30'-0"
- Maximum Post Spacing = 20'-0"
- Precast concrete posts with precast concrete panels (Refer to Standard Drawings BC-776M, BC-777M, BD-676M, and BD-677M)
- Steel posts with precast concrete panels (Refer to Standard Drawings BC-776M, BC-778M, BD-676M, and BD-678M)
- Timber posts with timber panels

- Masonry block
- or any other pre-approved wall system.

(3) Offset Walls

- Offset walls are defined as freestanding walls undulating to create a “fan” type appearance supported on a cast-in-place spread footing.
- Minimum Wall Height (Top of wall to top of footing) = 6'-0"
- Maximum Wall Height (Top of wall to top of footing) = 30'-0"
- Provide a minimum panel ground embedment of 2'-0".
- Refer to Standard Drawing BC-780M and BD-680M for additional information.

(4) Earth Berms

- Earth berms are defined as berms constructed from natural earthen materials to act as a “natural” sound barrier. These types of barriers are typically constructed with surplus materials available from the project or materials transported from an off-site location.
- Construct earth berms in accordance with the Department's criteria.
- The following factors shall be considered when selecting earth berms:
  - Right-of-Way requirements
  - Visual implications
  - Maintenance and accessibility
  - Drainage implications

(b) Structure Mounted Sound Barrier Walls

(1) General

- Precast concrete posts are not permitted for structure mounted sound barrier walls; provide steel posts.
- Maximum Post Spacing = 12'-0" unless otherwise specified.
- Provide lock nuts or lock washers due to structure vibrations in accordance with the Standard Drawings.
- Steel cables are required in all structure mounted precast concrete panels unless both sides of the panel are located beyond the horizontal clear zone or if the bottom of the panels are a minimum of 5'-0" above the edge of pavement. Steel cables are always required in the bridge mounted precast concrete panels. (Refer to BC-779 for steel cable details.)
- For non-concrete panels, alternate means of positive connection must be provided if used in applications requiring cables, as stated above. The connections must be approved by the Chief Bridge Engineer prior to bidding.
- Mount sound barriers to structures in accordance with Standard Drawings BC-779M and BD-679M.
- Structure mounted sound barrier walls shall be designed and detailed to maintain bridge inspectability. For special conditions, the inspectability shall be determined by the Chief Bridge Engineer.
- Slip forming is not permitted for concrete traffic barriers when sound barriers are required.

- (2) Sound Barrier Mounted on Traffic Barrier on Bridges (Steel Posts with Precast Concrete Panels)
  - Minimum Wall Height (Top of wall to top of barrier) = 4'-0"
  - Maximum Wall Height (Top of wall to top of barrier) = 10'-0"
  - Minimum Traffic Barrier Height = 3'-6"
  - Provide light weight precast concrete panels on bridges when required in accordance with the requirements of Standard Drawing BD-601M.
  - Stacked panels are not permitted on bridges.
  - Design the traffic barrier, deck slab, and beams/girders considering the additional loads due to the sound barrier wall.
  - Make provisions to allow for bridge movement in the design of bridge mounted sound barriers. (Refer to Standard Drawing BD-679M.)
  - Provide expansion panels over bridge expansion joints. (Refer to Standard Drawing BD-679M.)
- (3) Sound Barrier Mounted on Traffic Barrier on Retaining Walls or Moment Slabs (Steel Posts with Precast Concrete Panels)
  - Minimum Wall Height (Top of wall to top of barrier) = 4'-0"
  - Maximum Wall Height (Top of wall to top of barrier) = 15'-0"
  - Minimum Traffic Barrier Height = 3'-6"
  - Design the traffic barrier, retaining wall, and/or moment slab considering the additional loads due to the sound barrier wall.
  - Provide expansion panels when shoulder relief joint is required in the moment slab. (Refer to Standard Drawing BD-679M.)
- (4) Sound Barrier Mounted on Retaining Wall (Steel Posts with Precast Concrete Panels)
  - Minimum Wall Height (Top of wall to top of retaining wall) = 4'-0"
  - Maximum Wall Height (Top of wall to top of retaining wall) = 20'-0"
  - Design the retaining wall considering the additional loads due to the sound barrier wall.

#### 3.6.4.3 Geometry and Layout

- (a) All sound barrier walls located within the clear zone must be protected with a concrete barrier in accordance with the requirements of Design Manual, Part 2, Chapter 12. The positive protection from vehicles preclude the need for designing the sound barrier wall for a traffic impact load.
- (b) Generally the alignment of the sound barrier shall be constructed at a continuously uniform distance from the roadway.
- (c) Minimum horizontal distances (sight and stopping) shall be considered when determining sound barrier alignment.
- (d) Avoid abrupt changes in the horizontal and vertical alignment of the sound barrier.

- (e) If sound barrier is located along a curved roadway alignment, the alignment of the sound barrier is permitted to be broken up into chorded sections in order to simplify the layout of the sound barrier.
- (f) Provide angled or corner posts when required. Refer to BC-777M and BC-778M for angle limitations.
- (g) Locate sound barriers to avoid conflicts with utilities, drainage pipes, and/or any other physical feature.
- (h) If the sound barrier height exceeds 15'-0" consider using a sound barrier in combination with an earth berm to reduce the structure height of the sound barrier.
- (i) Sound barriers will obstruct light as well as sound. Special consideration shall be given to possible roadway icing and other induced environmental conditions caused by the placement of the wall.
- (j) Access to the residential side of the sound barrier shall be considered for inspection and maintenance.
- (k) Ends of Sound Barriers Walls
  - Ends of the sound barrier should be reduced in height (top of barrier to ground line) from their acoustically required height to a height of approximately 5'-0" (to match Right-of-Way fence height). This may be accomplished by using sloped end panels or by increasing the sound barrier length and sloping or stepping the panels to create a more aesthetically pleasing sound barrier. Options are to be discussed with the Department and accepted by the District Bridge Engineer.
  - Ends of the sound barrier could also be buried into existing or proposed slopes if the topography permits.
  - If using precast concrete posts, provide end posts in accordance with BC-777M and BD-677M.
- (l) Overlapping Sound Barriers Walls
  - Sound barriers which overlap each other are usually constructed to allow access gaps for maintenance, inspection, or safety purposes. The general rule-of-thumb is that the ratio between the overlap distance and gap width shall be at least 4:1 to ensure negligible degradation of sound barrier performance. The location of the access gaps, if required, shall be coordinated with the Department.
- (m) Structure Mounted to Ground Mounted Connection
  - Refer to BD-679M for transition details from a structure mounted sound barrier wall to a ground mounted sound barrier wall.

#### 3.6.4.4 Public Involvement and Aesthetics

- (a) Refer to PennDOT Publication No. 24, Project Level Highway Traffic Noise Handbook.
- (b) Determine aesthetics considering the surrounding landscape and local architectural features. Aesthetics shall also be coordinated and approved by the District Environmental Manager.
- (c) When meeting with the public only present wall types which are in accordance with the Standard Drawings or Pre-Approved by the Department as alternates.
  - (1) Consider and permit all feasible alternates. The Sound Barrier Standard Drawings are to be used unless restricted by the following requirements:
    - Acoustical profile requirements
    - Sound absorptive panels requirements
    - Architectural surface treatments requirements
    - Wall alignment
    - or any other requirementThe above restrictions must be discussed and accepted by the Department prior to public involvement.

- (2) If only one proprietary type is feasible, it shall be specified, provided that justification is given for this selection (economic, noise abatement) and that approval has been obtained from the Chief Bridge Engineer prior to bidding.
- (d) Architectural Surface Treatments (texture) and Color:
- (1) The Department will decide the color and texture on the highway side of the proposed sound barrier wall unless there is third party funding involved.
  - (2) The public will be presented options for the color and texture on the residential side of the proposed sound barrier. The final decision shall be determined by the Project Team based on the opinions of the public.
  - (3) The color and texture choices shall be limited to prevent numerous different colors and textures on a given project. The sound barrier walls shall be consistent on a wall-to-wall basis, on the project, to simplify construction and to be economical.
  - (4) In some urban areas, sound barriers may be subjected to graffiti on their surfaces. In these locations, the surface texture selected shall be such that it is difficult to place the graffiti or such that the graffiti is easily removed. Sound barriers with rough textures and dark colors tend to discourage graffiti.
  - (5) Color on concrete surfaces may be obtained by using an aesthetic coating and/or integrally colored concrete.
  - (6) Color on steel surfaces shall be obtained by painting after galvanizing.
  - (7) Avoid using form liner finishes on both sides of the precast concrete panels. A form liner finish, on one side of the panel, along with a stamped finish, on the other side of the panel is permitted. Preferred option is to only use a form liner finish on one side.
  - (8) Raked or broom finishes are only permitted to be on one side of the panel.
  - (9) Stamped finishes may be permitted if accepted by the District Bridge Engineer.
  - (10) Form liner finishes are not recommended on the precast concrete posts.
  - (11) The architectural surface treatment thickness, on each side of precast concrete panel, is permitted to vary from 0 to 1½ inches, but the total average architectural surface treatment thickness, on both sides of the precast concrete panel, must not be greater than 1½ inches. Thicker architectural surface treatments may be permitted if accepted by the District Bridge Engineer and accounted for in the design of the precast concrete panel.

#### 3.6.4.5 Design Specifications and Design Loads

- (a) AASHTO Guide Specifications for Structural Design of Sound Barriers, 1989, and Interim Specifications 1992 and 2002.

Design loads and loading combinations of dead load, lateral earth pressure, live load surcharge, wind load, seismic load, ice load, and traffic impact load shall be in accordance with this Guide Specifications and as modified herein.

Modify the following articles as indicated:

#### SECTION 2 - LOADS

##### 1-2.1 Applied Loads

##### 1-2.1.1 Dead Load

Add the following:

Unit Weight of Normal Concrete = 150 pounds per cubic foot



Unit Weight of Light Weight Concrete = 115 pounds per cubic foot

Unit Weight of Soil above top of Footing/Drilled Caisson = 100 pounds per cubic foot

1-2.1.2 Wind Load

Replace this article with the following:

The design wind pressure for Ground Mounted and Structure Mounted Sound Barrier Walls shall be as indicated below.

The wind load includes a gust factor of 1.3 and a drag factor of 1.2 and is based on a maximum 50-year Mean Wind Velocity at 30'-0" above the ground surface of 80 mph.

Height Zone is defined as the distance from the adjoining (adjacent) average ground line (streambed or lower roadway level for grade separation structures) to the centroid of the sound barrier.

(a) Ground Mounted Sound Barrier Walls (including Offset Walls)

Height Zone (ft.)	Wind Pressure (psf)
0 - 14.0	20
Over 14.0	28

(b) Structure Mounted Sound Barrier Walls

Design structure mounted sound barrier walls for a wind pressure equal to 37 psf.

1-2.1.5 Traffic Loads

Add the following:

Sound barrier walls are to be designed and detailed so they will not be impacted by traffic loads.

1-2.1.7 Ice & Snow Loads

Replace this article with the following:

Ice load shall be based on a pressure on the wall of 0.003 ksf (3 psf) applied at only one face of the wall.

1-2.2 Load Combinations

1-2.2.1 Working Stress Design (WSD)

Delete the Group Loads and Allowable Overstresses and replace with the following:

- Group I: D + E + SC100%
- Group II: D + W + E + SC100%
- Group III: D + EQD + E133%
- Group IV: D + W + E + I100%

1-2.2.2 Load Factor Design (LFD)

Delete this article.

1-2.2.3 Strength Reduction Factors,  $\phi$  (phi)

Delete this article.

## SECTION 3 - CONCRETE

And the following:

Use fully reinforced sections only, including all foundation components. In case of conflict between this Guide Specification and Department criteria in DM-4, the Department criteria will govern.

## SECTION 8 – FOUNDATION DESIGN

## 1-8.2 Spread Footings

Delete the Minimum Factors of Safety for Overturning and Sliding and replace with the following:

Minimum Factors of Safety for Overturning for Footings supported on Soil:

- Group I = 2.0
- Group II = 2.0
- Group III = 1.50
- Group IV = 2.0

Minimum Factors of Safety for Overturning for Footings supported on or embedded in Rock:

- Group I = 1.50
- Group II = 1.50
- Group III = 1.125
- Group IV = 1.50

Minimum Factors of Safety for Sliding:

- Group I = 1.50
- Group II = 1.50
- Group III = 1.125
- Group IV = 1.50

Add the following:

Minimum Factor of Safety for Bearing Capacity for Footing supported on soil and rock:

- Group I = 3.0
- Group II = 3.0
- Group III = 1.5
- Group IV = 3.0

- (b) AASHTO Standard Specifications for Highway Bridges, 17th Edition.

Modify the following articles as indicated:

## SECTION 8 - REINFORCED CONCRETE

## 8.1 APPLICATION

## 8.1.1 General

Add the following:

Design sound barrier walls in accordance with the Working Stress Design (WSD) Method.

## 8.1.2 Notations

Revise notation of  $f'_c$  as follows:

$f'_c$  = structural design strength, psi

## 8.2 CONCRETE

Replace this article with the following:

Minimum mix design compressive strength (psi) shall be in accordance with Publication 408, Section 704.1(b).

The following classes of cement concrete with the corresponding  $f'_c$  are to be used for structural designs:

Class of Cement Concrete	$f'_c$ Structural Design Strength
AA, Modified	5,000 psi
A	3,000 psi
C	2,000 psi

The use of different classes of cement concrete shall be as follows:

Class AA Cement Concrete, Modified

- Precast Concrete Panels
- Precast Concrete Posts

Class A Cement Concrete

- Pedestals
- Raise Panel Seats
- Footings
- Caissons

Class C Cement Concrete

- below bottom of footings when specified

Show the structural design strength ( $f'_c$ ) of the concrete for each part of the structure on the plans.

## 8.3 REINFORCEMENT

Add the following:

Provide Grade 60 [ $f_s = 24,000$  psi] deformed reinforcement bars. Do not weld reinforcement bars.

Provide Grade 65 [ $f_s = 24,000$  psi] plain welded wire fabric in the precast concrete panels.

Provide Grade 70 [ $f_s = 24,000$  psi] deformed welded wire fabric in the precast concrete posts.

## 8.3.5

Delete this article.

## 8.5 EXPANSION AND CONTRACTION

## 8.5.3

Add the following:

The coefficient of thermal expansion and contraction for light weight concrete shall be taken as  $5.0 \times 10^{-6}/^{\circ}\text{F}$ .

## 8.6 STIFFNESS

Add the following:

8.6.3P The value of the moment of inertia for the computation of flexural stiffness of slabs, beams, columns, etc., shall be based on gross concrete section with the effect of reinforcement neglected.

## 8.19 LIMITS FOR SHEAR REINFORCEMENT

## 8.19.1 Minimum Shear Reinforcement

## 8.19.1.3

Replace this article with the following:

Minimum shear reinforcement requirements are not to be waived on any projects in Pennsylvania.

## 8.20 SHRINKAGE AND TEMPERATURE REINFORCEMENT

## 8.20.1

Add the following:

The minimum temperature steel reinforcement of  $0.125 \text{ in}^2 / \text{foot}$  must always be met when the member is subject to temperature variation. Any member subject to loading or stress shall have minimum steel reinforcement of No. 4 bars at 12 inches or No. 5 bars at 18 inches. For ties in reinforced concrete I-posts for sound walls, the minimum steel reinforcing shall be No. 3 bars at 9 inches. The temperature reinforcement requirements are also met with this steel provided the spacing does not exceed three times the member thickness. Any exception to these criteria must be approved by the Chief Bridge Engineer.

Add the following:

8.20.3P The requirements of Articles 8.20.1 and 8.20.2 must be met when any member is subject to temperature variation. Parts permanently embedded more than 3'-0" into the ground or below frost level may be considered not subject to temperature variation.

## 8.22 PROTECTION AGAINST CORROSION

## 8.22.1

Replace this article with the following:

The following minimum concrete cover shall be provided for reinforcement:

- Concrete cast against and permanently exposed to earth: 4 in.
- Concrete exposed to earth: 3 in.  
(Except 2 in. may be used in raised panel seats)

- Concrete exposed to weather: 2 in.  
(Except 3 in. for ties in drilled caissons and pedestals)
- Precast Concrete Panels: 1½ in.
- Precast Concrete Posts: 1¾ in.

## SECTION 10 - STRUCTURAL STEEL

### 10.1 APPLICATION

Add the following:

#### 10.1.2P Design Method

Design sound barrier walls in accordance with the Working Stress Design (WSD) Method.

### 10.8 MINIMUM THICKNESS OF METAL

#### 10.8.1 Structural Steel

Replace this article with the following:

The web thickness of rolled beams shall not be less than 0.23 inch. The minimum base plate thickness shall be ¾ inch.

### 10.24 FASTENERS (Rivets and Bolts)

#### 10.24.5 Spacing of Fasteners

##### 10.24.5.3

Replace this article with the following:

When oversize or slotted holes are used, the minimum clear distance between edges of adjacent bolt holes in the direction of force and transverse to the direction of the force shall not be less than twice the diameter of the bolt.

#### 10.24.7 Edge Distance of Fasteners

##### 10.24.7.3

Replace this article with the following:

When oversize or slotted holes are used, the clear distance between edges of hole and edges of members shall not be less than the diameter of the bolt

- (c) AASHTO Standard Specifications for Structural Supports of Highway Signs, Luminaires and Traffic Signals, 4th Edition, 2001 including Interims through 2006. *[Editor's Note: With pending release of LRFD sign structure standards and software, the governing specification will change to AASHTO LRFD Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals, First Edition 2015.]*

#### 3.6.4.6 Precast Concrete Panels

- (a) Provide Class AA Cement Concrete, Modified ( $f'_c = 5,000$  psi) in the precast concrete panels.
- (b) Provide normal weight concrete panels for the ground mounted sound barriers.

- (c) Provide normal weight concrete panels for barrier mounted sound barriers on retaining walls and moment slabs and retaining wall mounted sound barriers.
- (d) Provide either normal weight concrete or light weight concrete panels for barrier mounted sound barriers on bridges. Refer to BD-601M for requirements.
- (e) Panels shall be designed as simply supported beams using a 1'-0" strip width.
- (f) Minimum Structural Panel Thickness:
  - (1) Panels for Linear Ground Mounted and Structure Mounted Walls = 4 1/2 inch  
(Note: Panels in the Standard Drawings are designed using a 5 inch structural thickness.)
  - (2) Panels for Offset Ground Mounted Walls = 10 inch
- (g) Architectural Surface Treatment Thickness: Refer to PP3.6.4.4, item (d)(11).
- (h) Wind Load for Panel Design:
  - (1) Ground Mounted Sound Barriers: Design all panels using a wind pressure equal to 28 psf.
  - (2) Structure Mounted Sound Barrier: Design all panels using a wind pressure equal to 37 psf.
  - (3) Offset Ground Mounted Sound Barrier: Design all panels using a wind pressure equal to 20 psf or 28 psf as prescribed by BD-680M
- (i) Design panels to include the additional weight due to the architectural surface treatment thicknesses. Architectural surface treatment thicknesses are not permitted to be considered as a load carrying element. Stresses shall be calculated using only the structural panel thickness.
- (j) The minimum horizontal and vertical reinforcement shall not be less than 0.01 times the gross area of the panel. The gross area shall include the structural panel thickness plus the average architectural surface treatment thickness.
- (k) In addition to the group loads indicated in PP3.6.4.5, item (a), design panels for stresses due to stripping, handling, erection, and transportation in accordance with the Precast/Prestressed Concrete Institute (PCI) Design Handbook, Precast and Prestressed Concrete, 5th Edition, 1999, Chapter 5.
  - (1) Design panels both horizontally and vertically using the following equivalent static load multipliers in accordance with Table 5.2.1:
    - Stripping caused by Form Suction and Impact = 1.50  
The 1.50 factor is for the condition when the panels are cast horizontally and lifted/stripped from the form. If panels are cast using a tilt-up table, the 1.50 factor may not be applicable and a reduced factor may be more appropriate. The reduced factor must be accepted by the Chief Bridge Engineer.
    - Yard Handling = 1.20
    - Erection = 1.20
    - Transportation = 1.50

The equivalent static load multiplier is applied to the weight of the panel and used as an equivalent static service load.

- (2) For stripping and yard handling provide a minimum concrete compressive strength of 80% of the 28-day minimum design compressive strength.
  - (3) Design panel thickness and reinforcement for stripping and lifting using a two-point pickup or four point pickup in accordance with Fig. 5.2.4. Place lifting inserts at the locations indicated in Fig. 5.2.4. Lifting inserts are permitted to be on the top and one side of the panel as required for stripping and erection.
  - (4) In accordance with Section 5.2.4.1, the structural panel thickness shall be adequate such that the flexure tensile stress in the concrete using the uncracked gross section, while neglecting the reinforcement, is less than the Modulus of Rupture reduced by a safety factor of 1.50.
- (l) Maximum permitted panel deflection equals panel length in inches divided by 360.
  - (m) Welded wire fabric is the preferred type of reinforcement in the precast concrete panel. #4 reinforcement bars may be substituted for welded wire fabric with an equivalent area at no additional cost to the Department.
  - (n) Provide perimeter reinforcement in the panel in accordance with the Standard Drawings. Minimum bar size shall be #4 in panels for linear and structure mounted sound barrier walls. Minimum bar size shall be #5 in panels for offset sound barrier walls.
  - (o) Minimize the number of horizontal panel joints and provide uniform steps. If steps are required, the elevation difference between adjacent panels is not permitted to be less than 6 inches or greater than 2'-0". Stacked panels are not permitted for bridge mounted barriers.
  - (p) Indicate if the top of panels are stepped or sloped. Sloped panels are preferred.
  - (q) Install panels truly vertical.

#### 3.6.4.7 Posts

- (a) General
  - (1) Posts shall be designed as vertical cantilever beams.
  - (2) Maximum permitted post deflection equals post height (cantilever length) in inches divided by 360. The effects of rotation and deflection at the top of the drilled caisson shall be ignored and only the relative displacement between the top of the caisson and top of post due to the applied loads shall be considered when calculating the deflections.
  - (3) Install posts truly vertical.
- (b) Precast Concrete Post and Connections
  - (1) General
    - Provide Class AA Cement Concrete, Modified ( $f'_c = 5,000$  psi) in the precast concrete posts.
    - Provide normal weight concrete for the ground mounted sound barrier posts.
    - The minimum vertical post reinforcement ratio shall be in accordance with the following equation:

$$\rho_{\min} = \left[ 10 + \frac{(l/y_t)}{(bd^2)} \right] \left[ \frac{(l/y_t)}{(bd^2)} \right] \frac{\sqrt{f'_c}}{f_y}$$

- (2) Precast Concrete Post with Steel Base Plate and Anchor Bolts supported on Drilled Caissons or Spread Footings
- Provide epoxy coated or galvanized vertical post reinforcement bars.
  - Provide threads on one end of the bar. Provide either normal threads on bar or provide upset threads. Specify type of bar to be used on the plans.
    - Normal Threads: Specify bar size and cut threads at one end.
      - Minimum vertical post reinforcement bar size shall be #5.
    - Upset Threads: Oversize bar with specially forged end for the length of threads.
      - Minimum vertical post reinforcement bar size shall be #4.
  - Design threaded reinforcement bars using the net tensile stress area of the threaded bar.
  - Galvanize the steel base plate, anchor bolts and nuts.
  - Paint exposed galvanized components to match wall color.
  - Refer to PP3.6.4.8 for base plate design.
  - Refer to PP3.6.4.9 for anchor bolt design.
- (3) Precast Concrete Post Embedded in Drilled Caisson or Spread Footing (with or without pedestal)
- Provide plain, galvanized, or epoxy coated vertical post reinforcement bars as required.
  - Minimum vertical post reinforcement bar size shall be #4.
  - Post embedded in Drilled Caisson
    - The precast concrete post must be embedded to a depth where the caisson reinforcement is fully developed.
    - Vertical post reinforcement bars must extend a development length beyond the end of the post into the drilled caisson, except when the post is embedded to the bottom of the drilled caisson.
  - Post embedded in Spread Footing
    - The precast concrete post must be embedded a minimum of 6 inches into the spread footing.
    - Provide 90 degree hooks on the vertical post reinforcement bars. The bar must extend a hooked development length beyond the end of the post. The hook length shall be based on a standard 90 degree hook.
- (4) Precast Concrete Angled and Corner Post Embedded in Drilled Caisson or Spread Footing (with or without pedestal)
- Provide angle posts when the intersecting angle between adjacent panels is greater than 138 degrees and less than 162 degrees.
  - Provide corner posts when the intersecting angle between adjacent panels is greater than 78 degrees and less than 102 degrees.



- Design Conditions:
  - Design Condition 1:  
Design post for a wind direction normal to the post with an effective width equal to the post spacing multiplied by the sine of the one-half the angle between the centerline of the panels. Design must investigate wind from both directions. The depth of the compression block must be verified so it does not extend beyond the flange of the post and that the tensile reinforcement is adequate. The post must also be designed for flexure, shear, deflection, minimum shear reinforcement, minimum flexural reinforcement, and flange bending stresses in accordance with the requirements of AASHTO and Design Manual, Part 4.
  - Design Condition 2:  
Design post for a wind direction normal to the panel with an effective width equal to one-half the post spacing applied to only one side of the post. Design must investigate wind from both directions and the combined torsion and shear capacity of the post must be verified. Checked torsion in accordance with ACI 318-99, Section 11.6.1. The post must also be designed for flexure, shear, deflection, minimum shear reinforcement, minimum flexural reinforcement, and flange bending stresses in accordance with the requirements of AASHTO and Design Manual, Part 4.
- For additional information refer to PP3.6.4.7, item (b)(3).

(c) Steel Posts and Connections

(1) General

- Provide structural steel conforming to AASHTO M270M Grade 36 [ASTM A709M, Grade 36], unless otherwise noted.
- The structural steel designed in the Sound Barrier Standard Drawings use AASHTO M270M Grade 36. Grade 50 is permitted to be substituted at no cost to the Department.
- Galvanize and paint the steel posts, base plates, anchor bolts and nuts.
- Weathering Steel (ASTM A588) is not permitted.
- Allowable Bending Stress shall be in accordance with AASHTO Standard Specifications for Highway Bridges, 17th Edition, Article 10.32.1.

(2) Steel Post with Steel Base Plate and Anchor Bolts supported on Drilled Caissons, Spread Footings, or Structures

- Refer to PP3.6.4.8 for base plate design.
- Refer to PP3.6.4.9 for anchor bolt design.
- Minimum fillet weld size = 3/8 inch

(3) Steel Post Embedded in Drilled Caisson or Spread Footing with Pedestal

- Fatigue design for welded studs, for ground mounted walls, shall be evaluated at two million cycles, non-redundant, Category C. Refer to AASHTO Standard Specifications for Highway Bridges, 17th Edition, Articles 10.38.5.1.1 and 10.38.5.1.2.

- Post embedded in Drilled Caisson
    - The centerline of the top welded stud must be located at a depth where the caisson reinforcement is fully developed.
    - The post and welded studs must extend beyond the centerline of the top stud so the applied forces can be transferred into the drilled caisson.
  - Post embedded in Spread Footing
    - The centerline of the top welded stud must be located a minimum of 6 inches below the top of spread footing.
    - The post and welded studs must extend beyond the centerline of the top stud so the applied forces can be transferred into the spread footing.
- (4) Steel Pipe Post Embedded in Drilled Caisson or Spread Footing (with or without pedestal)
- Provide steel pipe posts when the intersecting angle between adjacent panels is greater than 78 degrees and less than 160 degrees.
  - Provide structural steel tubing conforming to ASTM A53, Grade B, Type E. [ $F_y = 35$  ksi]
  - Design Conditions:
    - Design Condition 1:  
Design post for a wind direction normal to the post with an effective width equal to the post spacing multiplied by the sine of the one-half the angle between the centerline of the panels. Design the pipe post for flexure, shear, and deflection in accordance with the requirements of AASHTO and Design Manual, Part 4. In addition, the attached flange plates and weld must be checked for combined bending and shear stresses.
    - Design Condition 2:  
Design post for a wind direction normal to the panel with an effective width equal to one-half the post spacing applied to only one side of the post. Design the pipe post for flexure, shear, combined torsion and shear, and deflection in accordance with the requirements of AASHTO and Design Manual, Part 4. In addition, the attached flange plates and weld must be checked for combined bending and shear stresses.
  - For additional information refer to PP3.6.4.7, item (c)(3).

#### 3.6.4.8 Base Plates

- (a) Base plates shall be designed for bending due to applied compression and tension anchor bolt forces. The anchor bolt force may be assumed to be distributed out at an angle of 45 degrees from the center of the anchor bolt.
- (b) Determine base plate thickness in accordance with AASHTO Standard Specifications for Structural Supports of Highway Signs, Luminaires and Traffic Signals, 4th Edition, 2001 including Interims through 2006, Section 5.8. *[Editor's Note: With pending release of LRFD sign structure standards and software, the governing specification will change to AASHTO LRFD Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals, First Edition 2015.]*
- (c) Minimum base plate thickness shall be 3/4 inch.
- (d) Support all base plates on washers and leveling nuts. Place non-shrink grout between the bottom of the base plate and supporting component. Pack grout into place, do not pour or inject. Due to construction issues related to the acceptable placement of the grout, the non-shrink grout shall not be considered as a load-carrying element.

- (e) Base plates for ground mounted sound barrier walls designed and detailed in the Sound Barrier Standard Drawings are not designed to support the vertical load of the precast concrete panels.
- (f) Base plates for structure mounted sound barrier walls designed and detailed in the Sound Barrier Standard Drawings are not designed to support the vertical load of the precast concrete panels even though the panels rests on the base plate. The reason for this is that the panel is continuously supported on top of the barrier or retaining wall, thus the base plate is not induced to any additional loading.
- (g) Alternate base plate designs are permitted which include the vertical load of the panel supported on the base plate. Alternate designs must be accepted by the Chief Bridge Engineer.

#### 3.6.4.9 Anchor Bolts

- (a) Anchor Bolts shall be designed in accordance with AASHTO Standard Specifications for Structural Supports of Highway Signs, Luminaires and Traffic Signals, 4th Edition, 2001 including Interims through 2006, Sections 5.12 and 5.17. *[Editor's Note: With pending release of LRFD sign structure standards and software, the governing specification will change to AASHTO LRFD Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals, First Edition 2015.]*
  - Allowable Compression Stress =  $0.5F_y$  (Maximum)
- (b) Minimum anchor bolt diameter shall be 3/4 inch.
- (c) Anchor bolts shall be embedded to a depth sufficient to develop the yield strength of the anchor bolt. The minimum anchor bolt embedment length must extend to a depth where the supporting component reinforcement is fully developed, above and below the embedment length, and capable of transferring the applied forces.
- (d) Anchor bolts shall be cast-in-place and placed before placing concrete. Preformed holes and drilled holes are not permitted.
- (e) Adhesive anchors are not permitted.

#### 3.6.4.10 Foundations

- (a) Spread Footings
  - (1) Spread footings shall be designed bearing on soil or rock in accordance with PP3.6.4.5.
  - (2) Design of spread footings shall consider if the proposed ground line is level or sloping.
  - (3) Design spread footings to include live load surcharge, if required.
  - (4) Provide a minimum soil depth of 1'-6" above the top of footing.
  - (5) Provide a minimum footing thickness of 1'-6".
  - (6) Design footings for no uplift if supported on soil.

- (7) Spread footings designed and detailed in the Sound Barrier Standard Drawings use the following parameters:
    - Spread footings are designed bearing on soil with an allowable bearing pressure equal to 1.50 tons/square foot and a coefficient of sliding friction equal to 0.30.
    - Spread footings are designed for wind pressures equal to 20 psf or 28 psf based on BD-677M and BD-678M.
    - Spread footings are designed for level ground.
    - Spread footings are designed for no uplift.
    - Spread footings are designed for no live load surcharge.
  - (8) Alternate spread footing designs are permitted and are required if the foundation design parameters and site conditions differ from those indicated in the Standard Drawings. Foundation parameters must be accepted by the Department.
- (b) Drilled Caissons (Shafts)
- (1) The design of laterally loaded drilled caissons shall account for effects of soil layering, variable groundwater level, loss of lateral support, cyclic loading, combined axial and lateral loading and sloping ground.
  - (2) Drilled Caisson lengths shall be determined using COM624P or LPILE computer program based on the site specific soil properties. An additional 3'-0" length must be added to the minimum caisson length determined by COM624P or LPILE to account for freezing and thawing, weathering, and other shallow ground disturbances.
  - (3) Maximum lateral design displacement at top of caisson = 1/2 inch
  - (4) Maximum allowable vertical displacement = 1 inch
  - (5) Design of caissons shall consider if the proposed ground line is level or sloping.
  - (6) Design caissons to include live load surcharge, if required.
  - (7) Provide a minimum factor of safety against overturning of 2.0.
  - (8) Provide a minimum drilled caisson diameter of 2'-6".
  - (9) Provide a minimum caisson length in soil equal to 3 times the caisson diameter.
  - (10) Drilled caissons designed and detailed in the Sound Barrier Standard Drawings use the following parameters:
    - Drilled caissons are designed using the soil properties for the four soil types indicated.
    - Drilled caissons are designed for a wind pressures equal to 28 psf.
    - Drilled caissons are designed for level ground.
    - Drilled caissons are designed for no live load surcharge.
  - (11) Alternate drilled caisson designs are permitted and are required if the foundation design parameters and site conditions differ from those indicated in the Standard Drawings. Foundation parameters must be accepted by the Department.

- The designer should take full advantage of the site specific conditions rather than rely on the limited soil types indicated in the Standard Drawings in order to reduce the required caisson lengths and overall construction cost.

#### 3.6.4.11 Offset Walls

- (a) Support offset wall panels on a cast-in-place spread footing.
- (b) The offset wall stability analysis shall be based on a four-panel unit length. The stability analysis shall not include the spread footing since the wall is not rigidly attached to the spread footing. The stability analysis shall be made at the interface of the panel and footing. The minimum factor of safety against overturning and sliding shall be in accordance with PP3.6.4.5 for soil. Passive soil resistance is to be neglected.
- (c) The bearing stress,  $f_b$ , at the interface of the panel and footing shall not exceed 0.30 f'c. Negative bearing stress (i.e. uplift) is not permitted.
- (d) Precast concrete panels shall be designed in accordance with PP3.6.4.6. Panels shall be designed for individual backfill lift heights and/or maximum soil height differential between the two sides of the panel. Individual backfill heights shall be indicated and shown on the contract drawings. Architectural treatments and aesthetic coatings for offset walls shall be as specified for sound barrier walls in PP3.6.4.4, item (d).
- (e) Panel Connections
  - (1) Connect the panels together using 3/8 inch 7 x 19 stainless steel (Type 302 or 304) flexible wire rope (aircraft cable) with a minimum breaking strength of 12 kips and 1/2 inch stainless steel cap screws.
  - (2) Design the connection for the Group Loads indicated in PP3.6.4.5, item (a) in conjunction with a two degree wall tilt.
  - (3) Provide a minimum of two cable connections for each panel to panel connection. Provide a minimum of three cables connections for the end panel to adjacent panel connection.
  - (4) End panel shall be connected to the spread footing in accordance with the details shown on BC-780M.
- (f) Spread Footings
  - (1) Spread footings shall be designed bearing on soil or rock in accordance with PP3.6.4.5.
  - (2) Design of spread footings shall consider if the proposed ground line is level or sloping.
  - (3) Design spread footings to include live load surcharge, if required.
  - (4) Provide a minimum soil depth (panel embedment depth) of 2'-0" above the top of footing.
  - (5) Provide a minimum footing thickness of 1'-0".
  - (6) Provide a minimum footing width of 3'-0".
  - (7) Design footings for no uplift if supported on soil.
  - (8) Provide footing steps as required.
    - Minimum step height = 6 inches
    - Maximum step height = 2'-0"
  - (9) Spread footings designed and detailed in the Sound Barrier Standard Drawings use the following parameters:

- Spread footings are designed bearing on soil with an allowable bearing pressure equal to 1.50 tons/square foot and a coefficient of sliding friction equal to 0.30.
- Spread footings are designed for wind pressures equal to 20 psf or 28 psf based on BD-680M.
- Spread footings are designed for level ground.
- Spread footings are designed for no uplift.
- Spread footings are designed for no live load surcharge.

(10) Alternate spread footing designs are permitted if the foundation design parameters and site conditions differ from those indicated in the Standard Drawings. Foundation parameters must be accepted by the Department.

#### 3.6.4.12 Plan Presentation and Design Items

Designs shall conform to Standards Drawings. The following information and details must be part of each submission:

- (a) Beginning and end wall stations.
- (b) Overall wall length.
- (c) Horizontal alignment of sound barrier.
- (d) Vertical alignment of sound barrier.
- (e) Stake-out sketch including work point coordinates.
- (f) Post spacing and type of post.
- (g) Elevations (as required) indicating the acoustic profile, existing ground line, proposed ground line, top of traffic barrier and top of retaining wall. Elevations shall be given at a minimum 50'-0" interval. Provide additional elevations as required.
- (h) Elevations of top and bottom of spread footings and drilled caissons, type of foundation, spread footing maximum allowable and design bearing pressures, drainage location; depth, and extent of any unsuitable material to be removed and replaced.
- (i) Right-of-way limits.
- (j) Construction Sequence.
- (k) Quantity table showing the estimated sound barrier area in square feet (show method of payment).
- (l) Boring logs, when applicable.
- (m) Approximate top of rock elevations, when applicable.
- (n) Approximate ground water elevations, when applicable.
- (o) Prepare design calculations for structural design, foundation design, post to foundation design or post to barrier anchor design (post to panel securing). Design calculations are not required if the designs and details are taken directly from the Standard Drawings.
- (p) Design and dimension tables.
- (q) Details of fit between panels and posts.

- (r) Details of post connections to supporting components (i.e. spread footing, drilled caisson, traffic barrier, and retaining wall).
- (s) Emergency access, maintenance access.
- (t) If no approved wall type exists, all key structural foundation and acoustic items shall either be detailed on the contract plans or clearly specified in the construction specifications.
- (u) Provide a signed statement from the District Environmental Manager indicating that the acoustic requirements of the proposed sound barrier have been reviewed and accepted.
- (v) Limits of aesthetic coating for concrete surfaces.
- (w) Any other information required to construct the sound barrier wall.

#### 3.6.4.13 Special Provisions

The following information must be specified in the contract special provisions:

- (a) Permitted alternate wall types.
- (b) Permitted post types. (Precast concrete or steel)
- (c) Type of Architectural Surface Treatments on the residential and roadway sides on the precast concrete sound barrier panels and posts.
- (d) Color of the integral pigmentation for the precast concrete sound barrier panels and posts.
- (e) Color of joint sealing material and/or caulking compound and non-shrink grout.
- (f) Color of aesthetic coating for concrete surfaces.
- (g) Paint color of steel components.
- (h) Provide Federal Color Numbers in accordance with Federal Standard Number 595A or 595B.
- (i) Other information that may be required to construct the sound barrier wall.

#### 3.6.4.14 Acoustic Performance Specifications

- (a) Sound barrier panels shall achieve a minimum Sound Transmission Class (STC) of 25 as measured in accordance with ASTM E90-99.
  - (1) Precast concrete sound barrier panels with a minimum structural thickness equal to or greater than 4 inch will achieve a Sound Transmission Class (STC) of at least 25 and therefore do not require an Independent Laboratory Test Report.
  - (2) Precast concrete panels with a structural thickness less than 4 inch and panels which are constructed from other materials must be approved by the Department using the New Product Evaluation and Tracking System (NPETS) on the [eCAMMS website](#), prior to bidding, and must include an Independent Laboratory Test Report indicating the Sound Transmission Class (STC) achieves a value of 25 or more.
- (b) Sound absorptive panels shall achieve a minimum Noise Reduction Coefficient (NRC) of 0.70 as measured in accordance with ASTM C423-02a.
  - (1) Sound absorptive panels must be approved by the Department using the New Product Evaluation and Tracking System (NPETS) on the [eCAMMS website](#) prior to bidding, and must include an Independent Laboratory Test Report indicating the Noise Reduction Coefficient (NRC) achieves a value of 0.70 or greater.

### 3.6.4.15 Submissions

Design and construction submissions shall be in accordance with PP1.9 and PP1.10 for ground and structure mounted sound barriers with the following modifications:

- (a) The TS&L Report and Structure Geotechnical Foundation Report for ground mounted, retaining wall mounted, and moment slab mounted sound barrier walls shall be submitted concurrently. The submission requirements shall be in accordance with PP1.9.3 for TS&L and PP1.9.4 for Foundations.
- (b) Each submission shall show the appropriate data (PP1.9.4 Foundations omitted) for bridge mounted sound barrier walls.
- (c) Responsibilities delineated for bridge submissions in PP1.9 and PP1.10 are also applicable to ground mounted sound barrier walls.
- (d) Shop drawings are required in accordance with PP1.10.2.3.

### 3.6.4.16 Design Build

- (a) Design Build projects shall be permitted, if directed by the Department, for the ground mounted post and panel sound barrier walls which may allow the Contractor to determine the appropriate post type, post spacing, and foundation type based on the information provided in the contract documents. For additional information refer to PP1.11.
- (b) Design Build projects shall not be permitted for ground mounted offset sound barrier Walls unless directed by the Department.
- (c) Design Build projects shall not be permitted for structure mounted sound barrier walls because the post spacing and wall elements shall be set by the Design Engineer unless directed by the Department.

### 3.6.5 Pedestrian Structures and Bridges on Shared Use Trails

Enhancement and rails to trails pedestrian structures, involving both new construction and rehabilitation, shall be reviewed for critical areas such as the applicable material specifications, deflections, design loads, member dimensions, fabrication details, connections, and special provisions for erection and construction. If a proprietary product does not meet the criteria, it must be submitted and evaluated through the Department's New Product Evaluation and Tracking System (NPETS) on the [eCAMMS website](#). Pedestrian and shared use trail structures may be produced only by Bulletin 15 approved fabricators meeting the requirements listed herein. The Department will provide full time in-plant quality assurance inspection during fabrication.

All pedestrian and shared use trail structures may be categorized in one of three groups as follows:

- (a) Group I – Structures located on or over Department right-of-way
- (b) Group II – Structures not located on or over Department right-of-way but crossing a public roadway (roadway owned by another local or state agency)
- (c) Group III – Structures not on or crossing any public roadway (i.e.; structures in parks or crossing railroads)

Districts shall use engineering judgment in applying provisions of this section to enclosed walkways because enclosed walkways are typically not exposed to temperature ranges, thus diminishing the concern of low temperature fracture.

#### 3.6.5.1 Group I – Structures Located on or over Department Right-Of-Way

All pedestrian and shared use trail structures located on or over Department final right-of-way shall conform to DM-4 policies, procedures, and specifications, including appropriate design submissions. Certification acceptance (Stewardship and Oversight Agreement) procedures shall be followed. In all cases the designer shall stamp and seal the structure plans as per PP1.6.3.1, and the District Bridge Engineer shall review and approve the plans "For Structural Adequacy Only." Publication 408 specifications shall be used for construction and materials.



In every case, the structure must be competitively bid and allow multiple manufacturer's bridge types. These structures may be bid as designed with alternates or they may be bid as a Design-Build project. Highlights and exceptions to the specifications for these bridges are as follows:

- (a) Department criteria must be followed. Note the following requirements for:
  - (1) Redundancy (D1.3.4) – A redundancy analysis will be required for non-redundant structures
  - (2) Deflection (D2.5.2.6.2) –  $L/1000$  for spans;  $L/375$  for cantilever arms
  - (3) Live Load (D3.6.1.6) – Pedestrian load of 90 psf to be applied
  - (4) Inspection requirements (Pub 238) – Comprehensive inspection at 2-year maximum intervals
  - (5) Fatigue detail categories restrictions (D6.6.1.2.6P) – Category C or better detail must be provided
  - (6) Bearings and Joints (D14) – Method A used for laminated neoprene bearings
  - (7) Fracture Critical Members (PP1.7.7, note 13)
  - (8) Construction and Fabrication (Publication 408) – Bridge fabricator must be a current AISC Certified Bridge Fabricator in either the Intermediate Bridge (IBR) or Advanced Bridge (ABR) category, with Fracture Critical endorsement.
- (b) ASTM A500 (indicate Grade) and A847 materials may be used.
- (c) AWS D1.1/D1.1M is applicable for welding structural shapes to tubular members. (also see item (e) below)
- (d) 100% of welds on main load carrying tubular members shall be non-destructively tested as follows:
  - (1) Complete joint penetration groove welds in butt joints shall be radiographically tested.
  - (2) Complete joint penetration groove welds in T and corner joints shall be ultrasonically tested (UT). For material less than 5/16 in. thick, UT procedures shall be submitted to the Chief Structural Materials Engineer for approval prior to use.
  - (3) Partial penetration groove welds and fillet welds shall be magnetic particle tested.
- (e) Main load carrying member components of A709 steel subject to tensile stress shall meet the supplementary notch toughness requirements for the longitudinal Charpy V-notch test specified for Zone 2 in Table S1.2 (non-fracture critical) or S1.3 (fracture critical) of the applicable ASTM material specifications. A500 and A847 tubular members shall meet the requirements stipulated in the Tables for A709, Grade 50 material. Tubular members shall be tested at “P” (piece) frequency (sampled at one end of each length of tubing supplied) for fracture critical members, and at “H” (heat lot) frequency for non-fracture critical members, all in accordance with ASTM A673/A673M.
- (f) SMAW, SAW, FCAW, and GMAW are approved welding processes, except that FCAW-S (self-shielding) and GMAW-S (short circuit arc transfer) will not be accepted for any welding.
- (g) All Weld Procedure Specifications (WPSs) shall be submitted to, and approved by, the Chief Structural Materials Engineer prior to production welding, including tack welding. Prequalification of weld procedure specifications for welds on tubular members will be determined in strict compliance with Chapter 3 and Annex H of the latest edition of AWS D1.1/D1.1M. For welded non-tubular structures, welding and weld procedure qualification test should conform to AASHTO/AWS D1.5M/D1.5.

#### 3.6.5.2 Group II – Structures not Located on or over Department Right-Of-Way but Crossing a Public Roadway

Review, approval and bidding requirements are the same as Group I. Highlights and exceptions to design criteria for these structures not on or over Department right-of-way but crossing a public roadway are as follows:

- (a) A comprehensive structure inspection is completed as per Publication 238M every two years.
- (b) ASTM A500 (indicate Grade) and A847 materials may be used.
- (c) AWS D1.1/D1.1M is applicable for welding structural shapes to tubular members. (also see item (e) below)
- (d) 100% of welds on main load carrying tubular members shall be non-destructively tested as follows:
  - (1) Complete joint penetration groove welds in butt joints shall be radiographically tested.
  - (2) Complete joint penetration groove welds in T and corner joints shall be ultrasonically tested (UT). For material less than 5/16 in. thick, UT procedures shall be submitted to the Chief Structural Materials Engineer for approval prior to use.
  - (3) Partial penetration groove welds and fillet welds shall be magnetic particle tested.
- (e) Main load carrying member components of A709 steel subject to tensile stress shall meet the supplementary notch toughness requirements for the longitudinal Charpy V-notch test specified for Zone 2 in Table S1.2 (non-fracture critical) or S1.3 (fracture critical) of the applicable ASTM material specifications. A500 and A847 tubular members shall meet the requirements stipulated in the Tables for A709, Grade 50 material. Tubular members shall be tested at “P” piece frequency (sampled at one end of each length of tubing supplied) for fracture critical members, and at “H” (heat lot) frequency for non-fracture critical members, all in accordance with ASTM A673/A673M.
- (f) SMAW, SAW, FCAW, and GMAW are approved welding processes, except that FCAW-S (self-shielding) and GMAW-S (short circuit arc transfer) will not be accepted for any welding.
- (g) All Weld Procedure Specifications (WPSs) shall be submitted to, and approved by, the Chief Structural Materials Engineer prior to production welding, including tack welding. Prequalification of weld procedure specifications for welds on tubular members will be determined in strict compliance with Chapter 3 and Annex H of the latest edition of AWS D1.1/D1.1M. For welded non-tubular structures, welding and weld procedure qualification test should conform to AASHTO/AWS D1.5M/D1.5.
- (h) The redundancy requirement (D1.3.4) may be waived
- (i) PennDOT specifications for neoprene bearings and expansion joints shall be used.
- (j) Bridge fabricator must be a current AISC Certified Bridge Fabricator in either the Simple Bridge (SBR), Intermediate Bridge (IBR) or Advanced Bridge (ABR) category, with Fracture Critical endorsement.
- (k) All fatigue details must be designed in accordance with AASHTO. (The Category C or better requirement may be waived.)
- (l) Deflection must meet the criteria contained in Section 5 of the AASHTO LRFD Guide Specifications for Design of Pedestrian Bridges. DM-4 deflection criteria may be waived.

### 3.6.5.3 Group III – Structures not on or Crossing any Public Roadway (i.e.: Structures in Parks or Crossing Railroads)

For locally sponsored and owned pedestrian structures involving state and/or federal funding which are located off of the Department final right-of-way and which do not cross a public road, the local owner may accept review responsibility. Examples of this would be a pedestrian trail bridge in a state or local park over a small creek or a pedestrian bridge over a railroad. In these cases, the AASHTO minimum criteria for design (see AASHTO Guide Specifications for Design of Pedestrian Bridges) may be used provided an independent check of the plans and computations for conformance to design criteria and structural adequacy is completed by a licensed Professional Engineer provided by the local owner. The designer shall stamp and seal the structure plans, and the review engineer shall sign and seal the plans using the following format:

<p><b>DESIGN REVIEWED BY:</b></p> <p>[Consultant Name]</p> <p style="text-align: right;">{PE SEAL}</p> <p style="text-align: center;">_____ {Reviewer's Signature and Date}</p> <hr/> <p><b>THE DESIGN REVIEW IS FOR GENERAL CONFORMANCE WITH AASHTO DESIGN AND CONSTRUCTION CRITERIA AND IS NOT INTENDED TO RELIEVE THE DESIGNER OF FULL RESPONSIBILITY FOR THE ACCURACY AND COMPLETENESS OF THE PLANS.</b></p>
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If the local owner does not accept review responsibility, the Department may be asked to provide a review. In this case, Group II criteria for pedestrian structures must be followed, and the District Bridge Engineer will approve the plans “For Structural Adequacy Only.” In these cases, inspection will be required from the local owner on a two-year cycle.

#### 3.6.5.4 Fabrication and Construction Specifications

Designers and reviewers should be aware that Publication 408 is very specific in its specifications for construction, and may require prequalification for fabricators and/or specific fabrication practices. If a local project is designed using AASHTO only, the designer must provide special provisions to allow construction practices which deviate from Publication 408. In addition, if the structure crosses over a private entity such as a Railroad, all supplemental design requirements of that entity must be met.

#### 3.6.5.5 Bridges with Fracture Critical Members

For those pedestrian bridges with fracture critical members (FCM), FCM provisions (see PP1.7.7, Note 13) will continue to be required for structures over public roadways and significant water crossings (waterway not able to be traversed by foot during normal flow). Please note that special provisions will need to be developed by the designer to allow any construction and material exceptions selected by the local municipality.

#### 3.6.5.6 Usage of Recycled Bridges

Recycled (used) bridges may be acceptable provided that the structure meets the following conditions:

- A complete inspection has been performed
- The material certifications are acceptable, or physical testing has been completed
- New connection material is utilized if the bridge is reconstructed or reassembled (new bolts, etc.), and
- The bridge is accepted by the District Bridge Engineer.

#### 3.6.6 Usage of Unapproved Products

Any item not covered by the established standards, criteria or specifications and seeking inclusion in Bulletin 15 (Publication 35) must be submitted and evaluated through the Department's New Product Evaluation and Tracking System (NPETS) on the [eCAMMS website](#).

It is mandatory that new structural products should not be incorporated into Department bridge projects unless approved for inclusion by the Chief Bridge Engineer.

#### 3.6.7 Bridge Inspectability

For design requirements see D2.5.2.2.

To assist in reviewing deck girder/truss designs for inspectability using PennDOT underbridge crane, use the following guidelines and Fig. 3.6.7-1.

1. Provide adequate lateral clearance from bridge superstructure to obstructions to permit crane boom deployment.
  - (a) Horizontal clear distance between dual bridges or an obstruction “A” > 10 ft. minimum (> 15 ft. desirable). Clearances from electric power lines are critical.

2. For maximum horizontal reach of the crane under the bridge:

Crane boom “B-3” (telescoping) must be deployed horizontally. Therefore:

- (a) Vertical distance “D” < 20 ft. and/or
- (b) Barrier/fences/sound barrier height “B” < 9 ft. and/or
- (c) Depth to bottom of superstructure “C” < 11 ft.
- (d) Horizontal distance from center of truck to outside edge of structure “E” < 16 ft.

With the above instructions, the maximum horizontal reach “H” equals 44 ft.

3. Many bridge configurations outside the above restrictions are inspectable with a crane, but reach is compromised. For example, a deep girder with:

- (a) Barrier Height “B” < 42 in. (no fence or sound barrier present)
- (b) Depth to bottom of superstructure “C” < 22 ft.
- (c) Truck adjacent to barrier “E” = 7 ft.

The maximum horizontal reach “H” is limited to 35 ft.

4. The bridge should be considered inspectable if reasonable access is provided within each bay of the bridge superstructure. Currently, Federal regulations require hands-on (within arms length) inspections every two years for fracture critical members. For non-fracture critical members, this requirement is extended to every six years, i.e. every third inspection, in accordance with Publication 238. Therefore, every effort should be made to provide hands-on access to all fracture critical members via crane inspection. Provide other means of access (such as tie-off attachments for rope access) for inspection and maintenance in areas without hands-on access for fracture critical members whenever prudent and cost effective.
5. Contractor alternates and Value Engineering Proposals must provide the same level of inspectability as original designs.
6. These guidelines are to be applied assuming the use of a crane with a 50 foot horizontal reach to ensure that the bridge's inspectability is not limited to a single crane and that generic design specifications are prepared.
7. For through-truss bridges or those with other obstructions (power lines, buildings, etc.), restricted boom deployment may limit crane use. For some situations, inspectability by crane may have to be determined in the field.
8. If the District would like BDTD to review a specific bridge configuration, especially at the TS&L stage, submit a scaled drawing  $1/4" = 1'-0"$  of the bridge with obstructions.

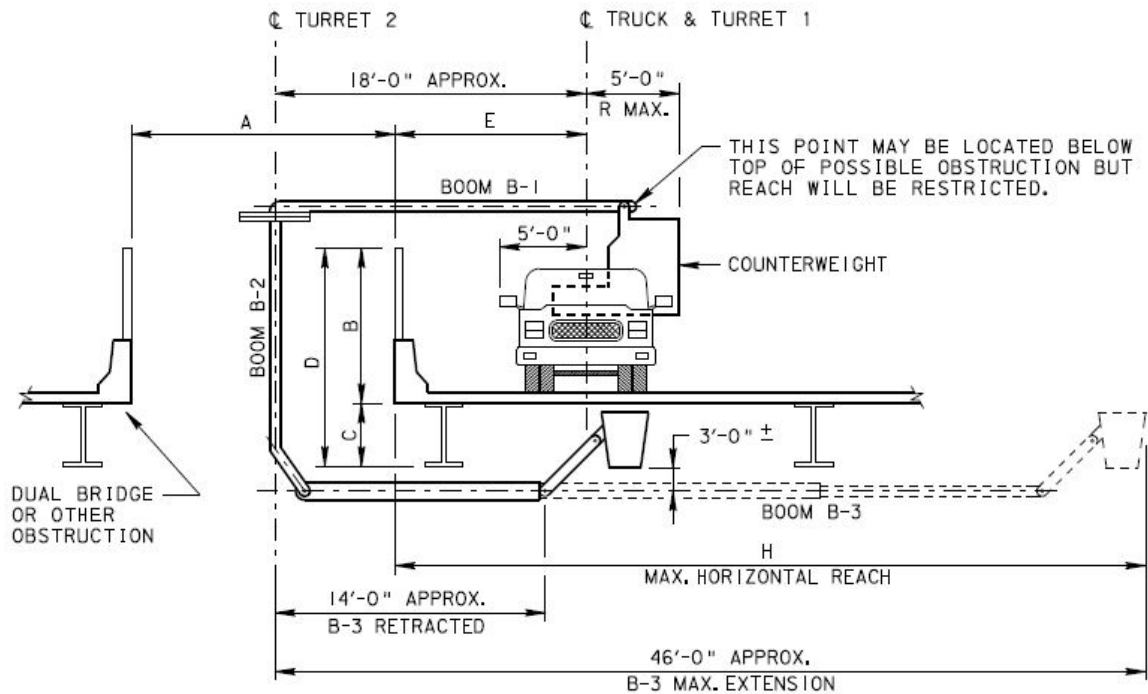


Figure 3.6.7-1 – PennDOT Underbridge Inspection Crane

### 3.6.8 Anchors

#### 3.6.8.1 General

For proprietary post-installed anchors, either adhesive or mechanical, a capacity check shall be performed by comparing the service load to the maximum safe working load of the anchor. The maximum safe working load of the anchor shall be the lesser of 25% of the ultimate strength and the safe working load provided by the manufacturer. Alternately, the anchor may be designed in accordance with A5.13. When determining embedment depth, the condition and deterioration of the concrete shall be considered. Anchor pullout tests may be required.

#### 3.6.8.2 Adhesive Anchors

Do not use adhesive anchors in a tension application for permanent installations.

Do not use adhesive anchors in a sustained tension application for temporary installations, including but not limited to:

- anchorage to support construction loads
- anchorage for construction equipment including cranes, falsework, overhead sign structures, temporary traffic control devices, etc.

Do not use adhesive anchors for applications (temporary or permanent) where the tension component of a force couple is developed in an anchor as a result of sustained load in a structure. This is illustrated by the sign structure that is cantilevered off a wall in Fig. 3.6.8.2-1 below. In this case, the self-weight of the structure is in the vertical direction, however the adhesive anchors are oriented in the horizontal direction. The weight of the structure resolves itself into a vertical shear force on the anchor pattern and an axial force couple between the upper anchor and the wall to resist the overturning moment. In this situation, the upper anchor is horizontally oriented, but still under a sustained tension load from self-weight of the structure which is not permitted.

Adhesive anchors are permitted for the anchorage of temporary barriers on bridge construction projects that extend continuously for a maximum of three years.

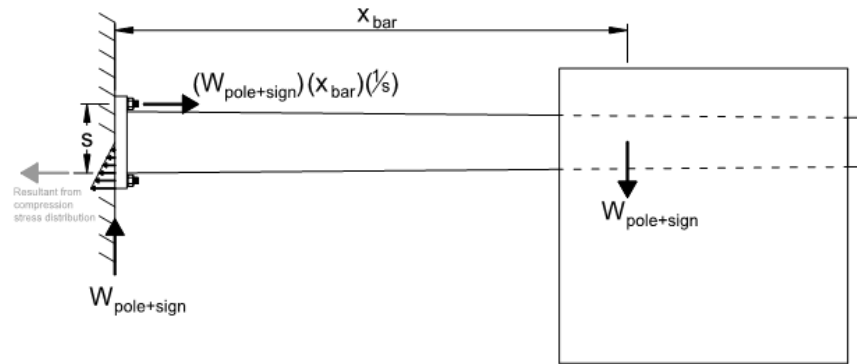


Figure 3.6.8.2-1 – Load resulting in a force couple that develops tension in an anchor

### 3.6.9 Self Consolidating Concrete

Consideration can be given to the use of self consolidating concrete in caissons, rehabilitation projects to aid in constructability and in precast members to aid in fabrication.

### 3.6.10 Covered Bridges

For guidelines for the protection of covered bridges from overhead vehicles, see Appendix S.

### 3.6.11 Department Force Bridge Projects

For projects where Department Forces will be performing the work, designers shall evaluate various bridge/culvert types. This is especially the case in counties where there are several smaller bridges that have been in poor or worse condition for a number of years. After this amount of time, a decision should be made to repair, replace or remove these structures, based on the cost-benefit of each alternative, to reduce the quantity of these bridges throughout the county and best utilize resources to optimize the life of structures. The structure types listed below utilize Department workforce personnel and reduce the need for large cranes and other equipment required for conventional concrete box culvert projects. The structure types should be evaluated as follows:

1. Aluminum box culvert. These structures are not recommended for use in areas of acid mine runoff.
2. GRS-IBS structure. Structure limitations are noted in BD-697M and include maximum stream velocities less than 12 fps and spans less than 70 feet. ADT limitations can be relaxed up to 1000 vehicles per day if site conditions are otherwise favorable for this structure type.
3. Channel beam bridge. Span lengths are limited to approximately 50 feet.
4. Conventional reinforced concrete box culvert.

The evaluation of alternatives should include discussions with the County Maintenance Manager. Discussions should incorporate the following items in the evaluation:

- initial cost of construction,
- construction duration and manpower resources,
- site access and need for large cranes or other large heavy equipment,
- bidding process required to obtain materials (ECMS bidding vs. purchasing materials directly)
- maintenance and protection of traffic (MPT) considerations (e.g., potential for incompatible detours)

## 3.7 SPECIAL PROVISIONS

In the event that a design requirement or direction applying to any item of a project is not contained in, or deviates from, Publication 408, its supplements, or this Manual, the designer of the project shall write a special provision for its inclusion in the proposal. Such special provisions shall be in the imperative mood.

When alternates by contractors are permitted and the designer deviates from established design criteria (LRFD, Standard Drawings or this Manual), a special provision specifying the design criteria used shall be included in the contract documents. Any deviation from the established design criteria shall be approved by the Chief Bridge Engineer.

Refer to Publication 51 for guidelines concerning the preparation of contract proposals.

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

DESIGN MANUAL  
PART 4

PART A: POLICIES AND PROCEDURES

**CHAPTER 4 – BRIDGE ECONOMICS**

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## 4.1 BRIDGE ECONOMICS - GENERAL

### 4.1.1 Cost Effective Bridges

There are many factors which will influence the cost of a bridge, such as type of superstructure, type of substructure, construction material, fabrication, transportation, erection, maintenance, traffic protection, etc. The cost of these factors changes with time, along with the cost relationship among them. The combined cost for superstructure and substructure for a given bridge site will determine the most economical bridge.

### 4.1.2 Economic Consideration

The following factors should be considered in determining the bridge cost.

1. Geometry:

Work with the roadway designer in providing the simplest possible geometry on the bridge. A 90° skew bridge will not only simplify the design, but will offer the most economical construction. Similarly, variable width ramps, superelevation or superelevation transition, and simple, compound or spiral curves on the bridge should be avoided where practicable. Consideration of future widening for increased traffic demands may be considered if desired.

Keep bridge geometry, including beam framing, as simple as possible.

Whenever possible, consideration should be given to replacing part of the bridge length with an embankment. Sometimes, combination of several short-span bridges and embankments may be more economical than one long-span bridge. Refer to commentary in D10.5.2.2 for settlement of rock embankments.

2. Hydraulic Requirement:

Hydraulic and regulatory requirements will dictate the minimum span length and minimum bottom of the beam elevation for bridges crossing streams or rivers.

3. Type of Structure:

A precast or prefabricated bridge is usually more economical than a cast-in-place bridge.

In selecting a bridge type, the designer should use the systematic elimination process. Start this process with all possible options as stated in PP4.1.3, item (a)1, then proceed to next level in PP4.1.3, item (a). Continue this process until the most economical and practicable type of structure for the required bridge length is found. This should not be construed as a requirement that all possible types of culverts or bridges should be cost analyzed in selecting a bridge type for a bridge location. Some of the options can be eliminated due to impracticality, proven uneconomical bridge type or known problems related to the bridge type(s) under consideration as per PP1.9.3.3.2. A preliminary cost estimate may be performed to screen the first two or three most economical bridge types that survive the process of logical elimination.

Where an automated design and drafting system, such as BRADD, is used, the designer should strive to minimize contract drawings for different bridge types for the site. However, the District Bridge Engineer may determine the extent to which the minimized contract drawings are needed based on past contractor alternate bid records, new technology, geometry, right-of-way, under clearance, utilities, etc.

Refer to PP4.1.3 for superstructure selection.

Refer to PP4.1.4 for substructure selection.

4. Maintenance Cost:

Maintenance costs such as painting, repairs and other anticipated costs should be anticipated and may be considered in addition to the initial bridge construction cost.

## 5. Transportation, erection and fabrication cost:

Consider costs which are particularly critical for special bridge types. For example, superbeams, with inherent transportation problems, will require an escort.

## 6. Social Need:

Local community needs should be considered. These needs should be identified at the environmental clearance stage. All possible bridge types which can be constructed at the site under consideration should be offered to the public. At public meetings, a commitment should not be made for one specific bridge type.

## 7. Delivery and Availability:

Consider delivery time of alternate components and evaluate resulting cost impacts on community.

## 8. Accelerated Bridge Construction (ABC):

Accelerated Bridge Construction (ABC) is the building of new bridges or replacement and rehabilitation of existing bridges using innovative planning, design, materials, and construction methods to reduce the onsite construction time. ABC, which can be utilized comprehensively or for individual elements or aspects of a project, may be considered for all bridge projects. There are four major considerations that should be evaluated to assess if ABC is acceptable: direct cost, indirect cost, schedule and site conditions. Each individual site location and project may have its own special conditions that need to be taken into consideration.

ABC can be particularly beneficial for meeting the unique challenges presented by bridges over railroads where rail traffic, unlike roadway traffic, usually cannot be detoured. Using ABC for bridges over railroads may provide some of the following advantages:

- Reduction in disruptions to rail traffic/systems, including track closures, and associated costs.
- Reduction in cost of ancillary items (e.g., railroad flagging).
- Reduction of the construction time for hazardous substructure work adjacent to the tracks and superstructure work over the tracks.
- Elimination of the time-consuming (compared to a rural road crossing) installation and removal of formwork over the tracks and the associated safety risks.

## 9. Selection of Bridge Barrier

The most economical bridge barriers are the concrete vertical wall and concrete F-Shape barriers. The selected barrier must satisfy the test level requirements given in DM-2, Chapter 12, Section 12.11. For culverts and other buried structures on Business Plan Networks 3 and 4, structure mounted guide rail is approved without following the DM-2 criteria. The BD standard drawings indicate the test level associated with each standard barrier.

### 4.1.3 Selection of Superstructure Types

(a) The following structure types should be considered in developing a bridge superstructure.

1. Span less than 20 ft.:

In this span range generally, precast R.C. culverts or pipes, metal culverts or pipes, precast R.C. boxes, or precast R.C. slab bridges are considered more economical structures than cast-in-place R.C. box culverts. Cast-in-place arch culverts are rarely economical, but precast arches may be considered. Alternatives may be limited by class of highway, ADT, or ADTT. Where bedrock is within 3 ft. to 5 ft. of the streambed or that of the lower roadway for the grade separation structures, cast-in-place rigid frame structures may be economical.

2. Spans 20 ft. to 30 ft.:

In this span range, P/S plank beam, P/S box beam, or P/S channel beam bridges are generally more economical than steel I-beam bridge. Consideration should also be given to multiple precast R.C. boxes or culverts or multiple span cast-in-place box culverts in lieu of a single span bridge, but physical constraints and characteristics of the project site, such as debris potential and aquatic habitat, may need to be considered.

3. Spans 30 ft. to 90 ft.:

In this span range, P/S I-beam, bulb-tee beam, NEXT beam or box beam bridges with composite deck slab are generally more economical superstructures. In the recent history, steel structures in this span range have not been proven economical. However, changing market conditions and bridge site conditions (low under clearance, sharp skew with large width variation, etc.) could make steel bridges in this span range economically attractive.

4. Spans 90 ft. to 165 ft.:

In this span range, steel multi-girder, P/S I-beam or bulb-tee beam and P/S box beam bridges may be equally cost effective. The final selection should be based on the cost analysis for each bridge type for each location.

5. Spans over 165 ft.:

Bridges with span length over 165 ft. are more complex structures. Process of selecting the most economical type of structure will require that the designer develop preliminary design using different superstructure types, span arrangement and substructure types. Generally, for spans up to 250 ft., multi-girder steel bridge may be an economical type of bridge. Refer to PP4.3.1 for economy of steel structures. However, consideration should also be given to spliced pre-post-tension concrete member bridge, drop-in span, concrete U-girders, or segmental bridges, etc. Note that the Chief Bridge Engineer's approval is required at TS&L stage for the bridge types not covered in the Department standards or for which Department design specifications are not explicit. Bridges with fracture-critical non-redundant members should not be used.

(b) The following guidelines may be of further help to the designer in selecting the most economical bridge:

1. Previous designs for the similar bridge environment may be used as a guide by the designers.
2. Use of approved sophisticated design methods or softwares may aid in reducing cost of the structure. Refer to PP1.3.3 for selection of Design Methodology.
3. Minimize the number of girders at the bridge cross-section. Refer to PP3.2.1 for minimum number of girders required.
4. Optimize the number of spans.
5. Use the maximum beam depth allowed by the underclearance.
6. Optimize the dead load of the bridge.

#### 4.1.4 Selection of Substructure Types

1. Abutments can be reinforced concrete cantilever type, integral abutment type, geosynthetic reinforced soil integrated bridge system (GRS-IBS) type, tie-back wall type, or approved proprietary wall type. Prefabricated walls and abutments are generally more economical than cast-in-place concrete walls and abutments. Refer to PP3.3.3 for economic consideration for substructure type selection. In most cases, the cost of a prefabricated wall abutment is generally about 50% or more of the conventional reinforced concrete abutment. Note that long-term settlement and service life must be considered in any substructure type selected.
2. When a reinforced concrete cantilever substructure is used, shallow spread footing on rock or good founding material is usually the most economical foundation. However, potential settlement and potential scour depth may require a deeper foundation.
3. When suitable rock is available at an average depth of less than 10 ft. below the proposed bottom of footing, pedestal foundation or foundation which is made possible by removal of the overburden and backfilling with lean concrete or suitable material may be more economical than piling or drilled shafts. For depths greater than 10 ft., the piling is usually more economical than the drilled shafts. However, in special situations (where piles cannot be driven due to site conditions), micropiles or drilled concrete shafts have been proven to be more economical. Where practical, an option of different foundation types shall be given to the contractor.
4. Integral abutments supported by piles may be economical and advantageous from a future maintenance point of view, since they eliminate the joints at the abutments. Refer to Appendix G.
5. Minimizing the number of substructure units is usually more economical where a deep foundation is contemplated.
6. Substructure units should be optimized in shape and size to ease construction and economize quantity. Special forms should be avoided unless it is for aesthetic or other special reasons. However, site conditions must be satisfied.

#### 4.1.5 Cost Analysis

A life-cycle cost analysis may be employed in determining the cost of the bridge. Approximate cost analysis may be used to screen the types of bridges on the preliminary list.

The following list includes some (but not all) of the most common factors that should be considered in the life-cycle cost analysis.

1. Initial cost of the structure, including design and engineering.
2. Projected life expectancy based on local factors that include, but are not limited to, current and projected usage (ADT and ADTT), environmental impacts such as salt application or tidal influence, and projected growth or decline of the local area.
3. Maintenance costs for the life of the structure. These items should include painting, joint replacement, bearing seats, deck replacement, beam replacement, etc. Maintenance costs should be calculated on realistic durations based on similar structures within the District and consideration should be given to design the structure to limit frequency, magnitude, and impact of maintenance to the traveling public.

#### 4.1.6 Final List of Bridge Type

At least three bridge types which survive the logical selection process should be submitted in the TS&L submission, together with life-cycle cost analysis and a final recommended bridge type. A submission containing less than three bridge types is permitted per PP1.9.3.3.2.

For a major bridge, a minimum of two bridge types should be studied for each steel and concrete alternate designs. One bridge type per alternate may be accepted if a reasonable explanation is provided.

The Department policy is to encourage all possible contractor alternate designs in order to reduce bridge construction costs (PP1.10.1.1). Therefore, designers should submit (in the TS&L submission) the design and construction restriction requirement of these alternate designs for the later use in the development of special provisions for alternate designs. Designers may refer to Appendix D for important items which have to be addressed in alternate design special provisions.

### 4.1.7 Value Engineering

For value engineering concepts and theory, refer to DM-1C, Chapter 3, Section 3.3.A.6. Value engineering is applied after TS&L, foundation or final plans are developed using common and best engineering concepts and materials known at the time of the plan development. The new substituted item must provide equal quality, service and longevity with the same or less maintenance need as for the item it replaces.

Value Engineering/Acceleration Construction Technology Transfer (VE/ACTT) is a workshop to develop cost effective and constructible projects through: deploying value engineering concepts prior to the start of final design or developing final contract documents; construction of a project on paper prior to final design to develop design around constructability; evaluating concepts and opportunities to expedite construction, and making preliminary design decisions to minimize permitting, design and construction time and costs. For projects where a Design VE is required and a VE/ACTT session has been held, the VE/ACTT satisfies the Design VE requirement per DM-1X, Appendix R, Section R.1.2.

## 4.2 LIFE-CYCLE COSTS

Currently the Department utilizes the “First Cost” of the structure (for all materials) as the Life Cycle cost.

For bridges on Very Low Volume Roads, it is permissible to perform a life cycle cost analysis of the decking to justify use of alternate deck types.

## 4.3 STEEL GIRDER BRIDGES

### 4.3.1 Guidelines for Economical Steel Girder Bridges

Many factors influence the cost of a steel girder bridge, including (but not limited to) type of material, type of substructure, amount of material, fabrication time (the number of detail pieces and shop operations involved), transportation and erection. The cost of these factors changes with time, along with the cost relationship between them. Therefore, the rules used to determine the most economical type of steel girder on one bridge must be reviewed and updated for the next bridge.

The guidelines listed below are taken from the summary of “Economical Steel Plate Girder Bridges”, Engineering Journal, AISC, 2nd Quarter, 1984, pp. 89-93. The designer must evaluate each of these guidelines for validity as it pertains to the specific structure in question. The designer should be aware that these guidelines are subject to change for numerous reasons. Also see AASHTO/NSBA document G 12.1-2016 (Guidelines for Design for Constructability) and FHWA Steel Bridge Design Handbook, 2012 Volume 6 (FHWA-IF-12-056-Vol. 6) for additional guidance.

These guidelines apply to spans up to 200 ft. in length, representing a majority of the bridge population, although some also apply to longer spans.

1. Unpainted ASTM A 709/A 709M, Grade 50W, weathering steel is the most economical design. Properly designed in the appropriate environment, weathering steel bridges are more economical than those requiring painting of the whole structure. Note that the use of unpainted weathering steel requires evaluation and the District Bridge Engineer's approval.
2. Designs should use the fewest number of girders compatible with deck design and other factors. A girder spacing of 10 ft. is suggested as the minimum for economical results. *Note that a minimum of four girders per bridge is required.*
3. Web design can have a significant impact on the overall cost of a plate girder. From the standpoint of material costs, it is usually desirable to make girder webs as thin as design considerations will permit. However, this may not always produce the greatest economy since fabricating and installing stiffeners is one of the most labor intensive of shop operations. The following guidelines are provided for the use of stiffeners:
  - (a) Transverse stiffeners (except diaphragm connections) should be placed on only one side of the web.
  - (b) Longitudinal stiffeners used in conjunction with transverse stiffeners on longer spans with deeper webs should preferably be placed on the opposite side of the web from the transverse stiffener. Where this is not possible, such as at intersections with cross-frame connection plates, the longitudinal stiffener should not be interrupted for the transverse stiffener.
4. Designs with web thickness which varies by field section are suggested.
5. Longitudinally stiffened designs should not be considered for spans less than 300 ft..

6. Use no more than three plates (two shop splices) in the top or bottom flange of field sections up to 130 ft. long. In some cases, a single flange plate size should be carried through the full-length of the field section.
7. Flange plates represent a significant portion of material costs. The amount of labor involved in fabricating flanges can vary significantly as a result of design. The most efficient way to make flanges is to butt weld together several wide plates of varying thickness received from the mill. After welding and non-destructive testing, the individual flanges are “stripped” from the full plate. This reduces the number of welds, individual run-off tabs to both start and stop welds, the amount of material waste and the number of x-rays for non-destructive testing. Therefore, it is preferable to keep flange widths constant within an individual shipping length by varying material thickness as required. This also makes it easier to use metal stay-in-place deck forms. This may not always be possible in girder spans over 350 ft. where a flange width transition may be required in the negative bending regions. Because plate is most economically purchased in widths of at least 48 in., it is best to repeat plate thickness as much as possible. An average of approximately 0.700 kips of flange material should be saved to justify the introduction of a flange splice.

When making flange transitions, consider two additional items:

- (a) It is good design practice to reduce the flange cross-sectional area by no more than approximately one-half of the area of the heavier flange plate to reduce the build-up of a stress at the transition.
- (b) If a transition in width must be provided, shift the butt splice a minimum of 3 in. from the transition. This makes it much easier to fit run-off tabs, weld and test the splice and then grind off the run-off tabs.
8. Haunched girder designs should not be considered for most conventional cross-sections until spans exceed 400 ft..
9. Cross frame and solid plate diaphragms should be designed in accordance with BD-619M.
10. Omit bottom lateral bracing where such omission is permitted by LRFD. Evaluate the need for top flange lateral bracing during construction for span lengths over 200 ft. (See Standard Drawing BD-620M for details).
11. Use elastomeric bearings, pot bearings or disc bearings in lieu of custom-fabricated steel bearings.

#### 4.3.2 Rolled Beams

Unless otherwise directed, rolled beams shall be used where economical. Rolled beams should not be specified when the total camber exceeds 8 in. due to fabrication issues to achieve this camber. For this case, design and detail a plate girder with similar properties.

#### 4.3.3 Composite Beams

Composite design is preferred for simple span and continuous bridges. Non-composite design may be used if it is more economical than composite design.

#### 4.3.4 Intermediate Transverse Stiffeners

Straight girders may be designed with or without intermediate transverse stiffeners. For stiffened webs, the fabrication and handling costs must be considered in addition to material costs when determining the most economical design. Intermediate stiffeners may be designed on one or both sides of the web plates, but generally it is more economical to place stiffeners on one side of the web while placing on the opposite side only those stiffeners used also as connection plates.

#### 4.3.5 Flange Plates

In the design of welded plate girder, changes in flange area can be accomplished by varying the thickness and/or the width of the flange plate by appropriate increments. A constant top flange width simplifies the forming of the deck. This should be weighed against economies accrued by varying the top flange width.

### 4.3.6 Girder Depth

When economically practical, the depth of fascia girders in multiple spans shall be as similar as possible. The girder depth shall be selected from an evaluation of girder depths considered in the preliminary design.

### 4.3.7 Field Section Length of Girders

The field section lengths of girders shall be determined by the designer through a thorough evaluation of site conditions, economy and hauling considerations. Before initiating final design, the designer must ensure that a hauling permit can be secured for the proposed length if required to do so by PP1.13.2.

The designer is advised that superloads require special permits. A superload is defined as a vehicle with a gross weight over 201 kips (201,000 pounds), a length greater than 160 ft., or a width greater than 16 ft. Therefore, a girder or group of girders with a weight of approximately 147 kips or greater, or a length of approximately 144 ft. or greater, would require vehicular transportation which is classified as a superload. Additional information concerning superloads can be found in PP1.13.2.

### 4.3.8 Structural Steels

There has been considerable discussion about the use of unpainted ASTM A 709/A 709M, Grade 50W, HPS-50W or HPS-70W, steel in bridges. It is obviously important to be extremely cautious in areas of constant wetting, such as overpasses in urban areas. However, in areas where deicing salts are not a significant factor, or where structures are over streams or other areas where tunnel-effect entrapment of salt spray is not likely, ASTM A 709/A 709M, Grade 50W, HPS-50W or HPS-70W, steel can probably still be of service. While the use of weathering steel can have a benefit with respect to long-term maintenance costs, it can also have a benefit in first-cost, which is the deciding factor in the current alternative bid situation. The first-cost savings come not only from the saving of the cost of the paint, but also savings in the surface treatment and handling of the finished girder in the fabrication process. For requirements that apply to the use of unpainted ASTM A 709/A 709M, Grade 50W, HPS-50W or HPS-70W, steel, see D6.4.1.

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DESIGN MANUAL  
PART 4

PART A: POLICIES AND PROCEDURES

**CHAPTER 5 – REHABILITATION STRATEGIES**

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## 5.0 DEFINITIONS AND NOTATIONS

The following definitions are used in this chapter:

**Actual Stress Range** – Fluctuation in stress experienced by the in-service member

**Business Plan Network (BPN)** – roadway network (BPN 1, BPN 2, BPN 3 or BPN 4) for Department business planning purposes and prioritization of maintenance and repairs (ref. Pub. 23 - Maintenance Manual, Chapter 7, Section 7.1)

**Constant Amplitude Stress Ranges** – Stress ranges of equal minimum and maximum stress and, therefore, stress range magnitude

**Effective Stress Range** – Constant amplitude stress range which is representative of a variable amplitude stress range spectrum

**Fatigue Life** – Number of cycles to failure at a specified stress range

**GVW** – Gross Vehicle Weight

**PTF** – Pennsylvania Traffic Factor

**Probability of Failure** – Statistical likelihood of a design criterion being exceeded

**Refined Methods of Analysis** – Enhanced 2D analysis (Grid or Plate with Eccentric Beam), 3D Finite Element analysis, Geometric nonlinear analysis, or an approved analysis method according to A4.4, A4.6.3, D4.6.3 (as further described in D6), and Appendix E6P

The following notations are used in this chapter:

A	=	Design fatigue life coefficient (PP5.1.1.1.3)
$(\Delta f)_D$	=	Calculated fatigue stress range (according to PP5.1.1.1.2a)
$(\Delta f)_e$	=	Effective stress range (PP5.1.1.1.2b)
$(\Delta f)_i$	=	Actual stress range of a random truck (PP5.1.1.1.2b)
$(\Delta f)_{ic}$	=	Calculated stress range of a random truck
$N_{design}$	=	Design fatigue life (PP5.1.1.1.3)
$\alpha$	=	Ratio of the actual stress range caused by the passage of a particular vehicle to the calculated fatigue stress range caused by the passage of the same vehicle (PP5.1.1.1.2b) (This value is to be taken as 1.0. If a value different than 1.0 is to be used, it must be approved by the Chief Bridge Engineer.)
$v_i$	=	Frequency of occurrence i (PP5.1.1.1.2b) (decimal less than 1.0)
$\phi_i$	=	$(\Delta f)_{ic}/(\Delta f)_D$ (PP5.1.1.1.2b) (Ratio of calculated stress range of a truck to the calculated design stress range)

## 5.1 FATIGUE DAMAGE OF STEEL BRIDGES

### 5.1.1 Load-Induced Fatigue

In AASHTO, the Fatigue I factor for live load was increased from 1.5 in the Seventh Edition (2014) to 1.75 in the Eighth Edition (2017), and the Fatigue II factor for live load was concurrently increased from 0.75 to 0.8. These increases were based on the SHRP 2 Project R19B using national truck data. With the adoption of the AASHTO Eighth Edition (2017), the Department has decided to discontinue use of the Pennsylvania Traffic Factor (PTF) in fatigue life calculations and use AASHTO's increased fatigue factors in the STLRFD program.

The following articles and sample calculations provide a fundamental approach to fatigue life determination. For historical purposes, they continue to retain the PTF and AASHTO Seventh Edition fatigue factors.

### 5.1.1.1 Load-Induced Fatigue Damage Assessment

Cumulative fatigue damage of uncracked members and fasteners subject to repeated variations or reversals of load-induced stress shall be assessed according to the provisions of PP5.1.1.1.1 through PP5.1.1.1.5. The list of detail categories and illustrative examples to consider in a fatigue damage assessment is shown in Table A6.6.1.2.3-1.

If cracks have already been visually detected, a more complex fracture mechanics approach for load-induced fatigue is required instead of the procedure outlined here. The fracture mechanics approach is beyond the scope of this presentation. Further, the expense and trouble of a fracture mechanics analysis may not be warranted. Generally, upon visual detection of cracking, the vast proportion (perhaps over 80%) of the fatigue life has been exhausted and retrofitting measures should be initiated.

#### 5.1.1.1.1 Infinite Fatigue Life

If the factored live load stress range,  $\gamma(\text{PTF})(\Delta f)$ , produced by the method described in PP5.1.1.1.2a is less than the constant amplitude fatigue threshold given in Table A6.6.1.2.5-3 using the Fatigue I limit state, the detail shall be considered to have infinite life.

#### 5.1.1.1.2 Finite Fatigue Life

##### 5.1.1.1.2a Calculated Fatigue Stress Range

- Approximate Method of Analysis – The factored live load stress range,  $\gamma(\text{PTF})(\Delta f)$ , produced by the method given in AASHTO and DM-4 (which is given in A3.4.1, D3.4.1, A3.6.1.4.1, A3.6.1.4.3b and D6.6.1.2.2) is considered the approximate method of analysis.
- Refined Methods of Analysis – Before a refined method of analysis can be used for a finite fatigue life evaluation, the approval of the Chief Bridge Engineer must be obtained.

When using refined methods of analysis for finite fatigue life evaluation, the stress range shall be calculated by moving the loading condition, given in A3.6.1.4.1, across the bridge in the critical transverse position.

##### 5.1.1.1.2b Effective Stress Range

The entire collection of stress ranges  $(\Delta f)_i$  caused by actual truck traffic that a structural detail will experience during its life is called the stress range spectrum. If all of the stress ranges are of equal magnitude (i.e., the amplitude from minimum stress to maximum stress is constant), the spectrum is called a constant-amplitude stress range spectrum. Since vehicles crossing the bridge are of various weights and axle configurations, the stress range spectrum experienced by a bridge detail is not of constant amplitude, but is a variable-amplitude stress range spectrum.

In terms of cumulative fatigue damage, an equivalent constant-amplitude spectrum will be used to represent the actual variable-amplitude spectrum experienced by a structural detail. Each type of spectrum consists of the same number of total stress range cycles (number of cycles = average daily truck traffic ( $\text{ADTT}_{\text{SL}}$ ), as defined in A3.6.1.4.2 and D3.6.1.4.2, times the period of interest in days). The constant-amplitude stress range hypothesized to produce the same cumulative fatigue damage in the same total number of cycles as the variable-amplitude stress range spectrum is called that spectrum's effective stress range.

The effective stress range of a bridge detail shall be considered equal to

$$(\Delta f)_e = \left[ \sum v_i (\Delta f)_i^3 \right]^{1/3} \quad (5.1.1.1.2b-1)$$

where  $v_i$  is the frequency of occurrence (a decimal less than 1.0) of stress range  $(\Delta f)_i$ , and  $(\Delta f)_i$  is an experimentally measured (not calculated) value. This equation was developed from the fatigue damage accumulation model most commonly used for bridge engineering applications.

The concept of effective stress range is illustrated in Fig. 5.1.1.1.2b-1. The histogram (or bar graph) shown in Part (a) of this figure represents the distribution of actual stress range that a particular bridge detail will experience during a period of time. Calculating an effective stress range according to Eq. 5.1.1.1.2b-1 yields 4.7 ksi. The summation of the numbers of cycles represented in Part (a) of this figure is assumed to be equal to the  $\text{ADTT}_{\text{SL}}$  times the period of interest in days.

In Part (b) of this figure, a histogram is shown of the same total number of cycles, but all with amplitude equal to 4.7 ksi. The accumulated fatigue damage which the distribution in Part (a) represents is assumed to be equal to that of the distribution

in Part (b). In both histograms, the numbers of cycles represented is equal. In terms of accumulated fatigue damage, all of the variable amplitude stress range cycles of Part (a) can be replaced with an equal number of stress range cycles of constant amplitude equal to the effective stress range, as indicated in Part (b).

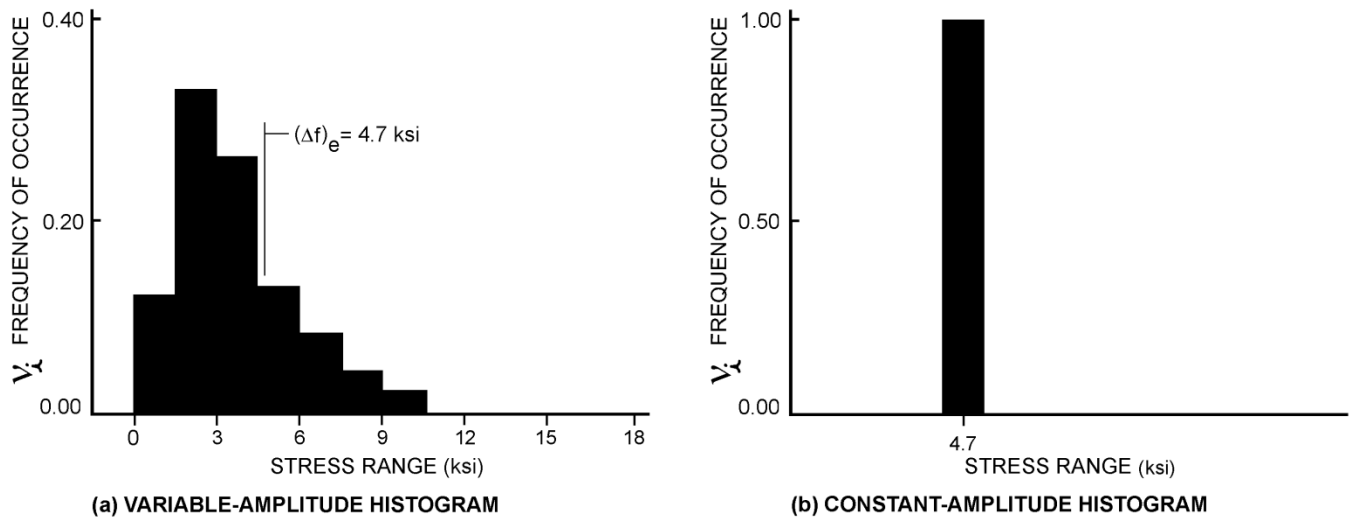


Figure 5.1.1.1.2b-1 – Effective Stress Range Concept

If the distribution of stress range (the  $v_i$  and  $(\Delta f)_i$ ) is unknown,  $(\Delta f)_e$  can be approximated for bridges in Pennsylvania as

$$\gamma(\text{PTF}) (\Delta f)_e = \gamma(\text{PTF})\alpha (\Delta f)_D \tag{5.1.1.1.2b-2}$$

where:

$(\Delta f)_D$  = calculated fatigue stress range (according to PP5.1.1.1.2a)

$\alpha$  = ratio of actual stress range to calculated fatigue stress range; the value is to be taken as 1.0. If a value different than 1.0 is to be used, it must be approved by the Chief Bridge Engineer.

PTF = 1.2

$\gamma$  = load factor for fatigue, taken as 0.75

The approximation for effective stress range given in Eq. 5.1.1.1.2b-2 is based upon the results of gross vehicle weight (GVW) surveys for Pennsylvania. The effective stress range can be more rigorously defined as follows:

$$\gamma(\Delta f)_e = \left[ \sum v_i \phi_i^3 \right]^{1/3} \alpha(\Delta f)_D \tag{5.1.1.1.2b-3}$$

where:

$v_i$  = frequency of occurrence of  $(\Delta f)_i$

$\phi_i$  =  $(\Delta f)_i / (\Delta f)_D$

$\alpha$  = ratio of actual stress range to calculated fatigue stress range; the value is to be taken as 1.0. If a value different than 1.0 is to be used, it must be approved by the Chief Bridge Engineer.

$(\Delta f)_D$  = calculated fatigue stress range according to PP5.1.1.1.2a

The 1970 FHWA Nationwide Loadometer Survey suggests that the summation of  $v_i \phi_i^3$  be taken as 0.35, as a national average. This value is the basis for the past AASHTO (pre-LRFD) design provisions for fatigue. In recognition that GVW have been increasing since the 1970 FHWA survey, the LRFD design provisions for fatigue are based on an assumed summation of  $v_i \phi_i^3$  equal to 0.422. However, the value can increase significantly for major truck arteries.

The most recent 1993 Pennsylvania GVW surveys of six locations indicated that for the worst location, I-80 in Clearfield County, the summation of  $v_i \phi_i^3$  is 0.76. The Department has decided to use this worst case value of the summation of  $v_i \phi_i^3$  equal to 0.76 (which will provide a PTF equal to 1.2) for freeways, expressways, major highways and streets with ADTT greater than 2500. A comparison of the 1970 FHWA, the 1973 Statewide PennDOT GVW surveys and 1993 PennDOT GVW survey of I-80 in Clearfield County is shown in Fig. 5.1.1.1.2b-2. For major truck arteries, the value of 0.76 may be unconservative and detailed development using the principles outlined here is recommended. GVW distribution and corresponding cumulative damage tabulations of the 1973 Statewide Survey and 1993 I-80 in Clearfield County survey are given in Tables 5.1.1.1.2b-1, 5.1.1.1.2b-2 and 5.1.1.1.2b-3.

The factor  $\alpha$  has been taken as 1.0. This value is inherent in the LRFD design provisions.

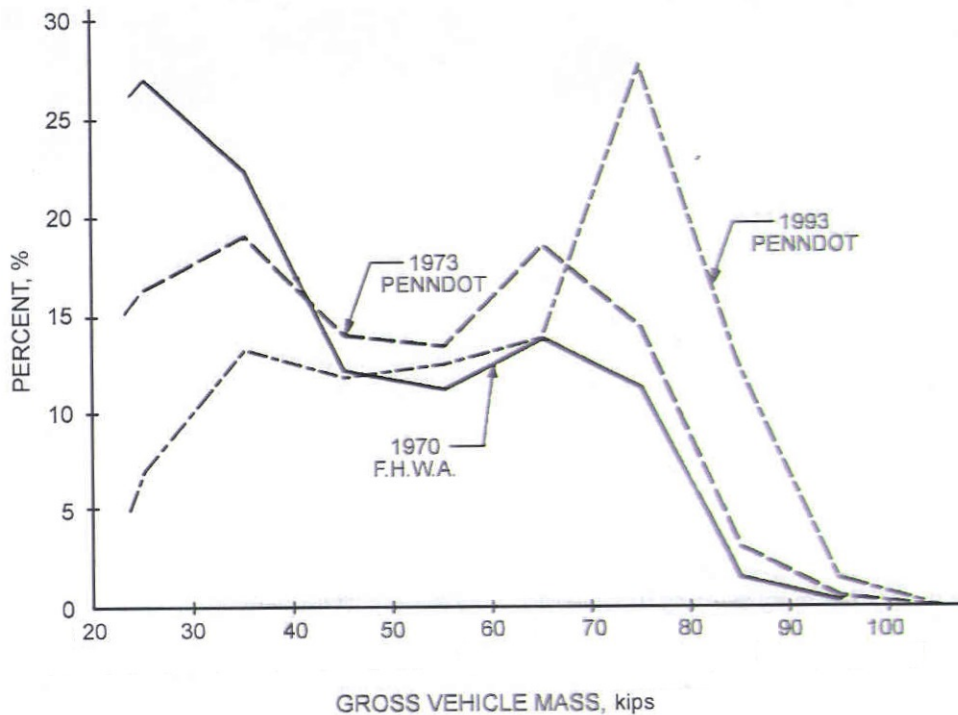


Figure 5.1.1.1.2b-2 – Loadometer Surveys

Table 5.1.1.1.2b-1 – Pennsylvania Statewide Cumulative Damage by Truck Type (1973 Data)

Gross Vehicle Weight Range (kips)	$\phi_i$ (GVW <sub>i</sub> /GVW <sub>o</sub> )	$\phi_i^3$										
			$v_i(\%)$	$v_i \phi_i^3$	$v_i(\%)$	$v_i \phi_i^3$	$v_i(\%)$	$v_i \phi_i^3$	$v_i(\%)$	$v_i \phi_i^3$	$v_i(\%)$	$v_i \phi_i^3$
20.0-29.9	t	0.042	85.4	0.03573	48.11	0.02013	55.78	0.02334	24.52	0.01026	8.28	0.00346
30.0-39.9	0.486	0.115	14.14	0.01624	21.62	0.02482	38.45	0.04415	32.76	0.03762	15.48	0.01777
40.0-49.9	0.625	0.244	0.44	0.00107	14.06	0.03431	4.48	0.01093	24.82	0.06058	12.68	0.03095
50.0-59.9	0.764	0.446	0	0.00000	8.65	0.03855	1.28	0.00570	12.17	0.05423	15.16	0.06756
60.0-69.9	0.903	0.736	0	0.00000	4.86	0.03575	0	0.00000	4.53	0.03332	24.15	0.17765
70.0-79.9	1.042	1.130	0	0.00000	1.08	0.01220	0	0.00000	1.1	0.01243	19.43	0.21957
80.0-89.9	1.180	1.645	0	0.00000	1.62	0.02665	0	0.00000	0	0.00000	4.04	0.06646
90.0-99.9	1.319	2.297	0	0.00000	0	0.00000	0	0.00000	0.1	0.00230	0.71	0.01631
100.0-109.9	1.458	3.101	0	0.00000	0	0.00000	0	0.00000	0	0.00000	0.07	0.00217
110.0-over	1.528	3.566	0	0.00000	0	0.00000	0	0.00000	0	0.00000	0.02	0.00071
Number of Trucks per Type			226		185		156		995		4361	
Percentage of Truck Type			3.8		3.1		2.6		16.8		73.6	
$\Sigma v_i \phi_i^3$ by Truck Type* =			0.05304		0.19241		0.08412		0.21074		0.60261	

Total Cumulative Damage:

$$\begin{aligned} \Sigma v_i \phi_i^3 &= \Sigma [(\text{Percentage of Truck Type}) (\Sigma v_i \phi_i^3 \text{ by Truck Type})] \\ &= 0.038(0.05304) + 0.031(0.19241) + 0.026(0.08412) + 0.168(0.21074) + 0.736(0.60261) \\ &= 0.489 \end{aligned}$$

\*The quantity  $\Sigma v_i \phi_i^3$  shown for each truck type represents the cumulative fatigue damage caused by the distribution of trucks in each truck type as a percentage of that caused by a like number of vehicles, all of the design gross vehicle weight.

Table 5.1.1.1.2b-2 – GVW Distribution by Class of Vehicle (1993 Data)

Gross Vehicle Weight Range	Class of Vehicle											
	2		3		4		5		6		7 plus	
(kips)	Number	$v_i(\%)$	Number	$v_i(\%)$	Number	$v_i(\%)$	Number	$v_i(\%)$	Number	$v_i(\%)$	Number	$v_i(\%)$
20.0-29.9	9,370	74.98	240	12.27	2,213	49.47	520	3.05	6,666	31.97	34,455	4.88
30.0-39.9	2,352	18.82	1,182	60.43	1,472	32.91	497	2.92	6,176	29.62	89,760	12.70
40.0-49.9	544	4.35	500	25.56	622	13.91	442	2.59	4,544	21.79	83,393	11.80
50.0-59.9	190	1.52	30	1.53	136	3.04	1,010	5.93	2,084	9.99	92,286	13.06
60.0-69.9	21	0.17	3	0.15	22	0.49	4,020	23.58	777	3.73	101,121	14.31
70.0-79.9	18	0.14	0	0	4	0.09	9,575	56.17	529	2.54	201,183	28.47
80.0-89.9	0	0	1	0.05	2	0.05	936	5.49	68	0.33	93,431	13.22
90.0-99.9	1	0.01	0	0	1	0.02	42	0.25	6	0.03	9,911	1.40
100.0-109.9	0	0	0	0	1	0.02	3	0.02	1	0	671	0.09
110.0-119.9	0	0	0	0	0	0	0	0	0	0	284	0.04
120.0-129.9	0	0	0	0	0	0	0	0	0	0	107	0.02
130.0-139.9	0	0	0	0	0	0	0	0	0	0	54	0.01
140.0 plus	0	0	0	0	0	0	0	0	0	0	59	0.01
Sum	12,496	100.0	1,956	100.0	4,473	100.0	17,045	100.0	20,851	100.0	706,715	100.0
% in each class	1.64		0.26		0.58		2.23		2.73		92.56	



Table 5.1.1.1.2b-3 – Cumulative Damage by Truck Type (1993 Data)

Gross Vehicle Weight Range (kips)	$\phi_i$ ( $GVW_i / GVW_o$ )	$\phi_i^3$	$v_i \phi_i^3$ by Class of Vehicle					
			2	3	4	5	6	7 plus
20.0-29.9	0.347	0.042	0.0314	0.0051	0.0207	0.0013	0.0134	0.0020
30.0-39.9	0.486	0.115	0.0216	0.0694	0.0378	0.0034	0.0340	0.0146
40.0-49.9	0.625	0.244	0.0106	0.0624	0.0340	0.0063	0.0532	0.0288
50.0-59.9	0.764	0.446	0.0068	0.0068	0.0136	0.0264	0.0445	0.0582
60.0-69.9	0.903	0.736	0.0013	0.0011	0.0036	0.1735	0.0274	0.1053
70.0-79.9	1.042	1.130	0.0016	0	0.0010	0.6349	0.0287	0.3218
80.0-89.9	1.181	1.645	0	0.0008	0.0008	0.0903	0.0054	0.2175
90.0-99.9	1.319	2.297	0.0002	0	0.0005	0.0057	0.0007	0.0322
100.0-109.9	1.458	3.101	0	0	0.0006	0.0006	0	0.0028
110.0-119.9	1.597	4.075	0	0	0	0	0	0.0016
120.0-129.9	1.736	5.233	0	0	0	0	0	0.0010
130.0-139.9	1.875	6.592	0	0	0	0	0	0.0007
140.0 plus	2.014	8.168	0	0	0	0	0	0.0008
$\Sigma v_i \phi_i^3$ by Class of Vehicle			0.0735	0.1456	0.1126	0.9424	0.2073	0.7873

Total Cumulative Damage:

$$\begin{aligned} \Sigma v_i \phi_i^3 &= \Sigma [(\text{Percentage by Class of Vehicle}) (\Sigma v_i \phi_i^3 \text{ by Class of Vehicle})] \\ &= 0.0735 * 0.0164 + 0.1456 * 0.0026 + 0.1126 * 0.0058 + 0.9424 * 0.0223 + 0.2073 * 0.0273 + 0.7873 * 0.9256 \\ &= 0.76 \end{aligned}$$

$$\text{PTF} = (0.76)^{1/3} / 0.75 = 1.22, \text{ Use PTF } 1.2$$

### 5.1.1.1.3 Design Fatigue Life (in Cycles)

The number of cycles to failure (fatigue life, based on a probability of failure of 2.3%) can be determined from

$$N_{\text{design}} = A [\gamma (\text{PTF}) (\Delta f)_e]^{-3} \text{ or } A [\gamma (\Delta f)_e]^{-3} \quad (5.1.1.1.3-1)$$

where:

$N_{\text{design}}$  = estimated minimum number of cycles to failure

$\gamma(\text{PTF})(\Delta f)_e$  = calculated effective stress range, based on Eq. PP5.1.1.1.2b-2 (ksi)

A = constant (values given in Table A6.6.1.2.5-1)

$\gamma(\Delta f)_e$  = calculated effective stress range, based on Eq. PP5.1.1.1.2b-3 (ksi)

PTF = 1.2

The probability of failure associated with the LRFD design fatigue life is 2.3%.

These equations are plotted in Fig. AC6.6.1.2.5-1, along with the constant amplitude fatigue thresholds. The design equations were developed by observing laboratory fatigue failures of various details. Typically, fatigue failures fall within a wide scatterband. This phenomenon can be observed in Fig. 5.1.1.1.3-1. In this figure are plotted the observed laboratory fatigue failures of welded beams without any welded attachments, used in the development of Category B. Also shown is a solid line through the data points which represents the mean, on the basis of the principle of least squares. A distance of two standard errors of estimate (in this case, the standard error of estimate approximates the standard deviation) from either side of this mean line is shown as parallel dashed lines; these lines form an envelope which statistically should contain about 95% of all Category B fatigue failures. About 2.3% of all Category B fatigue failures can be expected to occur at a number of cycles greater than that indicated by the envelope. Analogously, about 2.3% can be expected at a number of cycles less than that indicated by the envelope. The lower bound of this “95% confidence limit” envelope has been used as the Category B LRFD design curve. Using this lower bound of the wide scatterband as a design equation is reasonable and yields an adequate margin of safety against fatigue failures.

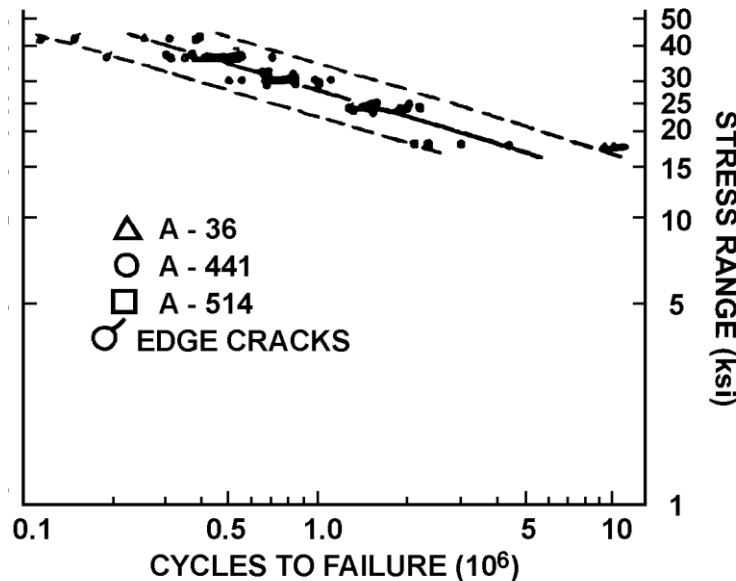


Figure 5.1.1.1.3-1 – Laboratory Fatigue Failures of Welded Beams

Using the lower bound to estimate remaining fatigue life in an evaluation context is another matter. The large majority of Category B details will exhibit fatigue lives in excess of those predicted by the design fatigue life equation using Table A6.6.1.2.5-1. For example, at an effective stress range of 20 ksi, the design equation derived for Category B predicts a fatigue life of 1.5 million cycles. This calculated value of fatigue life, however, is a lower bound. At the other end of the 95% confidence limit envelope, the calculated fatigue life is just under 6 million cycles. Thus, it can be expected that 95% of all Category B details cycled at a stress range of 20 ksi will fail between 1.5 and 6 million cycles. The width of the scatterband of resultant fatigue life is very large.

The probability of failure associated with this design fatigue life is about 2.3%, or 1 in 43.5. This means that 2.3% of the test data fall on each side of the so-called 95% confidence limits. In other words, only 2.3% of all details would be expected to fail prior to this calculated life. Another 2.3% would be expected to fail after the higher fatigue life indicated by the upper 95% confidence limit.

In summary, the design fatigue life equations, represented by Eq. 5.1.1.1.3-1 with the use of Table A6.6.1.2.5-1, can be used to estimate the fatigue life of welded, bolted or riveted details. They provide lower bounds on life. For non-redundant or less redundant load path structures, where cracking can have dire consequences, it may be prudent to use these equations to predict safe life. However, for more redundant structures, these equations may prove too conservative for practical purposes.

#### 5.1.1.1.4 Evaluation Fatigue Life

When the design fatigue life equations (with the use of Table A6.6.1.2.5-1) prove to be too conservative (which will probably be the case more often than not), Table 5.1.1.1.4-1 may be used to convert calculated design fatigue life into an expected fatigue life with a greater (more realistic) probability of failure, for use in evaluation. To determine the evaluation

fatigue life, the design fatigue life calculated according to PP5.1.1.1.3, shall be multiplied by the multiplier in Table 5.1.1.1.4-1 corresponding to an acceptable probability of failure.

The probability of failure relates to the initiation of cracking at a welded, bolted, or riveted detail. This probability should not be confused with that of the collapse of the bridge. Cracking at a fatigue-sensitive detail of a non-redundant cross-section (e.g., the tie of a tied-arch) could certainly precipitate rapid collapse of the bridge, but failure of one Category E' cover plate end welded detail in a multi-girder bridge is not necessarily tantamount to the collapse of that bridge. Thus, the acceptable probability of failure should be a function of the bridge's redundancy.

The period when the bridge was constructed may also play a role in the assignment of an acceptable probability of failure. Bridges fabricated prior to the adoption of AASHTO's Fracture Control Plan (1978) may have lower fracture toughness levels than are currently deemed acceptable. Without destructive material testing to ascertain toughness levels, the acceptance of a probability of failure greater than that used for design (greater than 2.3%) is questionable. An even lower value than this may be appropriate.

If there are poor details (i.e., those explicitly excluded from current design practice), such as intersecting fillet welds, a lower acceptable probability of failure should be selected.

Final approval of the acceptable probability of failure is the responsibility of the Chief Bridge Engineer.

Table 5.1.1.1.4-1 – Multiplier to Convert Design Fatigue Life to Evaluation Fatigue Life

Probability of Failure							
Category	0.5%	1.0%	2.3%	5%	10%	25%	50%
A	0.75	0.85	1.00	1.20	1.44	1.96	2.77
B	0.82	0.89	1.00	1.13	1.27	1.57	1.97
B'	0.78	0.87	1.00	1.16	1.36	1.76	2.37
C & C'	0.92	0.95	1.00	1.05	1.11	1.21	1.34
D	0.87	0.93	1.00	1.09	1.18	1.36	1.59
E	0.87	0.93	1.00	1.09	1.18	1.36	1.59
E'	0.76	0.86	1.00	1.18	1.39	1.84	2.51

If the Engineer wishes to assign an acceptable probability of failure other than those shown in Table 5.1.1.1.4-1, the following general equation can be used to assess accumulated load-induced fatigue damage for use in evaluation:

$$N = CD^{-n} [\gamma(\text{PTF})(\Delta f)_e]^{-3} \quad \text{or} \quad CD^{-n} [\gamma(\Delta f)_e]^{-3} \quad (5.1.1.1.4-1)$$

where:

N = estimated number of cycles to failure

C = fatigue life coefficient as given in Table 5.1.1.1.4-2

D = probability of failure coefficient as given in Table 5.1.1.1.4-2

n = probability of failure exponent as given in Table 5.1.1.1.4-3

$\gamma(\text{PTF})(\Delta f)_e$  = effective stress range based on Eq. PP5.1.1.1.2b-2

$\gamma(\Delta f)_e$  = effective stress range based on Eq. PP5.1.1.1.2b-3

PTF = 1.2

Table 5.1.1.1.4-2 – Values for General Fatigue Equations

Category I	Constant C	Constant D
A	$2.27 \times 10^{13}$	1.66
B	$7.67 \times 10^{12}$	1.40
B'	$4.72 \times 10^{12}$	1.54
C & C'	$1.95 \times 10^{12}$	1.16
D	$1.13 \times 10^{12}$	1.26
E	$5.61 \times 10^{11}$	1.26
E'	$3.22 \times 10^{11}$	1.59

Table 5.1.1.1.4-3 – Probability of Failure

Probability of Failure	Exponent
98.0%	-2.0
75.0%	-0.675
50.0%	0.0
25.0%	0.675
10.0%	1.285
5.0%	1.645
2.3%	2.0
1.0%	2.327
.5%	2.576
.25%	2.810
.1%	3.090

All of the above estimates represent total life. The residual life of an existing detail is equal to this total life minus its life to-date.

#### 5.1.1.1.5 Example Fatigue Damage Assessment

The following threefold example of fatigue damage assessment is taken in part from a Department study of the Clarion River Bridge along I-80. At the time of the study, the bridge was in service for about 15 years.

The example is based on using a fatigue stress range,  $(\Delta f)_D$  at a Category E' cover plate detail on a longitudinal member of 1.93 ksi. The average past ADTT to the time of the assessment was determined from Department data to be 3,900 trucks per day, and based on Department projections, a reasonable average future ADTT for the bridge is 8,650 trucks per day. The current ADTT was 5,000 trucks per day.

#### 5.1.1.1.5a Simplified Damage Assessment

The simplified fatigue damage assessment is based upon the use of Eq. PP5.1.1.1.2b-2. The effective stress range can be estimated from the calculated fatigue stress range using Eq. PP5.1.1.1.2b-2:

$$\begin{aligned}
 \gamma(\text{PTF})(\Delta f)_e &= \gamma(\text{PTF}) \alpha (\Delta f)_D \\
 &= 0.75(1.2)(1.0)(1.93 \text{ ksi}) \\
 &= 1.74 \text{ ksi}
 \end{aligned}$$

The fatigue life shall be estimated using Eq. PP5.1.1.1.3-1

$$\begin{aligned} N_{\text{design}} &= A[\gamma(\text{PTF})(\Delta f)_e]^{-3} \\ &= (3.9 \times 10^8)[1.74 \text{ ksi}]^{-3} \\ &= 74.0 \times 10^6 \text{ cycles} \end{aligned}$$

Up to the present, the structural detail has experienced  $21.4 \times 10^6$  cycles (assuming one cycle per truck, 3,900 trucks per day for 15 years). Thus, significant residual life remains about 53 million cycles, or, at the future ADTT of 8,650 trucks per day, about 17 years.

If a less conservative probability of failure than that in the LRFD design provisions is justified, the multiplier in Table PP5.1.1.1.4-1 can be used. If a probability of failure as high as 50% could be justified due to multiple redundancy, a multiplier of 2.51 could be applied to the design fatigue life:

$$\begin{aligned} N_{\text{evaluation}} &= 2.51 N_{\text{design}} \\ &= 2.51 (74.0 \times 10^6 \text{ cycles}) \\ &= 186 \times 10^6 \text{ cycles} \end{aligned}$$

Now the residual life is about 164 million cycles or, at the projected future ADTT of 8,650 trucks per day, 52 years.

#### 5.1.1.1.5b Assessment Using Traffic Study

Traffic studies can be used to add a degree of refinement to the fatigue damage assessment. While the most readily implementable data is GVW distribution, the acquisition of such data would require weigh stations specific to the bridge site. Site-specific distributions of truck traffic by truck type are more readily obtainable than distributions of traffic by gross vehicle weight. Generation of distributions by type requires mere observation and counting of trucks; determining distribution by weight requires determining the actual weight of the trucks.

If the assumption is made that the distribution of gross vehicle weights within each truck type (as indicated by statewide weighing) is constant, the cumulative damages by truck type can be proportioned on the basis of the observed distribution by truck type to obtain a site-specific GVW distribution.

On the basis of the sampling of 5,923 significant vehicles (i.e. those over 20 kips), shown in Table 5.1.1.1.5b-1, the 1973 statewide break-down of traffic by truck type can be assumed to be as follows:

<u>Truck Type</u>		<u>Traffic (%)</u>
Single Unit Trucks	- 2 axles	3.8
	- 3 axles	3.1
Tractor Semi-Trailer Combinations	- 3 axles	2.6
	- 4 axles	16.8
	- 5 axles or more	73.6

Using this same sampling, the cumulative damage ( $\sum v_i \phi_i^3$ ) by truck type can be calculated to be as follows:

<u>Truck Type</u>		<u><math>\sum v_i \phi_i^3</math></u>
Single Unit Trucks	- 2 axles	0.0530
	- 3 axles	0.19241
Tractor Semi-Trailer Combinations	- 3 axles	0.08412
	- 4 axles	0.21074
	- 5 axles or more	0.60261

Combining these summations of cumulative damage with the percentages of truck types above yields the following equation:

$$\sum v_i \phi_i^3 = 0.038(0.05304) + 0.031(0.19241) + 0.026(0.08412) + 0.168(0.21074) + 0.736(0.60261) = 0.489$$

The foregoing calculation led to the value of  $\sum v_i \phi_i^3$  of 0.50, which was used before the 1993 data was available.

The breakdown of cumulative damage by truck type, as shown above, allows for improvements in estimated damage where different distributions of traffic by truck type are encountered. For the preceding example, a site-specific distribution by truck type was also available, as shown in Table 5.1.1.1.5b-1. More reliable estimates for fatigue damage are obtained by utilizing the site-specific data. Combining the statewide summations of cumulative damage by site-specific percentages of truck types yields the following estimate of total damage:

$$\Sigma v_i \phi_i^3 = \Sigma [(\text{Percentage of truck type from Table 5.1.1.1.5b-1}) (\Sigma v_i \phi_i^3 \text{ by truck type from Table PP5.1.1.1.2b-1})]$$

$$\Sigma v_i \phi_i^3 = 0.065(0.05304) + 0.017(0.19241) + 0.014(0.08412) + 0.083(0.21074) + 0.822(0.60261) = 0.521$$

This example of the Clarion River Bridge along I-80 (based on 1982 data) suggests that the cumulative damage along I-80 may be less than that suggested by the 1993 GVW survey.

This more accurate value can now be used in Eq. PP5.1.1.1.2b-3 in conjunction with a value of  $\alpha$  consistent with the LRFD design provisions.

$$\begin{aligned} \gamma (\Delta f)_{e'} &= [\Sigma v_i \phi_i^3]^{1/3} \alpha (\Delta f)_D \\ &= [0.521]^{1/3} (1.0) 1.93 \text{ ksi} \\ &= 1.55 \text{ ksi} \end{aligned}$$

The 1.55 ksi compares with 1.74 ksi using the simplified approach (see PP5.1.1.1.5a).

In this case, the results of the assessment using a traffic study will not be significantly different from the simplified approach, but more faith can be placed in the assessment because of the use of the site-specific traffic study.

Table 5.1.1.1.5b-1 – Clarion River Bridge Truck Type Distribution

Year	ADTT	Single-Unit Trucks				Tractor Semi-Trailer Combinations					
		2 Axle		3 Axle		3 Axle		4 Axle		5 Axle or More	
		%	#	%	#	%	#	%	#	%	#
68	350	14	49	4	14	5	18	42	147	35	123
69	550	14	77	4	22	5	28	38	209	39	215
70	1750	10	175	3	53	3	53	27	473	57	998
71	3800	6	228	2	76	2	76	13	494	77	2926
72	3900	7	273	3	117	2	78	11	429	78	3042
73	3950	6	237	1	40	1	40	10	395	82	3239
74	4450	6	267	1	45	1	45	10	445	82	3649
75	4550	6	273	1	46	2	91	8	364	83	3777
76	4800	6	288	1	48	2	96	7	336	84	4032
77	5000	5	250	1	50	1	50	7	350	86	4300
78	5200	5	260	1	52	1	52	6	312	87	4524
79	5200	5	260	2	104	1	52	5	260	87	4524
80	5100	5	255	2	102	1	51	5	255	87	4437
81	5150	8	412	2	103	1	52	4	206	85	4378
82	4950	10	495	3	149	1	50	4	198	82	4059
	58 700		3799		1021		832		4873		48 223
Weighed Average %			6.5%		1.7%		1.4%		8.3%		82.2%

## 5.1.1.1.5c Assessment Using Measured Stresses

The stress range spectrum can be estimated by measuring strains at critical structural details over an extended period of time to capture a representative sample of truck traffic. In this case, the observed effective stress range,  $\gamma(\Delta f)_{e'}$ , was just under 1.0 ksi, while the observed maximum stress range during the period of observation was just under 3.0 ksi.

Since the maximum stress range of 3.0 ksi is greater than infinite life threshold value of 2.6 ksi for Category E' detail from Table A6.6.1.2.5-3, the estimated design fatigue life using Eq. PP5.1.1.1.3-1 results in:

$$\begin{aligned} N_{\text{design}} &= 3.9 \times 10^8 (1.0)^{-3} \\ &= 390 \times 10^6 \text{ cycles} \end{aligned}$$

Even at the low probability of failure associated with the LRFD design provisions (2.3%), the calculated residual life of about 370 million cycles (or 117 years at 8,650 trucks per day) is in excess of any specified life for the bridge. Varying the probability of failure to determine an evaluation fatigue life is not necessary in this case.

## 5.1.1.1.5d Effect of Permit Vehicles

To illustrate the potential effect of permit vehicles on accumulated fatigue damage, the following example is presented. Gross vehicle weight recorded for all the overweight permits issued by the Department for one calendar year were reduced to a value of the summation of  $v_i \phi_i^3$  equal to 3.21 (see Table 5.1.1.1.5d-1) (as compared with 0.76 based on the 1993 GVW surveys, as stated earlier). In the 1993 GVW distribution, approximately 14% of the vehicles exceeded 80.2 kips. This figure represents the vehicles observed during a particular period, potentially including any permit vehicles. If it is assumed that 4% of all trucks in the through lane are permit vehicles, and they are added to the observed distribution which already includes 14% of the vehicles over 80.2 kips, then the combined summation of  $v_i \phi_i^3$  is equal to

$$(0.96)(0.76) + (0.04)(3.21) = 0.86$$

Using this value in the example of a simplified assessment in PP5.1.1.1.5a yields

$$\begin{aligned} \gamma(\Delta f)_{e'} &= [\sum v_i \phi_i^3]^{1/3} \alpha (\Delta f)_D \\ &= [0.86]^{1/3} (1.0) 1.93 \text{ ksi} \\ &= 1.84 \text{ ksi} \end{aligned}$$

as opposed to 1.74 ksi without permit vehicles included. Now,

$$\begin{aligned} N_{\text{design}} &= 3.9 \times 10^8 (1.84)^{-3} \\ &= 63.1 \times 10^6 \text{ cycles} \end{aligned}$$

as opposed to about 74 million cycles when permit vehicles are excluded. In other words, when permit vehicles are factored into the analysis as 4% of the truck traffic distribution, the number of anticipated cycles to cracking is reduced to about 85% of that when permit vehicles are neglected.

Table 5.1.1.1.5d-1 – Permit Load Cumulative Damage

Weight (kips)	$\phi_i$	#	$v_i$	$v_i \phi_i^3$
73.281 - 95.0	1.169	24,547	0.4744	0.7579
95.1 - 123.0	1.514	18,989	0.3670	1.2736
123.1 - 150.0	1.896	7,557	0.1460	0.9951
150.1 - 177.0	2.271	435	0.0035	0.0648
177.1 - 204.0	2.646	179	0.0035	0.0648
over 204.0	2.833	39	0.0008	0.0182
		51,746	1.0000	3.2080

### 5.1.2 Displacement-Induced Fatigue

Displacement-induced fatigue is usually associated with relatively small out-of-plane displacements. In many cases, local relative movements measured in only thousandths of an inch (mils) have been sufficient to cause displacement-induced fatigue damage. Such displacement-induced fatigue cracking is epidemic on steel bridges throughout America.

Two conditions are necessary for displacement-induced fatigue damage to occur:

- (a) A periodic out-of-plane force or displacement.
- (b) An abrupt local change in stiffness where the force/displacement is applied.

Without the combination of stiffness changes and driving force, displacement-induced fatigue cracking will not develop. The presence of one of the above-mentioned conditions is not in itself sufficient to cause displacement-induced cracking. For example, the end of a transverse stiffener (not a transverse connection plate) of a plate girder cut short of the tension flange (for load-induced fatigue considerations) constitutes an abrupt change in stiffness in the out-of-plane direction of the plate girder web. After erection and placement into service, no out-of-plane force exists to oppose the change in out-of-plane stiffness. The potential for in-service displacement-induced cracking at the cut-short stiffener end does not exist, since both conditions (stiffness change and driving force) are not present. In some documented cases, cracks have been observed at cut-short ends of transverse stiffeners before the girder was put into service. It has been shown that such cracking was the result of inadequate blocking for shipment by rail. The periodic rocking of the railway car induced an inertial force of the tension flange in opposition to the stiffness change. In this case, both conditions were present and the potential for cracking was realized.

#### 5.1.2.1 Displacement-Induced Fatigue Damage Assessment

Cumulative fatigue damage of members and fasteners subject to repeated variations or reversals of stress due to out-of-plane deformations or secondary forces shall not be assessed.

The time-honored simplifying assumptions made to analyze bridges does not provide the tools necessary to quantify these out-of-plane displacements or the stresses that result from them. In the past, much of the effort in bridge research dealt with developing simplified tools by which a complex three-dimensional structure could be analyzed as a simple one-dimensional element. For example, in the design process for a simple multi-girder bridge, this highly interconnected assemblage of deck, girders, cross-frames and laterals is idealized as a single line element and analyzed as an isolated beam. Any ability to calculate forces or displacements normal to the plane of the idealized line element is lost.

Refined methods of analysis enable designers to take some of the three-dimensionality of the bridge into account. For example, in the multi-girder type of bridge discussed above, it is now practical to use grillage or finite element methods to obtain very realistic load distribution among the several girders and to quantify forces in laterals and cross-frames. As large an improvement as this is, it still does not necessarily lead to practical design-office evaluation of displacement-induced stresses because an entirely different order of magnitude in element sizes (hence in numbers of nodes and elements) is required to calculate these very localized stresses.

### 5.1.3 Fracture-Critical Cross Girder Pier Caps Cracking at Internal Diaphragms

Box girder pier caps are classified as fracture-critical. The connection detail of the internal diaphragm of a box girder pier cap which provides continuity through nested steel beams is highly susceptible to fatigue cracking unless the diaphragms are connected to both flanges and webs of the box girder.

An NBIS inspection on a steel box cross girder pier cap with a multi-girder superstructure framing into it revealed that the box girder's interior diaphragm was welded on three sides, but did not connect to the bottom tension flange as shown in Fig. 5.1.3-1. A “U-shaped” crack in the web at the bottom of one diaphragm was detected visually and then was verified with dye-penetrant. Unchecked, the crack could have extended into the flanges and caused the eleven year old girder to fail.

The detail of providing only a partial depth internal diaphragm, as shown in Fig. 5.1.3-1, was formerly believed to avoid problems associated with welding tension flanges. However, this gap allows out-of-plane bending and creates possibility of web cracking at the end of the partial depth diaphragm near both tension and compression flanges. This cracking may extend completely through the web or only partially if lamellar tearing also occurs. Because these cross-girders are fracture-critical, appropriate measures must be taken to avoid a sudden failure and to retrofit the girder for continued use. Do not use this type of detail on future projects.



Retrofit this type of detail as follows:

1. Connect the diaphragm to the flange with bolted steel angles (see Fig. 5.1.3-2).
2. Provide friction connection with high strength bolts.
3. Bolts placed at maximum pitch will suffice.
4. Because the new bolt holes will reduce the cross-sectional area of the tension flanges, the capacity of the cross girder must be checked. Maintain a minimum strength of PHL-93 inventory and P-82 and P2016-13 permit loading with LRFD method. Stagger bolts on tension flanges as necessary to maintain girder strength.

If the above retrofit cannot be performed in a timely manner, and if cracking is observed, an interim retrofit as shown in Fig. 5.1.3-3 would suffice. This was used in District 6-0, and has performed well since 1986.

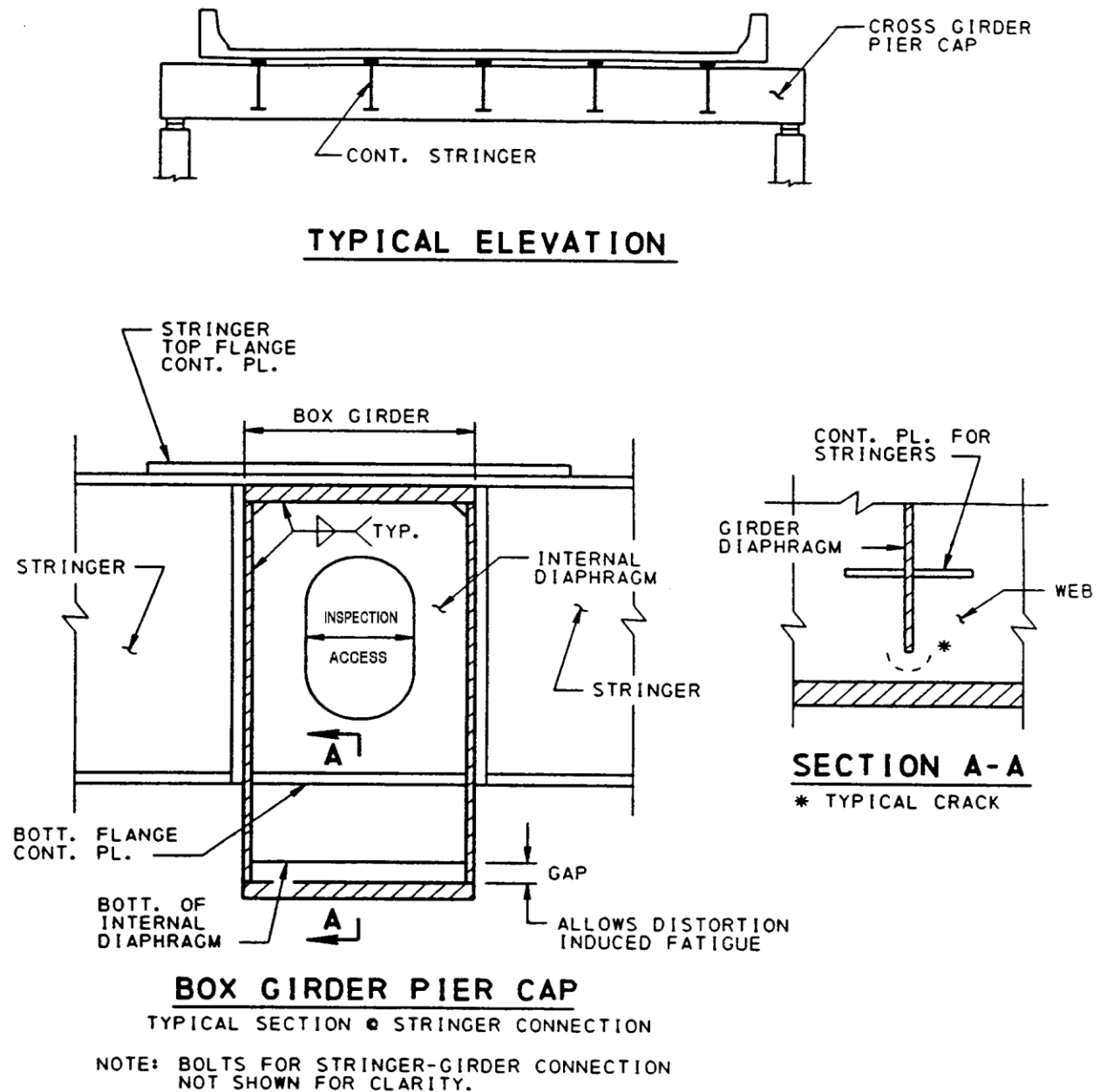
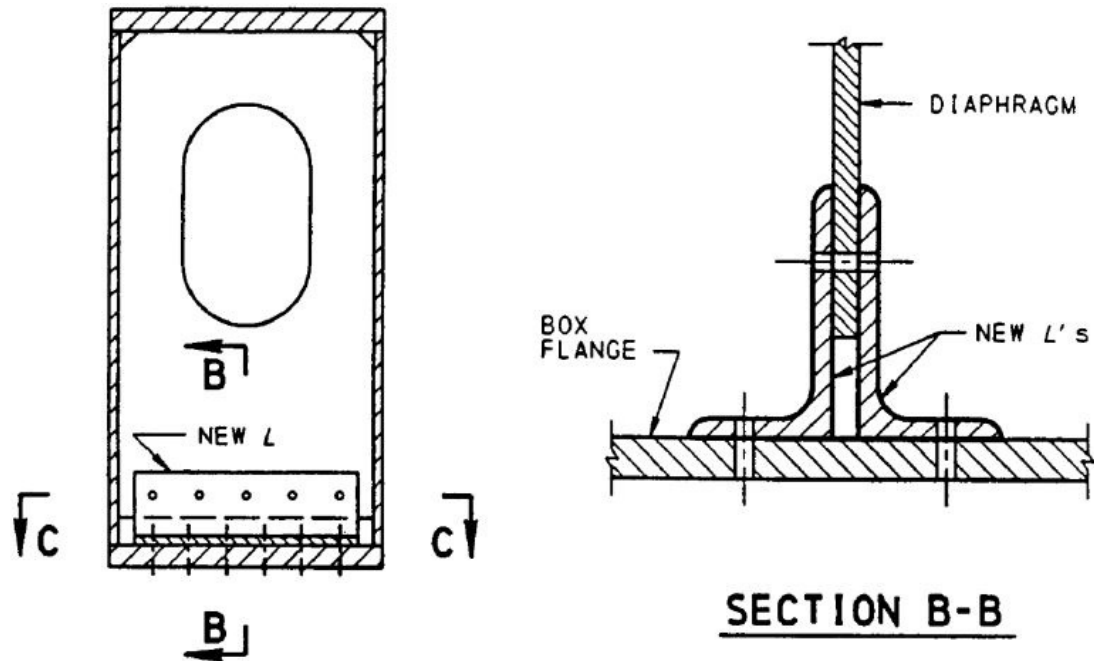


Figure 5.1.3-1 – Fracture-Critical Girder Pier Caps



**TYPICAL SECTION**  
 STRINGER DETAILS OMITTED  
 FOR CLARITY

**SECTION B-B**

**NOTES:**

1. USE H. S. BOLTS.
2. PROVIDE FRICTION CONNECTION.
3. MAINTAIN PHL-93 @ I.R. AND P-82 / P2016-13 @ O.R. MIN.
4. CONSIDER STAGGERING BOLTS IN FLANGE TO MINIMIZE LOSS OF X-SECTION AREA FOR TENSION FLANGES.
5. DETAILS SHOWN ARE TYPICAL FOR TENSION FLANGES. PROVIDE SAME FOR COMPRESSION FLANGE IF NO POSITIVE CONNECTION EXISTS.

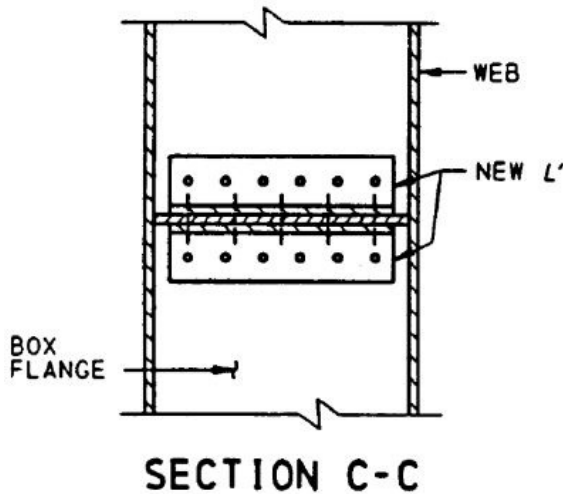
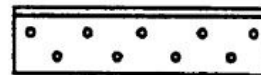


Figure 5.1.3-2 – Preferred Retrofit Details

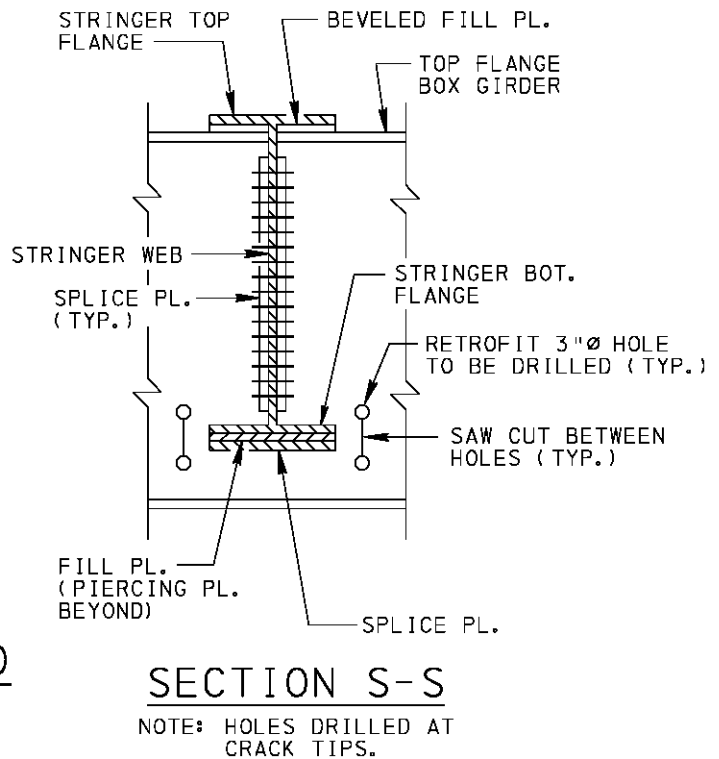
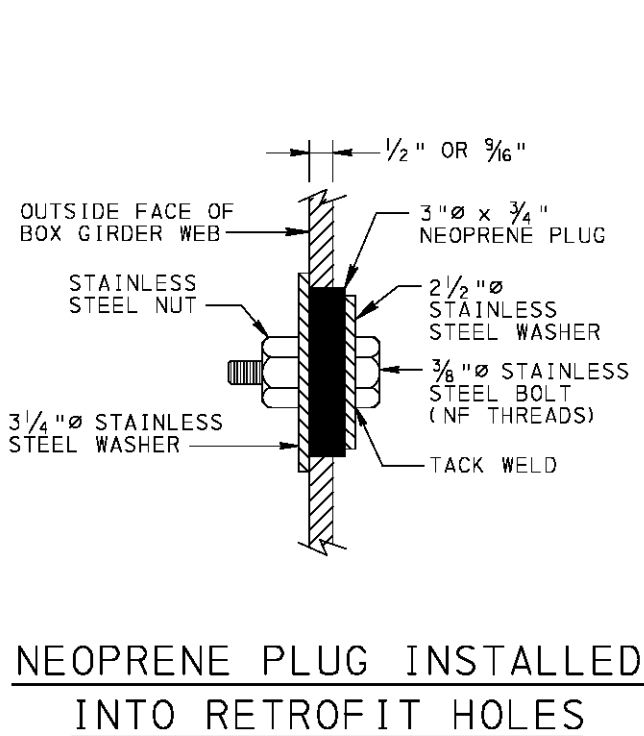
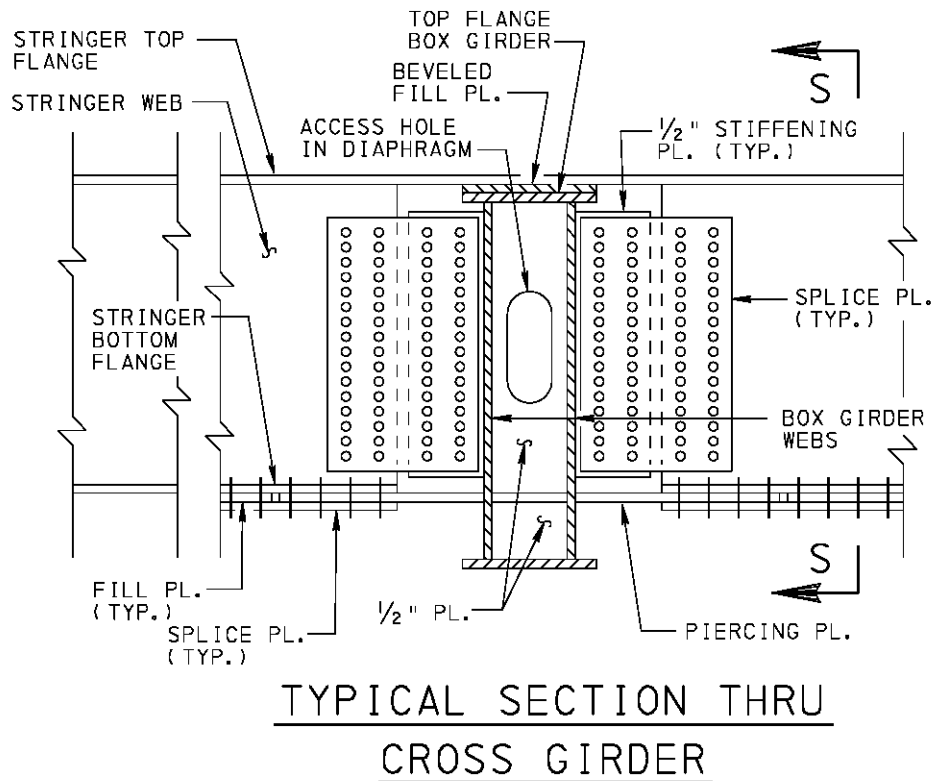


Figure 5.1.3-3 – Alternate Retrofit Details

## 5.2 COVER PLATE CUTOFFS

The articles in this section are intended for rehabilitation projects in which the use of partial-length cover plates may be necessary.

### 5.2.1 General

Any cover plate that is not required to be full-length shall extend beyond the theoretical cutoff point far enough to develop the capacity of the plate or shall extend beyond a section where the stress in the remainder of the girder flange is equal to the nominal fatigue resistance, whichever is greater. The theoretical cutoff point of the cover plate is the section at which the stress in the flange without the cover plate equals the flange resistance, exclusive of fatigue considerations.

#### 5.2.1.1 Welded Cover Plates

Any partial-length welded cover plate shall extend beyond the theoretical end by the terminal distance, or it shall extend beyond a section where the stress range in the beam flange without the cover plate is equal to the nominal fatigue resistance for base metal adjacent to or connected to by fillet welds. The theoretical end of the cover plate is the section at which the stress in the flange without the cover plate equals the flange resistance, exclusive of fatigue considerations. The terminal distance is two times the nominal cover plate width for cover plates not welded across their ends and one and one-half times for cover plates welded across their ends. The width at ends of tapered cover plates shall not be less than 3 in.. The weld connecting the cover plate shall be of sufficient size to develop a total stress of not less than the computed stress in the cover plate at its theoretical end.

#### 5.2.1.2 Retrofitting of Existing Welded Cover Plates

Rolled beam steel girders with welded partial length cover plates have experienced fatigue cracking at the end of cover plates. Research shows that end bolting of the cover plates appreciably increases the fatigue life at the end of cover plates. This is very significant in case of retrofitting partial length cover plated beams. New cover plated rolled beams shall be designed in accordance with A6.10.12 and D6.10.12.

Whenever retrofitting is required on existing bridges, the cover plates must be end bolted as detailed in Fig. 5.2.1.2-1. The number and size of high strength bolts may vary. The design procedure is as follows:

1. For non-cracked flanges at cover plate ends:

#### Design Moment M

- a. Calculate area of bolt holes,  $\Delta_A$ , in excess of 15% of gross flange area.
- b. Deduct  $\Delta_A$  from gross flange area.
- c. Calculate net moment of inertia of beam with bolt holes,  $I_{net}$ .

$$I_{net} = I - \Delta_A \left( \frac{d}{2} - \frac{t_f}{2} \right)^2$$

- d. Calculate,  $S_{net} = \frac{I_{net}}{\frac{d}{2}}$
- e. Calculate design moment,  $M = S_{net} F_y$

Moment Carried by Web

$$\text{Stress at extreme fiber of web, } f = \frac{F_y \left( \frac{d}{2} - t_f \right)}{\frac{d}{2}}$$

$$\text{Section modulus of web, } S_w = \frac{1}{6} t_w (d - 2t_f)^2$$

$$\text{Moment carried by web, } M_w = S_w f$$

$$\text{Force carried by flange, } T = \frac{M_f}{d}$$

Required Number of Bolts

The force carried by a bolt shall not exceed the nominal slip resistance ( $R_n$ ) specified in A6.13.2.8 and D6.13.2.8:

$$\text{Number of bolts required with two slip planes} = \frac{T}{R_n} \text{ (Round to the next even number)}$$

Required Splice Plate Area

$$A_{reqd} = \frac{T}{F_y}$$

Select the plate size so that  $*A_{reqd}$  = gross area minus area of bolt holes in excess of 15% of gross area.

\* $A_{reqd}$  should not be less than the flange area.

- For cracked flanges at the cover plate ends, design the splice plates for the design moment, M.

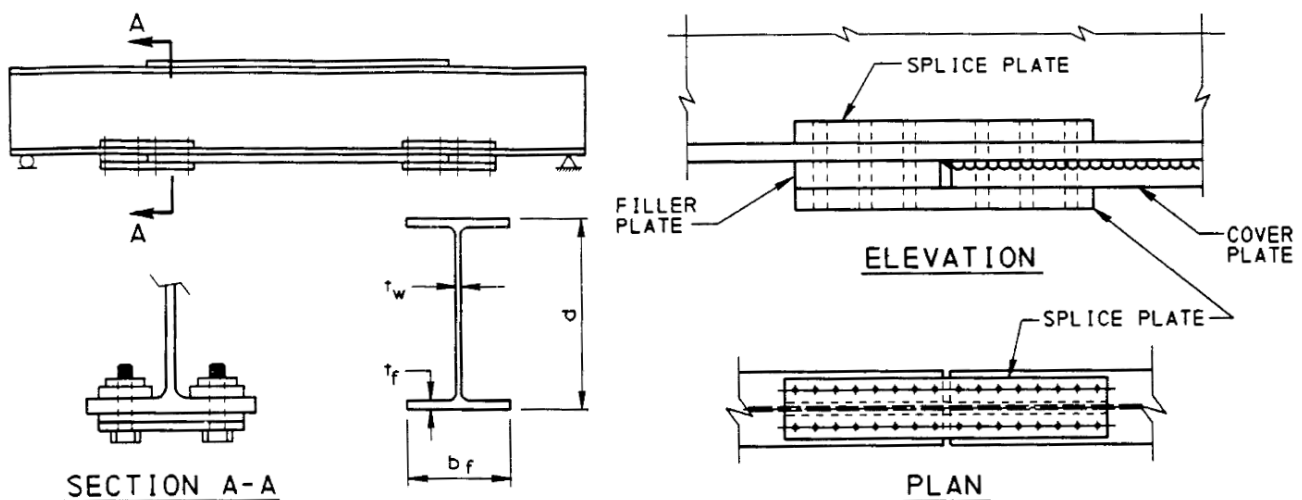


Figure 5.2.1.2-1 – Partial Length Cover Plates

The following is an example of above-outlined bolt design procedure.

Assumed Beam size = W36 x 160, flange cracked and A 36 steel

$$\text{Area of flange } A_f = b_f t_f = 12.000 \times 1.020 = 12.240 \text{ in}^2$$

$$\text{Area of two bolt holes in the flange} = 2t_f d_h = 2 \times 1.020 \times 1.125 = 2.295 \text{ in}^2$$

Assuming 1 in. dia. (A325) bolts,  $d_h$  = hole diameter, 1/8" larger than bolt diameter.

$$\text{Area of bolt holes in excess of 15% of flange area, } \Delta_A = 2t_f d_h - 0.15A_f = 2.295 - (0.15 \times 12.240) = 0.459 \text{ in}^2$$

Therefore, 0.459 in<sup>2</sup> is to be deducted from the gross area for calculation of stresses.

$$I_{\text{net}} = I - \Delta_A \left( \frac{d}{2} - \frac{t_f}{2} \right)^2 = 9750 - 0.459 \left( \frac{36.01}{2} - \frac{1.020}{2} \right)^2 = 9609.5 \text{ in}^4$$

$$S_{\text{net}} = \frac{I_{\text{net}}}{\left( \frac{d}{2} \right)} = \left( \frac{9609.5}{\frac{36.01}{2}} \right) = 533.7 \text{ in}^3$$

Design stress,  $F_y = 36$  ksi

$$\text{Therefore, Design moment} = S_{\text{net}} F_y = 533.7 \times 36 = 19.2 \times 10^3 \text{ k}\cdot\text{in}$$

Calculate moment carried by web:

$$\text{Stress at extreme fiber of web, } f = F_y \frac{\left( \frac{d}{2} - t_f \right)}{\left( \frac{d}{2} \right)} = 36 \times \frac{\left( \frac{36.01}{2} - 1.020 \right)}{\left( \frac{36.01}{2} \right)} = 33.96 \text{ ksi}$$

$$\text{Section modulus of web } S_w = \frac{1}{6} t_w (d - 2t_f)^2$$

$$S_w = (1/6) \times 0.650 \times (36.01 - 2 \times 1.020)^2 = 125 \text{ in}^3$$

$$\text{Moment carried by web} = S_w f = 125 \times 33.96 = 4.25 \times 10^3 \text{ k}\cdot\text{in}$$

$$\text{Moment carried by flange, } M_f = 19.2 \times 10^3 - 4.25 \times 10^3 = 14.95 \times 10^3 \text{ k}\cdot\text{in}$$

$$\text{Force carried by flange, } T = \frac{M_f}{d} = \frac{14.95 \times 10^3}{36.01} = 416 \text{ kips}$$

Required number of bolts:

$$R_n = K_h K_s N_s P_t$$

$$K_h = 1.0 \text{ (for standard holes from Table A6.13.2.8-2)}$$

$K_s = 0.33$  (for Class A surface conditions from Table A6.13.2.8-3)

$N_s = 2$  (number of slip planes)

$P_t = 51$  kips (for 1-in. dia. bolt from Table A6.13.2.8-1)

Therefore,  $R_n = 1.0 \times 0.33 \times 2 \times 51 = 33.7$  kips

$N_b =$  number of bolts in the joint

$$\text{or } N_b = \frac{T}{R_n} = \frac{416}{33.7} = 12.34$$

USE: 14 – 1-in. dia. A325 HS bolts

Required Splice Plate Area

$$A_{\text{req'd}} = \frac{T}{F_y} = \frac{416}{36} = 11.56 \text{ in}^2$$

Assuming an outer plate  $10\frac{1}{2}'' \times \frac{3}{4}''$  and two inside plates  $4'' \times \frac{3}{4}''$

$$A_{\text{provided}} = (10.50 \times 0.75) + 2(4.00 \times 0.75) = 13.875 \text{ in}^2$$

$$15\% \text{ of } A_{\text{provided}} = 13.875 \times 0.15 = 2.081 \text{ in}^2$$

$$\text{Area of four holes in splice plates for 1-in. dia. bolts} = 4t d_h = 4 \times 0.75 \times 1.125 = 3.375 \text{ in}^2$$

$$\text{Area to be deducted from gross area} = 3.375 - 2.081 = 1.294 \text{ in}^2$$

$$A_{\text{net}} = 13.875 - 1.294 = 12.58 \text{ in}^2 > 11.56 \text{ in}^2$$

The retrofit shall be designed for fatigue using the constant amplitude fatigue thresholds of LRFD Category B, regardless of whether the flange is non-cracked or cracked.

The tip of any crack that has entered the web shall be arrested by drilling a hole, cleaning the area, installing a high-strength bolt of the same diameter as is used for the splice, and torquing it to the prescribed initial tension. Extra care shall be taken that the hole does not miss the crack tip.

If the web crack is longer than one sixth of the beam depth, the web shall be considered fully cracked. Therefore, the splice shall be designed as a full flange and web splice using A6.13 and D6.13.

### 5.3 FASTENERS

For rehabilitation of riveted members carrying calculated stress, 5/8 in. diameter fasteners shall be used only if 3/4 in. diameter or larger fasteners will not fit.

### 5.4 WELD REPAIRS OF TENSION FLANGES OF A-7 STEEL BRIDGES

Sometimes numerous nicks and cuts are inflicted on the top flanges of beams of simple and continuous girder spans when the contractors saw-cut the bridge deck transversely to facilitate its removal. Saw-cut may also go through the rivet heads and edges of flanges. Some damages can be inflicted by blows from a jackhammer. Consequently, it becomes necessary to establish the weldability of the steel by performing a chemical analysis and determining the carbon equivalent of the material, in order to approve the method of weld repairs, especially for the large saw cuts in the tension area of the top flanges of the girders, which are considered as critical members that are subject to fatigue consideration due to the creation of various geometrical notches. Welding on the tension flange should be avoided whenever possible. All weld repairs shall be treated with Ultrasonic

Impact Treatment (UIT) process. Weld repairs should be considered only for major cuts otherwise nicks and cuts should be ground to bright metal in the direction of stress for both tension flanges, compression flanges or webs. The excavation shall be smooth and free of irregularities. Material shall be faired with a slope not to exceed one in ten. It may be necessary to verify the member has adequate cross sectional area due to the removal of the nicks and gouges.

Use the following criteria when welding in the field becomes necessary to repair damages inflicted to critical members of A-7 steel bridges in field operations:

1. Perform the chemical analysis of a plate to determine the feasibility of welding.

The current specifications for A 36/A 36M, A 242/A 242M, Type 2, A 572/A 572M and A500 steels limit the sulfur and phosphorus to a maximum of 0.05% and 0.04%, respectively. If the chemical analysis of a plate reveals higher sulfur and/or phosphorus, do not perform welding. Phosphorus and sulfur are undesirable impurities which embrittle the steel and weld metal.

With regard to cold cracking, based on the expression

$$C + M_n/6 = CE$$

The carbon equivalent (CE) must not exceed 0.40%. For steel with CE equal to or less than 0.40, use ANSI/AASHTO/AWS D1.5 Chapter 12 including preheat Section 12.17.6(8)(a) and post heat Section 12.15. If the CE of any plate to be weld repaired exceeds 0.40, then particular attention must be given to low-hydrogen practice and the time between welding and inspection (per Section 12.16.4) should be increased to 48 hours for all plates. The welds should be ground flush before inspection. After grinding and prior to RT/UT, the welds should be dye-penetrant (DT) inspected. In Ultrasonic Testing (UT), the scanning should include pattern D as well as pattern E (ANSI/AASHTO/AWS D1.5), with UT from both top and bottom surfaces of the flanges.

2. Place proper documentation of the damages, such as location, type, size, stress range at damaged location, method of weld repair, method of N.D.T., etc., in the District's Structure Inventory and Appraisal (inspection) file.
3. Treat weld repair areas with UIT process.

## 5.5 BRIDGE REHABILITATION STRATEGIES

The items included herein are not all inclusive. Depending upon the type of rehabilitation needs, some or all of the items may be applicable.

In evaluating the rehabilitation or replacement of any component of a bridge, every component, as well as structural capacity, deck geometry, scour, seismic adequacy, and other deficiencies need to be assessed. This assessment needs to continue throughout the life of the design project if rehabilitation is the selected course of action. If the design phase lasts a significant amount of time, key components and quantities shall be re-assessed before submission of final plans and quantities.

### 5.5.1 Needs Establishment

Rehabilitation of an existing bridge may be warranted by its condition, special situation, or by inclusion on a program, such as a highway capacity improvement, safety improvement or other structural improvement program.

A Pennsylvania condition rating (refer to Publication 100A, Bridge Management System 2 (BMS2), Coding Manual) of six or less for the entire bridge or its components would indicate the need for rehabilitation.

Review the bridge inspection file and address all the deficiencies and problems identified in the file.

Pre-plan preparation and post-plan preparation bridge inspections are warranted for major (deck replacement and significant modifications to main load carrying members) rehabilitation projects. The bridge designer or design consultant must be present for these inspections. Depending on available data and complexity of the work, either of the two inspections may be waived by the District Bridge Engineer.

### 5.5.2 List of Items to be Included

Items to be evaluated include crack sealing, joint repair, seismic retrofit, scour countermeasures and painting structural steel. Projects should correct bridge deficiencies contributing to accident clusters. Projects will include the upgrade of guide rail connections to the bridges, guide rail protection at bridge piers and bridge safety walks to prevent vaulting.



When the repair needs are extensive, the bridge portions of a project may be upgraded using normal rehabilitation criteria. The following list of items includes a description of items included in rehabilitation strategies.

### 5.5.2.1 Geometry

Bridge width: Refer to DM-2, Chapter 1. This includes criteria for Bridges on Very Low Volume Roads.

Vertical clearance: Refer to DM-2, Chapter 2, Section 2.20

Barrier: Based on the Test Level (TL) required (See DM-2, Chapter 12. 11). Follow Standard Drawings BD-601M, BD-609M, BD-610M, BD-615M, BD-617M or BD-618M for barrier rehabilitation.

Guide rail transition: Follow Standard Drawing BC-739M, BC-703M, BC-707M, BC-708M or BC-712M for Interstate Pavement Preservation projects. Follow the detail on Sheet 4 of BC-799M for CIP barrier details located off of the structure.

### 5.5.2.2 Drainage

#### (a) Superstructure

Refer to PP3.2.3.6. Ensure that the existing scuppers and downspouting are repaired, cleaned or replaced and splash blocks are provided if none exist.

#### (b) Substructure

For MSE wall abutments, provide drainage according to Standard Drawing BC-799M using only 100-year life pipe with watertight joints within the wall backfill. For other abutment types, provide drainage as necessary.

#### (c) Off Structure Drainage

Provide a roadway inlet to eliminate shoulder washouts in accordance with Standard Drawing RC-50M.

### 5.5.2.3 Decks

The deck replacement decision shall be made based on whether the bridge structure geometry is substandard or inadequate, or if other major 3R/4R or other type of work on the associated segment of the highway is to be undertaken. Otherwise, the following guidelines shall be used in the decision making process. Deck rehabilitation strategies contained herein should be cross-referenced with applicable sections of PP5.6.

#### (a) Concrete decks without overlays — see Figs. PP5.6.4.1-1 and PP5.6.4.1-2 first; if neither apply use the following guidelines.

The following guidelines are provided for general purpose use only. For comparative values for bridge decks, see Fig. 5.5.2.3-1.

Collect the following information prior to determining the type of rehabilitation needed for a bridge.

- (1) Extent of concrete spalls, in percentage of deck area.
- (2) Extent of delamination in percentage of deck area and/or traveled lanes. Use infrared thermography, chain dragging, or other approved methods.
- (3) Chloride ion concentration in top 1 in. and in the last 1 in. of concrete immediately above the top mat of reinforcing bars.
- (4) Air content. (The lower the air content, the more important other deck quality factors become.)
- (5) Concrete strength. Use concrete coring and testing, and Windsor probe results, if permitted.

- (6) Type of deck steel—galvanized or epoxy-coated reinforcement bars—and concrete cover over the top rebar mat. Prior to 1971, black steel was used in Pennsylvania. From 1971 to 1976, both epoxy-coated and galvanized steel were used. After 1976, epoxy-coated steel was utilized.
- (7) Corrosivity. Half-cell electric potential or other methods of determining active corrosion, as permitted by the District Bridge Engineer.
- (8) Age of the deck.
- (9) Type and location of major cracking in the deck, indicating potential superstructure flexibility problems.

Items 1, 2, 3, 4, 6 and 8 are required in all cases. Collection of this information may be stopped at any point when it becomes obvious that the deck must be replaced. The remaining items will be required depending upon the deck size, condition, roadway network and scope of the project. Any deviation must be approved jointly by the District Bridge Engineer and the Chief Bridge Engineer.

Provide deck survey and other results in the format shown in Fig. 5.5.2.3-2.

For concrete decks see item (b). The Chief Bridge Engineer will decide on any deviations for Federal oversight projects, and the District Bridge Engineer will decide on any deviations for PennDOT oversight projects.

Where latex modified concrete (LMC) overlay is to be provided, the deck shall use scarification and/or hydrodemolition. Prior to the scarification or hydrodemolition, the Contractor shall perform a pre-condition survey of the existing deck cracks to locate potential reflective cracks in the LMC overlay (ref Publication 408 Section 1041). Scarify the deck in 1/4 in. deep passes to avoid structure damage (cracking and spalling) of the remaining deck and to eliminate pulverization of the concrete around the reinforcement due to the high pressures needed for more than a 1/4 in. pass. If hydrodemolition removal is permitted, the required depth shall be removed in one pass. If Hydrodemolition equipment is utilized, the equipment shall be a computerized, self-propelled machine that utilizes a high pressure water jet stream to provide a rough and bondable surface while removing all unsound concrete, rust, and concrete particles from any exposed reinforcement during the initial pass.

Refer to Standard Drawing BC-783M for Type 2 and Type 3 repairs and latex concrete overlay transition, and BC-788M for scupper retrofit details. For additional guidance on LMC overlays, see PP5.6.4.4.1.

When staged or partial-width deck replacement is being considered for older reinforced concrete slab bridges, the orientation of the deck slab reinforcement shall be confirmed throughout the slab, not just at the edges or ends. Where the primary deck slab reinforcement bars are not parallel to the roadway centerline and would be cut by longitudinal construction joints, staged or partial-width deck replacement is only permitted with District Bridge Engineer approval. Of particular concern are reinforced concrete slab bridges with span lengths less than 20 ft. and skew angles less than 60 degrees built prior to 1961 in accordance with standard drawings.

- (b) Concrete Decks with or without Epoxy Overlay — see Figs. PP5.6.4.1-1 and PP5.6.4.1-2.

Provide Type 2 or Type 3 repairs. Surface deterioration due to loading, abrasion and other similar activities can be corrected by concrete repairs and latex modified concrete overlays.

- (c) Concrete Decks with Bituminous Overlay and without Membrane Waterproofing

Replace such decks when they have a condition rating of three or less. For preservation or rehabilitation projects, cores shall be taken and assessed per item (a) to determine scope of work.

- (d) Concrete Decks with Bituminous Overlay and Membrane Waterproofing

Patch deteriorated concrete and replace affected membrane and overlay until the repaired area is anticipated to be 50% or more of the deck area.

- (e) Concrete Decks with Latex Modified Mortar or Concrete Overlay

If a new overlay is required, the existing overlay and deteriorated deck areas must be removed, and appropriate patching and overlay provided. Hydrodemolition may be cost effective in such instances.

(f) Open Grid Steel Decks

Open grid steel decks have a poor performance record. Fatigue cracking of welded grid members have been a continual maintenance problem, even on routes with low ADTT. For existing bridges where continuous maintenance welding is experienced, replace deck with concrete filled grid steel deck or fill the existing deck with concrete per D9.8.2.3.

Mechanical connections between the deck and the supporting beams is preferred over welded connections for ease of construction and minimization of weld cracking. This should minimize continued maintenance costs. Also specify shims to eliminate residual construction load stresses induced by the placement of a load over the grid.

Install anti-skid studs when needed.

Open end steel grid decking shall not be used for new construction, or deck replacement. It has a poor performance record and promotes rapid deterioration of the supporting members. Such decks may be used for a temporary bridge or as a temporary deck.

(g) Concrete Filled Grid Steel Decks

The use of grid reinforced concrete bridge decks is permitted within the limitations imposed by Standard Drawing BD-604M.

Generally, these decks last for a long time (40 to 50 years). However, in older designs the filled concrete may cup out after ten years or so, depending upon the quality of the original work and whether or not the concrete was placed above the deck steel.

Remove deteriorated concrete and fill the cups with concrete if the full-depth concrete is deteriorating. Use of an approved “corrosion inhibiting” admixture may be considered. Fill the cups with overlay material if only the top quarter or less of concrete is deteriorated, and overlay the deck with either bituminous or asphalt as a short-term (i.e., < 5 years) or latex modified concrete overlay as a mid-term (10 ± years) or other approved polymer resin concrete overlay as a long-term (15 to 20 years) solution.

Also with older designs, longitudinal creeping problems of concrete filled grid decks is well documented, particularly with decks having large (more than three) aspect (span length/width) ratios. Timely deck cut-off and releasing the deck for expansion will minimize chances for secondary stresses in other bridge members. Provision for closely spaced expansion joints would reduce deck creeping. However, it can increase expansion joint maintenance and the probability of subfloor and substructure deterioration.

This deck type may be used for deck replacement in special situations only, since it is very expensive and longitudinal creeping is a major concern.

(h) Timber Decks

Replace the deteriorated members with treated lumber. If deck deterioration is over 25%, replace the entire deck with treated timber or other material. Bituminous overlay may be provided to improve riding quality. If overlaid, use a leveling course prior to providing the surface course.

(i) Other Deck Types

Rehabilitation of other deck types shall be evaluated and rehabilitation strategies shall be developed based upon the characteristic, performance and condition of such decks. In some instances, special studies will be needed.

For determining construction quantities, anticipate further deck deterioration from the day of field investigation to the actual deck work and anticipate considerably more Type 2 and 3 repairs than field observations indicate.

Deck repairs and rigid deck overlay or overlay repairs are eligible work.

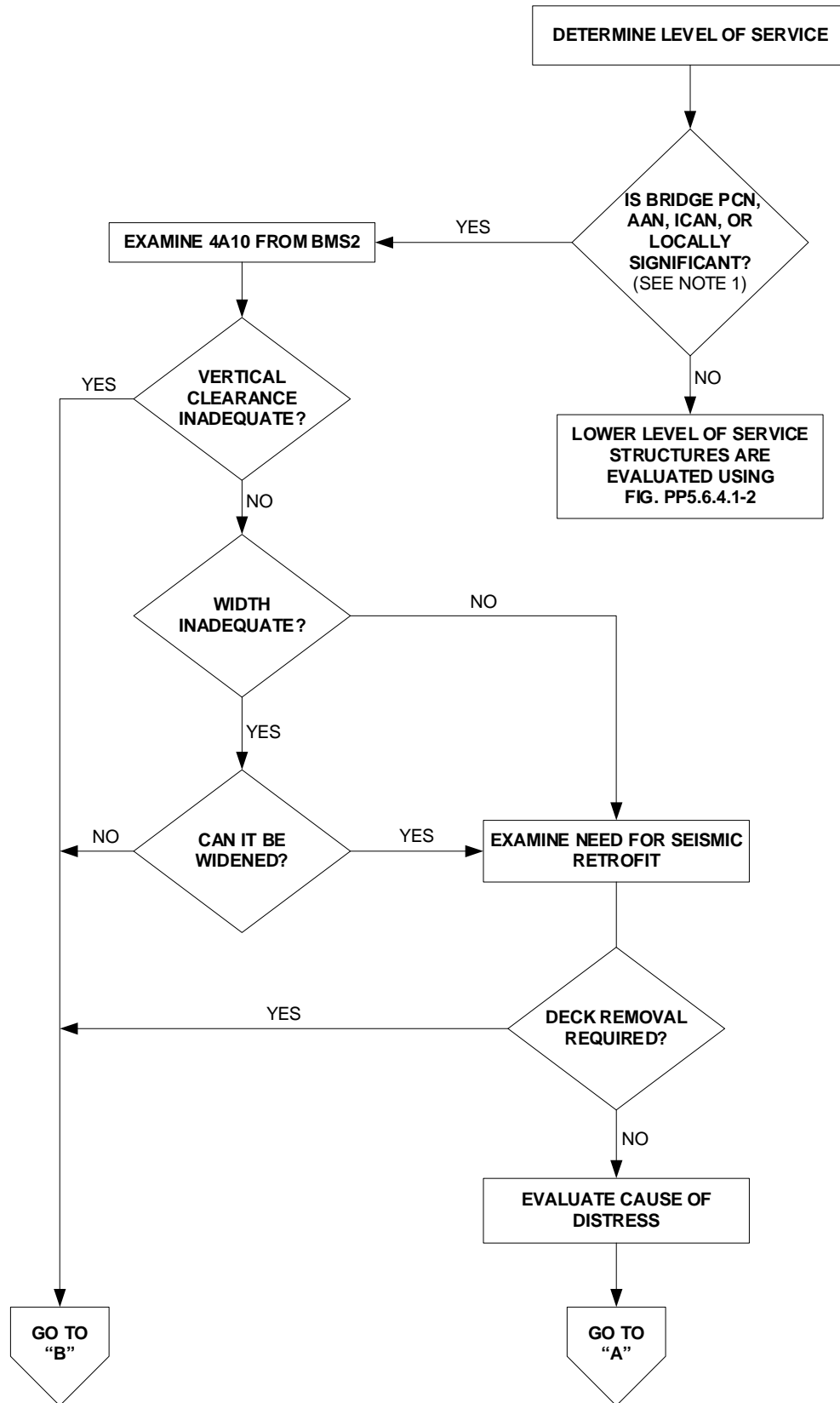


Figure 5.5.2.3-1 – Comparative Values for Bridge Deck

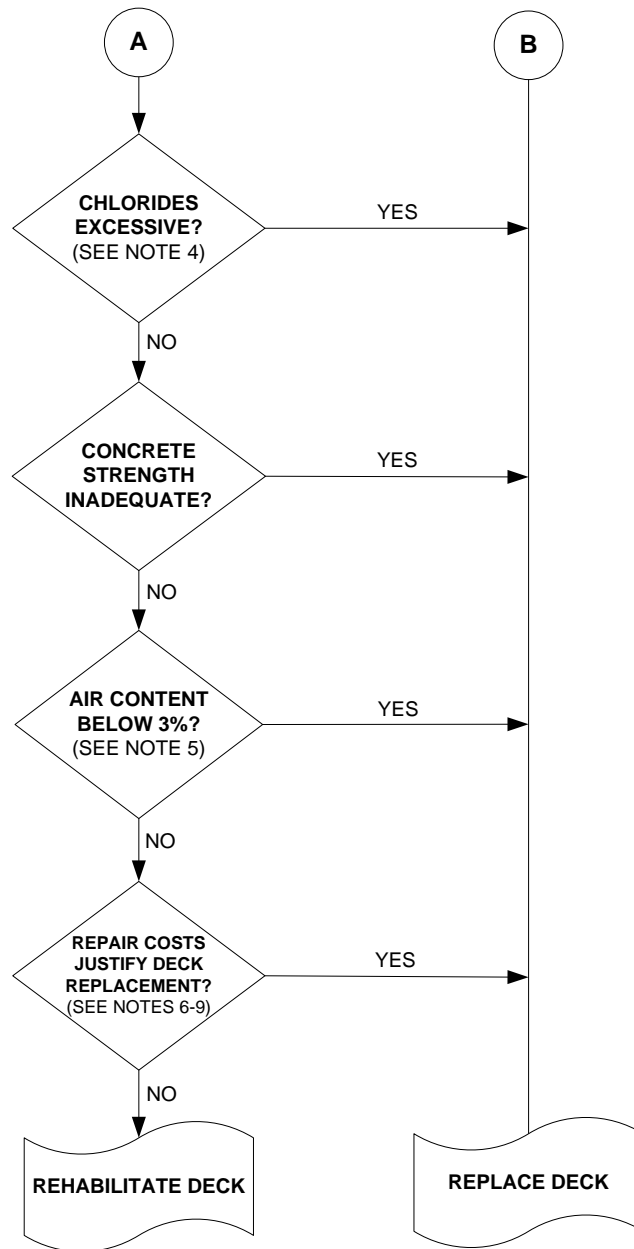
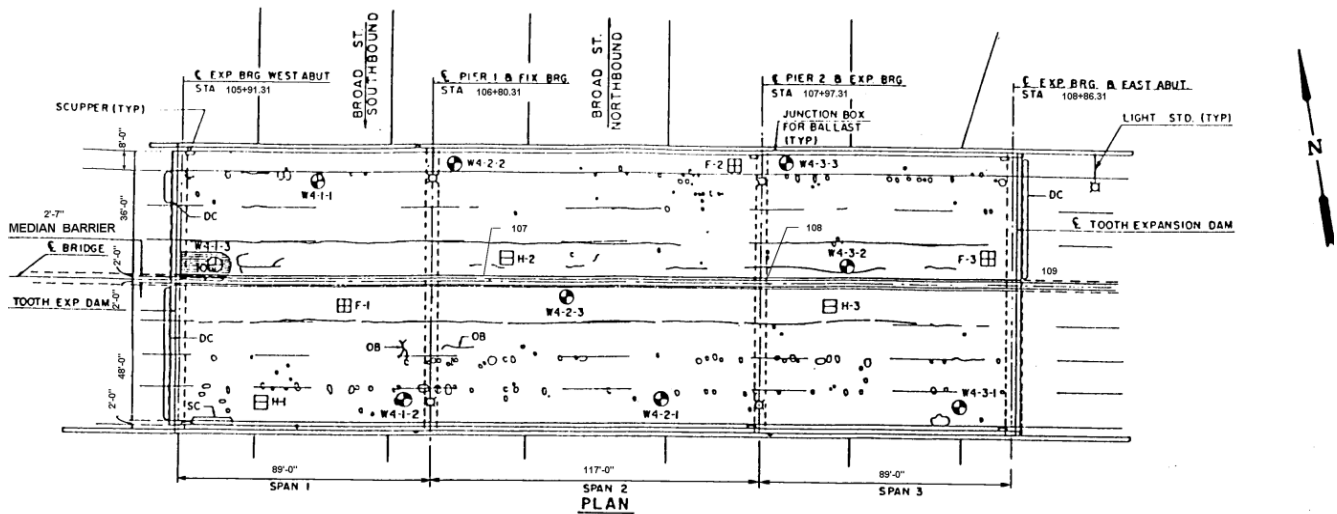


Figure 5.5.2.3-1 – Comparative Values for Bridge Deck (Continued)

## NOTES:

- (1) Bridges which have significant impact on the local economy should be included in this group.
- (2) Research studies have found chloride contamination accelerates corrosion when chloride levels are between 1.0 and 2.0 pcy for black bars (Lindquist, Darwin and Browning, 2005) and between 3.6 and 7.5 pcy for epoxy-coated bars (Fanous, Wu, 2000). FHWA has not mandated threshold values for acceptable levels of chloride concentration. Contamination is often deemed as significant at the 1.5 to 2 pcy level. However, bridge decks have continued to perform well with 6 to 9 pcy. Higher levels of chloride contamination will be acceptable on lower level routes when programming rehabilitation/replacement strategies are considered. Each bridge will be evaluated independently.
- (3) Air content will be a factor when determining the salvage value of a bridge deck. On Business Plan Networks (BPN) 1 and 2 (i.e., NHS structures), low air less than 3% will be justification for replacement. Also consider air characteristics. A surface area of air voids (specific surface) < 600 in<sup>2</sup>/in<sup>3</sup> or a spacing factor of > 0.008 in. would also be justification for replacement. On lower level systems, low air content will be acceptable for certain structures, arches, etc. on lower level routes, low air content may be acceptable for other contents.
- (4) Estimated quantities for rehabilitation should reflect the anticipated quantities in the year of construction. Recommended rehabilitation schemes for high and medium ADTT routes include epoxy overlay, and latex modified concrete.
- (5) Estimated quantities for rehabilitation should reflect the anticipated quantities in the year of construction. Recommended rehabilitation schemes for low volume ADTT routes include bituminous overlays with membrane and latex modified concrete.
- (6) Bituminous overlays without membranes are viable options on all routes when the bridge deck has been programmed for replacement, and the overlay is used to provide a smooth riding surface until replacement can be accomplished.
- (7) Repairs would include bearing/pedestals, pier cap repairs, beam repairs, fatigue retrofits, etc.

Figure 5.5.2.3-1 – Comparative Values for Bridge Deck (Continued)



**LEGEND**

- CORE LOCATION
- CORE LOCATION TO CONFIRM THERMOGRAPHIC RESULTS
- FULL DEPTH REMOVAL
- PARTIAL DEPTH REMOVAL
- SEALED CRACK, UNLESS OTHERWISE NOTED
- OPEN CRACK
- OPEN CRACK WITH LEACHING
- ALLIGATOR CRACKS
- SLIPPAGE CRACKS
- "D" CRACKS
- POT HOLE
- RAVELING AND WEATHERING

**GENERAL CONDITIONS**

1. SHALLOW RUTTING CAN BE SEEN IN WHEEL PATHS.
2. AREAS ADJACENT TO SCUPPERS, CURB LINES AND EXPANSION DAMS HAVE BEEN SEALED.
3. LOW SEVERITY RAVELING AND WEATHERING, APPROXIMATELY 1" TO 2" IN WIDTH, IS PRESENT ALONG THE EXTERIOR CURB LINES.

TOP OF DECK DEFECTS					
CURB TO CURB AREA		14,750 SF EASTBOUND RDWY. = 12,980 SF WESTBOUND RDWY.			
SYM.	TYPE	EASTBOUND ROADWAY		WESTBOUND ROADWAY	
		AREA (Sq. Ft.)	% OF DECK SPANS 1-3	AREA (SQ.FT.)	% OF DECK SPANS 1-3
	DELAMINATION	216	1.5	100	0.8
	PATCH	0	0.0	0	0.0
	DEBONDED PATCH	0	0.0	165	1.3

EXPANSION DAM OPENINGS						
LOCATION	EASTBOUND ROADWAY			WESTBOUND ROADWAY		
	THEOR. (IN.)	ACT. (IN.)	TEMP. (°F)	THEOR. (IN.)	ACT. (IN.)	TEMP. (°F)
WEST ABUT.	2 7/16	2 1/2	80	2 9/16	2 1/4	55
EAST ABUT.	2 5/16	2 3/8	80	2 11/16	2 3/8	55

CONCRETE CORE RESULTS							WINDSOR PROBE RESULTS	
LOCATION	CHLORIDE CONTENT				COMPRESSIVE STRENGTH		LOCATION	COMPRESSIVE STRENGTH
	DEPTH 1 (IN.)	PCY	DEPTH 2 (IN.)	PCY	H/D	KSI		KSI
W4-1-1	0'-1"	1.7	2'-2 1/2"	0.55			1	8.200
W4-1-2	0'-1"	5.5	2'-2 1/2"	3.4	1.64	5.720	2	7.500
W4-1-3	0'-1"	1.1	2'-2 1/2"	0.51	1.74	5.970	3	7.800
W4-2-1	0'-1"	1.5	2'-2 1/2"	0.47			4	8.850
W4-2-2	0'-1"	0.94	2'-2 1/2"	0.27	1.80	6.250	5	7.600
W4-2-3	0'-1"	5.1	2'-2 1/2"	3.3	1.49	5.060	6	7.600
W4-3-1	0'-1"	1.5	2'-2 1/2"	0.78			7	8.025
W4-3-2	0'-1"	2.1	2'-2 1/2"	1.6	1.37	5.180	8	8.600
W4-3-3	0'-1"	2.6	2'-2 1/2"	2.4	1.54	5.410	9	9.500

Figure 5.5.2.3-2 – Format for Deck Survey and Other Results

### 5.5.2.4 Expansion Joints

Eliminate expansion joints at substructure units whenever practical. The design life for bridge joints shall be compatible with deck life, which is currently considered to be between 40 and 50 years for decks with epoxy-coated bars or decks with similar deck protective systems and grid reinforced concrete bridge decks built in accordance with BD-604M. The deck joints incorporated in Standard Drawings BC-767M and BC-762M are expected to provide 40 to 50 years of life if properly fabricated and constructed. For maintenance projects with an expected service life up to 5 years, a two-part silicone joint system may be used. The expansion joint indicated in Standard Drawing BC-766M would provide reasonable life for low volume (ADT < 1000) roads. No other type of deck joint shall be incorporated without specific approval by the Chief Bridge Engineer.

Provide a trough or similar device under the existing tooth dams to protect the beams and substructure units from salt contamination and water.

Replace existing plate dams using either deck continuity or an appropriate joint specified in this section.

#### (a) Deck or Superstructure Replacement Projects

Minimize the number of joints by providing deck continuity over the existing joints and/or fixing the abutments, thereby eliminating backwalls if the criteria outlined in D11.6.1.7P is applicable. Refer to D14.5 for selection of the type of expansion joint.

The secondary effects of deck continuity, if done in conjunction with beam continuity, must be evaluated and corrective retrofits, if warranted, incorporated into the contract. Such effects may include effects on the type and size of bearings, superstructure to substructure connections, and structural capacity of substructure units including foundations.

Eliminate all pin-hanger joints and provide structural continuity. Effects of structural continuity on all superstructure and substructure elements, including foundation elements, shall be analyzed and appropriate structural modifications made.

For existing short-span prestressed concrete beam bridges (each span less than 80 ft.) having beam depth differences between the adjoining spans of 6 in. or less, consideration may be given to using only deck continuity. Full depth diaphragms shall be provided as per BD-664M and BD-665M at pier locations. In such instances No. 4 bars at 5 in. spacing longitudinal reinforcing steel in the top and bottom of the deck shall be provided as minimum steel for distribution to prevent transverse cracks.

For existing multi-span steel beam bridges, the designer shall consider providing continuity using flange and web connection plates at pier locations. In such situations, analysis of the girder as a continuous member shall be performed. The skew effect behavior of steel bridges and their relative flexibility when compared with prestressed concrete bridges must be evaluated and considered in the analysis.

At each pier, the beam end fixity must be the same at each of the beams. See Fig. 5.5.2.4-1 for allowable configuration. Mixing of fixity (Expansion/fixed) is not allowed at these locations. Beam end restraints may require changes. Replacement of dual bearing lines with a single bearing should be considered particularly if replacement of the bearings is required.

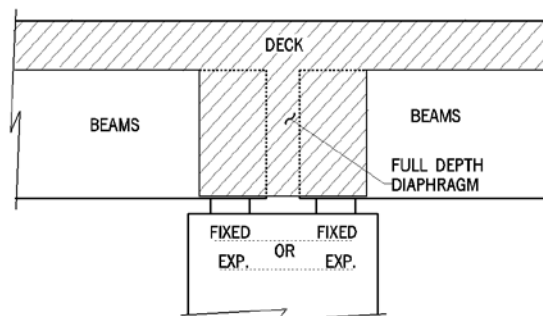


Figure 5.5.2.4-1 – Full Depth Diaphragms



(b) Deck Joint Replacement

Elastomeric deck joints that are found not to be repairable shall be eliminated by providing deck continuity or replaced with the joint types specified in Standard Drawings BC-767M, BC-762M or BC-766M.

In special situations shallow depth (1 1/2 in. or 2 in. deep) strip seal dams may be used with a specific approval from the Chief Bridge Engineer. Refer to Fig. 5.5.2.4-2 for general details.

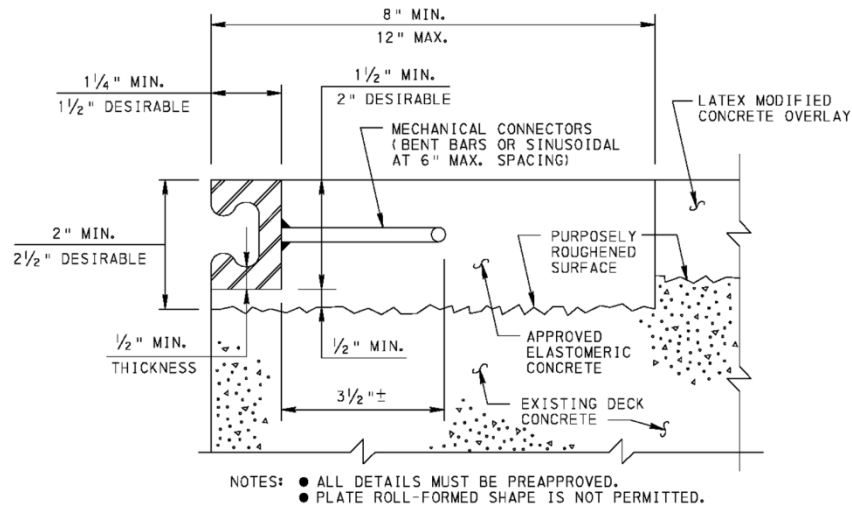


Figure 5.5.2.4-2 – Strip Seal Dams Detail

For bituminous overlays use Fig. 5.5.2.4-3.

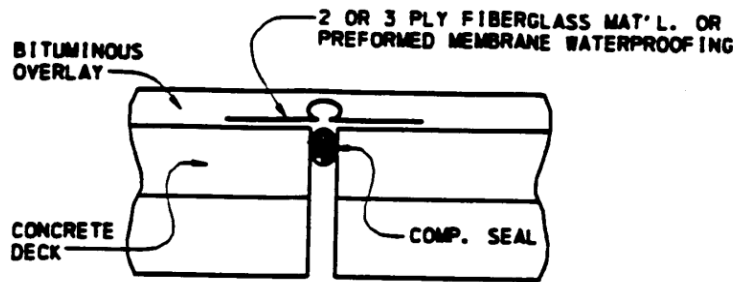


Figure 5.5.2.4-3 – Deck Joint for Bituminous Overlays

Replace damaged gland or troughs as necessary. Clean troughs. Non-performing expansion dams should be replaced with strip seal or other approved expansion dams.

(c) Elastomeric Expansion Dams

An analysis of the data for expansion joints using elastomeric expansion dams (received by May 31, 1994) revealed the following:

1. The first elastomeric expansion dams were installed in 1972.
2. Distress in these joints, in order of highest incidence were as follows:
  - a. Anchorage Failure
  - b. Concrete spalling at joint
  - c. Neoprene Failure

3. There was some indication that durability of the joints was related to truck volume. However, some joints on bridges having large truck volumes were outlasting those joints on bridges with small truck volumes.
4. Some dams had been replaced, others had been repaired, and many others required maintenance or replacement. A few were performing well.
5. Refer to Bulletin 15 for the pre-approved elastomeric expansion dams suppliers in the State.

Appropriate rehabilitation strategies for these deck joints based on the type of rehabilitation required are as follows:

- Deck Replacement

When complete deck replacement is anticipated, consider elimination of deck joints first, where feasible. The decision to eliminate existing joints should be based on length of structure, type of bearings and substructure/foundation compatibility (see item (a) of this article).

Where elimination of joints is not feasible, expansion devices, as shown on Standard Drawing BC-767M (Neoprene Strip Seal Dam, armored, for movements up to 4 in.), should be used. Tooth dams with 1/8 in. thick reinforced sheet neoprene trough shall be specified for movement over 4 in., as shown on BC-762M. The use of a Preformed Neoprene Compression Seal Joint, unarmored, as shown on Standard Drawing BC-766M is discouraged, but may be used for structures having ADT less than 1000 and ADTT less than 100 with caution because its success in terms of providing a leakproof joint is highly dependent upon perfect construction.

- Joint Repair

There were many existing elastomeric dams that were performing well. However, some required maintenance such as anchor bolt replacement, full or partial seal replacement, hold-down plates or section replacement.

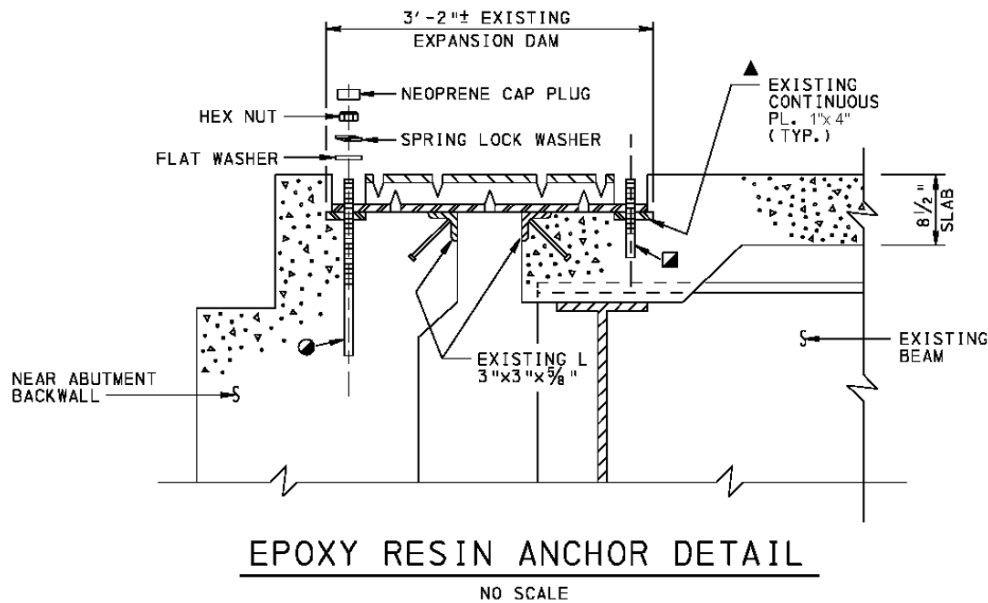
If a cost analysis shows that repair is cost effective, and the repair will restore the joint to water tightness, every effort should be made to schedule the maintenance.

Except for anchor bolts, replacement parts should be obtained from the appropriate suppliers to assure compatibility with the existing in-place dams. The use of steel plates to make temporary or makeshift repairs to damaged dams is not encouraged since the function of the dam to provide a water tight joint is not restored.

Generally, it has been found that the anchor bolt arrangements for the various dams were inadequate, particularly in areas of high stress (wheel paths). Consequently, bolts that have sheared off or pulled out should be replaced with new anchor bolts epoxied into pre-drilled holes. See Fig. 5.5.2.4-4 for repair scheme.

Some elastomeric expansion dam failures originated from poor initial installation, particularly poorly consolidated concrete or uneven bedding in the block-outs. It is recommended that these areas be inspected during repairs to determine if other improvements should be made.

If temporary expansion dams are essential, asphaltic plug joints, elastomeric concrete with a two-part cold applied polymeric seal, or preformed silicone strip seals, as applicable, may be used as a stop gap measure.



- ▲ = REPAIR SPALLED CONCRETE AREAS UNDER & ADJACENT TO THE 1"x4" PLATES WITH EPOXY RESIN.
- = NEW  $\frac{7}{8}$ "  $\phi$  x2'-0" THREADED BAR PLACED IN  $\frac{3}{4}$ "  $\phi$  DRILLED HOLE AND SET WITH EPOXY RESIN CARTRIDGES. BAR THREADS TO PROTRUDE  $2\frac{3}{4}$ " MIN. SPACING OF THE BARS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
- = NEW  $\frac{7}{8}$ "  $\phi$  x1'-0" THREADED BAR PLACED IN  $1\frac{3}{8}$ "  $\phi$  DRILLED HOLE AND SET WITH EPOXY RESIN CARTRIDGES. BAR THREADS TO PROTRUDE  $2\frac{3}{4}$ " MIN. SPACING OF THE BARS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

Figure 5.5.2.4-4 – Epoxy Resin Anchor Detail

- Joint Replacement

Elastomeric deck joints that cannot be repaired should be scheduled for replacement.

Several manufacturers have developed strip seal joints that are embedded in elastomeric concrete which can be used to bond the total joint to the concrete blockout. These proprietary systems include Delcrete, WaboCrete and Ceva 300, and are particularly well suited as replacement systems for existing elastomeric expansion dams because the required blockout depth is between 2 in. and 2 1/2 in., and the required blockout widths are comparable to the existing blockouts that accommodate elastomeric seals.

The above systems use elastomeric concretes furnished by their manufacturers, i.e., D. S. Brown Co., Watson Bowman Acme Corp. and Chase Corp., respectively. The joints should be a combination of the elastomeric concretes, appropriate extrusions and compatible waterproof neoprene strip seals.

Strip seals are available for movements up to 5 in.. However, they should not be used for more than 4 in. movement classification due to our concern for load carrying capacity of wider openings.

Some of these systems use heat fusion bonding which will heat cure in about 2 hours, will bond to irregularities, such as spalls, in the blockout area, and are suitable for stage construction.

### 5.5.2.5 Bearings

- (a) Rocker and Roller Bearings

For minor bridge rehabilitation work, unless replacement is warranted due to seismic requirements or functional obsolescence, readjust all rocker and roller bearings to restore their required function. Clean, paint and lubricate (roller bearings only) as warranted.

For deck replacement or other major bridge rehabilitation projects, rocker bearings and roller bearings should be replaced unless approval from the Chief Bridge Engineer is obtained to leave rocker bearings and or roller bearings in place.

(b) Other Metal Bearings

Restore the required function of these bearings, as warranted, by repairing or replacing worn-out parts. Special attention and analysis may be needed for bronze or similar friction parts.

(c) Pot Bearings

Ensure that the neoprene material is adequately contained in the pot and the gap between the top of the pot and the piston bearing plate is fairly uniform under dead load. Also, sufficient end distance should exist to the stainless steel plate (mirror plate) for expansion and contraction at extreme temperatures. If any deficiencies exist, corrective measures must be incorporated into the contract plans.

(d) Other Multi-Rotation Bearings

If adverse functional conditions exist, corrective measures must be incorporated into the contract plan.

(e) Neoprene Bearings

Problems such as major uneven deformation or walk-out shall be corrected.

(f) Bearings for Temporary Construction Condition

Appropriate bearing type and restraining connections shall be designed to endure construction and traffic loads. Expected life of the temporary bearing shall be five years.

### 5.5.2.6 Other Superstructure Elements and Fatigue

Establish material parameters based upon existing plans or previous testing. If data is not available, samples may be taken and tested to establish needed parameters. All construction details must be inspectable and maintainable.

(a) Redundancy

For non-redundant superstructure, ensure that all elements are structurally sound and will provide prescribed service life as specified in PP5.5.4. Where possible, an alternate load path should be provided if economically feasible. All pin-hanger connections shall be removed and replaced with continuity when replacing the deck as specified in PP5.5.2.4, item (a).

For redundant superstructures, the pin-hanger connections shall also be replaced when replacing the deck.

(b) Deteriorated Beam Ends and Painting

Deteriorated concrete beam ends shall be cleaned, repaired for structural integrity and protected from future deterioration either by deck continuity, encasing in concrete (diaphragm), or providing leakproof joints, and applying a breathable coating.

Deteriorated steel beam ends shall be cleaned, strengthened if needed, painted and protected from future deterioration by providing continuity or leakproof joints.

Where needed, spot and zone or total bridge painting shall be incorporated in the rehabilitation project to achieve the targeted life specified in PP5.5.4, unless a special painting contract is to follow very shortly after the rehabilitation project. Either the contract plans or special provisions must indicate whether or not the existing paint contains lead and other toxic materials such as cadmium, chromium, arsenic, etc., in order to alert the contractor. Paint coating coupons from different bridge members must be laboratory tested for lead content and other toxic materials such as cadmium, chromium, arsenic, etc. To determine cleaning and painting strategy, evaluate the thickness of the paint to

be retained, adhesiveness and compatibility of the existing paint to the proposed paint system. For small span steel bridges with lead base paint, it may be cost effective to replace the superstructure.

To determine cost effectiveness, compare the remaining fatigue life, load carrying capacity, steel repair costs, cleaning and painting costs and other associated costs for the existing bridge, to the longer life and relatively minimal maintenance costs associated with a new superstructure. In borderline cases, permit a Contractor's alternate for a new superstructure.

(c) Cable Bridges

For cable-stayed and suspension bridges, cable condition must be thoroughly evaluated to ensure the targeted service life. Cables in the anchoring zone and splash zone are the most vulnerable. Deteriorated cables shall be replaced or reconstructed.

(d) External Post-Tensioning

External post-tensioning may be utilized to provide adequate load carrying capacity for short-term rehabilitation subject to special approval of the Chief Bridge Engineer. External post-tensioning is to be used as a last resort since the longevity of an unbonded system is questionable without periodic inspection. If external post-tensioning is employed, double corrosion protection to the prestressing tendons and end anchors shall be provided where possible.

(e) Jacking of Superstructure

Where superstructure jacking is required, at least one constructible option must be shown in the contract documents. All related analysis, including the effects of jacking on all connections, superstructure and (rarely) substructure elements must be evaluated. If strengthening is required, all details shall be shown in the contract documents. A Contractor's alternate may be permitted through a special provision or notes on contract drawings.

(f) Curb and Barrier

If the existing deck is to be replaced, construct standard curb and barrier.

Guide rail transition to the bridge barriers (Typical Concrete Barrier, PA HT, PA Type 10M and PA vertical wall barriers) shall be made as per Standard Drawings BC-739M, BC-707M, BC-708M and BC-703M. Guide rail transition to older style barriers (New Jersey shaped barrier) shall be developed using Appendix A of Design Manual, Part 2, Chapter 12, as the basis. Any exception shall be approved by the Director, Bureau of Project Delivery.

If the existing deck is to remain in place, it may be possible to modify the existing curb and barrier to meet the current standards. This decision should be made based on accident history, ADT and ADTT, approach geometry and sight distance, severity of the condition and the cost of improvements in conjunction with other factors evaluated during the scoping field view.

(g) Fatigue Evaluation and Retrofit

Determine remaining fatigue life in accordance with PP5.1 for all critical members identified in PP5.1, PP5.2 and PP5.3 and provide appropriate corrective measures.

For cover plate retrofit, refer to PP5.2.1.2. Retrofit all critical load and displacement-induced fatigue details. For displacement-induced fatigue retrofit details and load-induced retrofit details refer to PennDOT Research Project 83-21, "Deformation Induced Cracking in Steel-girder Bridges and Retrofit Guidelines", published in July 1987, and FHWA, March 1990 Publication, "Fatigue Cracking of Steel Structures", Volume II, Publication No. FHWA-RD-89-167.

(h) Utility Supports

Verify that all utility supports are structurally and functionally sound. They shall be either galvanized or coated with non-staining coating. If not, incorporate appropriate corrective measures.

(i) Structure-Mounted Signs

Ensure that all signs and sign connections are structurally sound. Specify repairs or modifications as necessary.

5.5.2.7 Substructure Elements and Scour

(a) Crack Sealing

Specify repair and/or rehabilitation of all deteriorated or damaged components. Special attention should be paid to cracked concrete pier caps, since the critical reinforcement for the pier caps may be vulnerable to corrosion if the concrete is crushed and exposed to contaminants from leaking joints. All such cracks shall be sealed with appropriate epoxy compounds.

If the cracking is caused by differential settlement, the situation shall be evaluated and corrected.

(b) Concrete Repair

Surface spalls of the concrete elements shall be cleaned to sound concrete and repaired with epoxy mortar. If deteriorated concrete extends beyond the primary reinforcement, the concrete shall be removed to at least 1 in. below the reinforcement and repaired with either concrete (if space permits) or lifts of epoxy mortar. An epoxy bonding compound shall be specified between the old and the new concrete and concrete lifts if needed. If significant deterioration exists, provide a temporary support to the superstructure and specify the needed repairs or replacement.

(c) Abutment Spalling

Spalling of the abutment stem under full-depth concrete diaphragm shall be repaired as depicted in Fig. 5.5.2.7-1. Pavement migration should be corrected by providing a pavement relief joint.

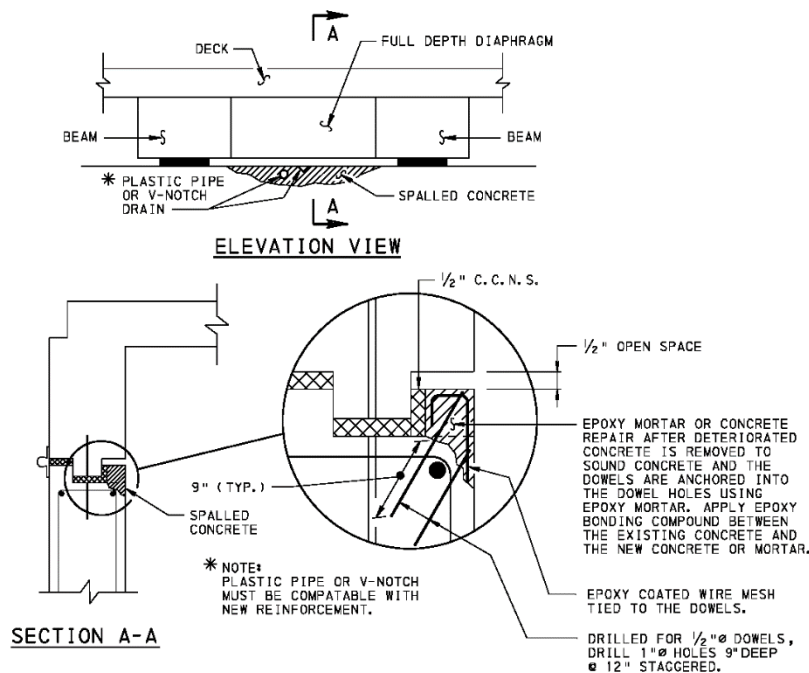


Figure 5.5.2.7-1 – Repair of Abutment

(d) Hammerhead Pier Caps

External post-tensioning, as specified in PP5.5.2.6, item (d), may be specified for hammerhead pier caps to restore structural integrity. If a need for external post-tensioning is established, the system shall be designed to carry the entire load assuming the existing cap steel is ineffective. Adequate and uniform bearing between the concrete face and the post-tensioning system bearing plate shall be provided.

Other alternatives, such as casting wall or other support beneath the cantilever, may be feasible and may offer a long-term solution.

(e) Backwall Deterioration

Repair deteriorated backwalls. If the backwall is severely damaged due to pavement migration, it shall be replaced and a pavement relief joint installed.

(f) Structural Stability

If the existing substructure unit is determined to be marginal in overturning and/or sliding or global stability, the situation shall be corrected by appropriate measures. Generally, abutments on steep slopes are of concern. Such situations can be corrected by slope stabilization and the use of tie backs, replacement of the substructure unit, or by adding a span.

If settlement is a problem (see A10.5.2.2 and D10.5.2.2 for tolerable settlement), the root cause(s) shall be determined and corrective measures shall be incorporated. Corrective measures may include underpinning, revising superstructure bearings if settlement has ceased, other appropriate corrective measures or replacement.

If settlement of a substructure unit founded on steel piles is evident, the integrity of the piles could be suspect. Settlement of point bearing piles in karst conditions may indicate sinkhole activity. Settlement of steel friction and/or bearing piles may indicate subsidence of substrata or corrosion activities of the piles. Settlement of friction or end bearing steel piles passing through fill materials may indicate corrosion, negative friction, overloading of piles, and settling substrata, or a combination thereof. Each situation should be evaluated on its own merit and corresponding corrective action shall be specified.

(g) Scour

Evaluate scour susceptibility and provide remedial measures as per HEC-18 and PP7.2.

(h) Cathodic Protection

For existing substructures with evident salt damage, the use of cathodic protection should be considered. The zinc puck type systems have been used successfully and are not considered experimental. Other cathodic protection types are considered experimental, such as spray-on zinc coatings for substructures. These experimental type cathodic protection systems must be approved by the Construction and Materials Division, New Products and Innovations Section.

(i) Waterproofing Membrane for Substructure Units

If the juncture of the stem and footing of an abutment, retaining wall, or wingwall or juncture of a pier column and footing is exposed during preservation or rehabilitation of the structure, place waterproofing membranes at locations of below grade construction joints through which J-bars pass.

Place waterproofing membrane on the front face of the abutment, wingwall or retaining wall when the distance from the edge of pavement to front face of abutment, wingwall or retaining wall is less than or equal to 5 ft.. Place waterproofing membrane on the face of the pier column facing traffic when the distance from the edge of pavement to pier face is less than or equal to 15 ft.

### 5.5.2.8 Seismic Considerations

#### 5.5.2.8.1 General

The seismic methodology in the AASHTO LRFD Bridge Design Specifications was revised in the 2010 Edition. Pennsylvania remains classified as Seismic Zone 1 in the 2014 Edition. For Seismic Zone 1, the basic seismic rehabilitation requirements are to provide:

- Minimum seat length

- Stable bearing types
- Adequate connection between the superstructure to substructure
- Proper reinforcement detailing of pier columns

It is the policy of the Department to require a seismic assessment on all rehabilitation projects. As part of this assessment, the Designer must indicate all deficient seismic items and provide preliminary details for any needed seismic retrofits. The Chief Bridge Engineer may permit a waiver of seismic retrofits on a project-by-project basis, if requested from the District Executive. The request must include a justification for waiving the retrofit and explain when the structure will be completely upgraded to comply with basic seismic requirements.

Please note that the Department has not developed standard retrofit details. Schematic examples indicated herein are acceptable. FHWA Research Reports FHWA-IP-87-6, FHWA-RD-83-007 FHWA-RD-94-052 and FHWA-HRT-06-032 Seismic Retrofitting Manual for Highway Structures: Part 1 – Bridges, also contain acceptable references for retrofit details.

To fulfill the basic seismic requirements, the following lists and sketches provide additional direction and guidance into common retrofit details to be used in Pennsylvania. These items are not to be considered exhaustive nor should they exclude sound engineering practice.

#### 5.5.2.8.2 Common Retrofit Concepts

1. Replace “high” rocker and roller bearings. See Figs. 5.5.2.8.2-1 and 5.5.2.8.2-2 for examples of these bearing types and an example of a typical replacement and retrofit of these bearings, respectively.
2. Extend bearing seats. Bearing seat lengths must meet the minimum support lengths as per the design specifications. This must be addressed on rehabilitation projects. Seat extensions, in accordance with Fig. 5.5.2.8.2-3, should be provided.
3. Provide cribbing for vulnerable bearings. While it is desirable to eliminate vulnerable bearings (i.e., rocker and roller bearings), the Department recognizes that this is not always possible or cost effective. Cribbing to assure support of the superstructure in the event of a bearing collapse is an acceptable alternate to complete bearing replacement. Cribbing is expected to be used as a temporary measure until an economical bearing replacement can be performed (i.e., during a deck or bridge replacement). See Fig. 5.5.2.8.2-4. Chief Bridge Engineer approval is required if rocker and roller bearings are not replaced.
4. Add Shear Blocks and/or Pedestals - Structures which are deficient in areas such as seat length and bearing instability, or have inadequate superstructure to substructure connections may be retrofitted by the addition of shear blocks and/or dowel bars, or by the construction of concrete pedestals which will act as shear blocks and alleviate bearing instability. See Figs. 5.5.2.8.2-9 and 5.5.2.8.2-10.
5. Department sponsored research has shown that piers and columns built in accordance with pre-1992 AASHTO criteria should have acceptable seismic performance for all regions of Pennsylvania provided confinement reinforcement consists of a minimum of No. 4 bars at 12 in. and development and splice lengths meet current AASHTO requirements. If these conditions are met, no retrofit to the columns or piers is required. This does not mean that no damage will occur in the event of a ground acceleration of 0.15g, but the damage should not be life threatening and should be repairable (Memari et al. 2001). In cases where this minimum reinforcement is not present, see Figs. 5.5.2.8.2-5, 5.5.2.8.2-6, 5.5.2.8.2-7 and 5.5.2.8.2-8 as acceptable means to retrofit this deficiency.



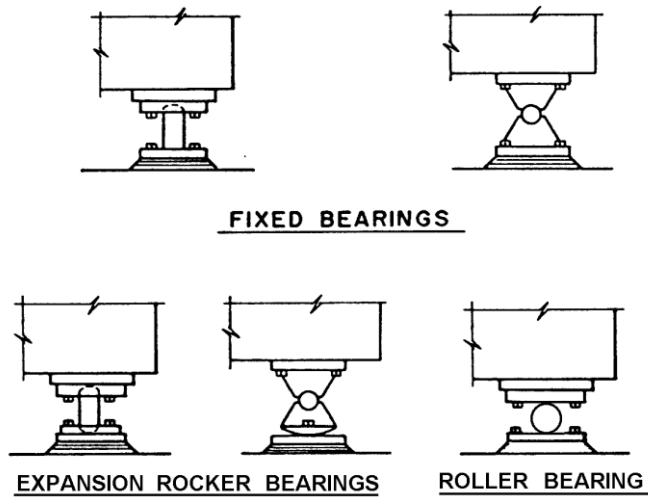


Figure 5.5.2.8.2-1 – Seismically Vulnerable Bearings

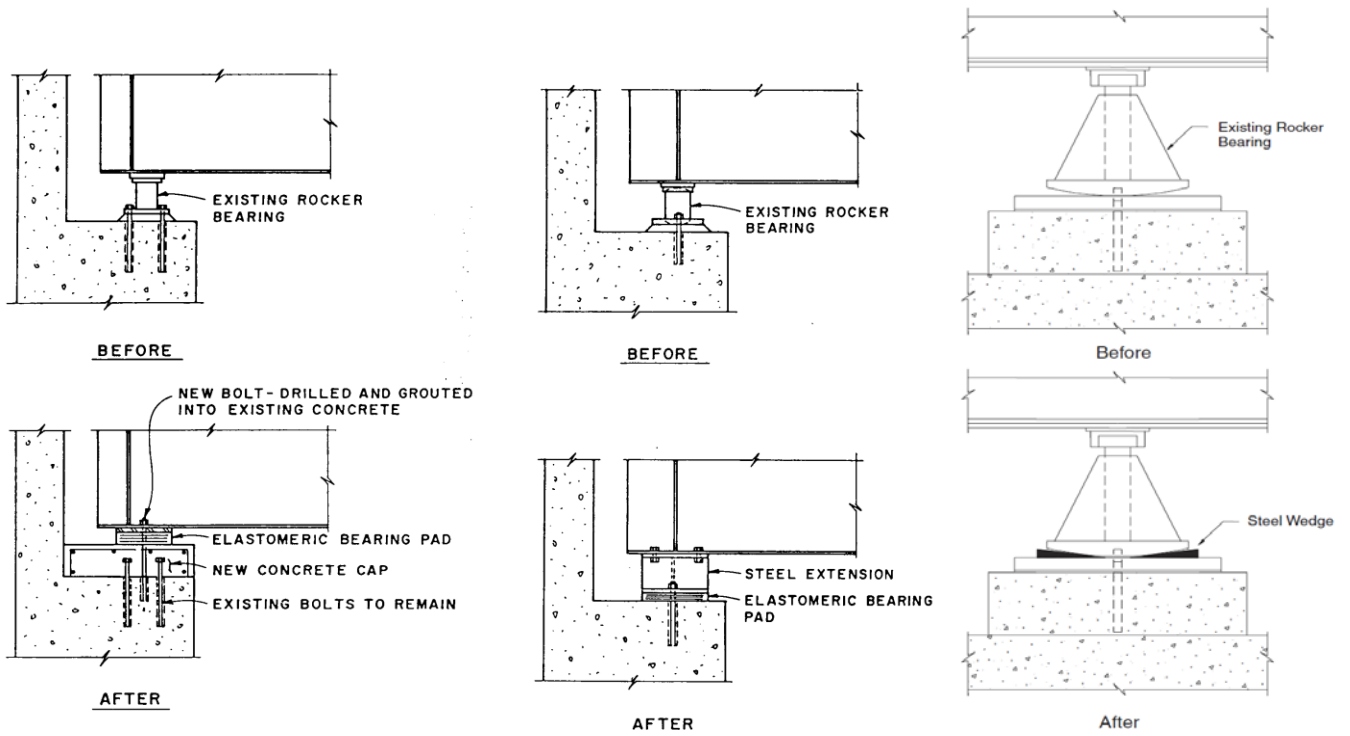


Figure 5.5.2.8.2-2 – Examples of Rocker Bearing Replacement and Retrofit

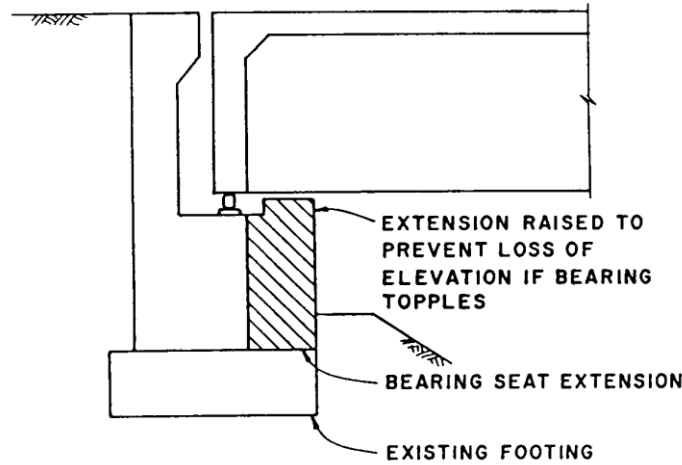


Figure 5.5.2.8.2-3 – Bearing Seat Extensions

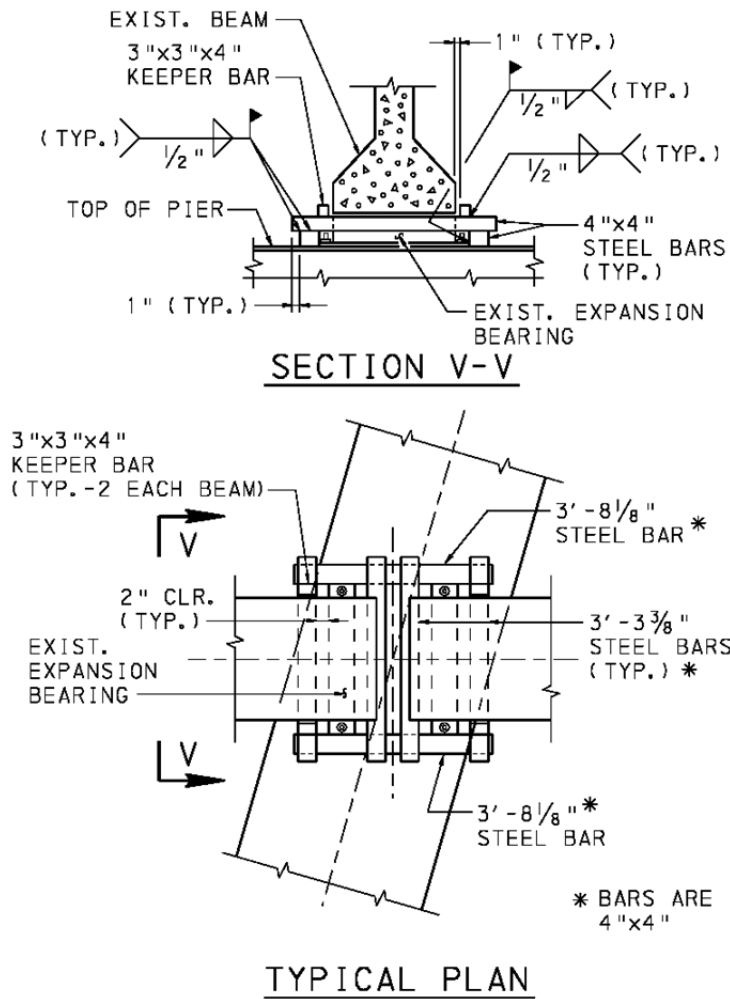


Figure 5.5.2.8.2-4 – Example of Cribbing for Bearings

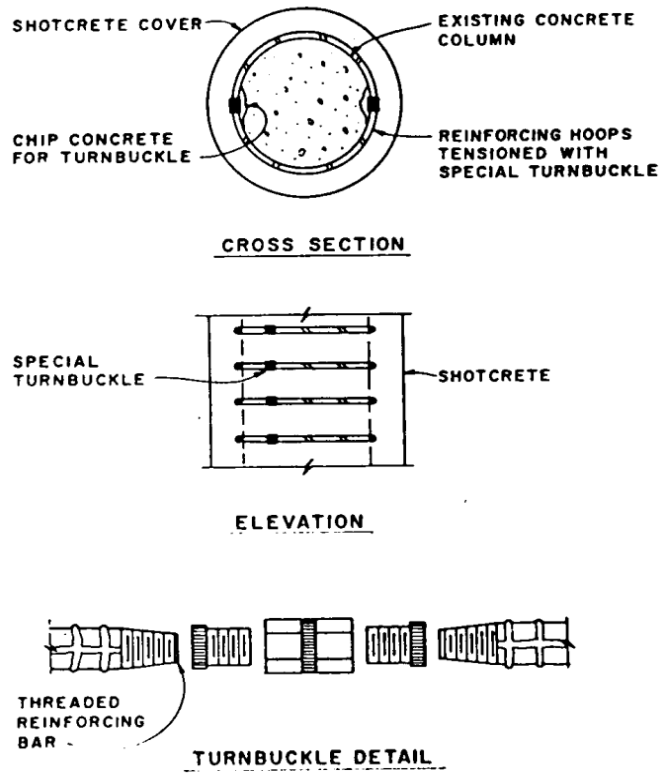


Figure 5.5.2.8.2-5 – Reinforced Concrete Column Retrofit-1

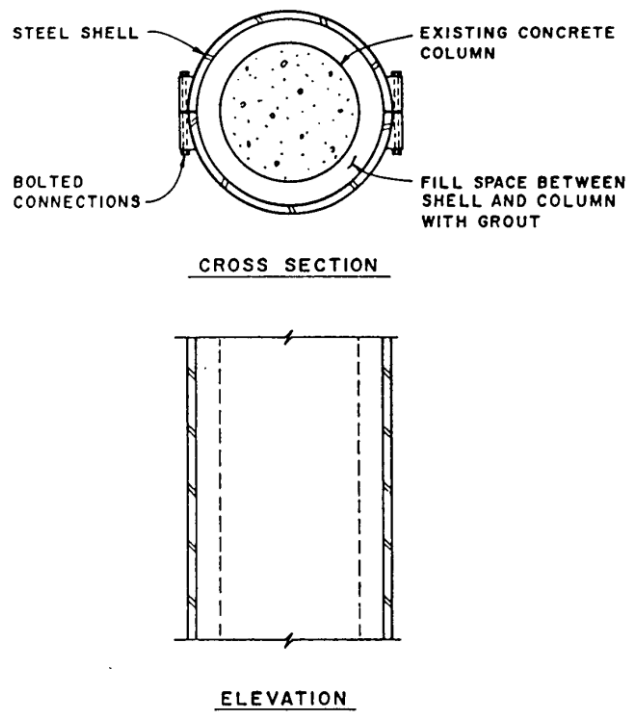


Figure 5.5.2.8.2-6 – Reinforced Concrete Column Retrofit-2

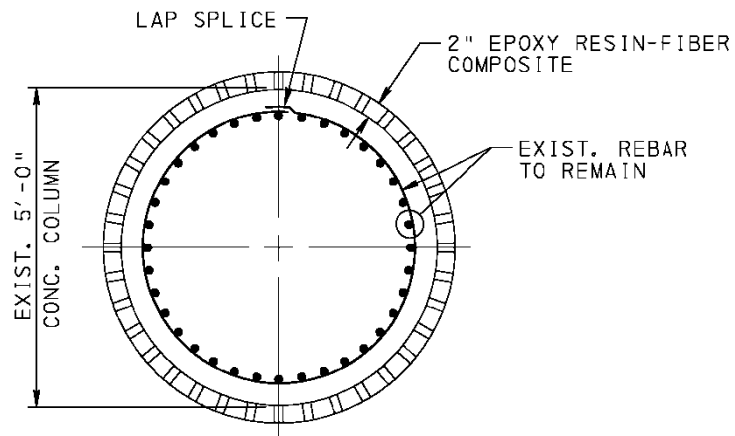


Figure 5.5.2.8.2-7 – Reinforced Concrete Column Retrofit-3

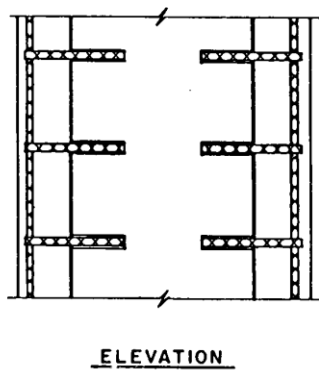
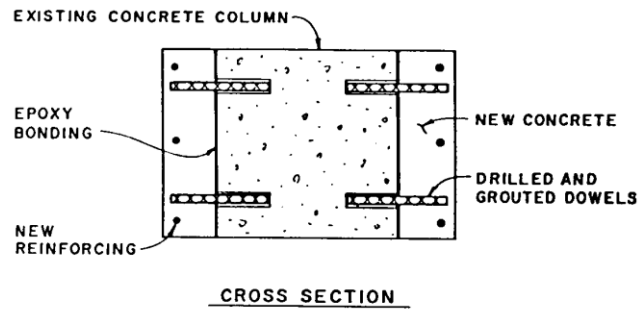


Figure 5.5.2.8.2-8 – Reinforced Concrete Column Retrofit-4

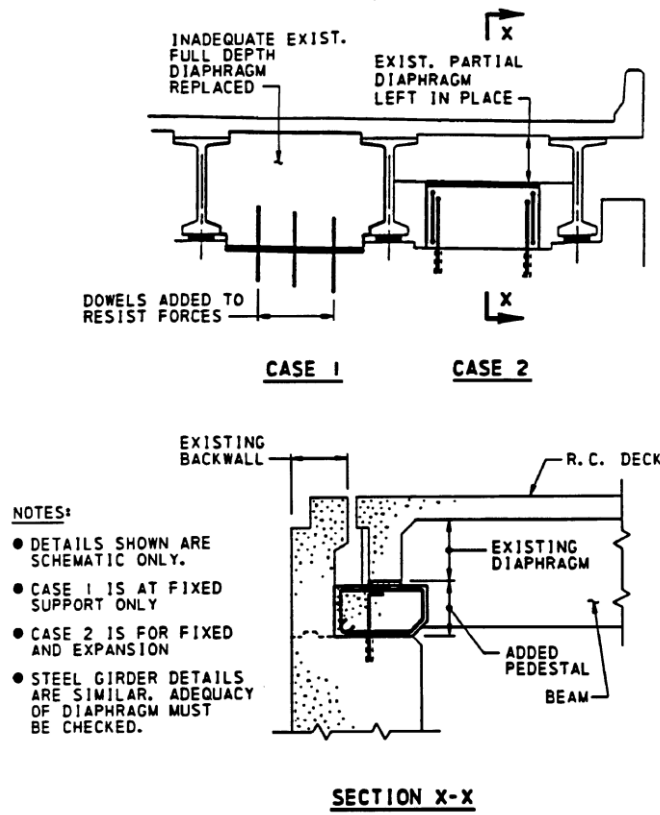


Figure 5.5.2.8.2-9 – Retrofit Using Shear Blocks or Additional Dowel Bars

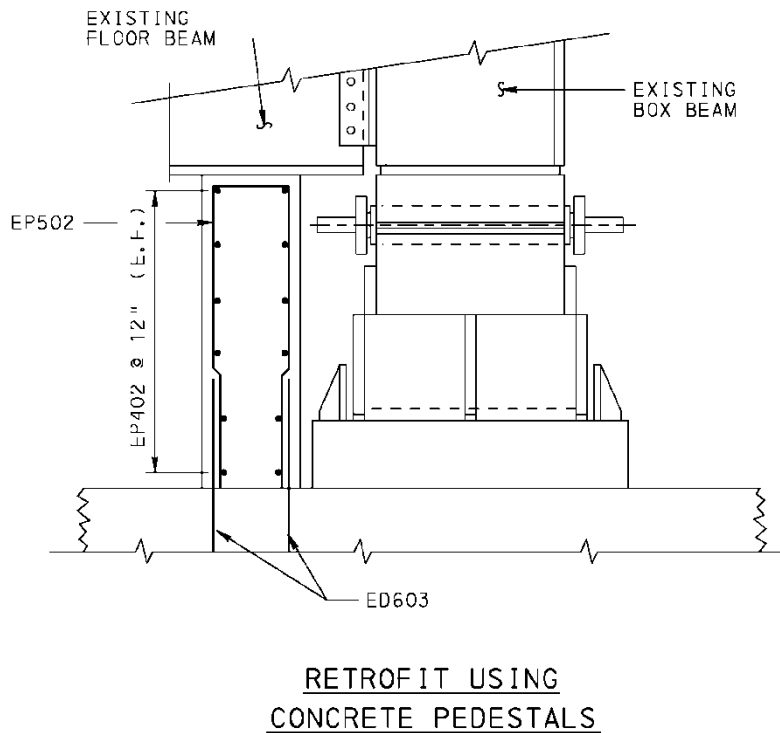


Figure 5.5.2.8.2-10 – Retrofit Using Concrete Pedestals

### 5.5.2.9 Bridge Approach Slab and Pavement Relief Joints

Replace or rehabilitate the bridge approach slab to help minimize the impact loading on the bridge.

Service the existing pavement relief joint as needed to ensure a smooth ride.

Provide a pavement relief joint for all concrete pavement types if one has not been provided previously, except between two bridges which are less than 1,000 ft. apart, or when the expansion length of the concrete pavement is less than 1,000 ft..

### 5.5.2.10 Flared Safety Wings

Flared safety wings are eligible work.

## 5.5.3 Construction Related Items

### 5.5.3.1 Maintenance and Protection of Traffic

When an existing bridge is to be replaced or is to undergo major rehabilitation, the decision of whether to maintain traffic in the proximity of the existing bridge or to detour traffic must be made. This decision is based upon consideration of many factors including engineering feasibility, cost effectiveness, ADT/truck traffic, impact on local economy and emergency services, environmental impact and obtaining right-of-way.

The options for maintenance of traffic, including non-motorized modes (e.g., pedestrians, bicycles) as applicable, for bridge projects are to be evaluated and the decision is to be made during the Preliminary Design/Environmental study stage. Adequate public coordination must be performed in order to minimize adverse impact.

If, after completion of the Preliminary Design/Environmental Phase, a decision is made to use a maintenance of traffic option that was not reflected in the original environmental evaluation process, re-evaluation of the environmental impacts may be necessary.

Generally, maintenance and protection of traffic will be based on the following hierarchy of options. Refer to current Department policy for a complete discussion of these options.

1. Detour
2. Half Width Construction
3. New Bridge Adjoining the Existing Bridge (use existing bridge for maintenance of traffic)
4. Temporary Stream Crossing and Approaches (stream crossing using multiple pipes/fill material)
5. Temporary Bridge and Approaches (Temporary Bridge Structure)

Off-peak traffic hours construction schedule and/or incentive/disincentive clauses may be prescribed for bridges carrying extremely high traffic volume. Precast concrete deck elements with longitudinal post-tensioning or prefabricated steel decks may be utilized if warranted and approved by the Chief Bridge Engineer.

Traffic maintenance and related bridge construction items shall be depicted on plans. If temporary barriers are utilized, locate the temporary barrier on the structure plan and indicate the installation type. Based on the construction traffic patterns, select the barrier installation type (A, B or C) from Standard Drawing BC-719M, and use the barrier to deck connections as shown on Standard Drawing BC-719M for the type selected.

### 5.5.3.2 Environmental Related Items

Requirements for paint removal, containment and disposal of contaminants shall be incorporated in accordance with the current Department policy.

Generally, it is Department policy not to construct sound barrier walls for existing highways. The need for bridge-mounted sound barrier walls shall be determined in conjunction with the need for sound barrier walls on the adjoining roadway.

The proposed construction should neither damage an existing wetland nor adversely affect the historical significance of the bridge itself or its surroundings, except as permitted through the environmental evaluation process.

### 5.5.3.3 Constructibility and Structural Stability

Constructibility considerations shall include, but not be limited to:

- Material availability at reasonable cost
- Fabrication and erection requirements
- Site accessibility and material transportability
- Erection feasibility
- Construction risk
- Effect of the selected construction alternate on the project
- Construction sequencing of different operations
- Environmental impact of proposed construction method (including lead based paint issues)
- Impact on construction schedule

Each of the above items shall be evaluated to ensure constructibility and to minimize or eliminate “surprises” during construction.

For redecking projects, particularly when the new deck overhang may be larger than the existing overhang, structural stability of the fascia girder shall be evaluated using current design criteria.

For jacking requirements, refer to PP5.5.2.6, item (e). If traffic is to be maintained on the temporarily jacked superstructure, the stability of the jacks or temporary bearing must be ensured by using restrainers and redundancy as needed. Extra longitudinal and transverse forces due to traffic and other forces shall be shown on the contract plans for the Contractor's use in proposing an alternate.

#### 5.5.3.4 Temporary Bridges

If the need for a temporary bridge is established, each temporary road shall be designed to be compatible with the existing site conditions, volume and an acceptable operating speed for the temporary condition. Engineering judgment is to be used with these guidelines.

##### 5.5.3.4.1 Definitions

For the purpose of these guidelines, the following definitions apply:

**Temporary Stream Crossing** – A temporary crossing of a stream with multiple pipes, pipe arches or similar conduits covered with fill material.

**Temporary Bridge** – A temporary crossing of a stream or other topographic feature consisting of a bridge superstructure with an appropriate substructure.

**Temporary Road** – A temporary roadway forming the approaches to a temporary stream crossing or temporary bridge.

##### 5.5.3.4.2 Temporary Road, Traffic Control, etc.

For a temporary road, refer to current Department guidelines regarding geometry and composition, traffic controls, permit requirements, environmental policies and other related requirements.

##### 5.5.3.4.3 Temporary Bridge Design Guidelines

Temporary bridges for public use will be designed using current Department bridge design methodology including consideration of geometric constraints (truck turning patterns, etc.) in accordance with DM-2.

Temporary bridges can be specified to be constructed and removed by the Contractor or to be leased proprietary temporary structures if they meet the design requirements.

Normally, temporary bridges are a short-term installation, meant to be in use for a period ranging from a few months to two years. If a temporary bridge is being considered to be in place for more than three years, approval of the design by the Chief Bridge Engineer must be obtained.

## (a) Bridge Width

The minimum recommended clear width between curbs or bridges railing is:

- 14 ft. for single lane bridge  
(A minimum width of 18 ft. may be required for farm equipment)
- 24 ft. for two-lane bridge

Bridge clear widths should not be less than the combined width of the temporary roadway and shoulders.

If proprietary temporary structures are specified, clear bridge widths slightly less than those recommended above may be used.

## (b) Bridge Railing

Bridge railing may consist of single face Typical Concrete Barrier, or other crash tested and approved railing system appropriate to the roadway (see DM-2, Chapter 12, Section 12. 11). Under most conditions, the Typical Concrete Barrier provides the highest and least costly level of protection. Therefore, the Typical Concrete Barriers are generally the preferred alternative. If the temporary bridge could cause hydraulics problems during flooding conditions, the use of an open metal railing (e.g. the PA Type 10M) is encouraged to minimize restrictions to water flow during high water events.

The connections between the bridge railing and any guide rail on the approaches is to be smooth and of adequate strength so that no “pockets” will be created if impacted by vehicles.

## (c) Minimum Design Loads

The following are considered minimum design loads. If a temporary bridge must carry construction equipment, the appropriate loads must be considered in the design.

## (1) PHL-93 at Strength IA limit state

- If the bridge is expected to carry heavy truck traffic and/or heavier loads, it must be designed for heavier loads (e.g., P-82 and P2016-13 permit loads at Strength II limit state).
- Use load factor of 1.35 for Contractor's heavy equipment.
- The Contractor shall be required to re-analyze the structure to ensure safety using these load factors if the bridge is to be used for construction equipment. Include a special provision in the PS&E requiring structural analysis to ensure the prescribed factor of safety and bridge strength, if warranted.
- The temporary bridge must be posted in accordance with the current posting policy.

## (2) No seismic loads.

## (3) Other loads (wind, ice, etc.) in accordance with AASHTO or DM-4.

(4) Allowable live load deflection of  $L/500$ .(5) Debris loading shall be as specified in A3.7.3.1. A  $Q_{10}$  flood will be used to calculate forces on the bridge.

## (d) Substructure Design

The load factors for substructure design shall be multiplied by 0.90.



## (e) Proprietary Temporary Bridge-Deck Surface

If proprietary temporary bridges are an option, specify that the bridge deck is to be coated to provide acceptable skid resistance (treated timber or steel plate decks do not provide acceptable skid resistance).

## (f) Waterway Opening

A  $Q_{10}$  flood will normally be adequate for design. If warranted by site conditions and engineering analysis, the recurrence interval can be reduced (never lower than  $Q_{2.33}$ ) or increased.

## (g) Scour Protection

Scour protection shall be provided in accordance with a scour analysis. Use a  $Q_{25}$  flood to determine scour depth.

Include a special provision in the PS&E requiring the Contractor to close the bridge during high water. In the special provision, define high water as a specific water surface elevation. This water surface elevation will normally be based on a  $Q_{10}$  flood, but can be based on a larger flood, not to exceed  $Q_{20}$ , if the designer feels the superstructure can safely tolerate the forces imposed by high water. Specify that the bridge may be reopened after inspection and adequate mitigation measures are taken, if warranted, and the bridge is determined to be structurally sound.

**5.5.4 Targeted Service Life for Rehabilitated Bridges and Superstructures**

## (a) Estimated Deck Service Life

(1) Terminal decks (condition rating 3 or less) with minor patching and bituminous overlay.....2 to 5 years.

(2) Deck to remain in place with protective measures:.....20 years for deck

Membrane waterproofing and bituminous overlay. The life of the bituminous overlay may be 6 to 8 years. The membrane may need to be replaced each time the overlay is replaced.

(3) Latex modified concrete overlays, cathodic protection and rehabilitation of other deck types.....15 to 25 years depending on traffic volume and prior condition of deck.

(4) New concrete deck with epoxy-coated reinforcement.....40 to 50 years

## (b) Expansion Dams

Same as deck - periodic replacement of glands or trough should be expected.

## (c) Beam end repairs and/or rehabilitation

Minimum: Same as deck

Desirable: 50 years

## (d) Substructure repairs and rehabilitation

Minimum: Same as deck

Desirable: 50 years

## (e) Repair and/or rehabilitation of other superstructure types and their elements

Minimum: Same as deck

Desirable: 50 years

## (f) Bearings

Same as beams

- (g) New superstructure
  - Minimum: 50 years
  - Desirable: 100 years
- (h) Substructure rehabilitation
  - Same as superstructure
- (i) Retaining Walls
  - Minimum: 25 years
  - Desirable: 50 years
- (j) Culverts
  - Minimum: 15 years
  - Desirable: 50 years
- (k) New extension
  - Minimum: 50 years
  - Desirable: 100 years
- (l) Sign Structures
  - Minimum: 25 years
  - Desirable: 50 years
- (m) Ground-Mounted Sound Barriers
  - Minimum: 15 years
  - Desirable: 40 years
- (n) Structure-Mounted Sound Barriers
  - Same as deck
- (o) Temporary Bridges
  - 3 to 5 years

### 5.5.5 Load Carrying Capacity

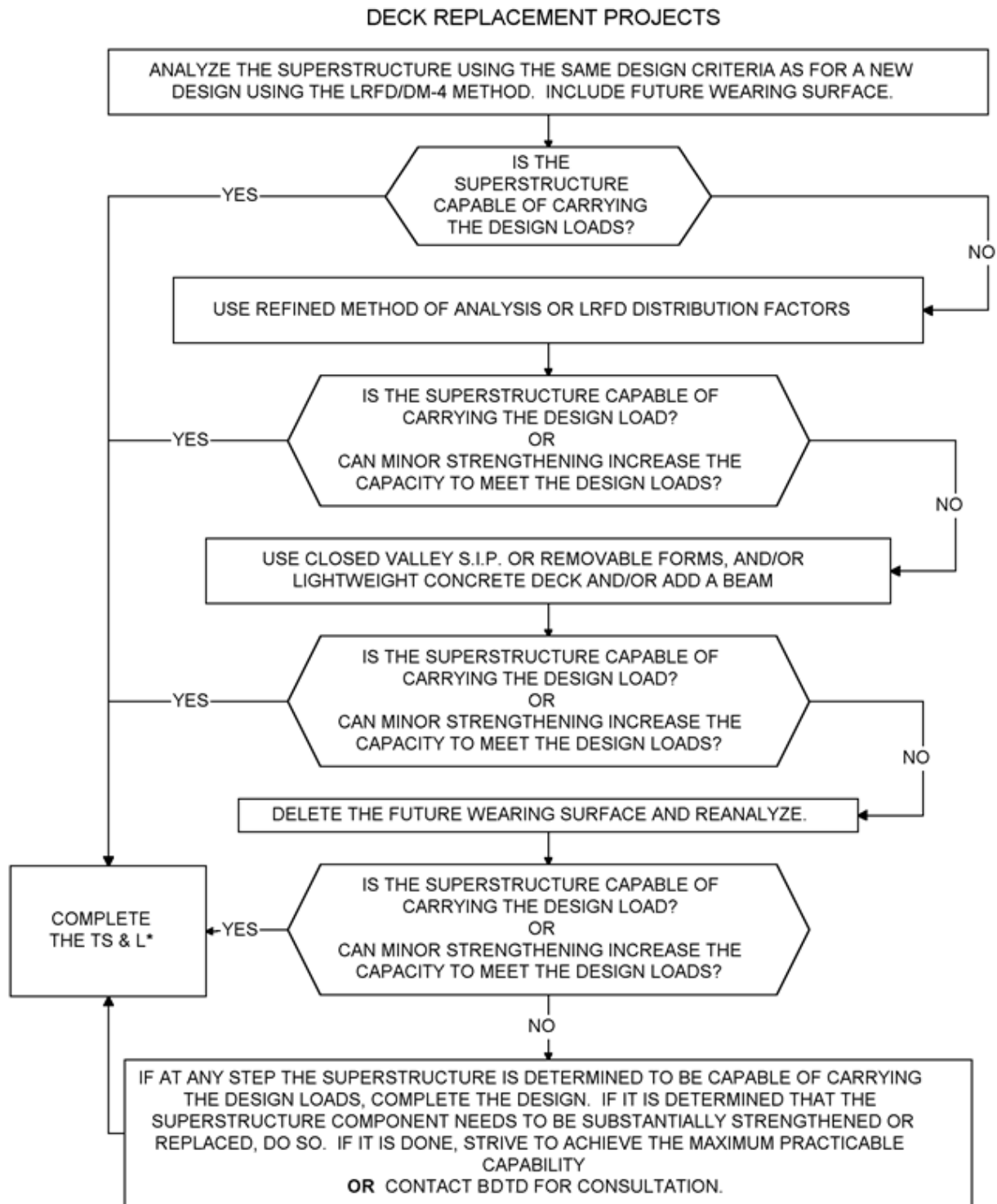
#### 5.5.5.1 Superstructures

Minimum load carrying capacity for all rehabilitated bridges shall be same as for a new design using LRFD/DM-4 method. Analysis should include 0.030 ksf for future wearing surface. A latex modified concrete (LMC) overlay shall be considered structurally effective, provided the deck slab is prepared by means of hydrodemolition and overlay thickness is equal to or greater than 1¼".

Figure 5.5.5-1 shall be used for decision making for deck replacement projects.

If existing beams do not adequately rate for shear using the current LRFD shear criteria, the beams should be rated using the criteria used for the original design. A note on the rating table should indicate which criteria was used in determining the shear rating. Any design errors in the original design should be brought to the attention of the Chief Bridge Engineer.

All superstructure components must be checked for the remaining fatigue life. The remaining fatigue life must be at least the expected service life of the type of rehabilitation being considered (see PP5.5.4 for minimum and desirable targeted service life).



\* INDICATE APPROPRIATE DESIGN LOADS, LIMITATIONS (SUCH AS USAGE OR CLOSED VALLEY S.I.P. OR REMOVABLE DECK FORMS, USAGE OF LIGHTWEIGHT CONCRETE, LIMITATIONS ON PLACING FUTURE WEARING SURFACE, ETC.), ANALYSIS METHOD USED, AND LOAD RATING ON THE TS & L, AND FINAL BRIDGE PLANS.

Figure 5.5.5-1 – Load Carrying Capacity for Deck Replacement Project

### 5.5.5.2 Substructures

Substructures should be analyzed for adequacy for the following conditions:

1. Superstructure Replacement
2. Change in Bearing Fixities
3. Evidence of Substructure Distress

The desirable load carrying capacity of substructures for rehabilitated bridges shall be HS-25. The minimum load carrying capacity is HS-20.

AASHTO criteria supplemented by DM-4 shall be used for the analysis.

Where the analysis of concrete substructures shows overstress using current AASHTO LRFD Bridge Design Specifications, the criteria used during the original design may be used. For shear analyses using working stress methods, do not exceed the stress limitations contained in the 1973 AASHTO Standard Specifications for Highway Bridges. Where no transverse reinforcement is provided (except footings), the current AASHTO Specifications for shear must be used.

Foundation bearing resistance should be determined based on available test boring data. The need for a detailed foundation investigation including the drilling of borings should be determined considering existing conditions, the size and complexity of the structure, and the extent of the proposed rehabilitation. If no boring data is available and no borings are planned for the project, as a minimum an assessment of the adequacy of the foundations to sustain the bridge in its rehabilitated condition should be made based on known substructure information and local geologic data.

Where end or point bearing piles are present, the pile resistance may be based on current design criteria. For friction piles, a static analysis should be performed using the available soil and pile data. In cases where the actual pile length or soil data is not known, an assessment should be made based on existing conditions and available data.

Deviations to this policy must be approved by the Chief Bridge Engineer.

### 5.5.6 Plan Preparation and Presentation

For plan presentation follow PP1.9.6.2. The existing plans for rehabilitation projects may be obtained from the District. When developing bridge rehabilitation plans, all pertinent details should be shown on the contract drawings. In addition, the District should make the existing bridge plans available to the contractors during the bidding stage. Refer to PP1.3.2 for type of information needed for the existing bridge proposed to be rehabilitated. The pertinent notes from PP1.7 shall be shown on the proposed contract plans.

In plan preparation, actual field measurements should be considered more reliable than the drawings, and the shop drawings should be considered more reliable than existing bridge plans.

The contract plans shall be sufficiently detailed to provide an overall view of the bridge indicating the existing and proposed geometric dimensions, limitations and restrictions, extent and type of work to be performed, construction stages, material information, and all related information needed to rehabilitate the bridge. Pay limits, quantities and pay items should be adequately defined to eliminate ambiguity or confusion. All work shall be accounted for by specific pay items and no work shall be hidden under “incidental” to other work item(s) unless for extremely minor work. The “incidental” work should be the exception rather than the rule.

Where applicable, reasons for critical limitations and restrictions should be explained to assist the Contractor and the field inspector in adjusting to the field conditions.

For submittal requirements and approval responsibilities, refer to PP1.9.

For rehabilitation projects, the TS&L plans shall have the normal TS&L plan details, plus a complete scope and extent of work, and the anticipated bridge rating after the proposed work is incorporated.

### 5.5.7 Retaining of Existing Beams by the Department

For bridge or superstructure replacement projects, FHWA has no objection to the Department retaining the existing beams if it so desires. Previous procedures of salvage value creditation have been discontinued. In fact, FHWA would encourage the Department to retain the existing beams whenever it would serve a useful purpose.

### 5.5.8 Bridge Rehabilitation Projects Requiring Bridge Painting

From a review of some project lettings, it is evident that, instead of cleaning and painting of the existing steel beams containing lead based paint, their replacement is sometimes cost effective. The cost of lead based paint removal and disposal is constantly increasing. To provide cost effectiveness, the following guidelines are provided for bridge rehabilitation projects involving bridge painting.

1. For projects requiring bridge painting, refer to PP5.5.2.6, item (b).
2. If the existing bridge paint contains lead or toxic materials, it must be indicated, either on the plans or in the special provision, to alert the contractor. If you are not sure of the lead or toxic material content in the paint system, take a few samples and send them to the Laboratory Testing Section of the Construction and Materials Division, for analysis. Based upon the test results, inform the prospective bidders, through bidding documents, whether or not lead is present in the paint.

### 5.5.9 Bridge Rehabilitation Projects Requiring Superstructure Jacking

For bridge rehabilitation projects where superstructure jacking is required, at least one constructible scheme must be shown in the contract documents. All related analyses, including the effects of the jacking on all connections and superstructure and (rarely) substructure elements, must be performed. Consider the following jacking design guidelines:

1. Bridge deck should be closed to traffic.
2. Do not include L + I loads to design jacking force requirements. Assume bridge is closed to traffic until jacking is done and bearings are completed.

If shims and blocks are used for temporary supports under traffic, their design must include L + I. The live loads per D3.6 shall be used including designing for the P-82 and P2016-13 permit loads. If strengthening is required, all details must be shown in the contract documents. A contractor may be allowed to submit alternate schemes through a special provision or notes on contract drawings.

## 5.6 BRIDGE PRESERVATION AND PREVENTIVE MAINTENANCE

The 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) amended Title 23 of the United States Code, Section 144 “Highway Bridge Program” (HBP) enabling systematic bridge preservation activities to be funded from the HBP. FHWA determined that this HBP funding could also be used for systematic bridge preventative maintenance. Title 23 U.S.C., Section 144 was amended in 2012 and the HBP was completed in September 2014.

HBP funds were permitted to be used for these activities on any NBIS bridge. Other Federal funds were permitted to be used for these activities on NBIS and non-NBIS length bridges carrying roadways with functional classifications that were eligible for the specific fund category, but were not allowed to be performed on bridges carrying local roads or rural minor collectors.

The Fixing America's Surface Transportation (FAST) Act continues the National Highway Performance Program (NHPP), which was established under the Moving Ahead for Progress in the 21st Century Act (MAP-21). NHPP funds are permitted to be used for bridge preservation work on NHS routes. The Surface Transportation Block Grant program (STBG) may also be used for preservation work on Federal-aid highway projects and for bridges 20' in length or greater that are off the Federal-aid Highway System under the STBG off-system bridge set-aside.

The work items in PP5.6.1, PP5.6.2 and PP5.6.3 are still considered to be effective tools for preserving and maintaining bridges.

### 5.6.1 Bridge Preservation

Eligible work items for bridge preservation are as follows:

1. Scour Countermeasures: Scour countermeasures including underpinning, riprap placement, streambed paving, etc. properly designed for predicted scour.
2. Expansion dams: Repair, replace or install new expansion dams to ensure leakproof joints. Where economically feasible, eliminate the deck joints. Repairs to deck drainage or downspouting may also be included. Replacement of seals is also permitted, provided other items, if any, relative to leakage are also addressed.
3. Beam end repairs and restoration: Restore steel, concrete or P/S concrete beam-ends to extend their service life.
4. Fatigue and Fracture Retrofits: Retrofits or repairs to fatigue-prone details of steel bridges.

5. Bridge bearings and supports: Restore or replace the existing bearings to make them functional and repair or rehabilitate substructure units to extend their service life. If bearings are replaced, they must meet seismic requirements. However, no seismic analysis is to be performed.
6. Spot/Zone painting: Spot/zone painting can be used as a stand-alone measure or with other steel repair items. Preservation of zinc-rich paint systems should be considered. Cleaning and waste disposal is included in this item. Spot/Zone painting to be completed in accordance with Pub 408, Section 1071.
7. Deck restoration and overlays: Concrete deck patching (Repair Types I, II, or III) and waterproofing overlays (i.e., latex concrete, bituminous with membrane) needed to extend deck life and improve rideability are eligible. Full deck replacements are not eligible. Bituminous deck patching alone is not eligible. For additional guidance on concrete deck overlays, see PP5.6.4.
8. Painting: Full overcoats or complete repainting, with cleaning, waste disposal, and steel repairs in accordance with Pub 408, Section 1070. For additional guidance on bridge painting, see PP5.6.2.
9. Approach slabs: Repair the approach slab as necessary where the condition of the approach slab is affecting the performance of the bridge. Where practical and needed, repair or replace approach slabs, pavement relief joints, and other high spots adjacent to bridge to restore functionality and/or improve rideability.
10. Bridge washing: Washing bridges is a preventative maintenance task performed on a recurring basis in order to protect bridge decks, components and superstructure against corrosive effects of chlorides, de-icing chemicals and the accumulation of sand on bridge surfaces throughout the winter.
11. Other bridge preservation items not mentioned in the above categories may be included, but must be properly justified.

Safety items such as bridge barrier replacement are not eligible work items for preservation. However, safety improvements funded using other than bridge preservation funds may be included in such projects to take advantage of traffic control and other incidental project.

Where practical, bridge preservation projects in close proximity should be grouped together to economize traffic control and other incidental costs. Bridges within limits of other highway work should be evaluated for opportunities for simultaneous bridge preservation work. Once preservation activities are completed at a candidate bridge, this structure should not be revisited for rehabilitation or preservation for 10 years, except for routine maintenance activities.

### 5.6.2 Bridge Painting

The corrosion of structural steel bridge members is an ongoing concern that must be addressed to prolong the life of the bridges in Pennsylvania. Not only does corrosion change the aesthetics of the bridge, it can seriously jeopardize the structural integrity of the entire structure. An efficient and economical method to provide corrosion protection to existing steel bridge members is painting.

These guidelines were developed to provide a baseline for programming painting projects to extend the life of steel bridges. The guidelines are primarily intended for use on bridges greater than 100 feet long. Packaging multiple bridges into one contract for structures less than 100 feet may be appropriate. For smaller bridges, the proportionally higher cost of environmental controls for cleaning may outweigh the benefits of painting. For larger bridges (in excess of 500 feet) or complex bridges, paint preservation should be prioritized due to the high replacement cost of the bridge.

Bridge painting is weather sensitive. The air temperature must be warm and the humidity must be low. Therefore, work/letting need to be scheduled when there is low probability of inappropriate weather conditions. Typically, May through September is the ideal time to accomplish bridge painting. If a painting project occurs outside of this range, a controlled environment is required in accordance with Pub 408 section 1070.

Painting projects should be coordinated with roadway projects, especially on Business Plan Networks (BPN) 1 and 2 (i.e., NHS). The necessary time for design and analysis of a containment system by a Professional Engineer registered in Pennsylvania should be included in the project schedule between the notice to proceed and the physical start of work. Also, consider the necessary time required for the industrial hygienist/certified professional to develop/review the lead safety plan and other submittals.

When repainting existing bridges over high ADT roadways where roadway restrictions must be minimized, use of a rapid deployment strategy should be considered. Rapid deployment is a viable option primarily designed for use on these highway overpasses where the structural steel is easily accessible from the roadway below using a mobile work platform. This mobile

work unit includes a containment device, dust collector, and blast equipment. Rapid Deployment methodologies may be specified using Special Provisions. For field painting activities, use a three-coat system with an organic primer in accordance with Pub 408, Section 1070. At this time, two-coat paint systems are not approved. Further research is necessary for single-coat systems.

### 5.6.2.1 Zinc Rich Paint Systems

For a properly shop-installed zinc rich paint system, the following painting activities and frequencies are general rules of thumb for the establishment of painting guidelines to maintain and preserve the life of the steel bridges in Pennsylvania. Wide spread use of zinc rich paint systems began in the 1980's. Environmental factors (e.g., under a leaking deck joint, within “splash zone”, exposed to salt spray) will have a detrimental effect on the life of the paint system which will require an increased frequency of painting activities. Correct leaking deck joints and other bridge deficiencies affecting paint system performance prior to completing any new painting activities. Consideration must also be given to bridges that are on a program to be improved, rehabilitated or replaced. Bridges on a program must be evaluated to determine if a painting activity is still warranted. Due to the high cost of containment and mobilization, a cost/feasibility estimate must be completed to determine the most economic work scope for any given structure. (i.e., Use of spot/zone painting versus a full re-paint for any given structure or entire component replacement must be evaluated.) This work scope should include aesthetic considerations for the visible portions of the bridge, such as fascia beams. An overcoat painting activity is generally not an economically viable option for modern paint systems.

<u>Painting Activity</u>	<u>Frequency</u>
Spot/Zone Painting	10-18 years
Full Re-paint	30-40 years

Note: Maintaining the paint system on a bridge may require a series of spot/zone painting activities throughout the life of the paint system.

### 5.6.2.2 Lead Based and Non-Zinc Rich Paint Systems

The flow chart in Fig. 5.6.2.2-1 is intended to assist in the selection of the painting activity for various paint condition ratings. For each activity, the candidate bridges must be prioritized and programmed. Funding level is an important consideration. For a description of the paint condition ratings, refer to Publication 100A, Bridge Management System 2 (BMS2) Coding Manual.

Some of the terminology used in Fig. 5.6.2.2-1 is as follows:

6B36 – BMS2 Item for Paint Condition Rating.

Criticality Evaluation – This analysis/review is intended to determine if bridge painting is needed presently to preserve the bridge until the bridge is rehabilitated or replaced. This is primarily a structural safety issue.

Rehab / Replace – This option refers to the bridge being rehabilitated or replaced under a funding program, such as Billion Dollar Bridge, Betterment, I-4R, etc. This implies that the decision to paint or replace the steel will be included and implemented as part of that project.

Full Re-paint – This option involves total removal/cleaning and repainting of the entire bridge with a new zinc rich system.

Overcoat – This option involves the application of intermediate and/or top coats over existing paint with minimal removal of old paint. Compatibility patches are required at least one year in advance to determine the suitability of the proposed paint system.

Spot / Zone – This option is the re-painting of specific parts of the bridge, such as splash zones, near expansion dams, etc. Paint removal and cleaning will be thorough in those areas.

Do Nothing – No painting at this time.

Practicable – The term “practicable” means available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purposes. There may also be considerations (e.g., structural safety, historical preservation) that could over-ride pure economics.

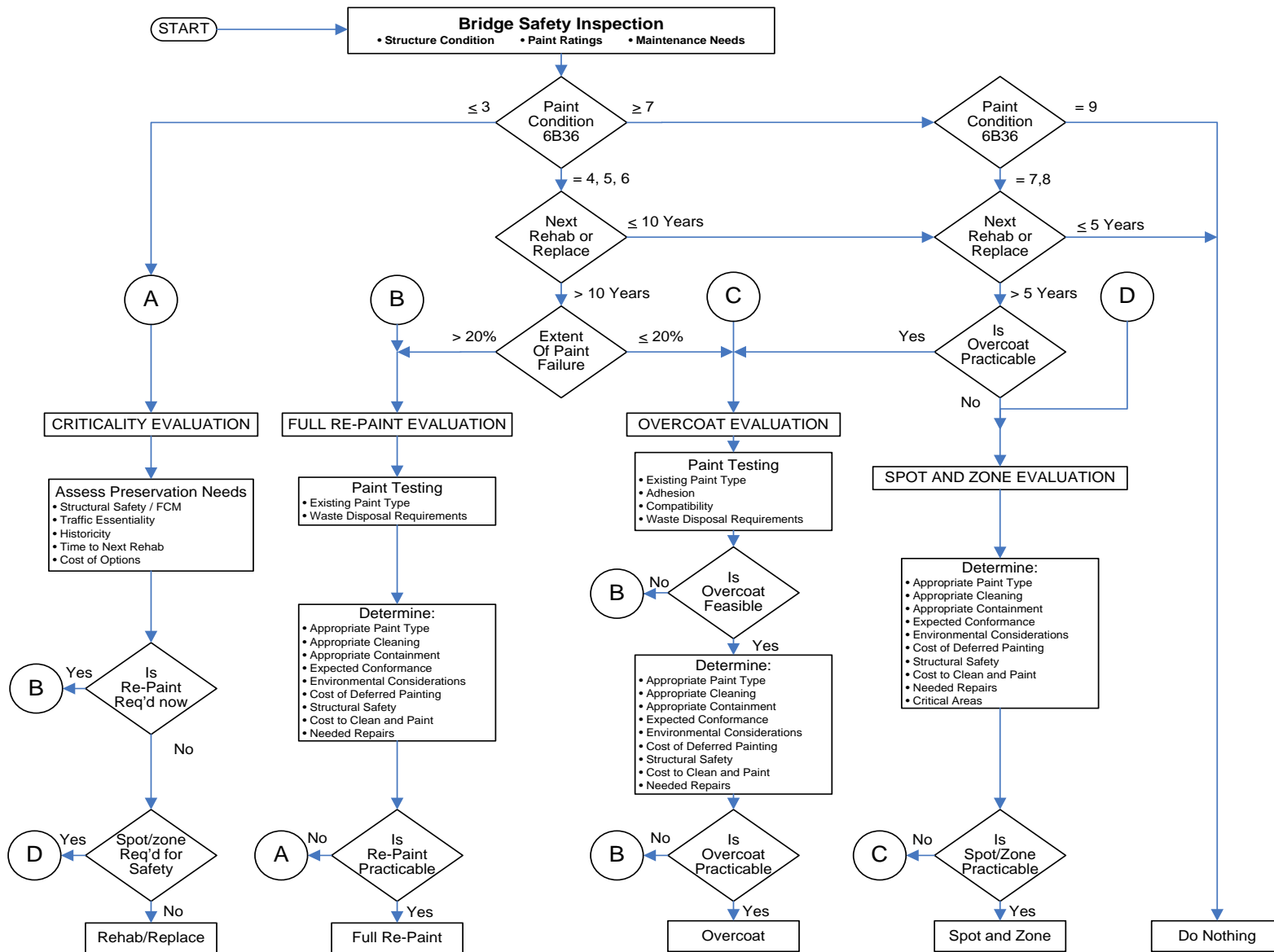


Figure 5.6.2.2-1 – Painting Activity Selection Flow Chart



### 5.6.3 Bridge Preventive Maintenance

#### 5.6.3.1 Bridge Washing

The existing Title 23 of the United States Code, Section 116 “Maintenance” prescribes that a preventive maintenance activity shall be eligible for Federal assistance if it is demonstrated that the activity is a cost-effective means of extending the useful life of a Federal-aid highway. Therefore, preventive maintenance activities shall be demonstrated as cost-effective and shall be performed using a systematic process.

PennDOT has been performing bridge washing and cleaning for many years because it is a cost effective means to preserve our bridges and extend useful life. Bridge washing has been demonstrated to be cost effective by New York State DOT (NYSDOT). Their bridges are exposed to similar environmental conditions as Pennsylvania's including application of deicing salts. A report prepared by NYSDOT demonstrated a decline in deterioration as a result of conducting the core preventive maintenance activities: washing, joint repair and concrete sealing. A 40 percent decrease in the deterioration rate over a nine year period was realized. The FHWA's 2000 “Survey Results of Bridge Maintenance Practices in the Midwest” reports that seventeen midwestern states routinely perform washing because they believe it is cost-effective.

PennDOT's methodology, a systematic process, for selecting washing and cleaning candidates entails reviewing the maintenance screens in our Bridge Management System (BMS2) and reviewing inspection reports. Inspections are conducted on a maximum 24-month cycle and condition and maintenance needs are updated. The inspection reports typically have a section that is dedicated to identifying specific detailed bridge washing needs. Eligible bridge washing and cleaning activities are identified in Table 5.6.3.1-1.

Table 5.6.3.1-1 – Eligible Washing and Cleaning Activities

Eligible Washing and Cleaning Activities				
Bridge Element	Element Location	Frequency	Benefit	Limitations
Deck surface	Shoulder or gutter line	Cyclical or as need identified	Prevent scupper/downspout blockages which contribute to system failure directing water and debris to deck joint or beam beneath scupper	Washing full deck width generally not cost effective especially on large widths given there is less permanent debris & contaminants in travel way
Deck joint	Top of deck joint	Cyclical or as need identified	Prevent premature joint failure from debris compaction and/or obstruction of movement	Strip seals, compression seals, modulars, sliding plates
Deck joint trough	Beneath deck joint	Cyclical or as need identified	Prevent premature trough failure from debris accumulation	Generally not needed if self cleaning performance is demonstrated
Superstructure elements beneath deck joint	Beneath deck joint	Cyclical or as need identified	Prevent corrosion or paint failure from visible and non-visible contaminants; necessary because deck joint integrity cannot be guaranteed	Generally steel members including beam ends, cross frames, diaphragms, floor beams, etc.
Beam/bearing seats and pier/abutment tops	Beneath deck joint	Cyclical or as need identified	Prevent corrosion of bearings, anchorages & reinforcement steel	Beneath deck joints unless need identified (low waterway crossings, etc.); may not be required for tops with intact coatings

Table 5.6.3.1-1 – Eligible Washing and Cleaning Activities (Continued)

Eligible Washing and Cleaning Activities				
Bridge Element	Element Location	Frequency	Benefit	Limitations
Bearings	Beneath deck joint	Cyclical or as need identified	Prevent premature failure from corrosion; prevent obstruction of movement from pack rust or debris	Metal bearings or bearings with metal components (e.g. pot bearings) beneath deck joints unless need identified (low waterway crossings, etc.)
Superstructure members	In vehicle spray zone	Cyclical	Prevent corrosion or paint failure from non-visible contaminants	Generally steel members; roadway beneath bridge is salted, has speed $\geq 30$ mph and vertical clearance $\leq 25'$ ; include all steel beams and framing
Open grid deck	Open grid and elements beneath	Cyclical or as need identified	Prevent corrosion of grid decks, superstructure and substructure members from visible & non-visible debris & contaminants	If there are no visible contaminants, cyclical frequency may be warranted when roadway is salted
Trusses, thru arches and other complex bridges	Members exposed to debris or salt spray; members prone to debris collection	Cyclical or as need identified	Prevent corrosion or paint failure from visible and non-visible contaminants	Generally steel members; many members are exposed to debris or salt spray including overhead and side members that form clearance envelope and members to the side and beneath the deck; many members are prone to debris collection including gusset connections, horizontal members, built-up open members, built up closed members with intermittent openings, etc.; most deck trusses and arches have less exposure

#### 5.6.3.1.1 Bridge Washing Systematic Process

A systematic process shall be used to select bridges and their elements where washing and cleaning is performed as preventive maintenance.

Bridge washing and cleaning shall be performed on a specified cyclical basis or as-identified. Regardless if performed cyclically or as-identified, it shall be a consistent and continual program applied to the full inventory or a specified subset of the inventory. The effectiveness of this continual program shall be demonstrated by performance goals and measurements.

Cyclical activities will best occur following the cold weather deicing season. This is also an appropriate time as it improves surface cleanliness thereby decreasing the safety inspection effort. As-identified (i.e. non-cyclical) activities shall occur based on findings discovered during inspection or maintenance activities or findings contained in inspection or maintenance reports.

Bridges programmed for complete replacement or superstructure replacement should be excluded from washing and cleaning unless necessary to prevent deterioration or debris/rust buildup from further affecting safe load capacity or functionality.

### 5.6.3.1.2 Bridge Washing Administration

The Scope of Work, Special Provisions, systematic selection process and list of bridges to be washed are to be submitted to BDTD for approval three weeks prior to advertisement.

## 5.6.4 Concrete Deck Overlays

### 5.6.4.1 General

The three most commonly used concrete deck overlays in Pennsylvania are epoxy overlay, membrane waterproofing with bituminous overlay and Latex Modified Concrete (LMC) overlay. A fourth overlay option is Polyester Polymer Concrete (PPC). The advantages and disadvantages of each are listed in PP5.6.4.2 thru PP5.6.4.5, and a basic comparison of the four is given in Table 5.6.4.6-1.

Two decision trees for concrete deck overlay treatments (Figs. 5.6.4.1-1 and 5.6.4.1-2) have been developed as guidelines to aid in the decision making process for determining when a deck overlay should be placed, what type of overlay should be placed, and the expected life cycle of the overlay. These guidelines were developed from survey results from all the engineering districts within Pennsylvania. The goal of developing the guidelines is to establish a routine preventative maintenance cycle for concrete bridge decks. The functionality of the bridge and the overall plan for the highway corridor should be evaluated to determine if the existing bridge/concrete deck is a candidate for preservation.

The use of these guidelines is at the discretion of the District Executive.

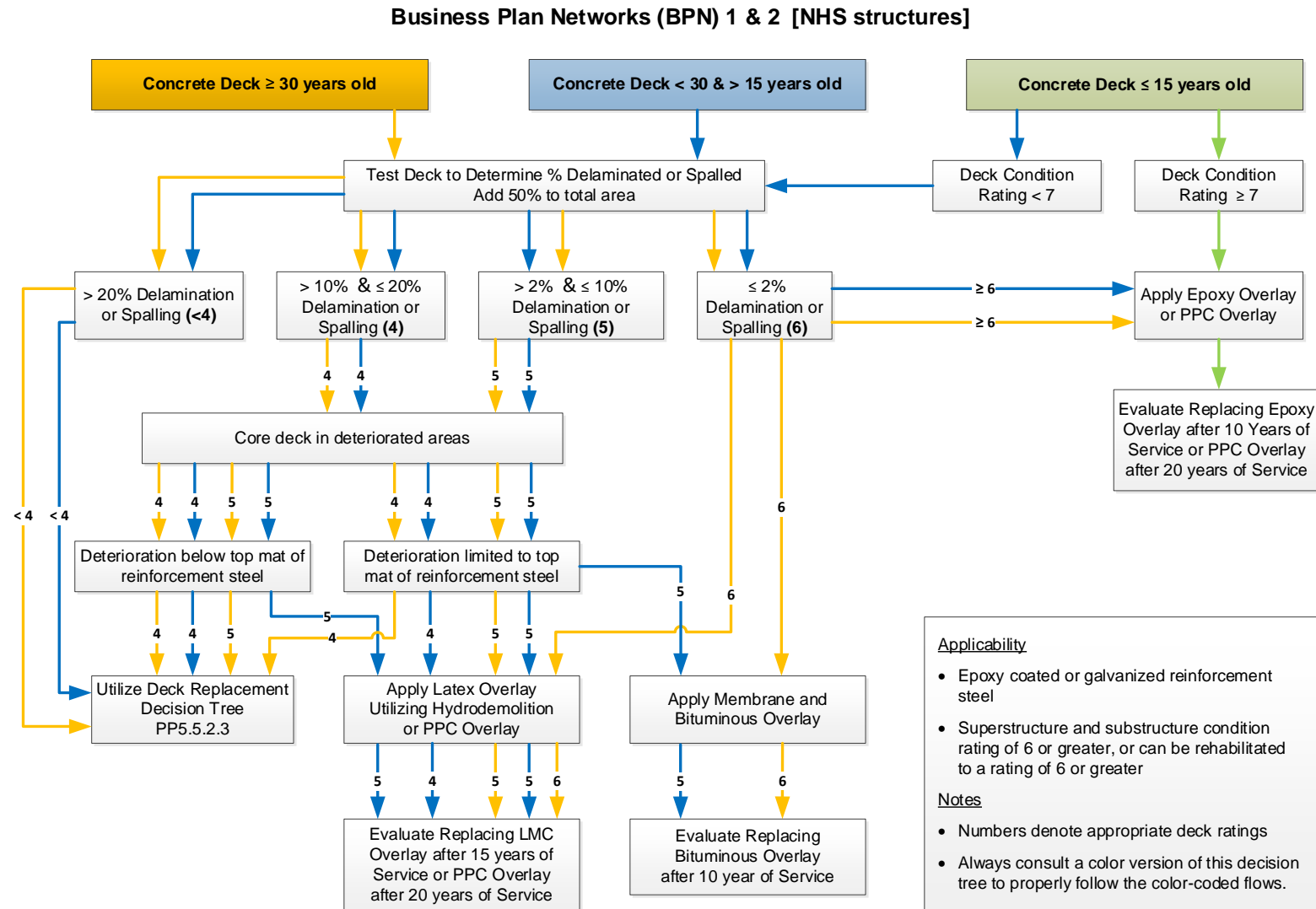
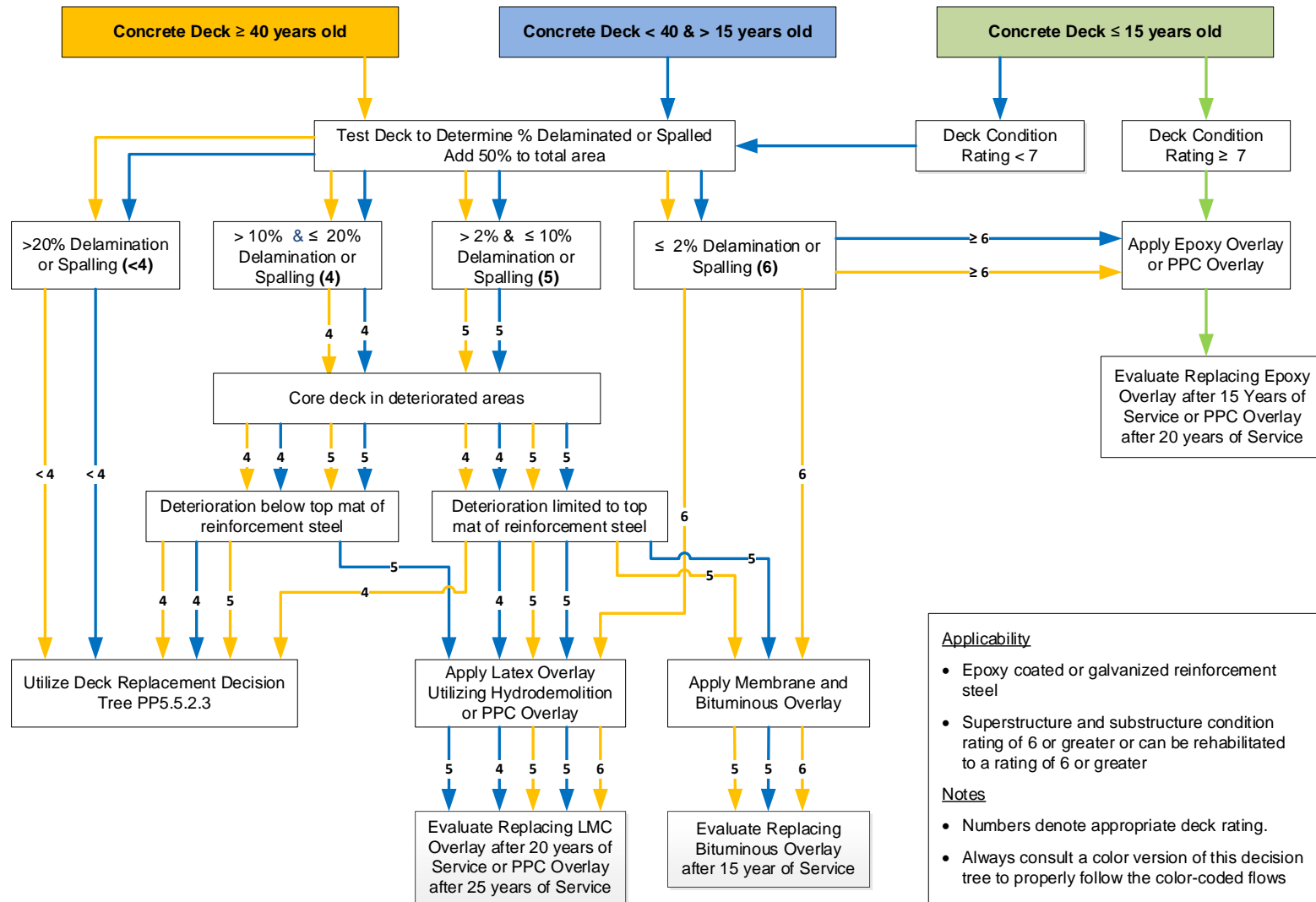


Figure 5.6.4.1-1 – Concrete Deck Overlay Decision Tree for Business Plan Networks (BPN) 1 and 2 [NHS structures]

**Business Plan Network (BPN) 3 & 4 [non-NHS structures]**



**Applicability**

- Epoxy coated or galvanized reinforcement steel
- Superstructure and substructure condition rating of 6 or greater or can be rehabilitated to a rating of 6 or greater

**Notes**

- Numbers denote appropriate deck rating.
- Always consult a color version of this decision tree to properly follow the color-coded flows

Figure 5.6.4.1-2 – Concrete Deck Overlay Decision Tree for Business Plan Networks (BPN) 3 and 4 (non-NHS structures)

### 5.6.4.2 Epoxy Overlay

An epoxy resin or epoxy urethane resin with a fine aggregate\* wearing surface (epoxy overlay) has a depth of 3/8" and an expected life between 10 and 20 years depending on traffic volumes and prior condition of bridge deck.

\* *angular silica sand, basalt, or highly siliceous metamorphic or igneous rock*

#### General Construction Operations

- Perform required concrete repairs in accordance with BC-783M
- Shot blast deck to obtain the required surface profile
- Clean deck to remove all dust and debris
- Deck must be dry
- Epoxy is placed on concrete deck and covered with aggregate
- A second layer of epoxy and aggregate is placed

#### Advantages

- Overlay can be applied during daylight traffic control operations
- Overlay may be opened to live traffic in a relatively short time frame
- Minimal addition of deadload added to the bridge
- Skid resistance is improved
- No profile adjustment required on approach roadway
- No modifications to existing deck expansion joints are required
- No modifications to existing deck scuppers or drains are required
- Lowest per square foot cost of all four overlay options
- Overlay can be patched or an overcoat application can be done
- Overlay can be placed over an existing latex overlay

#### Disadvantages

- Limited to decks in good condition such as small percentage of deck patches and hairline cracking
- Deck cleanliness is crucial to bonding of overlay
- Epoxy is temperature sensitive and must be applied in the correct temperature ranges
- Epoxy is sensitive to humidity and must be applied within the correct humidity levels
- Limited time duration between epoxy and aggregate placement
- Long term performance in Pennsylvania is not known yet (first application applied in 2004 and has performed well)
- Problems with debonding on approach slabs have been encountered. Not recommended for approach slabs
- Shorter life expectancy on higher volume roads than other overlay options. May require more applications than other overlays for the life of the concrete bridge deck

### 5.6.4.3 Membrane Waterproofing with Bituminous Overlay

A membrane waterproofing system installed on a bridge deck and covered with a bituminous wearing surface has a minimum depth of 2-1/2" (see Standard Drawing BC-788 for typical detail) and an expected overlay life between 10 and 25 years depending on traffic volumes and prior condition of bridge deck. Membrane waterproofing systems with bituminous wearing surfaces should not be placed where the pavement type before and after the bridge is reinforced concrete. Membrane waterproofing systems with bituminous wearing surfaces should not be placed on bridges with expansion joints.

#### General Construction Operations

- Perform required concrete repairs in accordance with BC-783M
- Clean deck to remove all dust and debris
- Deck must be dry
- A layer of 4.75 MM (sand based wearing course) is applied to concrete deck surface, tack coat prior to paving
- A membrane waterproofing system is installed on top of 4.75 MM layer
- A second layer of 4.75 MM is applied
- A bituminous wearing surface is installed over 4.75 MM layer

Advantages

- Overlay can be applied during daylight traffic control operations
- Overlay may be opened to live traffic in a relatively short time frame
- Skid resistance may be improved
- Overlay can be repaired or replaced
- Overlay system does not require a concrete deck with minimal delamination, cracking, or spalling
- No timing limitations between overlay placement operations
- May be placed on concrete approach slabs
- Depending on method of termination of overlay, leakage at abutments may be mitigated

Disadvantages

- Significant deadload added to bridge
- Profile adjustment required for approach roadway
- Concrete deck expansion joints will require an elevation adjustment or a bituminous plug joint will be required over top of existing expansion joint
- Existing deck scuppers or drains will require an elevation adjustment
- Problems with membrane waterproofing system not sealing have been encountered and have led to trapping moisture between the concrete deck and bituminous wearing surface (drains through deck under membrane may be added)
- Shorter life expectancy on higher volume roads than other overlay options. May require more applications than other overlays for the life of the concrete bridge deck
- Bituminous pavement issues would apply to this system (shoving, rutting, etc.)

**5.6.4.4 Latex Modified Concrete Overlay**

A Latex Modified Concrete (LMC) wearing surface has a minimum depth of 1-1/4" and an expected life between 15 and 25 years depending on traffic volumes and prior condition of bridge deck.

General Construction Operations

- Scarify existing concrete deck surface and/or utilize hydrodemolition to remove a minimum of 1/2" from the concrete deck surface (ref. Pub. 408, Sect. 1041)
- Type II and Type III concrete repairs, if required, are performed prior to LMC placement in accordance with BC-783M.
- Place LMC wearing surface (Provide 2.5" minimum clear distance to top of steel reinforcement). Type I repairs, if required, are integral with LMC placement.

Advantages

- Skid resistance may be improved
- Overlay can be replaced
- Overlay system does not require a concrete deck with minimal delamination, cracking, or spalling if hydro demolition is used
- Epoxy overlay can be applied to a latex overlay to prolong the life of the latex overlay

Disadvantages

- Overlay placement requires long term traffic control operations
- Significant deadload added to bridge if overall deck thickness is increased
- Profile adjustment required for approach roadway
- Concrete deck expansion joints will require an elevation adjustment
- Existing deck scuppers or drains will require an elevation adjustment
- Problems with latex overlay cracking prematurely, which may require a sealer
- Problems with debonding of latex overlay (this problem can be minimized with the use of hydro demolition rather than the use of scarification)
- Requires an experienced contractor for placement
- Temperature sensitive during placement (high temperatures and flash setting concern)

#### 5.6.4.4.1 Latex Modified Concrete Overlays - Crack Criteria

Deck rehabilitation and preservation projects which utilize a latex modified concrete (LMC) overlay must have a pre-condition survey of the existing deck cracks, prior to the start of deck repairs and scarification/hydrodemolition, to locate potential flexural and reflective (structural) cracks in the LMC overlay.

Based on a report prepared by the Associated Pennsylvania Constructors (APC), dated March 2013, two types of cracking occur in LMC overlays: non-structural cracks (plastic shrinkage, drying shrinkage, surface tears, etc.) and structural cracks (flexural, reflective, thermal, etc.). The report prepared by APC recommended that non-structural cracks are to be repaired by the Contractor at no additional cost to the Department because these crack types are under the control of the LMC Contractor. The report also recommended that structural cracks are to be repaired; however, the repair cost is the responsibility of the Department because these crack types are beyond the control of the Contractor.

Thermal structural cracks are defined in the report as having two (2) potential sources. The first potential source is the temperature difference (> 30° F) between the curing LMC overlay and the underlying superstructure. The second potential source is the internal restraint at the ends of integral abutment bridges. The report recommends late evening LMC placements to avoid the cracking resulting from the differential expansion and contraction between the LMC overlay and existing superstructure.

Rehabilitation and preservation projects which require half width construction of the LMC overlay may experience structural cracking of the LMC overlay due to adjacent truck traffic causing deflections in the superstructure during the curing period of the overlay. Thus, the contract documents shall have a pay item for Epoxy Injection Crack Repair in the event that these structural cracks occur.

Deck rehabilitation and preservation projects which utilize a “rapid set” latex modified concrete (LMC) overlay must include the “rapid set” stipulation on the drawing quantity tabulation.

#### 5.6.4.5 Polyester Polymer Concrete Overlay

A polyester resin binder and graded aggregates with a compatible high molecular weight methacrylate (HMWM) primer and broadcasted top sand finish (PPC overlay) can be placed at variable thickness with a minimum depth of 1” and a maximum depth less than 4”. A service life between 20 and 40 years has been observed by other DOTs depending on traffic volumes and prior condition of bridge deck.

##### General Construction Operations

- Scarify existing concrete deck surface to remove a minimum of 1/2” from the concrete deck surface (ref. Pub. 408, Sect. 1041) (Note: multiple passes will be needed to achieve the required sacrification depth)
- Shot blast scarified surface to remove milling slurry and debris; then blow off with oil/moisture free compressed air
- Repair or patch areas of delaminated or spalled concrete using PPC
- Deck must be dry
- HMWM primer is applied to prepared surface
- PPC is placed between 15 minutes and 2 hours after application of the primer
- Broadcast friction sand and groove with steel tine rake (or saw cut groove > 24 hours after placement)

##### Advantages

- Overlay may be opened to live traffic in a relatively short time frame
- HMWM primer also acts as a crack healer/penetrating sealer of existing substrate
- No need for hydrodemolition due to the integrated chemical bond of the HMWM primer to the substrate
- Overlay system does not require a concrete deck with minimal patching, cracking or spalling
- Skid resistance is improved
- Overlay can be milled, diamond ground or built up to accommodate future grade change requirements
- Highest life expectancy of all four overlay options



Disadvantages

- Requires experienced concrete contractor for placement
- Placements with vibratory screed can have poorer textural rideability than those placed with slip form paver (in some instances this can be mitigated by diamond grinding to achieve desired texture)
- Least experience of designers, contractors and inspectors in Pennsylvania of all four overlay options
- Long term performance in Pennsylvania is not known yet
- Profile adjustment required for approach roadway unless scarification depth is increased to match overlay thickness
- Concrete deck expansion joints will require an elevation adjustment
- Existing deck scuppers or drains will require an elevation adjustment

**5.6.4.6 Comparison of Concrete Deck Overlay Characteristics**

Table 5.6.4.6-1 – Summary of Concrete Deck Overlay Characteristics

	Epoxy Overlay	Membrane Waterproofing with Bituminous Overlay	Latex Modified Concrete Overlay (LMC)	Polyester Polymer Concrete (PPC) Overlay
Lane Closure	Short term closure	Short term closure	Long term closure	Short term closure
Skid Resistance	High	High	High	High
Thickness	3/8"	1 1/2" min.	1 1/4" min.	1" min.*, < 4" max.
Profile adjustment necessary	No	Yes	Yes	Yes**
Expected Life ***	10+ yrs.	10+ yrs.	15+ yrs.	20+ yrs.
Dead load per sq. yd.	40 lbs. at 3/8" thick	280 lbs. at 2.5" thick	160 lbs. at 1-1/2" thick	100 lbs. at 1" thick
Material Permeability	Negligible	Negligible	Very Low	Negligible
Cost of placement	\$	\$\$	\$\$\$\$	\$\$\$

\* - a 3/4" minimum overlay thickness may be used if approved by the District Bridge Engineer

\*\* - profile adjustment is unnecessary if the scarification depth is increased to match the overlay thickness

\*\*\* - when placed on a new structure

**5.7 PRESTRESSED CONCRETE BRIDGES****5.7.1 Repair of Prestressed Concrete Bridges**

Department sponsored research on prestressed concrete girder repairs can be found in FHWA Report PA-2009-008-PIT 006, "Repair Methods for Prestressed Concrete Girders". The department identified two repair methods that can be applied to the Department's bridges from the numerous repairs investigated in the report. One of the selected repair methods will not restore beam capacity (repair of spalls and cracks) and one may restore beam capacity (damaged strands). The repair that will not restore beam capacity is the traditional concrete and mortar repair. The repair that may restore beam capacity is the non-prestressed/post tensioned carbon fiber reinforced polymer (CFRP) repair.

Repair and rehabilitation of damaged or deteriorated prestressed concrete beams, especially the repair of beams that were damaged by oversize vehicles is required on all rehabilitation projects.

The cause of the beam deterioration should be addressed to extend the design life of the repair. For example, leaky expansion joints must be repaired. A matter of concern is the observed deterioration of the bearing areas of some prestressed concrete box beams, generally found below leaky deck joints on structures usually more than 25 years old.

Spalling of the bearing areas is primarily caused by the infiltration of salt-laden runoff through leaky joints, with subsequent chloride saturation of the beam ends and resulting rusting of mild steel in the beam ends, and worse, rusting and debonding of prestressing strands.

Additionally, the beam seats at those deficient joints may be buried by 4 in. or more of salt-laden cinders and other flushed roadway debris. Nothing will stand up under such an environment. Structures thus affected should receive priority treatment under the Bridge Preventive Maintenance Program.

As an initial measure, the bearing seats and beam ends should be flushed clean and the joints should be repaired (by installing strip seal joints or eliminating the joint by providing a continuous deck as part of a rehabilitation project).

The affected structures should be monitored regularly as part of the inspection process, and joints, particularly on prestressed concrete box beam structures, should be kept watertight.

#### **5.7.1.1 Repair of Prestressed Concrete Bridges (Spalls and Cracks)**

Refer to Standard Drawing BC-783M for Reinforced Concrete Repair Prestressed Concrete Beam for repair details. A draft standard special provision for Prestressed Concrete Beam Repair has been developed and is under review.

If the repair area on the beam bottom flange at the bearing pad is greater than 10% of the bearing pad area, jack the superstructure off of the bearing pad during the construction of the repair. Jack and temporarily support the superstructure from the existing substructure, if possible, or construct a temporary support. Jack the entire end of the superstructure only the height required to insert a piece of galvanized sheet metal as a bond breaker for the new concrete repair.

#### **5.7.1.2 Repair of Prestressed Concrete Bridges (Damaged Strands)**

To be developed in conjunction with draft standard drawing “CFRP Strengthening Prestressed Concrete Beam” and draft standard special provision. The draft standard drawing and special provision are currently under review.

#### **5.7.1.3 Repair to Shear Keys of Adjacent Box Beams**

If, while replacing the deck on an adjacent box beam bridge, it is noted that the grout in the shear keys has deteriorated between the beams, repairs shall be limited to only those areas of deterioration.

### **5.7.2 Procedure for Rating Existing Prestressed Concrete Bridges**

The following steps shall be used in rating prestressed concrete bridges:

1. Analyze the bridge using PennDOT's LRFD Prestressed Girder Design and Rating computer program using the rating option.
2. Review analysis, does the bridge meet the operating rating levels?
  - Yes, summarize and submit findings
  - No, continue
3. Analyze the bridge using PennDOT's LRFD Prestressed Girder Design and Rating computer program using the rating option with this modification.
  - $f'c$  value increased by 20%
4. Review analysis, does the bridge meet the operating rating levels?
  - Yes, summarize and submit findings
  - No, is a permit load (P-82 and/or P2016-13) the only vehicle(s) that is/are not meeting the operating rating level?
    - Yes, continue
    - No, go to Step 7

5. Analyze the bridge using PennDOT's LRFD Prestressed Girder Design and Rating computer program using the rating option with these modifications.
  - $f'c$  value increased by 20%
  - Permit live load that is comprised of the Permit Load (that did not meet the Operating Rating level) in the design lane that produces the largest load effects with the design truck in the other design lanes
6. Review analysis, does the bridge meet the operating rating levels?
  - Yes, summarize and submit findings
  - No, continue
7. Perform rating of the bridge using the original design method.
8. Review analysis, does the bridge meet the operating rating levels?
  - Yes, summarize and submit findings
  - No, contact PennDOT immediately so that posting procedure can be started

## 5.8 PIPE REHABILITATION GUIDELINES

### 5.8.1 General

In cases where replacing a buried pipe system is not a reasonable alternative, rehabilitation to extend the useful life and functionality of the existing pipes until full replacement is necessary and feasible may be evaluated.

Numerous options are available to rehabilitate existing pipes, but the applicability of each option depends on pipe size and site conditions. The parameters of the pipe diameters below are estimates depending on the manufacturer. Some of the concrete lining alternatives cannot be used on smaller diameter pipes. Slip lining systems may not be usable on sites with tight right-of-way constraints or limited access due to the area needed to connect lengths of pipe together. For high quality streams, formed-in-place liners should only be used as a last resort and after thorough research of the products used by different systems, due to the potentially toxic by-products of some systems.

Different pipe rehabilitation systems are discussed below along with their advantages and disadvantages. However, these are only general guidelines; engineering evaluation and judgement need to be exercised for each project and each location. Site conditions, hydraulics, service life, geotechnical issues, cost and any other site-specific variables need to be considered by the Engineer when evaluating alternatives for rehabilitation and whether rehabilitation is even the best choice. Also, consider that obtaining a waterway permit may be more complicated, particularly with outlet structures and any scour protection.

The Approved Bridge and Structure Products list and Bulletin 15 should be consulted for the most up-to-date materials and technology available for use on Department projects. Non-Bulletin 15 products may be suggested only if the District is willing and able to perform the necessary inspection, maintenance and evaluation tasks for Experimental or Provisional use consideration.

### 5.8.2 Structural Lining Systems

The structural lining systems discussed in the following articles are approved for use and generally accepted by the Department to restore structural integrity to an existing pipe system. Where more than one of the alternatives is viable, designers should allow for an “either-or” option in the specifications and bid items to facilitate competitive bidding.

#### 5.8.2.1 Paving the Bottom of Pipes, Arches and Culverts

Paving the bottom of pipes, arches and culverts with concrete is a typical activity to extend the life of metal structures. Publication 55, Bridge Maintenance Manual, includes it as a best practice for preservation work. Paving is a low-cost solution, but is most beneficial if the structural integrity of the pipe has not been compromised. Pipe paving is difficult for smaller diameter pipes and is best suited for pipe diameters 48” or larger.

### 5.8.2.2 Spray-on Lining

Spray-on lining (commonly known as shotcrete lining) is a cost-effective solution to repair any area of the interior of a pipe where there is minor damage. Perforations should not be high in quantity and the structural integrity of the pipe should be intact (i.e., no buckling or deformations). The Spray-on material can be high-strength, factory-blended, cementitious liner material with an extremely quick cure times, so multiple layers can be placed per day. The cementitious can be manually sprayed. Many of the cementitious liner systems can be computer-controlled centrifugally cast, which provides an even thickness throughout the pipe and can be used on pipes with a diameter of 30" or larger.

Polyurethane spray on liner systems have not been evaluated for structural integrity at this time but can be used as a non-structural repair.

### 5.8.2.3 Solid Segment Slip Lining

Solid segment slip lining is a viable option for most pipe diameters and typically uses either fiberglass or high density polyethylene (HDPE) pipe liner systems. This method of rehabilitation has a low impact on traffic flows. The existing pipe must have excess hydraulic capacity because the lining pipe and the filling of the annular space between the pipe and the lining will reduce the hydraulic opening. The reduced hydraulic opening can sometimes be mitigated by the lower roughness coefficient of the slip lining. Increased outlet velocities may need to be mitigated with proper outlet protection.

To utilize slip lining, the pipe alignment needs to be fairly straight and bulges in the section should be eliminated if possible. Sufficient right-of-way is needed adjacent to the pipe opening to allow for the pipe liner sections, typically 20' in length, to be threaded through and subsequent sections attached. Bulletin 15 approved products are to be used unless project-specific approval is given. Slip lining with solid segments works well for pipe diameters of 12" to 72". For diameters larger than 72", plate lining of the pipe may be more manageable and cost effective.

Structural calculations must be provided for the slip lining system in which the system is assumed to carry the full load of the roadway, fill material, and other associated loads with no structural contribution from the existing pipe being lined.

### 5.8.2.4 Boring Adjacent or on a New Alignment to Existing Pipe

If stream realignment is feasible, drilling or boring adjacent to the existing pipe or on a completely new alignment is an alternate that can be examined. Directional drilling can be done when the pipe needs to bend or turn at points through its length and can be done for longer runs, but is more expensive than straight boring. Both options are applicable to pipe diameters up to 84". Sufficient right-of-way and access is required for digging and drilling equipment, equipment set-up and drilling pits.

## 5.8.3 Non-structural Lining Systems

Unlike the structural lining alternatives presented in PP5.8.2 which can restore structural integrity to the existing pipe, the following non-structural lining alternatives can only restore hydraulic integrity to the pipe.

### 5.8.3.1 Lining with Formed-In-Place Liners

Lining with formed-in-place liners may be the most practical alternate for locations with limited access and right-of-way. Below is a description of different variations of the formed-in-place liners. The Department has evaluated a few cured-in-place pipe (CIPP) liner systems. Some CIPP systems are impregnated with styrene-based resin that can be toxic to streams, so care needs to be exercised as to where and how the system is used. The Engineer must investigate which systems or methods are viable. There are installation procedures that protect the streams from contaminants. This option is best for smaller diameter pipes, 12" to approximately 48", with limited access conditions or limited right-of-way.

- CIPP liner is cured by steam or hot water. The fiber liner is impregnated with a thermosetting resin. These pipe liners must be stored in a refrigerated truck until placed in the pipe.
- CIPP liner is cured by UV light. The fiber liner has an inner and outer film to protect the liner as it's pulled through the pipe and from UV rays so it does not start curing.
- Fold and Form flexible liners are flexible thermoplastic materials that are warmed to soften and pulled through the pipe. The liner is expanded with pressurized steam to give a tight fit against the inside of the host pipe.

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Fanous, F., Wu, H., Pape, J., Impact of Deck Cracking on Durability. IowaDOT project TR-405, CTRE Management project 97-5, Iowa State University, 2000

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Memari, A.M., Harris, H.G., Hamid, A.A. and Scanlon, A., “Seismic Column Reinforcement Study,” Final Report No. FHW-PA 2001-015-96-29 (Vol. 1 & Vol. 2) submitted to Penn DOT, July 2001, Vol. 1, 310 pp., Vol. 2, 352 pp.

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PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

DESIGN MANUAL  
PART 4

PART A: POLICIES AND PROCEDURES

**CHAPTER 6 – PROCEDURES FOR GEOTECHNICAL EXPLORATIONS**

CHAPTER 6 – TABLE OF CONTENTS

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**6.1 GENERAL**

Procedures followed for geotechnical exploration, reconnaissance, foundation exploration for final design, and preparation and management of subsurface boring, sampling and testing contracts shall meet the requirements of the following publications:

- (a) Publication 14M – Design Manual, Part 3 (Chapter 5 “Soil Profile Plans”)
- (b) Publication 15M – Design Manual, Part 4 (Section 10 “Foundations” and Chapter 1, Article 1.9.4 “Foundations”)
- (c) Publication 222 – Geotechnical Investigation Manual
- (d) Publication 293 – Geotechnical Engineering Manual

Procedures followed for entry onto Railroad Right-of-Way including, temporary railroad right of way permit/agreement, Department scope of work details and method of payment, consultant/contractor railroad right-of- way requirements and method of payment and entry onto railroad property shall meet the requirements of the latest edition of Publication 371 Grade Crossing Manual, Chapters 4, 7 and 10.

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PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

DESIGN MANUAL  
PART 4

PART A: POLICIES AND PROCEDURES

**CHAPTER 7 – DRAINAGE STRUCTURES, SCOUR AND CULVERTS**

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7.1 HYDRAULICS

7.1.1 Hydraulic Design

For hydraulic design of drainage structures, including bridge waterways, see Design Manual, Part 2, Chapter 10, and the applicable directives. During the hydraulic design process, consider PennDOT’s [Extreme Weather Vulnerability Study](#) as an additional source for the flooding history of the project site.

7.1.2 Hydraulic Data

The following hydraulic data for structures draining an area 0.5 mi<sup>2</sup> or greater shall be shown on the drawings:

- (a) Drainage area (in square miles)
- (b) 100-year and other floods as required and specified in Design Manual, Part 2, Chapter 10, including:
  - (1) Magnitude (cfs)
  - (2) Frequency
  - (3) Pertinent water surface elevation from section immediately upstream of the structure
  - (4) Pertinent velocity from section immediately upstream of the structure
- (c) Scour information for each substructure unit as illustrated below.

	ABUT. 1	PIER X <sup>3</sup>	ABUT. 2
<b>BOTTOM OF FOOTING ELEVATION</b>			
<b>TOP OF ROCK ELEVATION<sup>1</sup></b>			
<b>SCOUR DESIGN ELEVATION<sup>2</sup></b>			

<sup>1</sup> If applicable

<sup>2</sup> The final scour elevations are to be provided to the District Geotechnical Engineer for review, comment and concurrence after the borings are completed. The District Geotechnical Section can include Central Office Geotechnical Group for applicable projects (complex projects, district support), if desired.

<sup>3</sup> Provide a column for each pier, if applicable.

Figure 7.1.2-1 – Sample format for Scour Information table

7.1.3 Interdisciplinary Approach to Waterway Opening and Scour Analysis

The evaluation and design of a drainage structure (bridge and culvert) is to include coordination between hydraulic, geotechnical, structural and highway design engineers to ensure the design of the hydraulic opening, roadway profile, superstructure, substructure, and foundation are in agreement. Fig. 7.1.3-1 provides an overview of the general interdisciplinary approach to waterway opening design and the scour analysis process.

For structures that require a scour investigation in accordance with PP7.2.1, the scour investigation must be developed using a multidisciplinary approach involving the hydraulics engineer, geotechnical engineer and structural engineer. The results of the multidisciplinary scour investigation are to be used to evaluate and design bridge foundations and scour countermeasures.

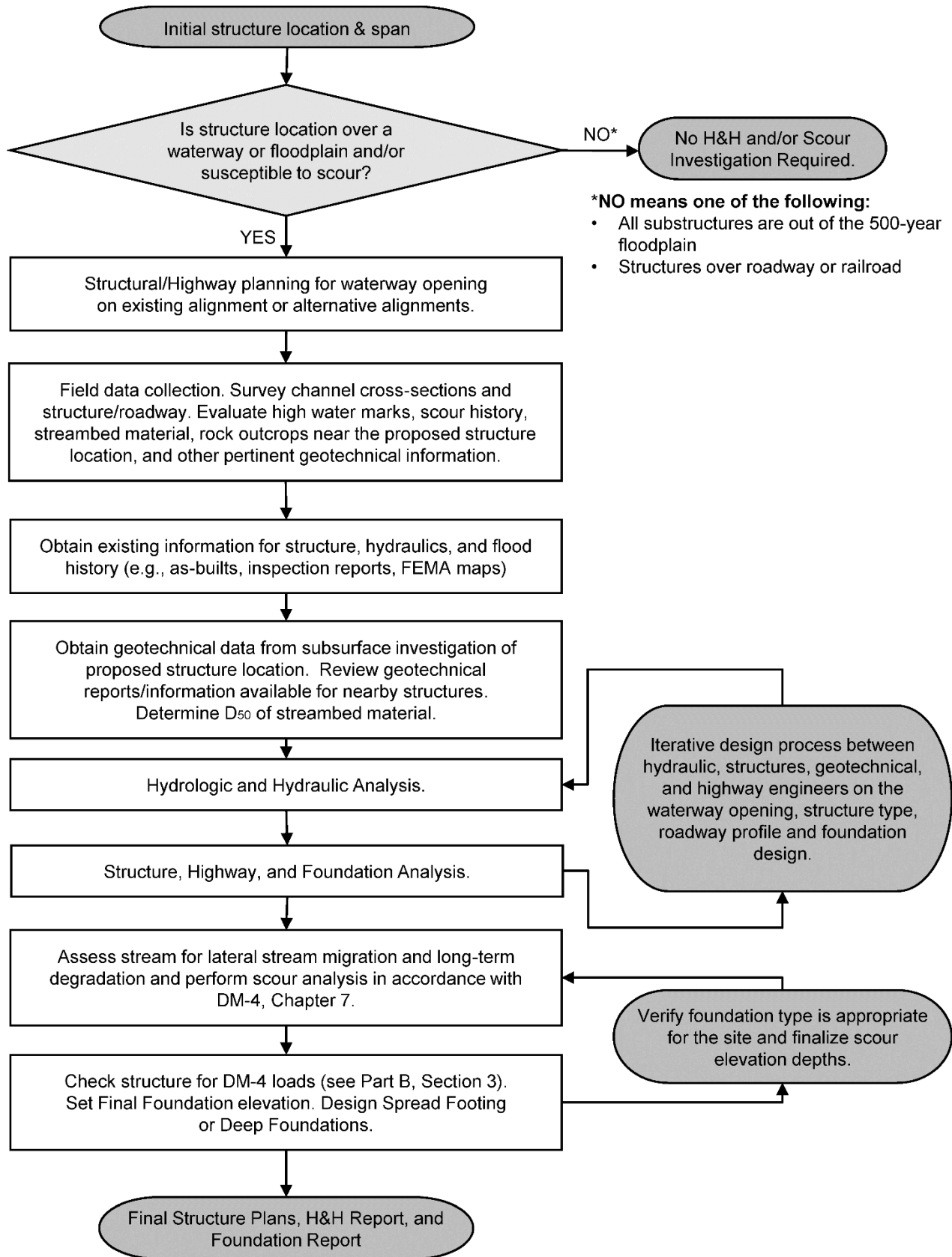


Figure 7.1.3-1 – Interdisciplinary Process for Hydraulic Assessment and Scour Determination for New Structures and Structure Replacement Projects

## 7.2 SCOUR

### 7.2.1 Scour Investigation

Scour investigations shall be completed for all drainage structures and retaining walls (cast-in-place, precast modular and mechanically stabilized earth (MSE)) along streams. This investigation shall be included with the foundation submission and H&H Report. The investigation shall contain scour calculations per PP7.2.2. The investigation shall also include site inspections, including inspection of nearby structures as necessary. The references for scour investigation are the FHWA Hydraulic Engineering Circular No. 18 (HEC-18), “Evaluating Scour at Bridges”, Fifth Edition, April 2012 and the FHWA Hydraulic Engineering Circular No. 20 (HEC-20), “Stream Stability at Highway Structures,” Fourth Edition, April 2012. In addition, Hydraulic Engineering Circular, No. 23 (HEC-23), “Bridge Scour and Stream Instability Countermeasures” contains useful information on the selection and design of measures to minimize the potential damage to bridges and other highway components at stream crossings. Please note that HEC-23 does not supersede Design Manual, Part 4 (DM-4). For example, “Design Guideline 11” discusses an approach to design of riprap at piers which is incompatible with DM-4; therefore, it cannot be used. Other sections of HEC-23 may be used to supplement the technical guidance in DM-4. Additional scour investigation references are included in PP7.2.6.

Spread footings on erodible material shall be considered only if scour calculations are completed and can be corroborated by a site inspection by the performance of spread footings in nearby structures which have survived major floods and/or if properly designed protective measures are provided. Otherwise, the bridge foundation should be extended to sound bedrock or supported on piles. If a foundation is supported on piles, the pile design must account for the estimated depth of scour and include a check of column strength for the unsupported length.

For spread footings set below scour depth, backfill the excavation with durable rock protection (riprap). Where history of the bridge site indicates that the channel becomes restricted due to accumulation of debris or ice, consider the constricted opening in the scour investigation. Where the maximum highwater elevation at the drainage structure site is due to a backwater condition resulting from the stage of a downstream waterbody, the scour investigation shall consider the calculations based on a 100-year flood resulting from the watershed upstream from the drainage structure site assuming no backwater from a downstream confluence.

Where dams exist upstream from the drainage structure site, the design flood for the dam and its spillway shall be considered in the scour investigation.

No scour analysis for pipe or box culvert is required. Refer to BD-632M for scour protection details for box culverts. Refer to RC-30M for scour protection for pipes.

### 7.2.2 Scour Design Flood and Scour Computation

Total scour depth is comprised of:

- (1) aggradation or degradation,
- (2) contraction scour, and
- (3) local scour.

Footings are to be designed based on the total scour depth obtained from a scour design flood. The scour design flood is defined as a 100-year flood, the flood of record (if available) or the overtopping flood (if less than the 100 year flood), whichever results in the worst-case scour condition. For temporary structures, use the scour design flood as specified in PP5.5.3.4.3.g to determine the scour depths. Please note that HEC-18 Table 2.1 does not supersede DM-4. For example, Table 2.1 provides definitions for scour design and check floods that are incompatible with and less conservative than DM-4; therefore, HEC-18 Table 2.1 shall not be used.

When determining whether live bed or clear water scour conditions are occurring, the  $D_{50}$  is taken as an average of the streambed material size, in the reach of the stream, upstream of the bridge. When determining the scour depth at the bridge, the  $D_{50}$  is an average of the streambed material size at the bridge.  $D_{50}$  is a characteristic size of the material that will be transported by the stream. Normally, this would be the bed material size in the upper 1 ft. of the streambed, which may capture the armor layer (i.e., larger, more uniform particles) of the stream, if present. Significantly underestimating the  $D_{50}$  value may provide overly conservative scour depths. Therefore, acceptable means to estimate  $D_{50}$  include:

- Visual inspection – appropriate for all types of bed materials; field tools (e.g., sand gauge card, gravelometer, wire screen, etc.) are readily available to assist the hydraulic engineer in streambed particle size determination
- Sieve analysis from volume/bulk samples

The  $D_{50}$  should not be estimated from soil surveys or soil borings. For most Pennsylvania streams, soil borings will severely underestimate the size of the streambed material. When a boring is taken within the channel area, it will sample a small diameter core (2-4 inches) through the bed material, soils layers, and typically down to bedrock. The boring diameter will limit the  $D_{50}$  measurement, since any sediment size greater than the boring diameter will not be captured. Note, if the  $D_{100}$  particle size is less than the core diameter and the sample is taken in the stream channel, the soil borings may provide a reasonable  $D_{50}$ . Additionally, the soil boring locations are determined based on the substructure unit's (e.g., pier) location and may not be representative of the streambed material within the entire channel section. The material testing criteria in HEC-18 Chapter 4 will not be applied as standard practice. If the economy of the project warrants, additional testing as indicated the HEC-18 Chapter 4 may be considered and should be coordinated with the District Bridge Engineer.

The scour due to lateral movement or shifting of the stream should also be evaluated for bridges on floodplains with a history of lateral movements of the stream from one side of the floodplain to the other through geologic time. For multi-span bridges, a scour prism plot (Fig. D.9, HEC-18), which illustrates the total scour depth at any location in the bridge opening, and a site evaluation shall be included with the scour analysis in the H&H and Foundation Reports. The scour prism plot should use the scour depths that have considered both engineering judgment and also reduction of scour depth from riprap placement. Pier and abutment foundations shall be designed for the maximum total scour to account for channel and thalweg shifting. After theoretical scour depths are calculated, the final scour design elevation for each substructure should be coordinated with the geotechnical engineer to ensure rock elevation is considered in final scour design elevation.

Contraction scour depths shall be calculated using the live-bed and/or clear-water equations. Pressure flow scour (vertical contraction scour) shall be calculated for all structures under pressure flow according to Section 6.10 of HEC-18. Sections 6.7 and 6.8 of HEC-18 will not apply unless the economy of the project warrants additional material testing for contraction scour in cohesive materials and erodible rock. Additionally, HEC-18 Equations 6.10 and 6.12 will not be used to calculate scour at open-bottom culverts; contraction scour for all open-bottom structures will be calculated as a standard bridge in accordance with DM-4.

Local scour depths for piers and unprotected abutments shall be calculated using equations that apply to the sites and design conditions. Engineering judgment shall be used to select a depth of foundation based on the computed scour depths from applicable equations and site history. If depth of foundation cannot be established based on engineering judgment, any scour depth between the highest and the lowest may be used, provided the designer can justify it based on the proven performance of an existing structure at the same location or nearby location on the same stream.

The total scour depth for piers depends on the flow condition and shall be determined as follows:

- Non-pressure flow condition: sum of the contraction scour and local scour (which includes both the pier scour and the scour from debris on piers, if applicable).
- Pressure flow condition: sum of the pressure flow scour (which includes contraction scour) and local scour (which includes both the pier scour and the scour from debris on piers, if applicable).

Local pier scour shall be calculated using the HEC-18 pier scour equation (Chapter 7.2, HEC-18) for live-bed and clear-water conditions when the pier footing is not exposed to the flow. The pier width in the HEC-18 pier scour equation shall be the pier width perpendicular to the flow direction for the frequency event being considered. When there is a history of debris accumulation on bridge piers, scour from debris on piers shall be calculated with Eq. 7.32 of HEC-18; engineering judgment, bridge inspection records (including underwater inspection reports) and maintenance records are required to estimate several variables. Scour for complex pier foundations shall be calculated in accordance with the procedures described in Section 7.5 of HEC-18. Local pier scour for wide piers in fine bed material shall be calculated with the Florida DOT pier scour methodology (Chapter 7.3, HEC-18); however, the wide pier criteria may not apply to most Pennsylvania bridges. Local pier scour equations 7.34, 7.35, and 7.37 through 7.39 in HEC-18 will not apply unless the economy of the project warrants additional material testing for pier scour in coarse bed materials, cohesive materials, and erodible rock.

Properly designed riprap and/or guide banks for abutment protection may negate the need to compute local scour depth for abutments. For piers, a scour depth reduction factor of up to 50% may be used for local scour when multi-layered riprap scour protection are provided as per Figs. PP7.2.4-1, PP7.2.4-3 and PP7.2.4-5, and appropriate inspection frequency is provided. Note that the local scour will include the sum of the pier scour and the scour from debris on piers, if applicable. This provision is not in accordance with HEC-18, and was negotiated with the FHWA based on past experience and conservative design practices. Multi-layered riprap scour protection means more than one layer of riprap with a minimum placement depth,  $D$ , comprised of one full layer (based on the nominal placement thickness indicated in Pub 408, Section 850) on top of the footing, with additional riprap placed to the bottom of footing as shown in the figures in PP7.2.4. Please note that HEC-18 Table 2.3 does not supersede DM-4. For example, Table 2.3 provides definitions for scour countermeasure design flood frequencies that are incompatible with and less conservative than DM-4; therefore, HEC-Table 2.3 shall not be used.



### 7.2.3 Superflood

Footings shall be checked for a superflood (Q500), which is defined as a 500-year flood event. Scour calculations shall be performed for this event to determine if the Q500 scour depth is below the bottom of the footing elevation. Stability of deep foundations, including unsupported length of piles, must be analyzed with the maximum scour depth at the Service I limit state, as specified in D3.7.

### 7.2.4 Footing Location Guidelines

The following guidelines are provided as the minimum criteria for foundations in river environment:

(a) General

1. The minimum placement dimension, D, is the nominal placement thickness as per Publication 408, Section 850.
2. Adjacent streambed/ground elevation is considered to be proposed ground above the footing toe.
3. For substructure units above the design floodplain but within the 500-year floodplain, the bottom of footing may be placed per PP1.9.4.4, item (e), but scour calculations and riprap requirements must be met.
4. For substructures units completely out of the 500-year floodplain, the bottom of footing may be placed as if it is not in a river environment, but shall not be less than frost depth. See PP1.9.4.4, item (e).

(b) Spread footings

If scour calculations indicate scour depths terminating above bedrock and the top of rock is greater than 6 feet below adjacent streambed, the foundation location for scour may be treated as if it is on soils as per item 3 below.

1. On non-erodible sound bedrock:

The sound bedrock may be defined as rock mass with discontinuities that are tight or open less than 1/8 in. (the rock mass is at least of the quality with Rock Quality Designation (RQD) 70% and recovery 90%) such as non-erodible limestone or granite. For bridge replacement projects, the bedrock may be considered non-erodible if there is no observed scour of the bedrock at the existing bridge and RQD > 50%.

If necessary, conduct additional test or re-evaluate the core boring data to confirm the soundness of the bedrock.

The bottom of the footing may be placed flush with the surface of the bedrock or keyed 6 in. to 1 ft. below the bedrock (neat cut around edge of the footing) in accordance with Fig. 7.2.4-1 for piers and Fig. 7.2.4-2 for abutments and wingwalls. The foundation report shall describe the determination of the footing placement. If the footing is keyed, sliding can be ignored. Also, clearly indicate on the plans or in the specification that blasting is not permitted for rock excavation for the footing. Concrete of the footing shall be placed against the vertical cut surface. Refer to PP7.2.5 for riprap placement guidelines.

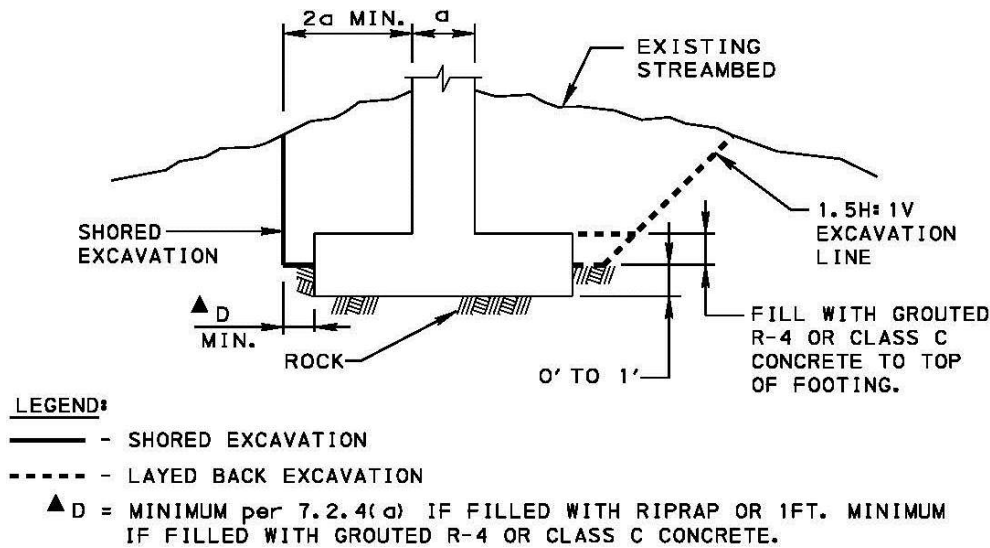


Figure 7.2.4-1 – Pier Footing on Non-erodible Rock

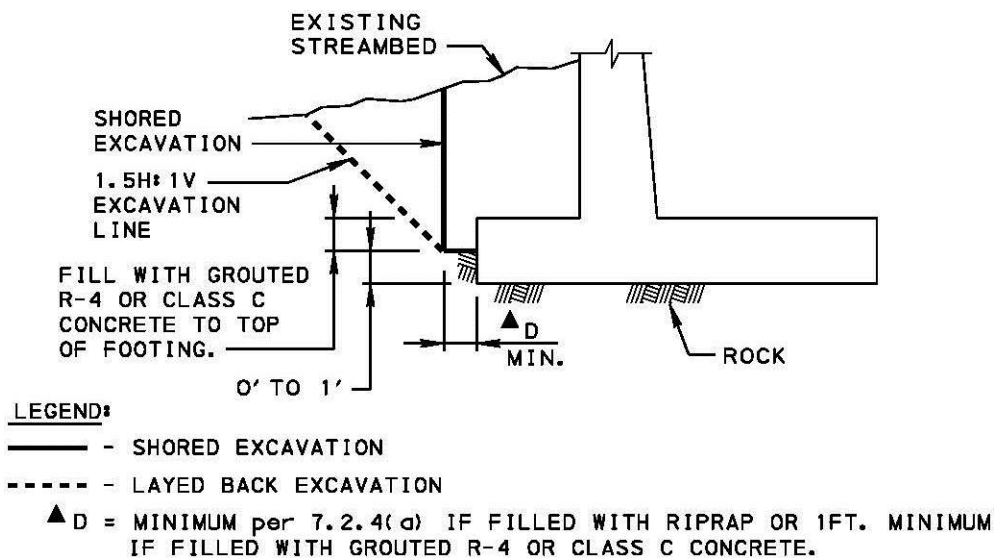


Figure 7.2.4-2 – Abutment/Wingwall Footing on Non-erodible Rock

2. On erodible rock:

Place the bottom of footing 3 ft. or more into the erodible rock even though the scour calculations indicate deeper scour for the scour design flood and superflood as specified in PP7.2.2 and PP7.2.3, respectively. If the calculated scour depth due to superflood is less than 3 ft. into the erodible rock, the bottom of the footing shall be located at the scour depth and a minimum of 6 ft. below the adjacent streambed/ground elevation in accordance with Fig. 7.2.4-3 for piers and Fig. 7.2.4-4 for abutments and wingwalls. However, the bottom of footing need not be placed more than 3 feet into erodible rock to satisfy this provision. The bottom of footing elevation shall be confirmed by the engineering geologist who is familiar with the area geology and rock formations. This decision should be made based on an analysis of rock cores, including rock quality designation and local geology, as well as hydraulic data and past performance of nearby existing structures on the same stream, or in the case of a bridge replacement, the performance of the structure being replaced.

Blasting shall not be permitted to excavate rock for the footing. Concrete of the footing shall be placed against the excavated vertical surface. Refer to PP7.2.5 for riprap placement guidelines.

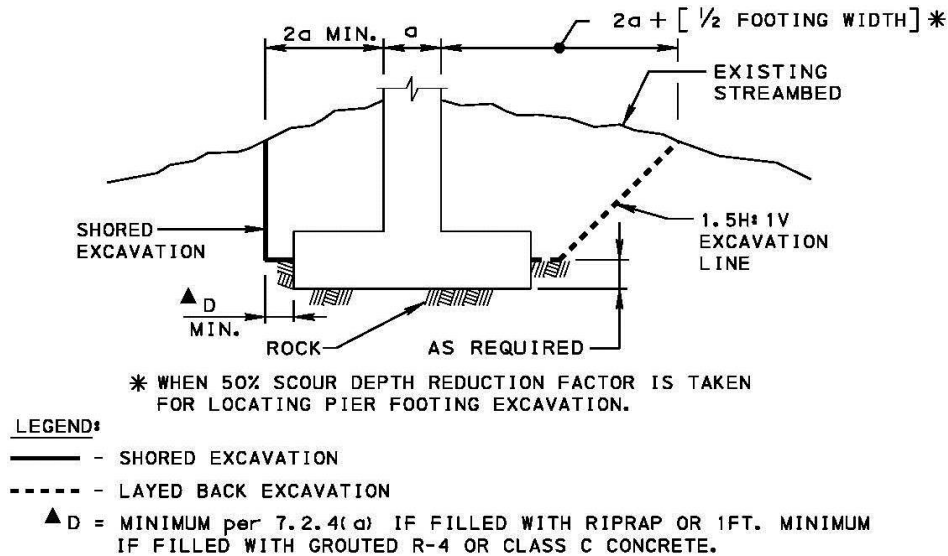


Figure 7.2.4-3 – Pier Footing on Erodible Rock

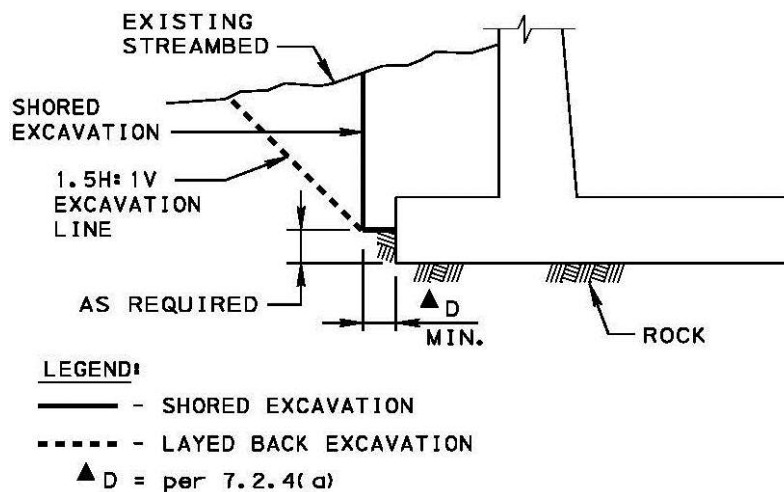


Figure 7.2.4-4 – Abutment/Wingwall Footing on Erodible Rock

3. On soils including gravel, cobbles and boulders:

Place the top of the footing at or below the total scour depth for scour design flood as specified in PP7.2.2 with the bottom of footing not less than 6 ft. below the adjacent streambed/ground elevation in accordance with Fig. 7.2.4-5 for piers and Fig. 7.2.4-6 for abutments and wingwalls. Refer to PP7.2.5 for riprap placement guidelines. Please note that additional riprap is required if the total scour depth based on superflood is lower than the bottom of footing elevation.

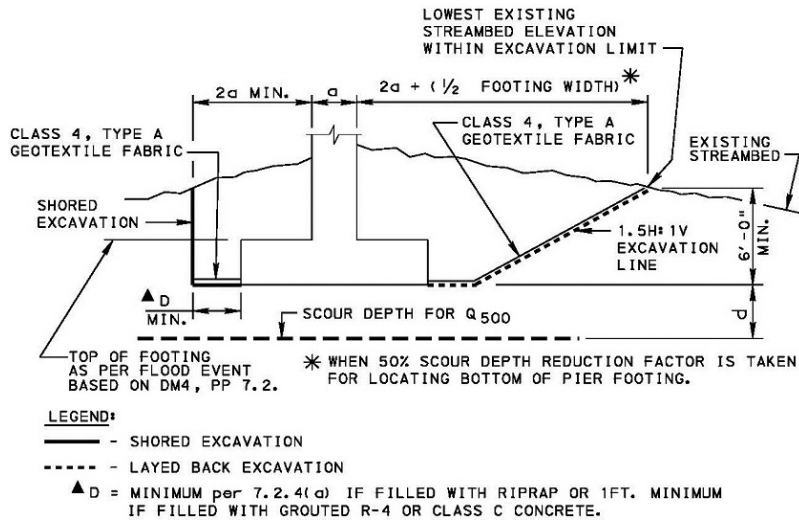


Figure 7.2.4-5 – Pier Footing on Soil

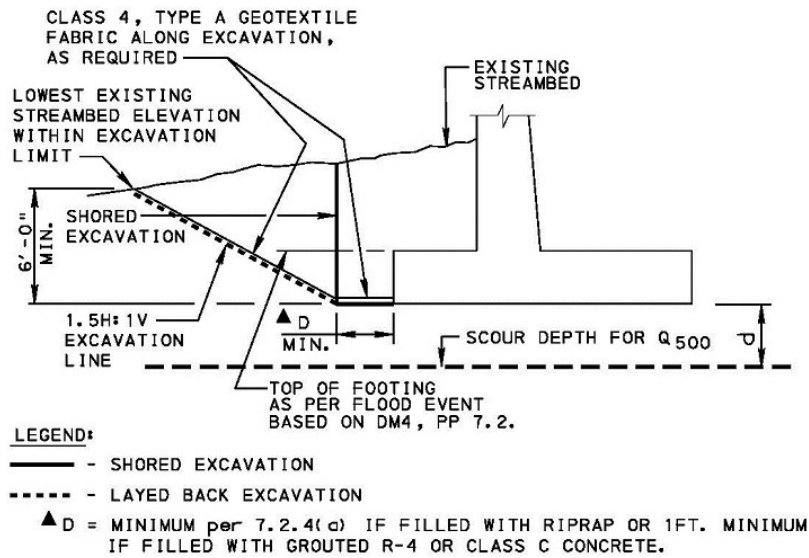


Figure 7.2.4-6 – Abutment/Wingwall Footing on Soil

(c) Footings on piles or drilled shafts

Place the top of the footing at or below streambed a depth equal to the estimated contraction scour (general scour) depth for scour design flood as specified in PP7.2.2. However, the bottom of the footing shall be located at least 6 ft. below the adjacent streambed/ground elevation for piers and arch abutments and at least 4 ft. below the adjacent streambed/ground elevation for abutments and wingwalls. For friction and end bearing piles, the pile length down to the total scour depth (including local scour) for the superflood shall not be considered in load transfer to the soils. For abutments properly protected with riprap or other approved means, piles may be assumed to be fully supported for unsupported column bending calculations. For piers, the scour depth reduction (credit) on local scour depths (due to riprap) shall be accounted for in determining unsupported pile length. Where special conditions indicate that the theoretical friction portion of a friction pile is substantially below the unsupported length due to scour, the top portion of the friction pile may need to be installed using auguring or other methods to preclude pile driving resistance in the unsupported length area during pile installation.

Piles and shafts in total scour zones shall be designed as laterally unsupported columns.

Special attention should be given to floodplains with a history of lateral movements of the stream from one side of the floodplain to the other through geologic time. In this situation, the worst scenario shall be used in locating the bottom of the footing.

7.2.5 A Guideline for Riprap Size Selection

Use Fig. 7.2.5-1 in determining the riprap size. This figure is based on the FHWA formula  $D_{50} = 0.692 V^2 / (S-1)(2g)$  for riprap sizing at piers, but may be used for all substructures by varying V based on the substructure location. For piers, V is taken as 1.5 times the average velocity at the section immediately upstream of the bridge. For vertical abutments, V shall be taken as 1.8 times the flow velocity in the bridge opening. The chart is prepared for determination of  $D_{50}$  for values of V up to 17.5 fps. For value of V higher than 17.5 fps, the above formula should be used. Use minimum riprap size of R-7.

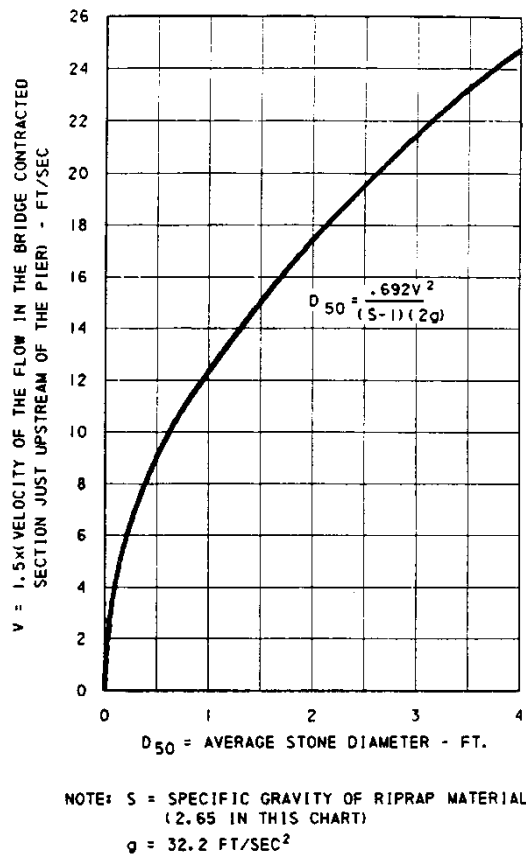


Figure 7.2.5-1 –  $D_{50}$  Rock Size

The quality and gradation of the selected riprap should be as per Publication 408, Section 850. The  $D_{15-50}$  size listed in Section 850 shall be used as  $D_{50}$  for design purpose. For uniformity, use the following riprap size:

Table 7.2.5-1 – Riprap Size Selection

<u>V(fps)</u>	<u>Riprap Size</u>
up to 15	R-7 or larger
16 to 17.5	R-8

where V is 1.5 x velocity of flow for piers, or 1.8 x velocity of flow for abutments and wingwalls.

The velocity of flow should be based on the scour design flood specified in PP7.2.2. However, if the scour depth, based on Q500, is lower than bottom of the footing elevation, then the velocity of the flow should be based on Q500 and not the scour design flood.

For values of V higher than 17.5 fps, special provisions should be developed to cover the size of the riprap by the above-mentioned formula.

In some special cases, the riprap size could be extremely large and impractical from the equation  $D_{50} = 0.692 V^2 / [(S-1)(2g)]$ . In these cases, design guidance for proper substructure protection may be found in the Hydraulic Engineering Circular (HEC) series or coordinate with the District Bridge Engineer.

The following guidelines are provided for riprap design:

1. For practical design purposes, the maximum riprap size should be R-8. A larger riprap size may be used by the designer if available and required by design.
2. If a design dictates riprap size larger than R-8 and it is not available to the District or practical, the designer should consider other alternate designs such as:
  - a. A larger bridge opening which will reduce the riprap size due to the reduced velocity.
  - b. A pile supported or a caisson supported footing.
  - c. Guide banks or channel improvements.
  - d. Normal riprap with durable (estimated life of 50 years) woven metal fabric (e.g., gabions).
  - e. Scour countermeasures complying with the current HEC-23 “Bridge Scour and Stream Instability Countermeasures”.

Provide a V-notch (3/4" minimum) in the stem of each substructure unit to locate the top of riprap protection. This is to help the bridge inspector in the field determine riprap loss. Consider choking R-8 and R-7 riprap with R-4 on the surface to provide better footing for the inspector. In environmentally sensitive areas, consider placement of natural soils above riprap. In these cases, the bottom of the footings may need to be lowered to ensure multiple layers of riprap protect the footing.

Place durable riprap in all stream-side excavated areas in accordance with Fig. 7.2.5-2 for minimum slope placement and Fig. 7.2.5-3 for maximum slope placement.

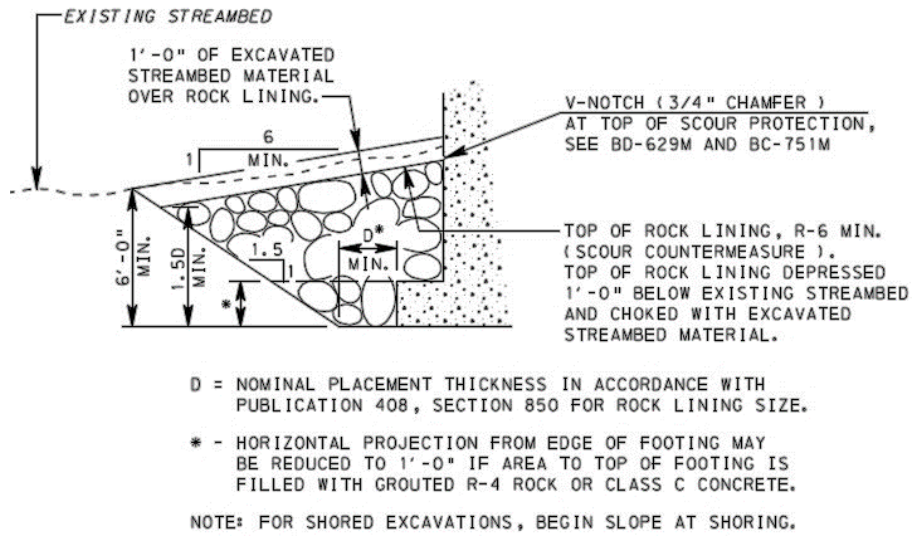


Figure 7.2.5-2 – Riprap Placement Guide, Minimum Slope

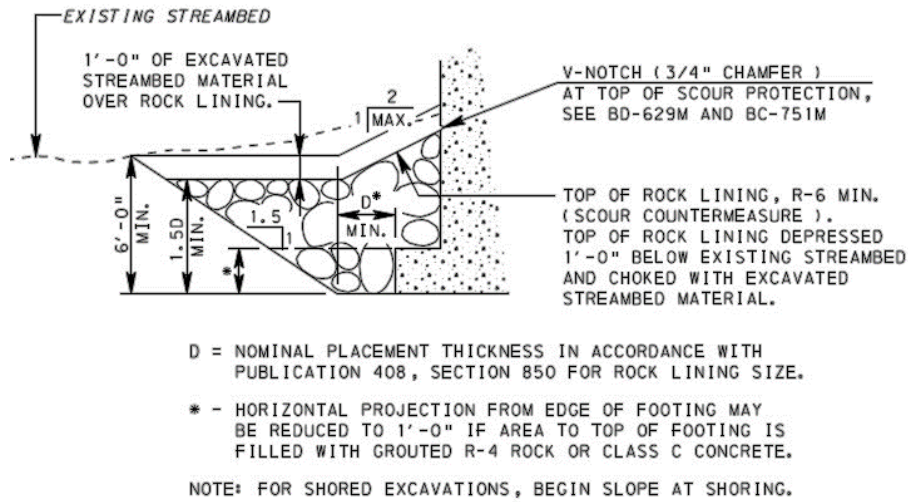


Figure 7.2.5-3 – Riprap Placement Guide, Maximum Slope

For riprap at piers, the lateral extent of riprap on each side of the pier face need not exceed twice the width of the pier. Studies have shown that the local scour effects will not extend beyond a riprap mat of a total width of five times the pier width.

### 7.2.6 Scour Investigation References

Additional references for scour investigation are as follows:

- (a) Stream Stability at Highway Structures, Fourth Edition, Hydraulic Engineering Circular No. 20, FHWA Publication No. FHWA---HIF-12-004, April 2012.
- (b) Bridge Scour and Stream Instability Countermeasures: Experience, Selection, and Design Guidance, Third Edition, Volume 1, Hydraulic Engineering Circular No. 23, FHWA Publication No. FHWA-NHI-09-111, September 2009.
- (c) Bridge Scour and Stream Instability Countermeasures: Experience, Selection, and Design Guidance, Third Edition, Volume 2, Hydraulic Engineering Circular No. 23, FHWA Publication No. FHWA-NHI-09-112, September 2009.
- (d) Evaluating Scour at Bridges, Fifth Edition, Hydraulic Engineering Circular No. 18, FHWA Publication No. FHWA---HIF-12-003, April 2012.

## 7.3 CULVERTS

### 7.3.1 Design Specifications

See A12 and D12.

### 7.3.2 Concrete Box Culvert Alternatives

The procedure regarding concrete box culvert alternatives shall be as follows:

- (a) A precast concrete box culvert shall be prepared as a primary design, with a cast-in-place (CIP) concrete box culvert as a contractor-designed alternate, unless it can be documented that a precast concrete culvert is not suitable for a specific site, e.g., non-uniform bearing strata, cost ineffectiveness. If hydraulically and structurally feasible, both precast and CIP concrete box culverts shall be allowed as alternates for a CIP concrete arch and other small steel or concrete bridges, unless documented environmental restrictions for natural streambed preservation control.
- (b) The entire culvert, wingwalls, apron and incidental excavation and backfill for the box, wings and aprons shall be included in the lump sum culvert item, except for reinforcement bars which are “AND Items”. List culvert length in feet, excavation and backfill in cubic yards, and concrete quantities for wings and aprons in terms of cubic yards in the quantity table as information items and on the Component Item Schedule in the Proposal.
- (c) Provide riprap protection as per BD-632M.

### 7.3.3 Corrugated Metal Buried Structures

Corrugated metal buried structures may be used on local and collector roads with ADT of less than 750. This applies to both Federal and State-funded projects. Structural plate pipe and arches covered by BD-635M may be used for all highways, regardless of ADT, except where ADTT > 500. District Bridge Engineer approval is required for corrugated metal buried structures exceeding these limitations.



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PART B: DESIGN SPECIFICATIONS

**PREFACE**

In Part B, the AASHTO LRFD article numbering system is followed. Where a new article has been added, the suffix P, to designate "Pennsylvania Article", appear at the end of the new article number.

All references to AASHTO LRFD Bridge Design Specifications sections, articles, equations, figures or tables carry the prefix A.

References to AASHTO commentary carry the prefix AC.

References to Design Manual, Part 4, Part A, "Policies and Procedures", carry the prefix PP.

References to Design Manual, Part 4, Part B, "Design Specifications", carry the prefix D.

References to commentary to Design Manual, Part 4 carry the prefix DC.

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PART B: DESIGN SPECIFICATIONS

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**1.1 SCOPE OF THE SPECIFICATIONS**

The following shall supplement A1.1.

The design of any structure, or portion thereof, which is not covered by the DM-4, Part B, or the AASHTO LRFD Bridge Design Specifications shall be designed by other appropriate PennDOT or AASHTO documents as specified in PP1.1 or applicable Specifications and Standards approved by the Chief Bridge Engineer.

**1.2 DEFINITIONS**

The following shall supplement the definition of Design Life.

Design life is assumed to be 100 years for the main load carrying members of the superstructure and substructure. The design life of decks, barriers and expansion devices are considerably less.

**1.3 DESIGN PHILOSOPHY****1.3.1 General**

The following shall supplement A1.3.1.

An elastic analysis shall be used to determine the force effects. The resistance of components and connections may be determined using inelastic behavior in the Extreme Event Limit State.

**1.3.2 Limit States****1.3.2.1 General**

The following shall supplement A1.3.2.1.

In no case shall the value of  $\eta$  be less than 1.0 nor shall it be greater than 1.0.

When the Load Combination Extreme Event III and IV is investigated, the value of  $\eta$  shall be taken as 1.0.

**1.3.3 Ductility**

The following shall replace the third paragraph of A1.3.3.

For all components and for all limit states on all bridges, the ductility load modifier,  $\eta_D$  shall be taken as 1.00.

**C1.3.2.1**

The following shall supplement AC1.3.2.1.

In Pennsylvania, the application of load modifiers other than 1.0 has been found to have a detrimental affect on economical bridge design without a corresponding increase in comfort level.

**C1.3.3**

The following shall replace the last sentence of the second paragraph of AC1.3.3.

Such ductile performance shall be verified by testing and approved by the Chief Bridge Engineer.

The following shall replace the first sentence of the seventh paragraph of AC1.3.3.

The ductility capacity of structural components or connections may either be established by full or large scale testing, or with analytical models which are based on documented material behavior. Both methods must be approved by the Chief Bridge Engineer.

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**1.3.4 Redundancy**

The following shall replace the second paragraph of A1.3.4.

For all bridges, the redundancy load modifier,  $\eta_R$  shall be taken as 1.00.

Global redundancy for truss bridges shall be provided by any of the following or combination thereof:

- provision of a third line of trusses where possible,
- use of stitched built-up components which are designed to support the entire component load with any one element assumed to be broken, and for which joints and splices have been designed to transmit component loads with any one element of the component assumed to be broken or,
- demonstration through 3-D analysis that failure of any tension component, or other components designated by the Department, of a two-truss system will not cause the collapse of the entire structure. The 3-D analysis methodology must be submitted to the Chief Bridge Engineer for coordination and subsequent approval by FHWA Office of Bridge Technology with the TS&L submission.

When the above provision for a stitched built-up component is invoked, the investigation shall be based on Load Combination Extreme Event III as specified in D3.4.1. When the above provision for 3-D analysis is invoked, the investigation shall be based on Load Combination Extreme Event IV as specified in D3.4.1. All live load models specified in D3.6.1.2 shall be investigated. Approval by the Chief Bridge Engineer shall be required for all two truss systems.

The tie component of tied arched bridges shall meet the requirements of the above provision for a stitched built-up component.

Global redundancy for multiple element hangers composed of multiple bridge strands or multiple bridge ropes shall be provided by demonstration through 3-D analysis that failure of any tension component, or other components designated by the Department, will not cause the collapse of the entire structure. This analysis shall use Load Combination Extreme Event IV as specified in D3.4.1. All live load models specified in D3.6.1.2 shall be investigated.

A two-girder bridge shall be used, only if (1) fracture-critical members are eliminated by developing alternative load paths and (2) approval of the 3-D analysis methodology is obtained from the Chief Bridge Engineer and FHWA Office of Bridge Technology. The designer should evaluate the ability of secondary members to transfer loads and prevent collapse through the use of suitable computer analysis. Each girder of a two-girder bridge shall meet the requirements above for a stitched built-up component.

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**C1.3.4**

For additional guidance on classification of System Redundant Member please refer to FHWA Office of Bridge Technology memo of June 20, 2012.

For modeling guidelines, see AASHTO Guide Specifications for Analysis and Identification of Fracture Critical Members and System Redundant Members, 1st Edition.

A two-girder bridge has the potential for fracture-critical members, i.e., a failure of one girder appears to cause collapse of the entire structure. There are certain situations, however, in which use of two girders may provide a significant economy.

For both two- and three-girder systems, computer-aided designs have been completed where secondary members are designed to transfer load around a failed portion of a girder, thereby preventing a collapse of the bridge.

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**1.3.5 Operational Importance**

The following shall replace the third paragraph of A1.3.5.

For all bridges, the operational importance load modifier,  $\eta_I$ , shall be taken as 1.0.

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PART B: DESIGN SPECIFICATIONS

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**2.3 LOCATION FEATURES****2.3.2 Bridge Site Arrangement****2.3.2.2 Traffic Safety***2.3.2.2.1 Protection of Structures*

The following shall supplement A2.3.2.2.1.

The minimum lateral clearance for locating substructure units for bridges over highways or railroads shall be as follows:

- (a) For bridges over a highway, refer to DM-2, Chapter 4.4.C for the minimum horizontal clearance for locating substructure units.
- (b) For bridges over railroads, see D2.3.3.4.

*2.3.2.2.2 Protection of Users*

The following shall replace the last paragraph of A2.3.2.2.2.

When sidewalks are provided on bridges, with a posted vehicular speed greater than 45 mph or structures longer than 200 ft. (regardless of the speed), the sidewalk shall be protected by a barrier, unless waived by the Department.

*2.3.2.2.3 Geometric Standards*

The following shall replace the last sentence of A2.3.2.2.3.

For roadway geometry refer to DM-2. For bridge-mounted barriers, structure-mounted guide rail and other protective devices refer to appropriate Standard Drawings.

**2.3.3 Clearances****2.3.3.2 Highway Vertical**

The following shall replace the first sentence of the first paragraph of A2.3.3.2.

Refer to DM-2, for minimum vertical clearance for overhead bridges.

The following shall supplement A2.3.3.2.

Vertical clearance over the width of the roadway, including shoulders, shall be provided in accordance with DM-2, Chapter 2, Section 2.20, and as follows:

- For bridges over railroads, see D2.3.3.4.

*C2.3.2.2.2*

The following shall replace the last paragraph of AC2.3.2.2.2.

An example where the Department may waive the sidewalk barrier requirement is a structure longer than 200 ft. in an urban environment where a curbed approach walkway exists and the posted vehicular speed is less than or equal to 45 mph. When a barrier is required on a bridge to protect the sidewalk, the barrier shall be transitioned to the appropriate roadway protection device (guide rail, barrier, curb, etc.) beyond the end of the structure and maintain pedestrian access. For additional guidance on sidewalk barriers on bridges, refer to DM-2, Chapter 12.

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- Minimum required vertical clearance shall preferably be maintained within the recovery area. In calculating actual vertical clearance under a beam splice, an allowance of 3/4 in., plus the thickness of the outside flange splice plate, shall be made.
- Vertical clearance is to be measured at any high point on the outer edge shoulder. 1 in. will be deducted from the actual measurement for posting purposes to account for minor variations as proper location of measurement and jumping of traveling vehicles.
- For vertical sag under the bridge, ensure that the vertical clearance is measured from a chord between any two high points along the traveling direction to account for the maximum truck length permitted on the road.

For prestressed concrete beams, do not take credit for beam camber in determining actual vertical clearance, unless the beam is cast or assembled specifically to provide vertical curvature of the bottom of the beam

#### 2.3.3.3 Highway Horizontal

The following shall supplement the first paragraph of A2.3.3.3.

Refer to Design Manual, Part 2, for additional details on bridge widths, including criteria for bridges on Very Low Volume Roads.

#### 2.3.3.4 Railroad Overpass

The following shall supplement A2.3.3.4.

Pennsylvania Public Utility Commission (PUC) has jurisdiction on railroad overpass clearances.

Refer to DM-1C, Chapter 4, Section 11, for additional details where railroads are overpassed by a highway structure.

Structures carrying railroad tracks shall be designed according to AREMA specifications and the modifications adopted by the railroad system involved.

For structures carrying highways over railroad tracks, the minimum horizontal clearance, specified and provided, from the centerline of track shall be in accordance with Publication 371 and/or Railroad Form D-4279 to face of abutment or pier and shall be shown on the drawings. An 18'-0" lateral clearance from the centerline of track shall be provided for off-track equipment on one side if requested by the railroad. Class 1 (major) railroads may require additional lateral clearance depending upon the need for drainage ditches and the roadway for off-track equipment. If track and abutment or piers are skewed relative to each other, horizontal clearances to the extremities of the structure shall also be shown. If the track is on a curve within 80 ft. of the crossing, additional horizontal clearance is required to compensate for

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the curve (refer to AREMA, Volume 2, Chapter 28). If a railroad requests clearance in excess of the above, complete justification of this request shall be provided. The agreement on the lateral and vertical clearances shall be reached with the operating railroad, or the determination from the PUC shall be secured prior to submitting for TS&L approval.

The minimum vertical clearance over the top of rail shall be in accordance with Publication 371 and/or Railroad Form D-4279 and shall be shown for each track on the drawings. If track and abutments or piers are skewed relative to each other, vertical clearances to the extremities of the structure should also be shown. Approval for any exception to the above minimum clearance over railroad tracks shall be secured from the operating railroad company or the PUC prior to submitting for TS&L approval.

To provide for a drainage ditch parallel to track, the elevation of the top of footings adjacent to track shall be at least 3'-6" below the elevation of the top of rail, unless rock is encountered.

The edge of footing shall be at least 7 ft. from the centerline of adjacent track.

If pier bents are used between 18 ft. and 25 ft. from the centerline of tracks, columns shall be protected by crash walls at least 2'-6" thick, which shall extend 10 ft. above the top of rail and 6 ft. for single column or 2'-6" for multi-column bents beyond the outside face of outside columns. The crash wall shall rest upon the column footings, extend 6 in. from the face of columns adjacent to traffic, and shall connect all columns in a pier bent. Solid piers with a minimum thickness of 2'-6" and a length of 20 ft., single column piers of minimum 4'-0" x 12'-6" dimensions or any solid pier sections with equivalent cross sections and minimum 2'-6" thickness negate the need to provide crash walls. Reinforcement to be designed in accordance with A3.6.5.2, but not less than horizontal bars of No. 6 at 12 in. each face, and vertical stirrups of No. 4 at 12 in. Crash walls meeting the same dimension and reinforcement requirements as above shall also be provided in front of prefabricated walls.

Bridge scuppers shall not drain onto railroad tracks. Provision shall be made to direct surface water from the bridge area into an adequate drainage facility along the railroad track, in which case drainage approval by the railroad company is required prior to submission of final plans.

Safety provisions required during excavation in the vicinity of railroad tracks and substructures shall be in accordance with the Special Provision "Maintenance and Protection of Railroad Traffic".

Sheet piling used during excavation for protection of railroad tracks and substructure shall be designed according to AREMA specifications and shall be subject to approval by the railroad company. The use of caisson footings shall be evaluated in lieu of sheet piling and deep foundation.

Complete details of temporary track(s) or a temporary railroad bridge to be constructed by the Department's contractor shall be shown on the design drawings. Applicable

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railroad design standards or design drawings shall be referred to or duplicated on the design drawings.

For National Highway System (NHS) structures crossing over railroads, protective fencing in accordance with standard drawing BC-701M will be provided per the railroad's requirements (i.e. both sides, sidewalk only, etc.) for the portion of the structure (spans) over the railroad. For non-NHS structures with sidewalks, the protective fencing shall be provided only on the sidewalk side of the structure, for the portion of the structure (spans) over the railroad. For non-NHS structures crossing over railroads where protective fencing is not required by Department criteria, the railroad may request the installation of the protective fence for the portion of the structure (spans) over the railroad, if the railroad agrees to reimburse the Department for the installation of the protective fence.

All railroad clearances shall be based on the railroad's current design criteria.

For electrified railroad tracks, these additional requirements apply:

- If a railroad is electrified, it shall be so noted on the preliminary plans submitted for type, size and location approval.
- Protective barrier shall be provided on spans or on part of spans for structures over electrified railroads, as directed by the railroad company. Generally, the protective barrier shall extend at least 10 ft. beyond the point at which any electrified railroad wire passes under the bridge. However, in no case shall the end of the protective barrier be less than 10 ft. from the wire measured in a horizontal plane and normal to the wire outside of the limit of the bridge, and less than 6 ft. from the wire within the limit of the bridge.
- Details of protective barriers are shown on Standard Drawing BC-711M. If conditions warrant or if directed by the railroad company, details shall be modified. Such modifications shall be shown on the design drawings.
- All open or expansion joints in the concrete portion of barriers, divisors, sidewalks, and curbs within the limits of the barrier shall be covered or closed with joint materials. Details of such joints shall be shown on the design drawings.
- In the case of bridges crossing electrified railroad tracks, the details of catenary attachments and their locations, if attached or pertinent to the structure, shall be shown on the plans. Consideration shall be given to realign the catenary by installing support columns on each side of the bridge to avoid catenary attachments to the bridge. Normally, ground cable attachments, cables, miscellaneous materials, etc. are supplied by the contractor. A separate block identifying materials required, description of materials, railroad reference number for materials, and party responsible for

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providing or installing materials shall be shown on the plans. Grounding of the protective barriers shall be designed by a Professional Engineer registered in the Commonwealth of Pennsylvania, and details shall be shown in the contract documents.

Where the PUC has jurisdiction over the structure involved, the PUC Docket Number shall be shown on the first sheet of the design drawings (S-drawings) above the title block, after the PUC has approved the plans.

The responsible designer shall add the PUC Docket Number on all plans, and the District shall add the PUC Docket Number in BMS where the PUC has jurisdiction over the structure involved.

Where applicable, the USDOT/AAR number of the existing structure shall be shown on the first sheet of the design drawings.

## 2.5 DESIGN OBJECTIVES

### 2.5.1 Safety

The following shall replace the first paragraph of A2.5.1.

The primary responsibility of the Engineer shall be providing for the safety of the public. The required design objective for extreme event limit states is Immediate Use.

### 2.5.2 Serviceability

#### 2.5.2.2 Inspectability

D2.5.2.2.1P, D2.5.2.2.2P, D2.5.2.2.3P and D2.5.2.2.4P shall replace A2.5.2.2.

##### *2.5.2.2.1P General*

Inspection and maintenance instructions and requirements for critical details shall be stipulated on the plans. The plans shall also include reference to the method of access for inspection of the subject details.

It is necessary to have adequate means of access for bridge safety inspection. Review bridge designs for inspectability at TS&L, final design and construction stages. PP3.6.7 provides information for checking a structures inspectability with PennDOT's underbridge crane.

For special bridge conditions, the inspectability shall be as determined by the District Bridge Engineer.

##### *2.5.2.2.2P Inspection Walks*

##### *2.5.2.2.2aP General*

Unless approved otherwise, inspection walks shall be provided for long bridges (over 1,000 ft.) which cannot be readily inspected using inspection crane or which are

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otherwise inaccessible from underneath. Generally, inspection walks are required under the following conditions:

- Bridge width over 60 ft., inaccessible from underneath
- Superstructure depth over 11.5 ft., including beams, barrier, railing or fencing, and noise walls, inaccessible from underneath
- High bridge underclearance (in excess of 30 ft.), particularly for bridges over large rivers

*2.5.2.2.2bP Design Live Load*

A minimum design live load of 80 psf shall be used.

*2.5.2.2.2cP Geometry*

The minimum width shall be 4 ft. The minimum overhead clearance shall be 6 ft. Toe guard protection and railing shall be provided if the walk is not protected by the girders. The walk shall be secured against vandalism and shall not provide entrance to the general public. The entrances shall be locked or secured against access. Provision shall be made to cross from one bay to the next, generally at pier locations for at least one person, 6 ft. in height, carrying tools and equipment.

*2.5.2.2.2dP Connection to the Main Members*

Generally, a bolted or threaded insert type of connection shall be provided to secure the walks in position. Lock washers or another positive connection device shall be specified to protect the connection from being loosened due to bridge vibration.

*2.5.2.2.3P Inspectability for Enclosed Section*

Vent holes and large size (2 ft. by 3 ft. minimum and 3 ft. by 4 ft. desirable opening) inspection hatches shall be provided for large-span box structures; provision for lighting, cross ventilation, and steps shall be made where required. Large box sections shall have a coat of white paint on the interior.

*2.5.2.2.4P Girder Handrail*

Where other inspection facilities are not provided, handrails shall be attached to the web of steel girders greater than 72 in. in depth.

*2.5.2.2.5P Sound Barriers*

Sound barriers shall be designed and detailed to maintain bridge inspectability. For special conditions, the inspectability shall be determined by the District Bridge Engineer.



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**2.5.2.6 Deformations***2.5.2.6.1 General*

The following shall replace the first and second paragraphs of A2.5.2.6.1.

Bridges shall be designed to avoid undesirable structural or psychological effects due to their deformations.

*2.5.2.6.2 Criteria for Deflection*

The following shall replace A2.5.2.6.2.

In applying criteria for deflection, the vehicular load shall include the dynamic load allowance.

To control deflections of structures, the following principles shall apply:

- when investigating the maximum absolute deflection for straight girder systems, all design lanes should be loaded, and all supporting components should be assumed to deflect equally,
- for curved steel box and I-girder systems, the deflection of each girder should be determined individually based on its response as part of a system,
- for composite design, the design cross-section should include the entire width of the roadway, neglecting any stiffness contribution by barrier, railing or other secondary members of the bridge,
- when investigating maximum relative displacements, the number and position of loaded lanes should be selected to provide the worst differential effect,
- the live load portion of Load Combination Service I of Table A3.4.1-1 should be used, including the dynamic load allowance, IM
- the live load shall be taken from D3.6.1.3.2,
- the provisions of A3.6.1.1.2 should apply,
- for skewed bridges, a normal cross-section may be used; for curved and curved skewed bridges a radial cross-section may be used.

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*C2.5.2.6.1*

The following shall replace the first, second and third paragraphs of AC2.5.2.6.1.

Service load deformations may cause deterioration of wearing surfaces and local cracking in concrete slabs and in metal bridges which could impair serviceability and durability, even if self limiting and not a potential source of collapse.

*C2.5.2.6.2*

The following shall replace AC2.5.2.6.2.

For a straight girder system bridge, this is equivalent to saying that the distribution factor for deflection is equal to the number of lanes divided by the number of beams.

For curved steel girder systems, the deflection limit is applied to each individual girder because the curvature causes each girder to deflect differently than the adjacent girder so that an average deflection has little meaning. For curved steel girder systems, the span used to compute the deflection limit should be taken as the arc girder length between bearings.

The weight of barrier, railing or other secondary members shall be included for deflection and design. Only the stiffness of these items should be neglected.

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The following deflection limits shall be used for steel, aluminum and/or concrete vehicular bridges:

- vehicular load, general.....Span/800
- vehicular and/or pedestrian loads .....Span/1000
- vehicular load on cantilever arms .....Span/300
- vehicular and/or pedestrian loads on cantilever arms.....Span/375

For steel I-shaped beams and girders, the provisions of A6.10.4.2 and A6.11.4, respectively, regarding the control of permanent deflections through flange stress controls, shall apply. For pedestrian bridges, i.e., bridges whose primary function is to carry pedestrians, bicyclists, equestrians, and light maintenance vehicles, the provisions of Section 5 of AASHTO's LRFD Guide Specifications for the Design of Pedestrian Bridges shall apply.

The following deflection limits shall be used for wood construction:

- vehicular load, general.....Span/425
- vehicular and/or pedestrian loads .....Span/800
- vehicular load on wood planks and panels: extreme relative deflection between adjacent edges.....1/8 in.

The following provisions shall apply to orthotropic plate decks:

- vehicular load on deck plate .....Span/300
- vehicular load on ribs of orthotropic metal decks .....Span/1000
- vehicular load on ribs of orthotropic metal decks: extreme relative deflection between adjacent ribs.....1/8 in.

2.5.2.6.3 *Optional Criteria for Span-to-Depth Ratios*

The following shall supplement the first paragraph of A2.5.2.6.3.

The span-to-depth ratios given in Table A2.5.2.6.3-1 should be used for preliminary sizing of structures or components of structures and are not mandatory limits. In all cases, the final structure or components of structures shall satisfy the deflection criteria of D2.5.2.6.2.

Concrete decks on girder system bridges shall satisfy the span-to-depth ratios in Table A2.5.2.6.3-1 with the heading "Slabs".

COMMENTARY

From a structural viewpoint, large deflections in wood components cause fasteners to loosen and brittle materials, such as asphalt pavement, to crack and break. In addition, members that sag below a level plane present a poor appearance and can give the public a perception of structural inadequacy. Deflections from moving vehicle loads also produce vertical movement and vibrations that annoy motorists and alarm pedestrians, Ritter (1990).

Excessive deformation can cause premature deterioration of the wearing surface and affect the performance of fasteners, but limits on the latter have not yet been established.

The intent of the relative deflection criterion is to protect the wearing surface from debonding and fracturing due to excessive flexing of the deck. The restriction on relative rib displacement may be revised or removed when more data is available to formulate appropriate requirements as function of thickness and physical properties of the wearing surface employed.

SPECIFICATIONS

COMMENTARY

**2.5.2.7 Consideration of Future Widening**

*2.5.2.7.1 Exterior Beams on Girder System Bridges*

The following shall replace A2.5.2.7.1.  
The load carrying capacity of exterior beams shall not be less than the load carrying capacity of an interior beam, unless specifically approved by the District Bridge Engineer.

*C2.5.2.7.1*

The following shall supplement A2.5.2.7.1.  
The stiffness of the interior and exterior beams should be relatively equal.

**2.5.3 Constructibility**

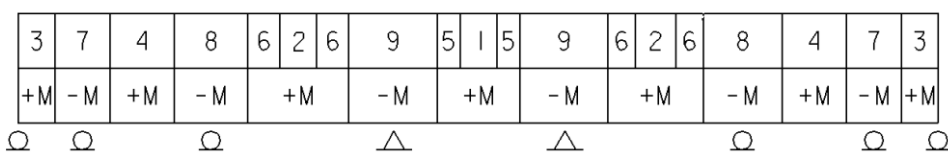
The following shall supplement A2.5.3.

An acceptable slab placement sequence shall be shown in the contract plans. Figure 2.5.3P-1 illustrates the format to be used. The actual sequence shall be determined from an erection analysis (see D6.10.3.2.5P) for the specific structure in question. For steel girder structures and prestressed beams made continuous for live load, see D6.10.3.2.5.1P and D5.12.3.3.12P, respectively, for additional requirements concerning slab placement sequence. The required curing strength (if any) of the concrete of a previous placement segment shall be designated as appropriate. Instead of specifying a curing strength of the concrete, a time delay (if any) between placements may be designated, as appropriate. A minimum waiting period of two curing days between positive moment region placements in immediately adjacent continuous spans and between adjacent positive moment placements in the same span shall be specified in the contract plans. A minimum waiting period between other placements need not be specified if analysis suggests that it is unnecessary.

**C2.5.3**

The following shall supplement AC2.5.3

The two-curing day waiting period between pours in adjacent continuous spans is for crack control. Studies have shown that longer waiting periods have no significant effect on cracking, primarily because shrinkage is the dominating factor in cracking. The two-curing day period between adjacent pours in the same span will provide enough strength gain to introduce composite action and will increase the stability of the girder over the length of the previous pour.



Two days must elapse between Pours 1 and 2; 3 and 4; 5 and 6.

SLAB REPLACEMENT SEQUENCE

+M DENOTES POSITIVE MOMENT  
-M DENOTES NEGATIVE MOMENT

NOTE: The Contractor may use an alternative slab placement sequence if the provisions in the DM-4, Section 2 (D2.5.3) are met.

Figure 2.5.3P-1 – Example of Slab Placement Sequence for Contract Plans

## SPECIFICATIONS

## COMMENTARY

The Contractor may use an alternate slab placement sequence if the following provisions are met:

- The Contractor shall submit to the Department a revised slab placement sequence with support calculations and computer stress analysis. The revised slab placement sequence shall meet the requirements of which the original slab placement sequence were based on.
- The Department will review and approve calculations.
- The Contractor shall receive written approval prior to the use of the revised slab placement sequence and/or camber values.
- All costs for the development and approval of the revised slab placement sequence and camber values shall be borne by the Contractor.
- The Department will be the sole judge of the acceptability of the revised slab placement sequence and camber values.

**2.5.3.1P Falsework****C2.5.3.1P**

Composite beams shall be designed with no intermediate falsework during placing and curing of the concrete deck.

When falsework is used on a project, it shall be designed for the following items, but not limited to:

- vertical loads,
- horizontal loads,
- differential settlement forces,
- unbalanced temporary loadings (e.g., staged construction), and
- errant highway vehicles.

The following guidelines should be used for the approval of the falsework:

- Every bridge on a project should receive a separate falsework design analysis.
- In the event falsework is moved from one bridge to another, it should be thoroughly inspected for structural damage and plumbness to ensure that all members are in place and properly aligned and corrected.
- Ensure that the requirement of Publication 408, Section 105.02(c), “all drawings for load bearing falsework submissions are to be signed and sealed by a Professional Engineer, registered in the Commonwealth of Pennsylvania”, is fully enforced.
- During the falsework review, make sure that it is designed to handle vertical and horizontal loading and to contain enough redundancy to prevent a failure in the

Refer to Appendix P for guidance on jacking and supporting the superstructure.

## SPECIFICATIONS

entire system. Vertical loading and differential settlement forces, and horizontal lateral and longitudinal forces should be taken into account. Unbalanced temporary loading caused by the placement sequence, should also be considered.

- If an unfortunate event occurs due to the failure of the falsework, preserve and document the in-place failure and assign investigation responsibilities to qualified impartial parties.
- If service load design is used, designers may increase the allowable basic unit stress by 25% for temporary falsework.

If the contractor or erector determine that temporary falsework is necessary for the erection of a curved or skewed steel structure, the following guidelines should be used for determining the placement locations:

- When temporary falsework is needed for a span, it shall be placed at locations to reduce splice rotations and girder vertical deflections.

The stability of the structure supported by temporary falsework shall be evaluated.

**2.5.3.2P Girder Erection Sequence**

The following guidelines should be used for the erection sequence of horizontally curved steel I-girder structures:

- If adequate crane capacity is available, a paired girder erection approach is preferred.
- When the radius of the curved structure is less than 300 feet, it is recommended that the girders be placed from the inner radius to the outer radius.
- An analysis shall be performed to ensure that the structure is stable for all stages of erection and that supports necessary to maintain stability have been provided.

## COMMENTARY

For purposes of these guidelines, temporary falsework is defined as falsework constructed for no more than one construction season.

The following information is based on Penn State Research Report titled Guideline for Analyzing Curved and Skewed Bridges and Designing them for Construction, August 15, 2010.

While using no temporary falsework is desirable from a cost-effectiveness perspective, should the designer and/or the contractor/erector determine that falsework is needed to ensure that a curved or skewed steel structure is constructible, it should initially be placed near the splice locations. When girder vertical deflections are a concern, additional temporary supports should be placed as close as possible to the location of maximum vertical deflection of the span (approximately 0.4 L from an abutment, where L is the span length, for end spans and 0.5 L for intermediate spans) to reduce girder deflections. For the end spans, when adding multiple temporary supports is not feasible, placing one support at approximately 0.75 L from the abutment is suggested.

**C2.5.3.2P**

Paired girder erection, as opposed to single girder erection, requires fewer temporary supports for the erected segments during all stages of erection. However, for structures with an odd number of girders, at least one girder line must be erected individually.

Girder erection from the inner radius to the outer radius, when compared to the opposite direction, can result in slightly smaller deformations for the girders for all stages of erection which, in turn, means that structure is more constructible. This effect is more pronounced in severely curved structures (i.e. radius less than 300 feet).

Stability, which refers to the prevention of excessive deformations and the possibility of buckling, of partial and completed girders at various stages of erection, is the responsibility of the contractor as specified in Publication 408, Section 1050.3(c).

## SPECIFICATIONS

The following guidelines should be used for the erection sequence of skewed steel I-girder structures:

- An analysis shall be performed to ensure that the structure is stable for all stages of erection and that supports necessary to maintain stability have been provided.

**2.6 HYDROLOGY AND HYDRAULICS****2.6.4 Hydraulic Analysis****2.6.4.4 Bridge Foundations***2.6.4.4.2 Bridge Scour*

The following shall replace the second bullet point of A2.6.4.4.2.

- For the check flood for scour, the stability of the bridge foundations shall be investigated for scour conditions resulting from a superflood, as defined in PP7.2.3. Excess reserve beyond that required for stability under this condition is not necessary. The Service I limit state shall apply.

The following shall supplement A2.6.4.4.2.

For additional guidance on bridge scour, footing placement criteria, and scour countermeasures, see Policies and Procedures, Chapter 7.

**2.6.6 Roadway Drainage****2.6.6.1 General**

The following shall supplement A2.6.6.1.

Dimensions for the deck cross slopes shall be shown in the same manner as indicated on the roadway plans (e.g., 2%). The water table cross slope on bridge decks which are not superelevated shall be sloped toward the curb or median. The rate of slope shall be 4% for water table widths of 6 ft. or less, and 3% for water table widths over 6 ft. For non-NHS structures (BPN 3 and 4), at the direction of the District Bridge Engineer the rate of slope may be 2% for the water table. In certain cases the water table may be designed to be a Pedestrian Accessible Route (PAR) which requires a 2% maximum cross slope. See DM-2, Chapter 6, Section 6.5.B.4. On superelevated decks, the water table on the high side shall be as specified in DM-2. On the low side, the water table shall slope in the same direction and magnitude as the adjacent lane, but for NHS structures (BPN 1 and 2) not less than 4% for water table widths of 6 ft. or less, nor less than 3% for water table widths over 6 ft. On a superelevated bridge with a paved median, adjustment of the grades of adjacent

## COMMENTARY

For erection of straight skewed structures, paired girder erection does require a smaller number of temporary supports; however, paired girder erection offers no other substantial benefits over the single girder erection approach with respect to deflections.

The information in this Article is based on Penn State Research Report titled Guideline for Analyzing Curved and Skewed Bridges and Designing them for Construction, August 15, 2010.

*C2.6.4.4.2*

The following shall supplement AC2.6.4.4.2.

Investigate the stability due to the maximum scour at the Service I limit state to ensure the bridge can remain operational until the extent of damage can be evaluated and repaired.

## SPECIFICATIONS

## COMMENTARY

roadways may be required to equalize the height of the divisor or median barrier.

**2.7 BRIDGE SECURITY****2.7.1 General**

The following shall replace A2.7.1.

For the purpose of this section, bridges deemed important shall include; (1) new singular bridges with a total replacement value exceeding \$100 million or (2) new or existing bridges identified as critical by the Department's Emergency Incident Management Section.

A risk management approach shall be utilized to assess structural vulnerability and countermeasures. A threat based component level analysis shall be conducted considering a full range of threats. FHWA's workshop methodology or other BDTD approved methodology shall be used.

The results of such processes and included design/mitigation criteria and features shall be considered sensitive project information that is protected by restricted access. Contract documents shall not include reference to any security standard, design capability, or other information that might provide knowledge of bridge resistance.

For all bridges, restrict access to doors/hatches by using locks or by making inaccessible except by special mobile equipment, such as snooper, man lift, etc. In cellular structures, avoid vent hole diameters larger than 2 inches when holes are in easy reach. Avoid nooks and areas that allow for concealed access and create a confined pressure effect. If these details are unavoidable consideration should be given to barring access.

**2.9P DESIGN DRAWINGS****2.9.1P Moment and Shear Envelope Diagrams for Bridges Designed by Refined Analysis**

For bridges designed by refined analysis, as a minimum, the contract plans shall contain a diagrammatic presentation of the following on a per-girder basis:

- (1) Non-composite dead load moment diagram
- (2) Composite dead load moment diagram (including future wearing surface)
- (3) Separate positive and negative live load plus impact moment envelope for PHL-93, P-82 and P2016-13 loading conditions
- (4) Summation of (1) and (2)
- (5) Non-composite dead load shear diagram
- (6) Composite dead load shear diagram (including future wearing surface)

**C2.9.1P**

For bridges designed with PennDOT programs as listed in PP1.4.7 PC Versions of the PennDOT Engineering Programs, moment and shear diagrams are not required, but the designer is required to submit both input and output files.

For bridges designed with refined analysis the designer is required to submit moment and shear diagrams and both input and output files.

## SPECIFICATIONS

## COMMENTARY

- (7) Separate positive and negative live load plus impact shear envelope for PHL-93, P-82 and P2016-13 loading conditions
- (8) Summation of (5) and (6)
- (9) Composite and non-composite section properties at the resisting sections

The data to construct this presentation shall not have load factors applied.

Also, a table of reactions shall be provided for total dead load, and positive and negative live load, plus impact without load factors applied.

The consideration of rating procedures for curved girders is given in DC4.6.3.3.1.

### 2.9.2P Major, Complex and Unusual Bridges

#### 2.9.2.1P Load Data Sheet

For the new design of major, complex and unusual bridges, additional information shall be included on the design drawings for typical common components such as bearings, floorbeams, and stringers. For these items as a minimum, the design drawings shall contain a tabular presentation of the following:

- Bearings
  - (a) Vertical Force
    - 1. Total Dead Load
    - 2. Live Load plus Impact
    - 3. Summation of 1. and 2.
  - (b) Transverse Force Wind Load
  - (c) Longitudinal Force
    - 1. Wind Load
    - 2. Traction Load
    - 3. Friction Load
- Truss Members
  - (a) Axial Force
    - 1. Total Dead Load
    - 2. Live Load plus Impact
    - 3. Summation of 1. and 2.
  - (b) Bending Moment
    - 1. Total Dead Load
    - 2. Live Load plus Impact
    - 3. Summation of 1. and 2.
  - (c) Section Properties
    - 1. Gross Area
    - 2. Net Area
    - 3. Section Modulus



## SPECIFICATIONS

- Floorbeam  
Provide the same type of information as required in D2.9.1P for girders.
- Stringers  
Provide the same type of information as required in D2.9.1P for girders.

The data for this tabular presentation shall not have load factors applied.

**2.9.3P Skewed Steel Bridges**

For the new design of skewed steel bridges, additional information shall be included on the design drawings for top flange lateral displacement as given in D6.7.2. For these items as a minimum, the design drawings shall contain a schematic and tabular presentation of the anticipated lateral displacements.

**2.10P CONSTRUCTION LOADS**

Construction loads must be considered when developing a preservation or rehabilitation strategy as well as for new bridges constructed under phased operations which may simultaneously support live traffic and construction loads. The bridge contract documents (structure plans or applicable design-build special provision) shall include the applicable General Note given below in D2.10.1P. Additionally, the bridge contract documents for Bridge Painting projects and/or Deck Milling/Overlay projects are also to include the Construction Load Capacity given in D2.10.2.1P and D2.10.2.2P, respectively. The bridge contract documents for projects requiring a crane located on the bridge shall include the crane evaluation, analysis, and plan information given in D2.10.2.3P. The consideration of construction loads in permit evaluation is given in D2.10.4P. Structural analysis calculations and capacities for construction loads on bridges shall be based on actual field conditions.

At the District Bridge Engineer's request, separate load limits may be specified for different components or stages if the controlling rating factor differs significantly between the components and/or stages.

**2.10.1P General Note**

Add the applicable General Note below to the structure plans or to the applicable design-build special provision. For posted bridges, the designer shall determine and indicate the reduced construction loading limits based on the rating factor controlling the weight restriction.

## COMMENTARY

**C2.10P**

“Field Conditions” means the member or element condition (such as section loss, dead loads, etc.) must be considered, much like the Department's bridge load ratings must consider any detrimental conditions noted during routine NBIS inspections.

**C2.10.1P**

## SPECIFICATIONS

- For unposted bridges:

Bridge is not weight restricted. See Publication 408 Section 105.17 for construction loading limits.

- For posted bridges:

Bridge is posted for a weight restriction of \_\_\_ Tons. Construction loadings limits have been reduced in accordance with Publication 408 Section 105.17. The reduced construction loading limits are:

- Individual material stockpile (including but not limited to pallets of products, reinforcement bar bundles, aggregate piles) - Limited to one individual stockpile with a Maximum weight of \_\_\_ pound/square foot and a Maximum size of 100 square feet.
- Multiple material stockpiles - Maximum weight of \_\_\_ pound/square foot with a Maximum total stockpile area of 1000 square feet provided loading limit for an individual material stockpile (above) is not exceeded.
- Combinations of material stock piles, vehicles, other materials, and equipment are limited to a Maximum total weight of \_\_\_ pound per span in any work zone width less than 24 feet and limited to a Maximum total weight of \_\_\_ pound per span for work zones  $\geq$  24 feet wide provided loading limits for an individual material stockpile and multiple material stockpiles (above) are not exceeded.

**2.10.2P Project Specific Requirements**

## COMMENTARY

The temporary barrier weight does not count against the construction loading limits. However, the temporary barrier weight is to be included with the factored dead load in determining the Construction Load Capacities given by D2.10.2P, as appropriate.

**C2.10.2P**

The Project Specific Requirements given by D2.10.2P relate to simple projects involving Bridge Painting or Deck Milling / Overlays. The following observations were considered in addressing these concerns:

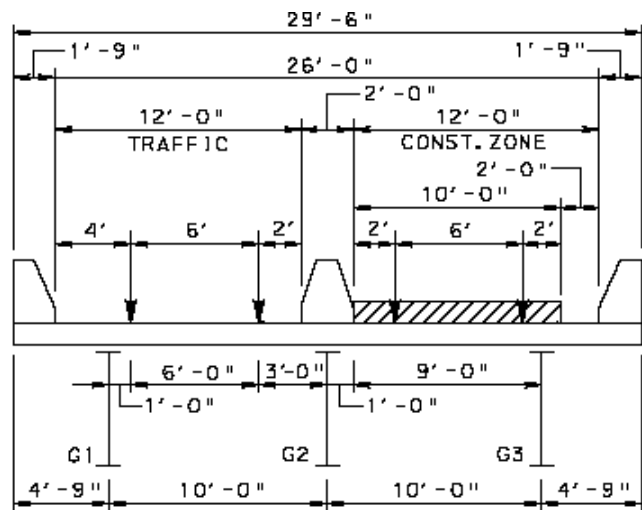
The development of the project specific requirements recognized the need for a simple but reasonable method of determining the possible loading effects from an endless number construction loading arrangements combined with the effects from the many different design/rating vehicle configurations. The approach herein is based upon the simple observation that a live load distribution factor can represent the combined effects of multiple “lanes” of loading on a given member. The actual rating vehicle type is not indicated because their effect, combined with the construction loads, is considered to be accounted for via the member distribution factor, rather than actual vehicle weight. Strictly speaking, this implies that the longitudinal and transverse configuration of the construction loading matches that of the rating vehicle under consideration. However, rather than taking that the construction loading matches the rating vehicle(s), consider

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that the vast majority of the construction loading arrangements are enveloped within the effects produced by the various rating vehicles.

The construction loads distribution factor is determined in the same way as for a design or rating vehicle. Here, the simplifying assumption is that the transverse arrangement of the rating vehicle (which may be a “truck” or a “lane”) adequately envelopes those of the construction loads. This is considered to be a reasonable assumption given that 1) the standard AASHTO 12 foot “lane” consists of a 10 foot loaded zone which may laterally float up to two feet within the 12 foot lane, and 2), since the 10 foot loaded zone consist of either a truck (wheel loads) or a lane load (distributed over the entire 10 foot width). See Fig. C2.10.2P-1.



**EXAMPLE DISTRIBUTION CALCULATION:**

$$G2: DF_{\text{TRAFFIC}} = \frac{1 \cdot 6}{10 \cdot 0} + \frac{7 \cdot 0}{10 \cdot 0} = 0.8 \text{ WHEELS} = 0.4 \text{ LANES}$$

$$G2: DF_{\text{CONST. ZONE}} = \text{FOR THIS BRIDGE/CASE, SAME AS } DF_{\text{TRAFFIC}} = 0.4 \text{ LANES}$$

**THUS, THE LIVE LOAD DISTRIBUTION FACTOR USED TO CALCULATE THE CONSTRUCTION LOAD CAPACITY IS 1.6 WHEELS OR 0.8 LANES.**

Figure C2.10.2P-1

Note that the Construction Load Capacity Equation may give elevated results for shear at end supports. Designers need to consider the mechanisms driving the actual capacity. Designers should also consider other structural components such as bearings, pier caps, etc. and reduce the capacity envelopes appropriately.

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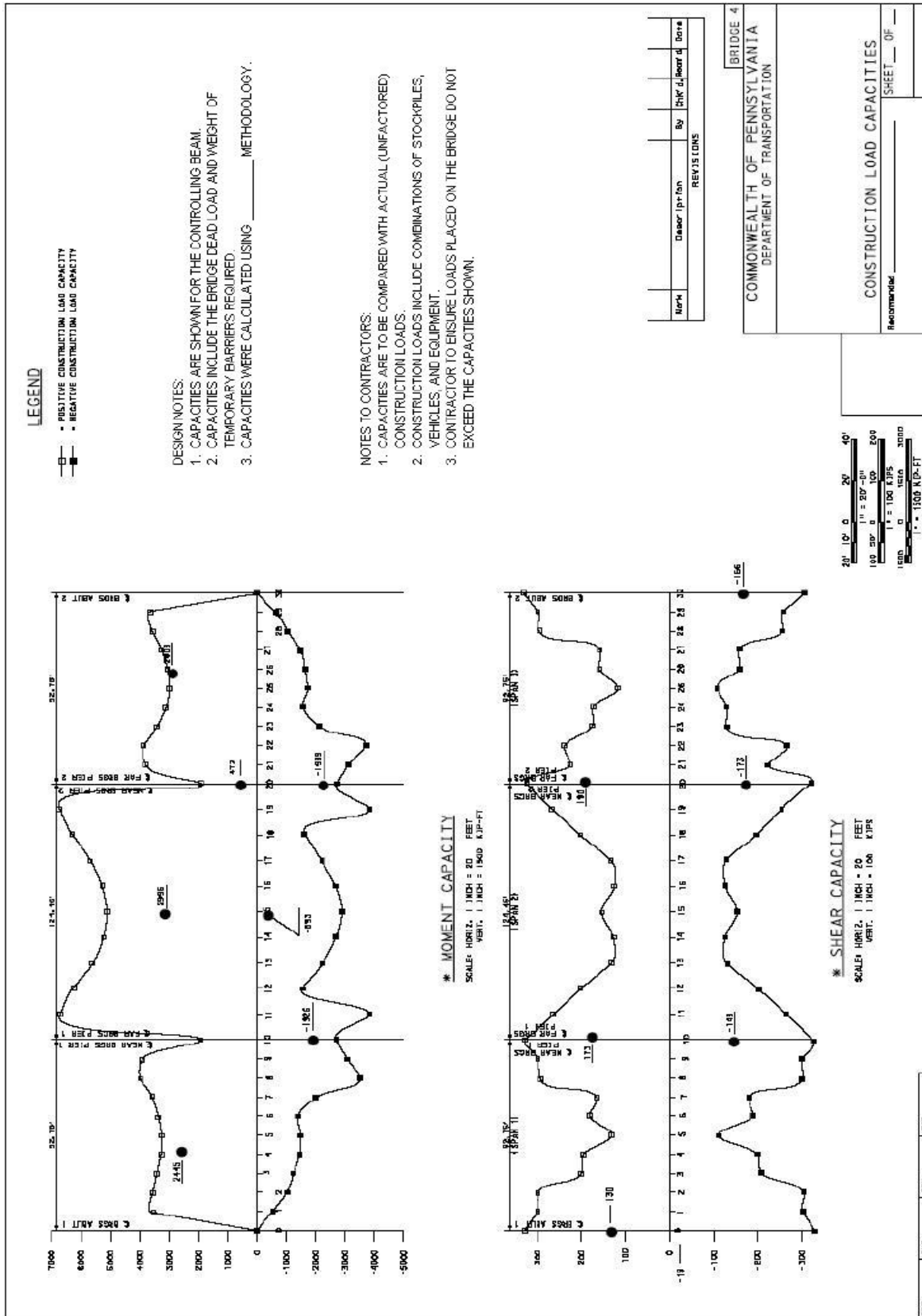


Figure 2.10.2P-1

## SPECIFICATIONS

## COMMENTARY

**2.10.2.1P Bridge Painting Projects**

The Designer shall perform the following:

1. Determine Construction Load Moment and Shear Capacities for the governing interior and exterior member(s) as applicable. The Construction Load Capacities may be based on:
  - a. Construction Load (Moment or Shear) Capacity  
= (Operating Capacity – Factored Dead Load)/(Impact × Live Load Distribution Factor × Load Factor)
2. Provide a drawing or table showing the Construction Load Moment and Shear Capacity envelopes for the governing interior and exterior member(s). See Fig. 2.10.2P-1 for an example drawing showing the Construction Load Capacities. The temporary barrier weight shall be included with the Factored Dead Load.
3. The Construction Load Capacities shall be reduced to account for the portion of the capacity supporting vehicular live load in the open lane(s) where the superstructure is comprised of three (3) or less main member (i.e. beam, girder, truss, etc.) lines. Vehicular live load effect shall be based on lever rule distribution.
4. For two-line bridge superstructures, provide Construction Load Capacity drawings or tables for each governing load carrying member: main members (girder or truss), floorbeam members, and stringer members.
5. A general note indicating that the painting operations must be staged off the bridge and that the construction loadings are restricted to those given in D2.10.1P may be used in lieu of D2.10.2.1P Items 1 through 4 (NOTE: This option has the potential to increase bid prices.)

**2.10.2.2P Deck Milling / Overlay Projects**

The Designer shall perform the following:

1. Determine Construction Load Moment and Shear Capacities for the governing interior and exterior member(s) as applicable. The Construction Load Capacities may be based on:
  - a. Construction Load (Moment or Shear) Capacity  
= (Operating Capacity – Factored Dead Load)/(Impact × Live Load Distribution Factor × Load Factor)

## SPECIFICATIONS

2. Provide a drawing or table showing the Construction Load Moment and Shear Capacity envelopes for the governing interior and exterior member(s). See Fig. 2.10.2P-1 for an example drawing showing the Construction Load Capacities. The temporary barrier weight shall be included with the Factored Dead Load.
3. The Construction Load Capacities shall be reduced to account for the portion of the capacity supporting vehicular live load in the open lane(s) where the superstructure is comprised of three (3) or less main member (i.e. beam, girder, truss, etc.) lines. Vehicular live load effect shall be based on lever rule distribution.
4. For two-line bridge superstructures, provide Construction Load Capacity drawings or tables for each governing load carrying member: main members (girder or truss), floorbeam members, and stringer members.
5. The District may choose to have the designer perform constructability analyses instead of including the Construction Load Capacity envelopes for mill and overlay projects. Prior to selecting this option, the District must submit the proposed construction loading configurations to BDTD for approval at least 6 months in advance of final plan submittal. The proposed construction loading configurations shall include the actual milling machines and associated equipment typically utilized on District projects. For projects implementing this option, the designer must specify in the General Notes or applicable design-build special provision the actual milling machines and loading configurations that were analyzed. The designer may only use approved construction loading configurations in the development of the final plans.

**2.10.2.3P Cranes on Bridges**

When the project conditions require that a crane be located on the bridge, the designer shall perform the following:

1. Select a proper crane size, boom length, and pick radius for the required lift(s).
2. Analyze the structure for crane location, size, operating weight and pick weight.
3. Provide the following on the plans: crane location, size, operating weight and pick weight.

## COMMENTARY

**C2.10.2.3P**

The requirements given for “Cranes on Bridges” is applicable only to projects which specifically (contractually) require the contractor to locate a crane on the bridge: i.e., projects where no temporary or permanent Right-Of-Way is available or obtained, or projects where the site constraints preclude the contractor from locating a crane below, next to, or near the bridge. For these types of project, the designer is obligated and required to assure that the project is constructible. The designer's assumptions / approach must be reasonable and show that at least one method, which should be verified with an independent constructability analysis, is available.

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## COMMENTARY

**2.10.2.4P Construction Loads and Permit Evaluations**

In the development of the bridge design and/or approval of construction loads, the designer shall consider the effects of construction loads in conjunction with permit load evaluation. The District shall adjust the APRAS permit evaluation load rating data and conditions for the bridge to ensure the combined effects of construction loads and permit vehicles do not overstress a bridge member or component. BAR7 includes the capability to add construction patch loads in combination with permit analysis. Another approach that ensures the combined effects do not cause overstress is for each analysis to consider all lanes loaded. The construction load analysis would take the maximum construction load proposed in any one lane, and place it in each design lane. The separate permit load evaluation would place the permit vehicle in each design lane. An exception to this may occur when exterior girders of girder system bridges are analyzed by the Load and Resistance Factor method, in which case maximum force can occur from less than all lanes loaded.

**2.11P REFERENCES**

See A2.8 for references.

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DESIGN MANUAL  
PART 4

PART B: DESIGN SPECIFICATIONS

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## COMMENTARY

**3.1 SCOPE****C3.1**

The following shall supplement the second paragraph of AC3.1.

Before any test results are used in the design of a structure, the tests and the test results must be approved by the Chief Bridge Engineer.

**3.3 NOTATION****3.3.1 General**

The following shall supplement A3.3.1

- B = Vertical element width (ft.) (A3.11.5.6)  
 C = Pressure coefficient for loads applied on a subgrade (dim) (D3.6.1.5.2P)  
 D = Depth of embedment of discrete and continuous vertical wall elements (ft.) (A3.11.5.6); width of uniformly loaded area (ft.) (D3.6.1.5.2P)  
 F = Fictitious force applied at bottom of embedded continuous vertical wall element to provide horizontal force equilibrium for simplified earth pressure distributions (kip/ft) (A3.11.5.6)  
 $I_f$  = Impact factor (dim) (D3.6.1.5.2P)  
 $k_p$  = Passive coefficient of lateral earth pressure (dim) (A3.11.5.6)  
 P = Spacing between vertical wall elements (c/c) (ft.) (A3.11.5.6)  
 M = Length of uniformly loaded area (ft.) (D3.6.1.5.2P)  
 m = Constant used in calculating active earth pressure coefficient in certain conditions (dim) (D3.11.5.7.2b)  
 $P_a$  = Active resistance per vertical wall element (kips)  
 $P_a$  = Active earth pressure per unit length of wall (kip/ft) (A3.11.5.6)  
 $P_o$  = Intensity of the distributed load at the bottom of the railroad ties (ksi) (D3.6.1.5.2P)  
 $P_p$  = Passive resistance per vertical wall element (kips)  
 $P_p$  = Passive earth pressure per unit length of wall (kip/ft) (A3.11.5.6)  
 $W_1$  = Live load on structure from railroad loading (kip/ft) (D3.6.1.5.2P)  
 $\beta$  = Ground surface slope behind wall {+ for slope up from wall; - for slope down from wall} (degrees) (A3.11.5.6)  
 $\gamma'_p$  = Load factor for permanent loads for Extreme Event III and IV load combinations (D3.4.1)  
 $\gamma'_{LL}$  = Load factor for live load for Extreme Event III and IV load combinations (D3.4.1)

**3.4 LOAD FACTORS AND COMBINATIONS****3.4.1 Load Factors and Load Combinations****C3.4.1**

The following shall replace Strength II description in A3.4.1.

The following shall replace Strength II commentary in AC3.4.1.

- Strength II–Load combination relating to the Design Permit Loads (P-82 and P2016-13) use of the bridge. These load combinations only apply to the superstructure, except for pier caps which support a superstructure with a span length greater than 65 ft. Bearings, (including uplift check), substructure and foundation need not be designed for these load combinations. For design, the distribution factors given in D4.6.2.2 and A4.6.2.2 shall be used.

In design, the use of distribution factors in D4.6.2.2 and A4.6.2.2 represents that the Design Permit Load is in all design lanes.

The method for rating takes into account that the Design Permit Load is in one lane and the other lanes are occupied by the vehicular live load.

For bridges longer than the permit vehicle, the presence of the design lane load, preceding and following the permit load in its lane was studied by the Department. The study showed that the P-82 with the interrupted lane load only controls for moments in a small range of spans and is only a maximum of 2% above the PHL-93 loading. For shear, the maximum difference between the PHL-93 and P-82 with lane

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For the rating of existing bridges with Strength II criteria, the following equation may be used to determine Strength II live load moments and shear:

$$FR_T = FR_{\text{Permit}} \left( \frac{g_1}{Z} \right) + FR_{\text{PHL-93}} \left( g - \frac{g_1}{Z} \right) \quad (3.4.1-3)$$

where:

$FR_T$  = total force response, moment or shear

$FR_{\text{Permit}}$  = P-82 or P2016-13 force response, moment or shear

$FR_{\text{PHL-93}}$  = PHL-93 force response, moment or shear

$g_1$  = single lane distribution factor, moment or shear

$g$  = multi-lane distribution factor, moment or shear

$Z$  = a factor taken as 1.20 where the lever rule was not utilized, and 1.0 where the lever rule was used for a single lane live load distribution factor. The special requirements for exterior beams in steel beam-slab bridge cross-sections with diaphragms or cross-frames specified in A4.6.2.2.2d should not be used.

$FR_T$  need not be taken greater than  $FR_{\text{Permit}}(g)$ .

Equation 3.4.1-3 should not be used if the lever rule has been specified for both single lane and multiple lane loadings.

Equation 3.4.1-3 should not be applied to floorbeam ratings; use the standard procedure for floorbeam ratings as described in the BAR7 User's Manual.

The following shall supplement A3.4.1.

- STRENGTH IP—Load combination relating to the pedestrian load and a reduced vehicular live load.
- STRENGTH VI—Load combination relating to the design of piers which includes ice and wind load acting together.
- EXTREME EVENT III—Load combination relating to the failure of one element of a component without the failure of the component.
- EXTREME EVENT IV—Load combination relating to the failure of one component without the collapse of the structure.

The conditions for which Extreme Event III and IV are to be investigated are given in D1.3.4.

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load was 7.5% with P-82 and lane load being greater than PHL-93. The Department concluded that this difference was acceptable because the study considered all the lanes loaded with the P-82. Therefore, the P-82 loading need not be considered with a partial lane load.

For exterior girders of steel beam-slab bridges, the values for  $g$  and  $g_1$  in Eq. 3.4.1-3 should only be calculated using the methods in Table A4.6.2.2.2d-1, even if the special requirement for exterior girders of steel beam-slab bridge cross-sections with diaphragms results in a larger distribution factor for a particular geometry. This procedure may result in distribution factors smaller than those used to analyze a girder with a Design Permit vehicle in all lanes.

The following shall supplement AC3.4.1.

Extreme Events III and IV are uncalibrated load combinations. They are intended to force consideration of the safety of damaged structures.

For this extreme event, a 3-D analysis is required. The objective of this analysis is survival of the bridge (i.e., the bridge may have large permanent deflections, but it has not collapsed).

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Table 3.4.1-2 – Additional PennDOT Load Combinations and Load Factors

Load Combination  Limit State	DC DD DW EH EV ES PS CR SH	LL IM CE BR PL LS	WA	WS	WL	FR	TU	TG	SE	Use One of These at a Time				
										EQ	BL	IC	CT	CV
STRENGTH IP	$\gamma_p$	*	-	-	-	-	-	-	-	-	-	-	-	-
STRENGTH VI	$\gamma_p$	-	1.25	1.00	-	-	-	-	-	-	-	1.25	-	-
EXTREME EVENT III	$\gamma'_p$	$\gamma'_{LL}$	-	-	-	-	-	-	-	-	-	-	-	-
EXTREME EVENT IV	$\gamma'_p$	$\gamma'_{LL}$	-	-	-	-	-	-	-	-	-	-	-	-
* $\gamma_{LL} = 1.35, \gamma_{PL} = 1.75$														

Table 3.4.1-3 – Load Factor for Live Load for Extreme III and IV,  $\gamma'_{LL}$

Case	III	IV
	$\gamma'_{LL}$	$\gamma'_{LL}$
PHL-93 Loading – all applicable lanes	1.30	1.15
Permit load in governing lane with PHL-93 in other applicable lanes	1.10	1.05

Table 3.4.1-4 – Load Factors for Permanent Loads for Extreme Event III,  $\gamma'_p$

Type of Load	Load Factor	
	Maximum	Minimum
DC: Component and Attachments	1.05	0.90
DW: Wearing Surfaces and Utilities	1.05	0.90

Table 3.4.1-5 – Load Factors for Permanent Loads for Extreme Event IV,  $\gamma'_p$

Type of Load	Load Factor	
	Maximum	Minimum
DC: Component and Attachments	1.05	0.95
DW: Wearing Surfaces and Utilities	1.05	0.90

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Unless otherwise specified, interaction of force effects shall be accounted for by selecting load factors which maximize and minimize each of the force effects one at a time with the same load factors used to compute the associated force effect.

The following shall replace the ninth paragraph of A3.4.1 relating to  $\gamma_{TG}$ .

For the application of temperature gradient see D3.12.3.

The following shall replace the tenth paragraph of A3.4.1 relating to  $\gamma_{SE}$ .

The load factor for settlement  $\gamma_{SE}$  shall be determined on a project-specific basis.

The following shall replace the thirteenth paragraph of A3.4.1 relating to  $\gamma_{EQ}$ .

The load factor  $\gamma_{EQ}$  for live load for the Extreme Event-I limit state shall be taken as 0.0.

The following shall supplement A3.4.1 for the design of box culverts.

Lateral earth pressures for box culverts shall be computed using the equivalent fluid method given in A3.11.5.5 and D3.11.5.5, and appropriate load factors, EH, as given in Table A3.4.1-2, for horizontal earth pressures.

To maximize the load effect, the maximum at-rest load factor shall be used with the maximum equivalent fluid weight from Table D3.11.5.5-2, and the minimum at-rest load

## COMMENTARY

As an example for a design which involves the interaction of moment and axial force, the following four design cases would be investigated:

- select the load factors which maximize moment and use these load factors in determining axial force
- select the load factors which minimize moment and use these load factors in determining axial force
- select the load factors which maximize axial force and use these load factors in determining moment
- select the load factors which minimize axial force and use these load factors in determining moment.

Due to the nature of force interaction, the absolute worst case may not necessarily be that for which one of the force effects is maximized, but an intermediate case. However, the difference between the absolute worst case and the design cases presented here are believed to be within the tolerance of the design process. Therefore, as a reasonable interpretation of the specification, maximum and minimum force effects taken in conjunction with associated force effects for interaction are to be considered. If the Engineer believes that an intermediate case will govern to an appreciable degree, the Engineer shall notify the Chief Bridge Engineer. Then, the Chief Bridge Engineer will determine if intermediate cases shall be investigated.

For MSE wall designs, D11.10.5.2 and D11.10.6.2 state when to apply maximum and minimum EH and EV.

The Department is currently using  $\gamma_{EQ} = 0.0$  in accordance with numerous past years of AASHTO practice. We will continue to use  $\gamma_{EQ} = 0.0$  until further work is completed justifying a different value.

The following shall supplement AC3.4.1 for the design of box culverts.

Rigid frame action of box culvert structures is assumed to result in relatively small movements as compared to that of a retaining wall or abutment-type structure, thus, an at-rest condition is assumed.



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factor shall be used with the minimum equivalent fluid weight. In addition, a 50% reduction in both maximum and minimum unfactored lateral earth pressures, EH and ES, shall be considered for determining the maximum positive moment in the top slab of the culvert, as specified in A3.11.7.

**3.4.1.1P Load Factors and Combinations for Typical PennDOT Bridge Components**

Tables 3.4.1.1P-1 through 3.4.1.1P-6 provide the load factors with the corresponding limit state condition for the following typical PennDOT bridge components:

- steel girders (Table 3.4.1.1P-1)
- prestressed girders (Table 3.4.1.1P-2)
- abutment/retaining walls (Table 3.4.1.1P-3)
- box culverts (Table 3.4.1.1P-4)
- steel floorbeams (Table 3.4.1.1P-5)
- steel trusses (Table 3.4.1.1P-6)

Tables 3.4.1.1P-1 through 3.4.1.1P-6 also include information for rating these components. (Ratings are not typically done for abutment/retaining walls.)

For the design of anchored walls, see Standard Drawing BD-626M for the load factors and corresponding limit states.

## COMMENTARY

**C3.4.1.1P**

The design live load vehicle in the fatigue load combination designated as HS20-30 refers to an HS20 truck with a fixed 30 ft. rear axle spacing.

Table 3.4.1.1P-1 – Load Factors and Live Load Vehicles for Steel Girders

	Load Combination														
	STR I	STR IP <sup>8</sup>	STR IA <sup>6</sup>	STR II	STR III	STR IV <sup>1</sup>	STR V	SERV II	SERV IIA <sup>6, 10</sup>	SERV IIB	Fatigue I <sup>2</sup> (infinite)	Fatigue II <sup>2</sup> (finite)	DEFL <sup>2</sup>	CONST/ Uncured Slab I <sup>9</sup>	CONST/ Uncured Slab II <sup>9</sup>
$\gamma_{DC}$ <sup>3</sup>	1.25, 0.90	1.25, 0.90	1.25, 0.90	1.25, 0.90	1.25, 0.90	1.50	1.25, 0.90	1.00	1.00	1.00	---	---	---	1.40	1.25
$\gamma_{DW}$ <sup>4</sup>	1.50, 0.65	1.50, 0.65	1.50, 0.65	1.50, 0.65	1.50, 0.65	1.50, 0.65	1.50, 0.65	1.00	1.00	1.00	---	---	---	1.40	1.25
$\gamma_{LL}$	1.75	1.35	1.35	1.35	---	---	1.35	1.30	1.00	1.00	1.75	0.80	1.00	1.40	1.25
$\gamma_{PL}$	---	1.75	---	---	---	---	---	---	---	---	---	---	---	---	---
$\gamma_{WS}$	---	---	---	---	1.00	---	1.00	---	---	---	---	---	---	---	1.00
Design LL Vehicle <sup>7</sup>	PHL-93	PHL-93	PHL-93	Permit (P-82 & P2016-13)	---	---	PHL-93	PHL-93	PHL-93	Permit (P-82 & P2016-13)	HS20-30	HS20-30	PennDOT Defl. Trk.	User Def.	User Def.
Rating Vehicle	Rating Applicability: I = Inventory, O = Operating														
PHL-93	I	I	O	---	---	---	---	I	O	---	---	---	---	---	---
P-82 and P2016-13	---	---	---	O	---	---	---	---	---	O	---	---	---	---	---
ML-80	I	I	---	O	---	---	---	I	O	---	---	---	---	---	---
TK527	I	I	---	O	---	---	---	I	O	---	---	---	---	---	---
HS20	I	I	---	O	---	---	---	I	O	---	---	---	---	---	---
H20	I	I	---	O	---	---	---	I	O	---	---	---	---	---	---
Spec. Veh.	I	I	---	O	---	---	---	I	O	---	---	---	---	---	---

Table 3.4.1.1P-1 – Load Factors and Live Load Vehicles for Steel Girders (Continued)

Notes:

- <sup>1</sup> Applicable when DL/LL ratio exceeds 7.0
- <sup>2</sup> A load factor of unity is applied to permanent loads for the fatigue and deflection limit state only when specified
- <sup>3</sup> DC load factor also used for barrier loads
- <sup>4</sup> DW load factor also used for utility loads
- <sup>5</sup> All loads applied to non-composite section for non-composite girders (Live loads are applied to the n section for steel)
- <sup>6</sup> Load combination for rating
- <sup>7</sup> This row lists the typical design vehicle to be used for each load combination
- <sup>8</sup> The reduced load factor for LL with PL (see D3.4.1)
- <sup>9</sup> Design live load N/A for uncured slab check
- <sup>10</sup> Load combination for checking uplift of bearings

Permanent Loads for Girder Programs		Section Properties <sup>5</sup>	
Load	Steel		Steel
DC1	$\gamma_{GR}$	Girder	nc
	$\gamma_{SLAB}$	Slab	nc
	$\gamma_{SLAB}$	Haunch	nc
DC2	$\gamma_{DC2}$	Barrier	3n
DW	$\gamma_{FWS}$	FWS	3n

Table 3.4.1.1P-2 – Load Factors and Live Load Vehicles for Prestressed Concrete Girders

	Load Combination											
	STR I	STR IP <sup>8</sup>	STR IA <sup>6</sup>	STR II	SERV I <sup>9</sup> (P/S compr. chk.)		SERV III (P/S tension chk.)		SERV IIIA (M <sub>r</sub> @ 0.9 f <sub>y</sub> chk.)	SERV IIIB (PennDOT- cracking chk.)	Fatigue I <sup>1</sup> (infinite)	DEFL <sup>1</sup>
					w/o PL	with PL	w/o PL	with PL				
γ <sub>DC</sub> <sup>2</sup>	1.25, 0.90	1.25, 0.90	1.25, 0.90	1.25, 0.90	1.00	1.00	1.00	1.00	1.00	1.00	---	---
γ <sub>DW</sub> <sup>3</sup>	1.50, 0.65	1.50, 0.65	1.50, 0.65	1.50, 0.65	1.00	1.00	1.00	1.00	1.00	1.00	---	---
γ <sub>LL</sub>	1.75	1.35	1.35	1.35	1.00	0.80	1.00	0.80 <sup>4</sup>	1.00	1.00	1.75	1.00
γ <sub>PL</sub>	---	1.75	---	---	---	1.00	---	1.00	---	---	---	---
γ <sub>CR,SH</sub>	0.50	0.50	0.50	0.50	1.00	1.00	1.00	1.00	---	---	---	---
Design LL Vehicle <sup>7</sup>	PHL-93	PHL-93	PHL-93	Permit (P-82 & P2016-13)	PHL-93		PHL-93		Controlling PHL-93 or Permit (P-82 & P2016-13)	Controlling PHL-93 or Permit (P-82 & P2016-13)	HS20-30	PennDOT Defl. Trk.
Rating Vehicle	Rating Applicability: I = Inventory, O = Operating											
PHL-93	I	I	O	---	I	I	O	---	---	---	---	---
P-82 and P2016-13	---	---	---	O	---	---	O	---	---	---	---	---
ML-80	I	I	---	O	I	I	O	---	---	---	---	---
TK527	I	I	---	O	I	I	O	---	---	---	---	---
HS20	I	I	---	O	I	I	O	---	---	---	---	---
H20	I	I	---	O	I	I	O	---	---	---	---	---
Spec. Veh.	I	I	---	O	I	I	O	---	---	---	---	---

Table 3.4.1.1P-2 – Load Factors and Live Load Vehicles for Prestressed Concrete Girders (Continued)

Notes:

<sup>1</sup> A load factor of unity is applied to permanent loads for the fatigue and deflection limit state only when specified

<sup>2</sup> DC load factor also used for barrier loads

<sup>3</sup> DW load factor also used for utility loads

<sup>4</sup> For rating vehicles (other than PHL-93), the live load factor for Service III is to be taken as 1.00 for the pedestrian load case

<sup>5</sup> All loads applied to non-composite section for non-composite girders

(Live loads are applied to the n section for P/S composite girders. For P/S, live load stresses can be based on transformed strands)

<sup>6</sup> Load combination for rating only

<sup>7</sup> This row lists the typical design vehicle to be used for each load combination

<sup>8</sup> The reduced load factor for LL with PL (see D3.4.1)

<sup>9</sup> Load combination for checking uplift of bearings

Permanent Loads for Girder Programs		Section Properties <sup>5</sup>	
Load	P/S		P/S
DC1	$\gamma_{GIR}$	Girder	nc
	$\gamma_{SLAB}$	Slab	nc
	$\gamma_{SLAB}$	Haunch	nc
	$\gamma_{ID}$	Int. Dia.	nc
	$\gamma_{ED}$	Ext. Dia.	nc
DC2	$\gamma_{DC2}$	Barrier	n
DW	$\gamma_{FWS}$	FWS	n

Table 3.4.1.1P-3 – Load Factors and Live Load Vehicles for Abutment/Retaining Walls

	Load Combination									
	SERV I	STR I	STR IP	STR II	STR III	STR V	EXTREME I <sup>2</sup>	EXTREME II <sup>3</sup>	Min. $\gamma$ for Const. Case (Strength) <sup>5</sup>	$\gamma$ for consolidation/secondary settlement
$\gamma_{DC}$	1.00	1.25, 0.90	1.25, 0.90	1.25, 0.90	1.25, 0.90	1.25, 0.90	1.00	1.00	1.25, 0.90	1.00
$\gamma_{DW}$	1.00	1.50, 0.65	1.50, 0.65	1.50, 0.65	1.50, 0.65	1.50, 0.65	1.00	0.00	---	1.00
$\gamma_{EV}$	1.00	$\gamma_{EV}$	$\gamma_{EV}$	$\gamma_{EV}$	$\gamma_{EV}$	$\gamma_{EV}$	$\gamma_{EV}$	$\gamma_{EV}$	$\gamma_{EV}$	1.00
$\gamma_{EH}$	1.00	$\gamma_{EH}$	$\gamma_{EH}$	$\gamma_{EH}$	$\gamma_{EH}$	$\gamma_{EH}$	0.00	$\gamma_{EH}$	$\gamma_{EH}$	1.00
$\gamma_{ES}^4$	1.00	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.00
$\gamma_{LS}^4$	1.00	1.75	1.35	1.35	0.00	1.35	$\gamma_{EQ}$	0.50	1.50	0.00
$\gamma_{LLIM}^1$	1.00, 0.00	1.75, 0.00	1.35, 0.00	1.35, 0.00	0.00	1.35, 0.00	$\gamma_{EQ}, 0.00$	0.00	---	0.00
$\gamma_{PL}$	0.00	0.00	1.75, 0.00	0.00	0.00	0.00	0.00	0.00	---	0.00
$\gamma_{WS}$	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	---	0.00
$\gamma_{WL}$	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	---	0.00
$\gamma_{WA}$	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
$\gamma_{BR}$	1.00	1.75	1.35	1.35	0.00	1.35	$\gamma_{EQ}$	0.00	---	0.00
$\gamma_{CE}$	1.00	1.75	1.35	1.35	0.00	1.35	$\gamma_{EQ}$	0.00	---	0.00
$\gamma_{FR}$	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	---	0.00
$\gamma_{TU}$	1.00	0.50	0.50	0.50	0.50	0.50	0.00	0.00	---	0.00
$\gamma_{EQ}$	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	---	0.00
$\gamma_{CT}$	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	---	0.00
Design LL Vehicle	PHL-93	PHL-93	PHL-93	Permit (P-82 & P2016-13)	---	---	PHL-93	---	---	---

Table 3.4.1.1P-3 – Load Factors and Live Load Vehicles for Abutment/Retaining Walls (Continued)

Notes:

<sup>1</sup>For a negative reaction on an abutment (uplift), use the maximum load factor

<sup>2</sup>For the seismic load case (refer to Appendix A10), EH loads (normal lateral earth pressure) replaced by EQ soil loads.  $\gamma_{EQ}$  for live loads = 0.00.

<sup>3</sup>Barrier collision force, CT.

<sup>4</sup>All lateral loads and their vertical components are maximized.

<sup>5</sup>For evaluation of the temporary construction stages using the Strength Limit states (see D11.6.1.2), use the greater of the  $\gamma$  noted under Construction Case column or under the given Strength Limit State column.

	Abutment/Retaining Wall Earth Load Factors	
	Maximum	Minimum
$\gamma_{EV}$	1.35	1.00
$\gamma_{EH}$	1.50	1.50

Table 3.4.1.1P-4 – Load Factors and Live Load Vehicles for Box Culverts

	Load Combination				
	SERV I	STR I	STR IA	STR II	Min. $\gamma$ for Const. Case (Strength) <sup>3</sup>
$\gamma_{DC}$	1.00	1.25, 0.90	1.25, 0.90	1.25, 0.90	1.25, 0.90
$\gamma_{DW}$	1.00	1.50, 0.65	1.50, 0.65	1.50, 0.65	---
$\gamma_{EV}$	1.00	$\gamma_{EV}$	$\gamma_{EV}$	$\gamma_{EV}$	$\gamma_{EV}$
$\gamma_{EH}$	1.00	$\gamma_{EH}$	$\gamma_{EH}$	$\gamma_{EH}$	$\gamma_{EH}$
$\gamma_{ES}^2$	1.00	1.50, 0.75	1.50, 0.75	1.50, 0.75	1.50, 0.75
$\gamma_{LS}$	1.00, 0.00	1.75, 0.00	1.35, 0.00	1.35, 0.00	1.50, 0.00
$\gamma_{LLIM}$	1.00, 0.00	1.75, 0.00	1.35, 0.00	1.35, 0.00	---
Design LL Vehicle	PHL-93	PHL-93	PHL-93	Permit (P-82 & P2016-13)	---
Rating Vehicle <sup>1</sup>	Rating Applicability: I = Inventory, O = Operating				
PHL-93	---	I	O	---	---
P-82 and P2016-13	---	---	---	O	---
ML-80	---	I	---	O	---
TK527	---	I	---	O	---
HS20	---	I	---	O	---
H20	---	I	---	O	---
Spec. Veh.	---	I	---	O	---

Notes:

<sup>1</sup>Rating applicable for box culverts only

<sup>2</sup>Minimum ES of 0.50 applies for top slabs of box culverts

<sup>3</sup>See A3.4.2, Load Factors for Construction Loads

	Box Culvert Earth Load Factors	
	Maximum	Minimum
$\gamma_{EV}$	1.30	0.90
$\gamma_{EH}$	1.35	0.90*
*Use 0.50 minimum for culvert top slab		



Table 3.4.1.1P-5 – Load Factors and Live Load Vehicles for Steel Floorbeams

	Load Combination														
	STR I	STR IP <sup>7</sup>	STR IA <sup>5</sup>	STR II	STR III	STR V	Extreme Event III	Extreme Event IV	SERV II	SERV IIA <sup>5</sup>	SERV IIB	Fatigue I <sup>1</sup> (infinite)	Fatigue II <sup>1</sup> (finite)	DEFL <sup>1</sup>	CONST/Uncured Slab <sup>8</sup>
$\gamma_{DC}$ <sup>2</sup>	1.25, 0.90	1.25, 0.90	1.25, 0.90	1.25, 0.90	1.25, 0.90	1.25, 0.90	1.05, 0.90	1.05, 0.95	1.00	1.00	1.00	---	---	---	1.25
$\gamma_{DW}$ <sup>3</sup>	1.50, 0.65	1.50, 0.65	1.50, 0.65	1.50, 0.65	1.50, 0.65	1.50, 0.65	1.05, 0.90	1.05, 0.90	1.00	1.00	1.00	---	---	---	1.50, 0.65
$\gamma_{LL}$	1.75	1.35	1.35	1.35	---	1.35	1.30	1.15	1.30	1.00	1.00	1.75	0.80	1.00	1.75
$\gamma_{PL}$	---	1.75	---	---	---	---	1.10	1.05	---	---	---	---	---	---	---
$\gamma_{WS}$	---	---	---	---	1.00	1.00	---	---	---	---	---	---	---	---	1.00
Design LL Vehicle <sup>6</sup>	PHL-93	PHL-93	PHL-93	Permit (P-82)	---	PHL-93	Controlling PHL-93 or Permit (P-82)	Controlling PHL-93 or Permit (P-82)	PHL-93	PHL-93	Permit (P-82)	HS20-30	HS20-30	PennDOT Defl. Trk.	User Def.
Rating Veh.	Rating Applicability: I = Inventory, O = Operating														
PHL-93	I	I	O	---	---	---	---	---	I	O	---	---	---	---	---
P-82	---	---	---	O	---	---	---	---	---	---	O	---	---	---	---
ML-80	I	I	---	O	---	---	---	---	I	O	---	---	---	---	---
TK527	I	I	---	O	---	---	---	---	I	O	---	---	---	---	---
HS20	I	I	---	O	---	---	---	---	I	O	---	---	---	---	---
H20	I	I	---	O	---	---	---	---	I	O	---	---	---	---	---
Spec. Veh.	I	I	---	O	---	---	---	---	I	O	---	---	---	---	---

Table 3.4.1.1P-5 – Load Factors and Live Load Vehicles for Steel Floorbeams (Continued)

Notes:

<sup>1</sup>A load factor of unity is applied to permanent loads for the fatigue and deflection limit state only when specified

<sup>2</sup>DC load factor also used for barrier loads, sidewalk, median barrier, railings, etc.

<sup>3</sup>DW load factor also used for utility loads

<sup>4</sup>All loads applied to non-composite section for non-composite floorbeams (Live loads are applied to the n section for steel)

<sup>5</sup>Load combination for rating only

<sup>6</sup>This row lists the typical design vehicle to be used for each load combination

<sup>7</sup>The reduced load factor for LL with PL (see D3.4.1)

<sup>8</sup>Live load N/A for uncured slab check

Permanent Loads for Floorbeam Programs		Section Properties <sup>4</sup>	
Load	Steel		Steel
DC1	$\gamma_{FLBM}$	Floorbeam	nc
	$\gamma_{SLAB}$	Slab	nc
	$\gamma_{SLAB}$	Haunch	nc
DC2	$\gamma_{DC2}$	Barrier, Sidewalk, Median Barrier, Railings, etc.	3n
DW	$\gamma_{FWS}$	FWS	3n

Table 3.4.1.1P-6 – Load Factors and Live Load Vehicles for Steel Trusses

	Load Combination															
	STR I	STR IP <sup>7</sup>	STR IA <sup>5</sup>	STR II	STR III	STR IV <sup>1</sup>	STR V	Extreme Event III	Extreme Event IV	SERV II	SERV IIA <sup>5</sup>	SERV IIB	Fatigue I <sup>2</sup> (infinite)	Fatigue II <sup>2</sup> (finite)	DEFL <sup>2</sup>	CONST
$\gamma_{DC}$ <sup>3</sup>	1.25, 0.90	1.25, 0.90	1.25, 0.90	1.25, 0.90	1.25, 0.90	1.50	1.25, 0.90	1.05, 0.90	1.05, 0.95	1.00	1.00	1.00	---	---	---	1.25
$\gamma_{DW}$ <sup>4</sup>	1.50, 0.65	1.50, 0.65	1.50, 0.65	1.50, 0.65	1.50, 0.65	1.50, 0.65	1.50, 0.65	1.05, 0.90	1.05, 0.90	1.00	1.00	1.00	---	---	---	1.50, 0.65
$\gamma_{LL}$	1.75	1.35	1.35	1.35	---	---	1.35	1.30	1.15	1.30	1.00	1.00	1.75	0.80	1.00	1.75
$\gamma_{PL}$	---	1.75	---	---	---	---	---	1.10	1.05	---	---	---	---	---	---	---
$\gamma_{WS}$	---	---	---	---	1.00	---	1.00	---	---	---	---	---	---	---	---	1.00
Design LL Vehicle <sup>6</sup>	PHL-93	PHL-93	PHL-93	Permit (P-82 & P2016-13)	---	---	PHL-93	Controlling PHL-93 or Permit (P-82 & P2016-13)	Controlling PHL-93 or Permit (P-82 & P2016-13)	PHL-93	PHL-93	Permit (P-82 & P2016-13)	HS20-30	HS20-30	PennDOT Defl. Trk.	User Def.
Rating Veh.	Rating Applicability: I = Inventory, O = Operating															
PHL-93	I	I	O	---	---	---	---	---	---	I	O	---	---	---	---	---
P-82 and P2016-13	---	---	---	O	---	---	---	---	---	---	---	O	---	---	---	---
ML-80	I	I	---	O	---	---	---	---	---	I	O	---	---	---	---	---
TK527	I	I	---	O	---	---	---	---	---	I	O	---	---	---	---	---
HS20	I	I	---	O	---	---	---	---	---	I	O	---	---	---	---	---
H20	I	I	---	O	---	---	---	---	---	I	O	---	---	---	---	---
Spec. Veh.	I	I	---	O	---	---	---	---	---	I	O	---	---	---	---	---

Table 3.4.1.1P-6 – Load Factors and Live Load Vehicles for Steel Trusses (Continued)

Notes:

<sup>1</sup>Applicable when DL/LL ratio exceeds 7.0

<sup>2</sup>A load factor of unity is applied to permanent loads for the fatigue and deflection limit state only when specified

<sup>3</sup>DC load factor also used for barrier loads, sidewalk, median barrier, railings, deck, stringers, truss floorbeams, wind and lateral bracing, etc.

<sup>4</sup>DW load factor also used for utility loads

<sup>5</sup>Load combination for rating only

<sup>6</sup>This row lists the typical design vehicle to be used for each load combination

<sup>7</sup>The reduced load factor for LL with PL (see D3.4.1)

## SPECIFICATIONS

**3.4.2 Load Factors for Construction Loads****3.4.2.1 Evaluation at the Strength Limit State**

The following shall replace the first sentence of the fourth paragraph of A3.4.2.1.

The load factor for wind during construction in Strength Load Combination III shall be 1.00.

The following shall supplement A3.4.2.1

For steel superstructures, uplift at any supports shall be prohibited during construction. Both maximum and minimum cases shall be investigated. A maximum load factor of 1.35 and a minimum load factor of 0.90 shall be used for any applicable dead load in the combinations.

**3.5 PERMANENT LOADS****3.5.1 Dead Loads: DC, DW and EV**

The following shall supplement A3.5.1.

In addition to the weight of the deck slab, the design dead load shall include provisions for a future wearing surface dead load of 0.030 ksf on the deck slab between the curbs. This load shall be considered for all deck slabs, including decks with a bituminous wearing surface, but not for structures under fill. For decks formed using permanent metal deck forms, an additional dead load shall be included based on 0.015 ksf which takes into account the weight of the form, plus the weight of the concrete in the valleys of the forms.

In Table A3.5.1-1, replace the lightweight concrete value of 0.110 kcf with 0.115 kcf. Also in Table A3.5.1-1, delete the “sand-lightweight” concrete value. For use of lightweight concrete with unit weights different than 0.115 kcf, see D5.4.2.1 and DC5.4.2.1.

**3.5.1.1P Application of Dead Load on Girder and Box Beam Structures**

The provisions in this article apply to superstructure types given in Table A4.6.2.2.1-1.

For composite girders and box beams, the dead load of each item placed after the deck slab has hardened (e.g. traffic barrier, fencing, sound barrier, sidewalk) shall be equally distributed to the nearest three adjacent box beams or nearest two girders or spread box beams.

## COMMENTARY

**C3.4.2.1**

The following shall supplement AC3.4.2.1.

For wind load on the structure, (WS) A3.8.1.2.1 uses base wind velocity of 100 mph in Eq. A3.8.1.2.1-1 and Table A3.8.1.2.1-1 and a load factor of 1.40 for Strength Load Combination III. However, ASCE applies a built-in factor of 1.40 in its wind velocity map, therefore, a load factor of 1.00 should be used for Strength Load Combination III if the ASCE factored wind velocity is used.

In BD-620M (November 2014 revision), the minimum wind design pressures are based on the above ASCE built-in factored wind velocity.

**C3.5.1**

The following shall supplement AC3.5.1.

The normal weight concrete and lightweight concrete with unit weights of 0.150 kcf and 0.115 kcf respectively include an allowance for reinforcement in the calculation of the weight.

For concrete deck slabs, provisions must be made in the design for the addition of a bituminous wearing surface at some future time. Even in cases where the initial design includes a bituminous surface, provision must be made for an additional future wearing surface since the original bituminous material is not always stripped off before the new surface is added.

For structures under fill, the additional dead load associated with a future wearing surface is insignificant when compared with other contributions to the dead load. Therefore, in this case, no allowance for future wearing surface is necessary.

It is recognized that permanent metal deck forms are available for which the dead load is less than 0.015 ksf; however, the minimum design load should be retained at this level. Lightweight forms may be advantageous in certain situations, such as rehabilitation, and should be evaluated on a case-by-case basis.

The use of preformed cellular polystyrene (“Styrofoam”) in the valleys of the metal deck forms to reduce the dead load is permitted on rehabilitation projects.

## SPECIFICATIONS

For noncomposite girders, any dead load placed on the deck overhang and the fascia girder after the deck slab has hardened (e.g. traffic barrier, fencing, sound barrier, sidewalk) shall be equally distributed to the nearest two girders.

The future wearing surface shall be distributed equally among all girders or box beams.

**3.6 LIVE LOADS****3.6.1 Gravity Loads: LL, PL****3.6.1.1 Vehicular Live Load****3.6.1.2 Design Vehicular Live Load***3.6.1.2.1 General*

The following shall replace the first paragraph of A3.6.1.2.1.

The vehicular live loading on the roadways of bridges or incidental structures, designated PHL-93, shall consist of a combination of the:

- design truck or design tandem, and
- design lane load,

as given in A3.6.1.2 and D3.6.1.2.

For incidental structures such as inlet grates, manhole covers, etc., which may only experience a portion of the design vehicular live load, the maximum wheel load resulting from either the design truck or design tandem shall be used.

*3.6.1.2.3 Design Tandem*

Modify A3.6.1.2.3 so that the weight of each axle is increased from 25 kips to 31.25 kips.

*3.6.1.2.5 Tire Contact Area*

## COMMENTARY

*C3.6.1.2.1*

The following shall supplement AC3.6.1.2.1.

At this time, the Department makes no exceptions to the requirements for application of PHL-93 vehicular live load for bridges on low volume roads.

*C3.6.1.2.5*

The following shall replace AC3.6.1.2.5.

The area load applies only to the design truck and tandem. For other design vehicles, the tire contact area should be determined by the engineer.

As a guideline for other truck loads, the tire area in in<sup>2</sup> may be calculated from the following dimensions:

Tire width =  $P/0.8$

Tire length =  $6.4\gamma(1+IM/100)$

where:

SPECIFICATIONS

COMMENTARY

$\gamma$  = load factor, as given in A3.4.1 and D3.4.1, except for buried structures where the load factor shall be 1.35

IM = dynamic load allowance percent

P = wheel load  
 = 16 kips for the design truck, 15.625 kips for the design tandem, 13.5 kips for the P-82 and 13.0 kips for the P2016-13

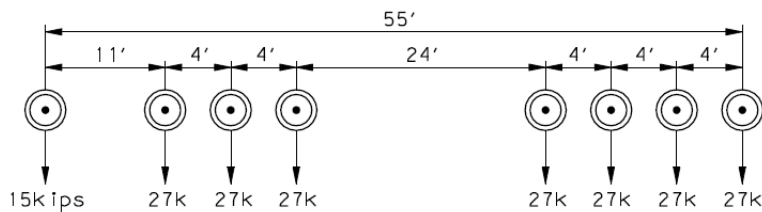
A constant value of  $\gamma$  was chosen for buried structures to simplify the analysis at strength and service limit states. PennDOT has conducted a study to ensure that the use of a constant load factor has a negligible effect.

3.6.1.2.7P Design Permit Loads

The weights and spacings of axles and wheels for the Pennsylvania Permit Loads P-82 and P2016-13 shall be as specified in Figs. 3.6.1.2.7P-1 and 3.6.1.2.7P-2, respectively. A dynamic load allowance shall be considered as specified in D3.6.2 and A3.6.2.

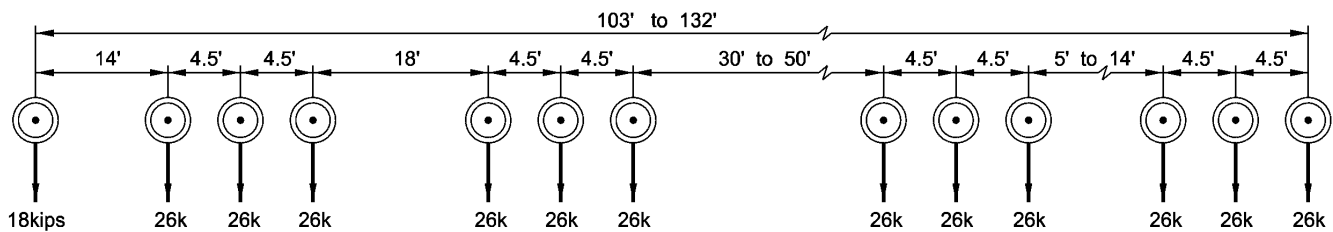
C3.6.1.2.7P

The Pennsylvania Permit Load P2016-13 is a new superload. It shall not be applied to floorbeam design.



NOTE: P-82 width is the same as the Design Truck.  
 Transverse wheel location is the same as Design Truck.

Figure 3.6.1.2.7P-1 – Pennsylvania Permit Load, P-82 (102 tons, 8 axles)



NOTE: P2016-13 width is the same as the Design Truck. Transverse wheel location is the same as Design Truck.

Figure 3.6.1.2.7P-2 – Pennsylvania Permit Load, P2016-13 (165 tons, 13 axles)

SPECIFICATIONS

COMMENTARY

P-82 is a notional load; therefore, axles which do not contribute to the extreme force effect under consideration shall be neglected. P2016-13 is also a notional load; however, all axles shall be considered effective regardless of their impact on the extreme force effect under consideration.

For multi-girder superstructures design, the permit load shall be in one lane or in multiple lanes whichever is the controlling case.

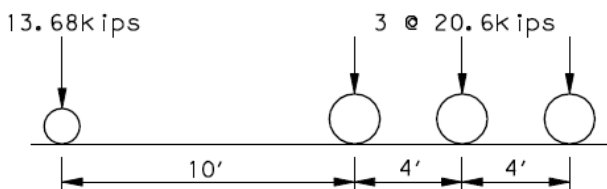
For superstructure with girder-floorbeam-stringer systems and substructure components designs, the permit load shall be in one lane or in one lane with PHL-93 loading in adjacent lanes, whichever is the controlling case.

3.6.1.2.8P Maximum Legal Load (ML-80)

The weights and spacings of axles and wheels for the Maximum Legal Load (ML-80) shall be as specified in Fig. 3.6.1.2.8P-1. The ML-80 truck is used for rating; however, the inventory rating shall be 1.0 or greater for new designs.

C3.6.1.2.8P

The ML-80 is not considered a notional load. Therefore, all of the axles shall be considered when determining force effects.

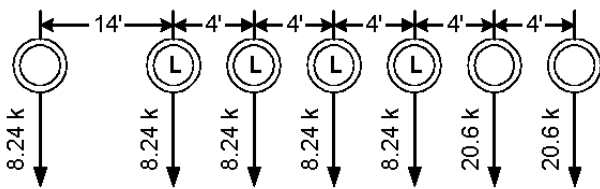


NOTE: ML 80 width is the same as the design truck.  
Transverse wheel location is the same as design truck.

Figure 3.6.1.2.8P-1 – Pennsylvania Maximum Legal Load (ML-80) 37.74 tons, 4 Axle

3.6.1.2.9P PA Legal Load Configuration (TK527)

The axle weights and spacings to be used to analyze and rate bridges for the PA Legal Load Configuration (TK527) shall be as specified in Fig. 3.6.1.2.9P-1. The TK527 truck is used for rating; however, the inventory rating shall be 1.0 or greater for new designs.



NOTE: GVW = 80,000 lbs + 3% scale tolerance  
Gage Distance = 6', L indicates Lift Axle

Figure 3.6.1.2.9P-1 – TK527 Vehicle for Rating



## SPECIFICATIONS

**3.6.1.3 Application of Design Vehicular Live Loads***3.6.1.3.1 General*

The following shall replace A3.6.1.3.1.

Unless otherwise specified, the extreme force effect shall be taken as the larger of the following:

- The effect of the design tandem combined with the effect of the design lane load, or
- The effect of one design truck with the variable axle spacing specified in A3.6.1.2.2, combined with the effect of the design lane load, and
- For the negative moment between points of dead load contraflexure, the effect of two design trucks spaced a minimum of 50 ft. between the lead axle of one truck and the rear axle of the other truck, combined with the effect of the design lane load; the distance between the 32 kips axles of each truck shall be taken as 14 ft. The two design trucks shall be placed in adjacent spans to produce maximum force effects.

For the reaction at interior piers only, 90% of the effect of two design trucks spaced a minimum of 50 ft. between the lead axle of one truck and the rear axle of the other truck, combined with 90% of the effect of the design lane load. The distance between the 32 kips axles of each truck shall be taken as 14 ft. The two design trucks shall be placed in adjacent spans to produce maximum force effects.

- For the negative moment between points of dead load contraflexure, the effect of two tandems with axle weights of 25 kips spaced from 26 ft. to 40 ft. apart, combined with the effect of the design lane load. The two tandems should be placed in adjacent spans to produce maximum force effects.

For the reaction at interior piers only, 100% of the effect of two tandems with axle weights of 25 kips spaced from 26 ft. to 40 ft. apart combined with the effect of the design lane load. The two tandems should be placed in adjacent spans to produce maximum force effects.

Axles which do not contribute to the extreme force effect under consideration shall be neglected.

Both the design lanes and the position of the 10 ft. loaded width in each lane shall be positioned to produce extreme force effects. The design truck or tandem shall be positioned transversely such that the center of any wheel load is not closer than:

- For the design of the deck overhang – 1 ft. from the face of the curb or railing, and

## COMMENTARY

*C3.6.1.3.1*

Delete the second and fifth sentences of the third paragraph of AC3.6.1.3.1.

The following shall supplement AC3.6.1.3.1.

The BXLRFD program does not consider the effect of two design trucks, since the minimum distance between the two design trucks is 50 ft. which is at the upper limit of a twin cell culvert. The effects of two tandems are considered for a twin cell box culvert in the BXLRFD program.

## SPECIFICATIONS

- For the design of all other components – 2 ft. from the edge of the design lane.

Unless otherwise specified, the lengths of design lanes, or parts thereof, which contribute to the extreme force effect under consideration, shall be loaded with the design lane load.

#### 3.6.1.3.2 Loading for Live Load Deflection Evaluation

The following shall replace A3.6.1.3.2.

The deflection should be taken as 125% of the larger of:

- that resulting from the effect of one design truck with the variable axle spacing specified in A3.6.1.2.2,
- that resulting from the effect of 25% of one design truck with the variable axle spacing specified in A3.6.1.2.2, combined with the effect of the design lane.

#### 3.6.1.3.3 Design Loads for Decks, Deck Systems, and the Top Slab of Box Culverts

Replace the two bullets of the second paragraph of A3.6.1.3.3 with the following.

- Where the slab spans primarily in the transverse direction, only the axles of the design truck of A3.6.1.2.2 or design tandem of D3.6.1.2.3 shall be applied to the deck slab or top slab of box culverts.
- Where the slab spans primarily in the longitudinal direction:
  - For top slabs of box culverts of all spans and for all other cases, including slab-type bridges where the span does not exceed 15.0 ft., only the axle loads of the design truck or design tandem of A3.6.1.2.2 and D3.6.1.2.3, respectively, shall be applied.
  - For all other cases, including slab-type bridges (excluding top slabs of box culverts) where the span exceeds 15.0 ft., all of the loads specified in D3.6.1.2 shall be applied.

Replace the third paragraph of A3.6.1.3.3 with the following:

Where the refined methods are used to analyze decks, force effects shall be determined on the following basis:

- Where the slab spans primarily in the transverse direction, only the axles of the design truck of A3.6.1.2.2 or design tandem of D3.6.1.2.3 shall be applied to the deck slab.

## COMMENTARY

#### C3.6.1.3.2

The following shall replace AC3.6.1.3.2.

The LRFD live load deflection criteria was developed such that deflections would be roughly equivalent to those produced by a HS20 vehicle. A 25% increase is specified to be consistent with the Department's past use of the HS25 vehicle for computing deflections.

SPECIFICATIONS

COMMENTARY

- Where the slab spans primarily in the longitudinal direction (including slab-type bridges), all of the loads specified in D3.6.1.2 shall be applied.

3.6.1.3.4 Deck Overhang Load

C3.6.1.3.4

The following shall replace A3.6.1.3.4.

The following shall replace AC3.6.1.3.4.

The deck overhang load shall be as given in D3.6.1.3.1.

The deck overhang slab provided in BD-601M has been designed for the vertical design loads (D3.6.1.3.1) or a strength greater than the applied forces transmitted to the overhang when the barrier is subjected to the maximum collision force it can resist (Section A13) whichever is greater. The ultimate strength of the barrier used in the design of the overhang was based on the Department’s Typical Concrete Barrier (see Standard Drawing BD-601M) which placed greater demand on the deck overhang than the other Department barriers.

Also, the ultimate strength of the deck section shall be greater than the ultimate strength of the barrier, see Section A13 and its Appendix. Horizontal loads on the overhang resulting from vehicle collision with barriers shall be in accordance with the provisions of Section A13 and its Appendix.

3.6.1.4 Fatigue Load

3.6.1.4.2 Frequency

The following shall replace Table A3.6.1.4.2-1.

Table 3.6.1.4.2-1 – Fraction of Truck Traffic in a Single Lane, p

Number of Lanes Available to Trucks	p
1	1.00
2 or more	0.85

3.6.1.5 Rail Transit Load

3.6.1.5.1P General

Live loads for rail traffic shall use a combination of axle loads and axle spacings represented by the Cooper E80 loading, as shown in Fig. 3.6.1.5.1P-1.

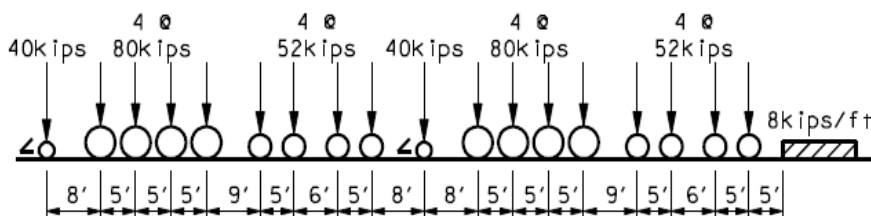


Figure 3.6.1.5.1P-1 – Wheel Spacing for Cooper E80 Design Loading (Load/Axle)

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*3.6.1.5.2P Distribution of Rail Transit Loads Through Earth Fill*

The load intensity,  $W_1$ , on a buried structure due to rail transit loading shall be determined using the following relationship:

$$W_1 = C P_o B_c (1 + I_f) \quad (3.6.1.5.2P-1)$$

Refer to Table 3.6.1.5.2P-1 for values of  $C$ . The series of axle loads and spacing shall be converted into a uniform load at the bottom of the railroad ties. The loading,  $P_o$ , at the base of the ties shall be represented by a ground pressure of 2025 ksf, which represents the locomotive drive-wheel (four at 80 kips) loading distributed over an area 8 ft. by 20 ft. and a track structure loading of 0.2 kip/ft. The impact factor,  $I_f$ , shall range from 40% at zero cover to 0% at 10 ft. of cover.

The live load and the dead load, including the impact factor, for a Cooper E80 loading can be determined from Fig. 3.6.1.5.2P-1. To obtain the live load per linear foot, multiply the unit load from Fig. 3.6.1.5.2P-1 by the outside horizontal span of the pipe,  $B_c$ .

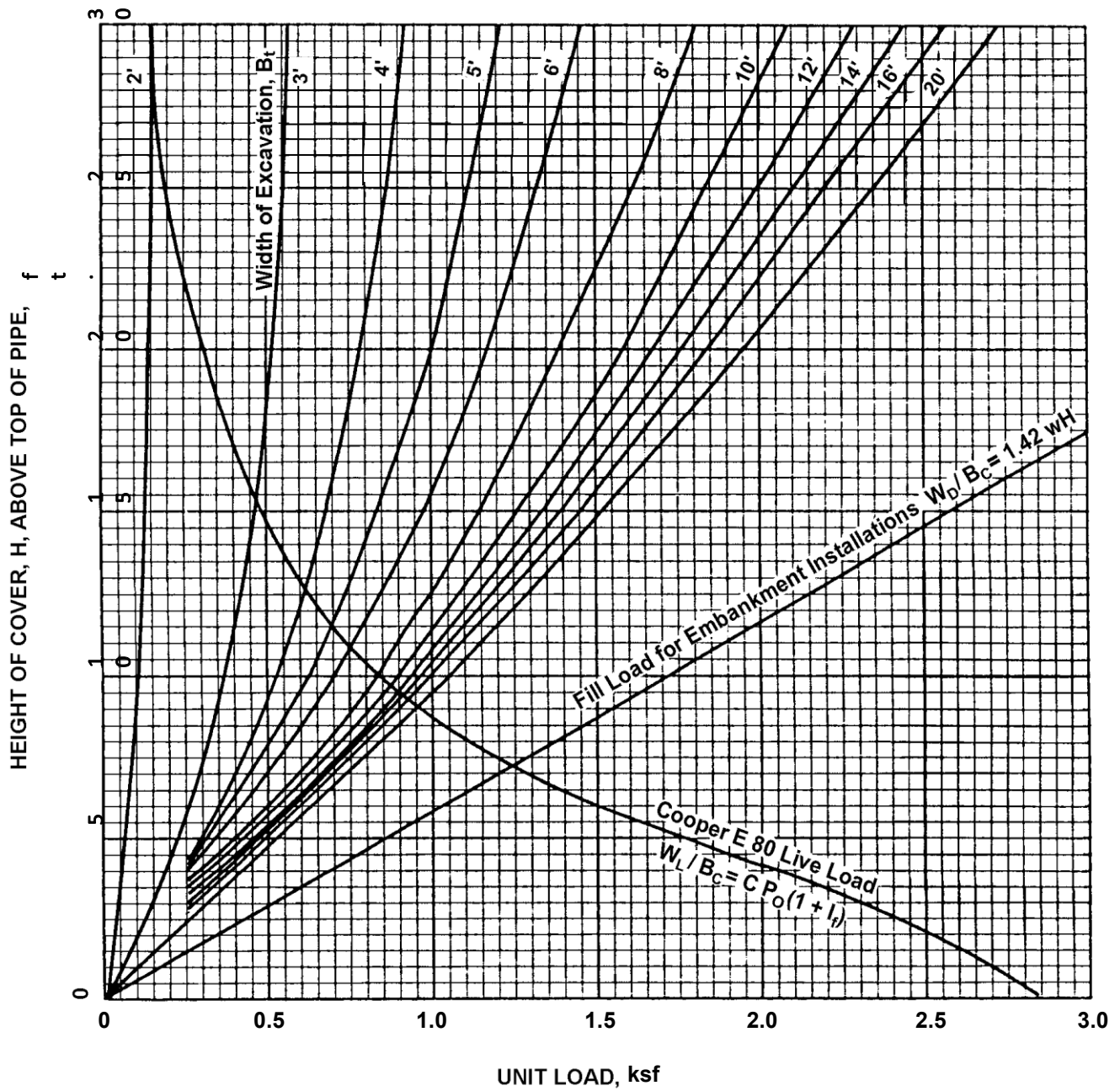
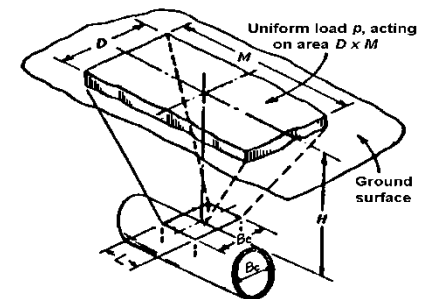


Figure 3.6.1.5.2P-1 – Live and Dead Loads on Pipe Installed Under Railroads (ACPA, 1981)

Table 3.6.1.5.2P-1 – Values of Load Coefficient (C) for Concentrated and Distributed Superimposed Loads Vertically Centered Over Culvert (ASCE, 1969)

$\frac{D}{2H}$ or $\frac{B_c}{2H}$	$\frac{M}{2H}$ or $\frac{L}{2H}$													
	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0	1.2	1.5	2.0	5.0
0.1	0.019	0.037	0.053	0.067	0.079	0.089	0.097	0.103	0.108	0.112	0.117	0.121	0.121	0.128
0.2	0.037	0.072	0.103	0.131	0.155	0.174	0.189	0.202	0.211	0.219	0.229	0.238	0.211	0.218
0.3	0.053	0.103	0.149	0.190	0.221	0.252	0.274	0.292	0.306	0.318	0.333	0.345	0.355	0.360
0.4	0.067	0.131	0.190	0.241	0.281	0.320	0.349	0.373	0.391	0.405	0.425	0.440	0.454	0.460
0.5	0.079	0.155	0.224	0.284	0.336	0.379	0.414	0.441	0.463	0.484	0.505	0.525	0.540	0.548
0.6	0.089	0.171	0.252	0.320	0.379	0.428	0.467	0.499	0.524	0.544	0.572	0.596	0.613	0.624
0.7	0.097	0.189	0.274	0.349	0.414	0.467	0.511	0.516	0.584	0.597	0.628	0.650	0.674	0.688
0.8	0.103	0.202	0.292	0.373	0.441	0.499	0.546	0.581	0.615	0.639	0.674	0.703	0.725	0.740
0.9	0.108	0.211	0.306	0.391	0.463	0.524	0.574	0.615	0.647	0.673	0.711	0.742	0.766	0.784
1.0	0.112	0.219	0.318	0.405	0.481	0.544	0.597	0.639	0.673	0.701	0.740	0.774	0.800	0.816
1.2	0.117	0.229	0.333	0.425	0.505	0.572	0.628	0.674	0.711	0.740	0.783	0.820	0.819	0.868
1.5	0.121	0.238	0.345	0.440	0.525	0.596	0.650	0.703	0.742	0.774	0.820	0.861	0.891	0.916
2.0	0.121	0.211	0.355	0.454	0.540	0.613	0.674	0.725	0.766	0.800	0.819	0.894	0.930	0.956

\*Influence coefficients for solution of Holl's and Newmark's integration of the Boussinesq equation for vertical stress



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## COMMENTARY

**3.6.1.6 Pedestrian Loads**

The following shall replace A3.6.1.6.

A pedestrian load of 0.075 ksf shall be applied to all sidewalks wider than 2.0 ft. and considered simultaneously with the vehicle design live load.

The pedestrian load is distributed in the same manner specified for the sidewalk dead load in D3.5.1.1P.

When the pedestrian load is required, two loading conditions shall be considered. The first loading condition assumes that the sidewalk is not present (i.e., an extended roadway surface and barrier would replace the sidewalk area) and the bridge is used for vehicular live load only. Under the second loading condition, the pedestrian load is present and the vehicular live load is factored at a reduced level. The Strength IP load combination was developed for the second loading condition.

Bridges intended for only pedestrian, equestrian, light maintenance vehicles, and/or bicycle traffic should be designed in accordance with AASHTO's LRFD *Guide Specifications for the Design of Pedestrian Bridges*.

**3.6.2 Dynamic Load Allowance: IM****3.6.2.1 General**

The following shall supplement A3.6.2.1.

For permit loads, the static effect of the P-82 and P2016-13 shall be increased by a percentage not to exceed  $IM = 20\%$ .

$IM$  for deck design = 50%

The second to last paragraph in A3.6.2.1 which begins "Dynamic load allowance need not..." shall be deleted.

*3.6.2.1.1P Components for which IM is Applicable*

The following components shall have the  $IM$  factor included in the design:

- all superstructure components including deck and deck joints
- pier caps and shafts
- backwalls and pedestals of abutments
- bearings, except for plain and reinforced elastomeric bearings

For buried components covered in D12 and A12, see D3.6.2.2.

**C3.6.2.1**

The following shall supplement AC3.6.2.1.

Irregularities in decks such as potholes can result in large localized impact effects. As a result, PennDOT requires that the impact for decks be increased from 33% to 50%. Other elements of the bridge structure should not be greatly affected by high localized impact due to dampening. The combination of 50% impact, the design truck (former HS20 truck) and LRFD deck design criteria will produce deck designs comparable to 30% impact, HS25 and past AASHTO deck design criteria.

## SPECIFICATIONS

*3.6.2.1.2P Components for which IM is Not Applicable*

The following components shall not have the IM factor included in the design:

- retaining walls not subject to vertical reactions from the superstructure, including MSE walls
- foundation components which are entirely below ground level, including footings (except for frame and box culverts where IM is applicable as per D3.6.2.2), piles, caissons and pedestals
- abutment stems
- plain and reinforced elastomeric bearings
- buried components with 8 ft. or greater fill above them (see D3.6.2.2)

The pedestrian load shall not have the IM factor applied.

**3.6.2.2 Buried Components**

The following shall replace A3.6.2.2.

The dynamic load allowance for culverts and other buried structures covered by Section 12, in percent, shall be taken as:

$$IM = 40 (1.0 - 0.125 D_E) \geq 0\% \quad (3.6.2.2-1)$$

where:

$D_E$  = the minimum depth of earth cover above the structure (ft.)

Dynamic load allowance shall not be applied to foundation pressures.

**3.6.4 Braking Force: BR**

The following shall supplement A3.6.4.

Dynamic load allowance is not applied to the braking force.

**3.6.5 Vehicular Collision Force: CT****3.6.5.2 Vehicular Collision with Barriers**

The following shall supplement A3.6.5.2.

For transverse vehicular collision loading transferred to the substructure for u-wings and retaining walls, use a load of

## COMMENTARY

*C3.6.2.1.2P*

The VBent program carries the live loads from the pier cap through to the footing without the removal of the effect of the dynamic load allowance (IM) input by the user. This provides a consistent mathematical model throughout the structure, where the moments, shears, and axial forces at the bottom of the column are equal to those at the top of the footing of the pier.

**C3.6.4**

The following shall supplement CA3.6.4. LRFD analysis of the capacity of existing substructure units on shorter span bridges may become problematic. Use of the original design braking force, requiring approval of the District Bridge Engineer, may be warranted for analysis of these older structures.

**C3.6.5.2P**

The transverse vehicular collision loading of 10 kips acting over 5 ft may be distributed down to the footing at a 1:1 slope. Adjacent to open joints, this load may only be



## SPECIFICATIONS

10 kips acting over 5 ft length applied at a distance equal to the height of the concrete barrier above the top of the wall.

**3.7 WATER LOADS: WA****3.7.1 Static Pressure**

The following shall replace the second paragraph of A3.7.1.

The design high water level shall be based on the scour design flood as defined in PP7.2.2. The water loads utilized in the design of piers, abutments and other bridge components shall be based on the appropriate water levels (high, normal {mean} and low) and considered at the strength and service limit states. The design of piers shall consider a low water level condition where a large portion of the pier is below the normal water level. The maximum depth of scour shall be based on either the scour design flood or the superflood as defined in PP7.2.2 or PP7.2.3 respectively. Analysis of the structure using the maximum scour depth, shall utilize the scour design flood water level and water loads and shall be considered at the Service I limit state.

**3.7.5 Change in Foundations Due to Limit State for Scour**

The following shall replace the second paragraph of A3.7.5.

The consequences of changes in the foundation conditions from the scour design flood (100-year, record or lesser overtopping flood) which results in the worst-case scour condition shall be considered at the strength and service limit states. The consequences of changes in the foundation conditions due to scour resulting from a superflood, as defined in PP 7.2.3, shall be considered at the Service I limit state based on the Department's preference for the bridge to remain operational following a severe flood event.

**3.8 WIND LOAD: WL AND WS****3.8.1 Horizontal Wind Pressure****3.8.1.2 Wind Pressure on Structures: WS***3.8.1.2.1 General*

## COMMENTARY

distributed in one direction which will usually be the controlling condition. Distributing the load in one direction is conservative for footing designs, since the footings are continuous at open joints.

**C3.7.1P**

The low water level condition is used to check the pier with an increased exposure to wind loads combined with a reduced water level and water loads.

Water levels associated with floods exceeding the scour design flood, may be evaluated at the extreme event II limit state using the corresponding water level, water loads and scour depth.

**C3.7.5**

The following shall supplement AC3.7.5.

The stability of pile foundations exposed during a severe flood event (superflood) shall be investigated to verify the unsupported length of the axially loaded piles will not fail under design loads using water elevation and pressure resulting from the scour design flood while the extent of the damage is unknown.

*C3.8.1.2.1*

The following shall supplement AC3.8.1.2.1.

If approved by the Chief Bridge Engineer, wind tunnel tests may be used to provide more precise estimates of wind pressures. Such testing should be considered where wind is a major design load.

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3.8.1.2.4 Wind Loads on Sound Barriers

**3.8.4 Site-Specific and Structure-Specific Studies**

The following shall replace A3.8.4.

If approved by the Chief Bridge Engineer, the requirements of A3.8.3 may be satisfied using:

- a site-specific analysis of historical wind data in nonhurricane areas and a site-specific numerical simulation of potential hurricane wind speeds may be used to determine design wind criteria, or
- representative wind tunnel tests using approved procedures may be utilized to determine wind loads and to evaluate aeroelastic stability.

**3.9 ICE LOADS: IC**

**3.9.1 General**

The following shall supplement A3.9.1.

The forces due to ice shall be applied at the average elevation of the highest expected water elevation and the normal water elevation.

**3.9.5 Vertical Forces due to Ice Adhesion**

The following shall replace A3.9.5.

The vertical force on a bridge pier due to rapid water level fluctuation shall be taken as:

- for a circular pier, in kips:  
 $6.27 t^2 + 1.48 R t^{1.25}$  (3.9.5-1)
- for an oblong pier, in kips:  
 $6.27 t^2 + 1.48 R t^{1.25} + 0.2 L t^{1.25}$  (3.9.5-2)

COMMENTARY

C3.8.1.2.4

The following shall supplement AC3.8.1.2.4.

Wind pressure on ground mounted sound barriers shall be determined using BD-676M. Wind pressure on structure mounted sound barriers shall be determined using BD-679M.

**C3.9.1**

The following shall supplement AC3.9.1.

The VBent program uses a default ice thickness of 6 in. and a default ice crushing strength of 58 ksf.

A study prepared for the Department, as part of the Foxburg Bridge Replacement project, recommended an ice thickness of 1.9 feet (22.8 in.) and an ice crushing strength of 170 psi (24.48 ksf) be used at the project site. The lower ice crushing strength combined with the increased ice thickness resulted in a horizontal ice force that was approximately two times larger than the calculated ice force in VBent, using the default values for ice crushing strength and ice thickness. The 6 in. ice thickness and 58 ksf ice crushing strength in VBent is approximately equivalent to the AASHTO ice crushing strengths with the following ice thicknesses:

- 8 ksf with an ice thickness equal to 29.61"
- 16 ksf with an ice thickness equal to 17.42"
- 24 ksf with an ice thickness equal to 12.6"
- 32 ksf with an ice thickness equal to 9.95"

**C3.9.5**

Delete AC3.9.5.

## SPECIFICATIONS

## COMMENTARY

where:

t = ice thickness (ft.)

R = radius of circular pier (ft.) or approximated end of oblong pier

L = perimeter of pier excluding half circles at ends of oblong pier (ft.)

**3.10 EARTHQUAKE EFFECTS: EQ****3.10.1 General****C3.10.1**

The following shall supplement AC3.10.1.

Minimize bridge skew as much as and whenever possible. It is well known that skewed structures perform poorly in seismic events when compared to the performance of normal or non-skewed structures.

**3.10.3 Site Effects****C3.10.3**

The following shall supplement A3.10.3.

As part of the Foundation submission, the designer shall indicate if the site soils are classified as either Site Class E or F.

The primary method to determine Site Class E soil is based on the average Standard Penetration Test blow count, N value, for the upper 100 feet of the soil profile.

For structures within Site Class E or F soils, the transverse reinforcement requirements at the top and bottom of a column shall be as specified in A5.11.4.1.4 and A5.11.4.1.5.

The following shall supplement AC3.10.3.

For Site Class E soils, a Standard Penetration Test blow count of greater than 10 should result in undrained shear strength greater than 1.0 ksf.

For site conditions that meet the following, the designer shall obtain appropriate soil samples to test the undrained shear strength:

- Boring located at a pier
- Standard Penetration Test blow count is less than 10
- Clay thickness is greater than 10 feet

**3.10.6 Seismic Performance Zones**

The following shall supplement A3.10.6.

Based on the General Procedure, Pennsylvania is classified as Seismic Zone 1.

**3.10.9 Calculation of Design Forces****3.10.9.2 Seismic Zone 1**

The following shall replace the first and second paragraph of A3.10.9.2.

For all structures in Pennsylvania, the horizontal design connection force in the restrained directions shall not be less than 0.25 times the vertical reaction due to the tributary permanent load.

## SPECIFICATIONS

## COMMENTARY

**3.10.9.5 Longitudinal Restrainers**

The following shall supplement A3.10.9.5.

Restrainers may only be used with the prior approval of the Chief Bridge Engineer.

**3.11 EARTH PRESSURE: EH, ES, LS AND DD****3.11.1 General**

The following shall supplement A3.11.1.

Both the vertical and horizontal components of an inclined lateral earth pressure shall be considered for application of load and load factors.

**3.11.3 Presence of Water**

The following shall supplement A3.11.3.

Walls along a stream or river shall be designed for a minimum differential water pressure due to a 3'-0" head of water in the backfill soil above the weephole inverts.

**C3.11.3**

The following shall supplement AC3.11.3.

Evaluation of water pressures and seepage forces is critical in the design of retaining walls because water pressures and seepage forces are the most common causes of retaining wall failure. Seepage forces and water pressures affect the stability of retaining walls by:

- Increasing the weight of soil behind the wall through saturation, thereby increasing the driving soil pressure
- Decreasing the effective weight of soil in front of the wall through upward seepage forces, thereby reducing the resisting soil pressure
- Decreasing the effective stress (normal force) on the wall foundation due to wall weight through uplift, thereby reducing sliding resistance and resistance to overturning.

**3.11.5 Earth Pressure: EH****3.11.5.2 At-Rest Lateral Earth Pressure Coefficient,  $k_0$** **C3.11.5.2**

The following shall supplement AC3.11.5.2.

At-rest earth pressures are usually limited to bridge abutments to which superstructures are fixed prior to backfilling (e.g., framed bridges) or to cantilevered walls where the heel is restrained and the base/stem connection prevents rotation of the stem.

**3.11.5.3 Active Lateral Earth Pressure Coefficient,  $k_a$** **C3.11.5.3**

The following shall supplement AC3.11.5.3.

The differences between the Coulomb Theory currently specified, and the Rankine Theory specified in the past is illustrated in Fig. AC3.11.5.3-1. The Rankine theory is the basis of the equivalent fluid method of A3.11.5.5 and the design procedures for mechanically stabilized earth walls.

SPECIFICATIONS

COMMENTARY

**3.11.5.5 Equivalent-Fluid Method of Estimating Rankine Lateral Earth Pressures**

The following shall supplement A3.11.5.5.

Cohesionless soils with a maximum fines content of 5% by weight shall be used for backfill. This criteria can be met by backfilling with AASHTO No. 57 or the Department's open graded subbase (OGS) in conformance with Publication 408, Section 703.

For yielding walls backfilled with these materials, the design earth pressure at any depth shall be defined as increasing at a rate of 0.035 ksf/ft, plus the live load surcharge from A3.11.6.4 and D3.11.6.4.

For unyielding walls, restrained abutments (e.g., backfilled after superstructure erection), at-rest earth pressure, increasing at 0.050 ksf/ft, plus the live load surcharge from A3.11.6.4 and D3.11.6.4, shall be used.

The following shall supplement A3.11.5.5 for the design of box culverts.

For box culverts, equivalent fluid density shall be taken as specified in Table 3.11.5.5-2.

Table 3.11.5.5-2 – Equivalent Fluid Densities for Box Culverts

	Level Backfill (kcf)	Backfill with $\beta=25^\circ$ (kcf)
Minimum	0.045	0.055
Maximum	0.070	0.080

These equivalent fluid densities along with the appropriate maximum and minimum load factors shall be selected to produce the extreme force effects.

**C3.11.5.5**

Gravity and semi-gravity walls usually deflect a sufficient amount during backfilling to develop an active state of stress in the retained soil. This also is true of cantilevered and counterfort walls unless the heel is tied down or otherwise restrained and the base/stem connection prevents sufficient rotation of the stem to develop an active state of stress in the soil.

Wall movements cause the development of friction between the wall and the soil in contact with the wall. This resulting frictional force has the effect of inclining the earth pressure resultant on the wall, whereas the resultant would be normal to the wall in the case of no friction. The angle of inclination of the earth pressure resultant with respect to a line normal to the wall is called the angle of wall friction ( $\delta$ ).

In the fifth paragraph of AC3.11.5.5, remove the reference to Fig. AC3.11.5.3-1.

The following shall supplement AC3.11.5.5.

Soils with more than 5% fines shall be avoided as backfill because of their low permeability and potential frost susceptibility.

For design, the Department's open graded subbase (OGS) shall have the following assumed properties:

- moist density = 0.120 kcf
- saturated density = 0.135 kcf
- angle of internal friction =  $30^\circ$

The following shall supplement AC3.11.5.5 for the design of box culverts.

Two soil types were selected for design to reflect potential lateral at-rest earth pressures for box culverts, considering construction practice and soil variability in Pennsylvania. The engineered backfill required for a distance of only 1 ft. from the face of the culvert wall is not sufficient to reduce lateral earth pressures to levels that would be expected for abutments and retaining walls for which more detailed backfill requirements are specified. Lateral earth pressures resulting from the factored load combinations, specified in this article, A3.4.1 and D3.4.1 compare closely with past DM-4 practice.

Although the equivalent fluid weights given in Table A3.11.5.5-1 correspond to those for “Dense Sand or Gravel” and “Compacted Lean Clay”, backfill material shall be in conformance with the requirements given in Publication 408 and the contract documents. Equivalent fluid weights specified herein are for design only. Values of the equivalent fluid pressure for a sloping backfill are provided for the rare case in which the culvert is parallel to the roadway. In such a case, consideration should be given to sliding as a result of the imbalance of lateral loads.

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**3.11.5.6 Lateral Earth Pressures for Nongravity Cantilevered Walls**

The following shall supplement A3.11.5.6.

Some portion of the embedded depth below finished grade, noted as the difference between the finished grade and the design grade in Figs. A3.11.5.6-1 through A3.11.5.6-5, (usually 3 ft. for an element in soil, and 1 ft. for an element in rock) is ineffective in providing passive lateral support.

In developing the design lateral pressure, the lateral pressure due to water, live load surcharge, permanent point and line surcharge loads, backfill compaction, or other types of surcharge loads shall be added to the lateral earth pressure.

**3.11.5.7 Apparent Earth Pressure (AEP) for Anchored Walls**

The following shall supplement the first paragraph of A3.11.5.7

Anchored walls for highway applications are most often constructed from the top of the wall to the base of the excavation (i.e., top-down construction) for cut slopes. However, anchored walls constructed in fill situations may be constructed from the base of the excavation to the top of the wall (i.e., bottom-up construction). For bottom-up construction, approval of District Bridge Engineer needs to be obtained prior to the design.

*3.11.5.7.1 Cohesionless Soils*

The following shall supplement A3.11.5.7.1:

The apparent earth pressure distribution for temporary and permanent anchored walls constructed from the top down and supporting cohesionless soil may be determined using

## COMMENTARY

**C3.11.5.6**

The following shall supplement AC3.11.5.6.

The upper 2 to 3 ft. of the discrete embedded vertical element in soil, or 1 ft. in rock, is typically assumed ineffective in mobilizing passive resistance to account for the effects of freezing and thawing, weathering or other shallow ground disturbance (e.g., utility excavations or pavement replacement in front of the wall).

**C3.11.5.7**

The following shall supplement the first paragraph of AC3.11.5.7.

The earth pressure diagrams in Figs. A3.11.5.7.1-1 and A3.11.5.7.2b-1 are primarily intended for use in homogeneous soils. They should not be used indiscriminately in stratified or relatively non-homogeneous soil layers; engineering judgment must be used in these cases.

When anchors, especially those near the top of the wall, are tensioned to loads in excess of those estimated using the apparent pressure diagrams, it is possible that the wall could be displaced back into the soil mass, resulting in undesirable deflections or a passive failure of the retained soil.

Additionally, though proof testing the anchor to a higher tension is more conservative from a capacity standpoint, tensioning to loads in excess of those estimated using the apparent pressure diagrams could result in undesired deflection, passive failure of the retained soil or unsightly cracking on the front face of the wall. It is important to remember that design values that are conservative for a typical cantilevered wall, such as assuming maximum compaction of the structural backfill, is nonconservative in certain aspects of the design of anchored walls.

Because stresses during construction can exceed the final condition, construction sequence analyses should be conducted. When conducting such analyses, the design engineer should strive to make conservative assumptions, which in this case would include checking the serviceability under much lower assumed minimum expected structural backfill compaction conditions. It is important to remember that anchored walls are flexible and that they derive their satisfactory performance from a match between the soil pressure and the wall-anchor loads.

*C3.11.5.7.1P*

## SPECIFICATIONS

Fig. A3.11.5.7.1-1. Water pressures and surcharge pressures, if applicable, should be added explicitly to the diagrams to evaluate the total lateral load acting on the wall. Determine geostatic water pressure on the wall using the maximum expected water table differential between excavation interior and exterior, based on borings or other information.

3.11.5.7.2 *Cohesive Soils*

The following shall supplement A3.11.5.7.2:

Use the undrained shear strength of the soil through which the excavation extends.

3.11.5.7.2a *Stiff to Hard*

The following shall supplement A3.11.5.7.2a:

The apparent earth pressure distribution for temporary anchored walls constructed from the top down and supporting stiff to hard cohesive soils ( $N_S \leq 4$ ) including fissured clays, where temporary conditions are of a controlled short duration and for which there is no available free water, may be determined using Fig. A3.11.5.7.1-1.

Surcharge pressures, if applicable, should be added explicitly to the diagrams to evaluate the total lateral load acting on the wall.

For any case, surcharge pressures, if applicable, should be added explicitly to the diagrams to evaluate the total lateral load acting on the wall. For conditions where there is available free water, determine geostatic water pressure on the wall using the maximum expected water table differential between excavation interior and exterior, based on borings or other information.

Alternatively, in fissured clays the apparent earth pressure diagram may be based upon previous successful experience with excavations constructed in similar soils. This is because earth pressures in these soils are most influenced by degree of fissuring or jointing in the clay and the potential reduction in strength with time, not necessarily the shear strength of the intact clay.

3.11.5.7.2b *Soft to Medium Stiff*

The following shall replace A3.11.5.7.2b:

The apparent earth pressure distribution for temporary and permanent anchored walls constructed from the top down and supporting soft to medium stiff cohesive soils may be determined using Fig. A3.11.5.7.2b-1. Soft to medium stiff cohesive soils are those with a stability number  $N_S > 4$ .

Calculate the maximum pressure ordinate,  $p_a$ , of the pressure diagram as:

$$p_a = 1.0 k_a \gamma_s H \quad (3.11.5.7.2b-1)$$

## COMMENTARY

Anchored walls are typically constructed with free-draining material placed immediately behind the lagging, and therefore geostatic water pressure on the wall would not be of concern. However, there may be conditions of a permanent water table behind the wall where geostatic water pressure needs to be considered.

## C3.11.5.7.2P

Cohesive soils with a stability number  $N_S \leq 4$  are to be considered to be stiff to hard in consistency. Cohesive soils with a stability number  $N_S > 4$  are to be considered soft to medium-stiff in consistency

## C3.11.5.7.2a

The following shall supplement AC3.11.5.7.2:

There may be conditions of a permanent water table behind the wall where geostatic water pressure needs to be considered.

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## COMMENTARY

where:

$$k_a = 0.22 \text{ for } 4 \leq N_s < 5.14$$

or

$$k_a = 1 - m \frac{4S_u}{\gamma_s H} \quad (3.11.5.7.2b-2)$$

for  $N_s \geq 5.14$ , and using  $m = 0.4$

Additionally, if  $N_s \geq 6$  and the excavation is underlain by soft clay, calculate  $k_a$  by Eq. 3.11.5.7.2b-2 and Eq. 3.11.5.7.2b-3 below, and use the larger of the two  $k_a$  values in Eq. 3.11.5.7.2b-1 to calculate the maximum pressure ordinate.

$$k_a = 1 - \frac{4S_u}{\gamma_s H} + \frac{2\sqrt{2}d}{H} \left\{ 1 + \frac{\Delta H}{H} a - \frac{S_{ub}}{\gamma_s H} b \right\} \quad (3.11.5.7.2b-3)$$

where:

$$a = 1 + \frac{H + \Delta H}{(2-x)\sqrt{2}d} \quad (\text{dim})$$

$$b = 5.14 + \frac{2S_u \Delta H}{\sqrt{2}S_{ub}d} \quad (\text{dim})$$

$S_u$  = undrained shear strength of retained soil (ksf)

$S_{ub}$  = undrained shear strength of soil providing bearing resistance (ksf)

$d$  = depth of the potential base failure surface below the base of excavation (ft.)

$\gamma_s$  = total unit weight of retained soil (kcf)

$\Delta H$  = depth of unloading at ground surface, if any (ft.)

$x$  = length of unloading at top of anchored wall excavation, if any (ft.)

The value of  $d$  is taken as the thickness of soft to medium stiff cohesive soil below the excavation base up to a maximum value of  $B_c \sqrt{2}$  where  $B_c$  is the excavation width.

In any case, surcharge pressures, if applicable, should be added explicitly to the diagrams to evaluate the total lateral load acting on the wall. For conditions where there is available free water, determine geostatic water pressure on the wall using the maximum expected water table differential

There may be conditions of a permanent water table behind the wall where geostatic water pressure needs to be considered.



## SPECIFICATIONS

## COMMENTARY

between excavation interior and exterior, based on borings or other information.

### 3.11.5.8 Lateral Earth Pressures for Mechanically Stabilized Earth Walls

### C3.11.5.8

#### 3.11.5.8.1 General

#### C3.11.5.8.1

The following shall replace the definition of  $k_a$  in A3.11.5.8.1:

Delete AC3.11.5.8.1.

$k_a$  = active earth pressure coefficient specified herein

The following shall supplement A3.11.5.8.1:

Lateral earth pressure coefficients for MSE walls may be determined as follows:

- for a horizontal or sloping backfill surface, as shown in Figs. D3.11.5.8.1-1 and D3.11.5.8.1-2, active earth pressure coefficient,  $k_a$ , in determining safety against soil failure may be taken as:

$$k_a = \cos \beta \frac{\cos \beta - \sqrt{\cos^2 \beta - \cos^2 \phi_f}}{\cos \beta + \sqrt{\cos^2 \beta - \cos^2 \phi_f}} \quad (3.11.5.8.1-2)$$

- for a broken back backfill surface, the active earth pressure coefficient,  $k_a$ , for evaluation of safety against soil failure may be taken as:

$$k_a = \cos B \frac{\cos B - \sqrt{\cos^2 B - \cos^2 \phi_f}}{\cos B + \sqrt{\cos^2 B - \cos^2 \phi_f}} \quad (3.11.5.8.1-3)$$

- active earth pressure coefficient,  $k_a$ , for determining safety against structural failure:

$$k_a = \tan^2 \left( 45^\circ - \frac{\phi_f}{2} \right) \quad (3.11.5.8.1-4)$$

where:

$\beta$  = slope of backfill behind wall (degrees)

$B$  = notional slope of backfill behind wall as shown in Fig. D3.11.5.8.1-3 (degrees)

$\phi_f$  = internal friction angle of backfill soil (degrees)

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The following figures shall replace Figures A3.11.5.8.1-1 and A3.11.5.8.1-2.

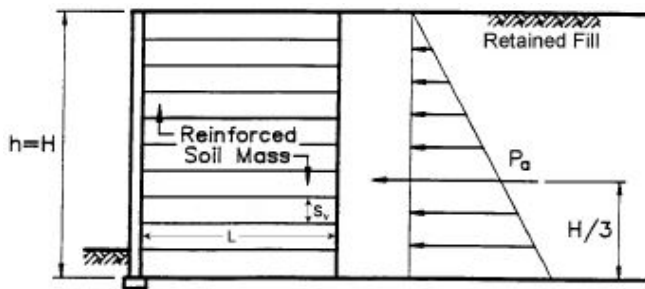


Figure 3.11.5.8.1-1 – Earth Pressure Distribution for MSE Wall with Level Backfill Surface

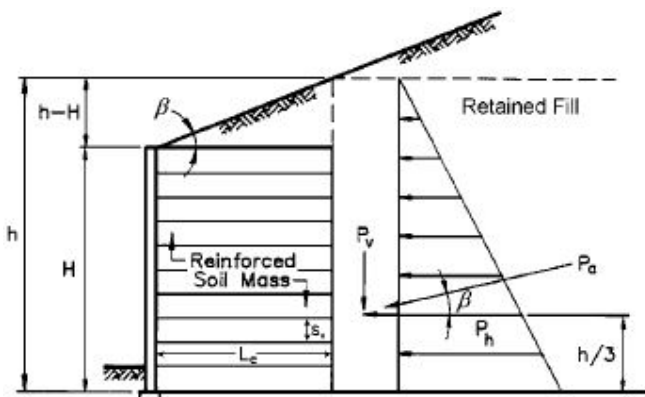


Figure 3.11.5.8.1-2 – Earth Pressure Distribution for MSE Wall with Sloping Backfill Surface

The following shall supplement A3.11.5.8.1.

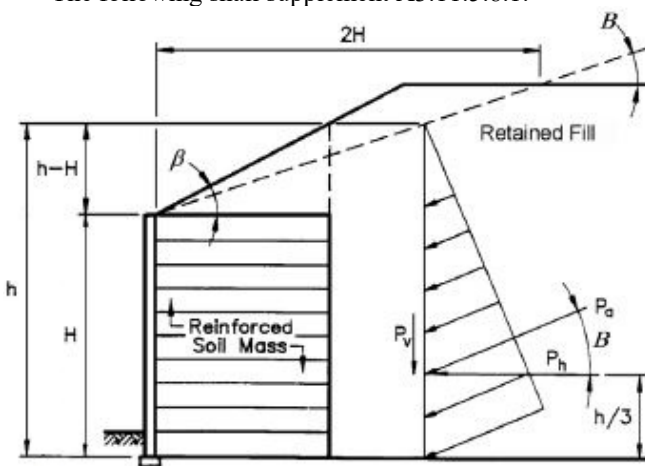


Figure 3.11.5.8.1-3 – Earth Pressure Distribution for MSE Wall with Broken Back Backfill Surface

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**3.11.5.10 Lateral Earth Pressures for Sound Barriers Supported on Discrete and Continuous Vertical Embedded Elements**

The following shall replace A3.11.5.10.

Refer to BD-677M and BD-678M for ground mounted sound barrier footing design.

Continuous footings embedded in soil or rock solely for sound barrier walls are not permitted.

**3.11.6 Surcharge Loads: ES and LS**

**3.11.6.4 Live Load Surcharge (LS)**

The following shall replace Tables A3.11.6.4-1 and A3.11.6.4-2.

Table 3.11.6.4-1 – Equivalent Height of Soil for Vehicular Loading – Abutment

Wall Height (ft)	H <sub>eg</sub> (ft)
≤ 5.0	4.0
> 5.0	3.0

Table 3.11.6.4-2 – Equivalent Height of Soil (h<sub>eq</sub>) for Vehicular Loading - Retaining Walls

Wall Height (ft)	Distance from back face of wall to the wheel line	
	<1.0 ft	≥1 ft
≤ 5.0	5.0	3.0
>5.0 & ≤13.0	3.5	3.0
> 13.0	3.0	3.0

The following shall supplement A3.11.6.4.

The minimum design surcharge values for abutments and retaining walls in Tables 3.11.6.4-1 and 3.11.6.4-2 are intended to account for normal traffic live loads and do not address the effects of backfill compaction. Refer to A3.11.2 to determine the effects of backfill compaction.

For the design of backwalls supporting approach slabs, the designer shall include one-half the deadload of the approach slab, the maximum PHL-93 live load reaction (axles plus lane load) and the braking force.

For box culverts, use 3.0 ft. where live load effects are considered.

COMMENTARY

**C3.11.5.10**

Delete AC3.11.5.10

**C3.11.6.4**

Delete the third paragraph of AC3.11.6.4.

The following shall supplement AC3.11.6.4.

In the development of this specification, the Department had a comparison made between their past abutment and retaining wall service load design method and the LRFD method. With minor modifications contained in this specification, the LRFD method gave similar results to the Department's past design method with one exception. For walls less than 5 ft. in height on poor soils, the LRFD method may require base width significantly larger than past designs. Since the Department has not experienced problems with short headwalls for pipe culverts, the Standard Drawings may be used for headwalls for pipe culverts.

In Table D3.11.6.4-2, the distance from back face of wall to edge of traveled way of 0 ft. corresponds to placement of a point wheel load 2 ft. from the back face of the wall. For the case of the uniformly distributed lane load, the 0 ft. distance corresponds to the edge of the 10 ft. wide traffic lane.

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**3.12 FORCE EFFECTS DUE TO SUPERIMPOSED DEFORMATIONS: TU, TG, SH, CR, SE, PS**

**3.12.2 Uniform Temperature**

**3.12.2.1 Temperature Range for Procedure A**

The following shall replace A3.12.2.1.

Provision shall be made for forces and movements resulting from variations in temperature. The range of temperature with respect to the normal erection temperature of 68°F shall be as given in Table 3.12.2.1-1.

For the design of integral abutments, the temperature range given in Table 3.12.2.1-2 shall be used.

**C3.12.2.1**

The following shall supplement AC3.12.2.1.

The increase in the concrete structure temperature range is based on a Departmental study conducted in District 3-0. It was determined that the fixity at the connections of continuous spans produces a frame-type action that induces additional forces.

Table 3.12.2.1-1 – Procedure A Temperature Ranges for Bridge Design except Bearings

Superstructure Material	Temperature Rise	Temperature Fall	Range
Steel or Aluminum Structures	42°F	78°F	-10°F to 110°F
Concrete Structures	32°F	58°F	10°F to 100°F
Wood Structures	7°F	14°F	54°F to 75°F

Table 3.12.2.1-2 – Procedure A Temperature Ranges for Bearing Design

Superstructure Material	Neoprene	Other
Prestressed Concrete Structures	80°F	116°F
Steel or Aluminum Structures	100°F	156°F

**3.12.3 Temperature Gradient**

The following shall supplement A3.12.3.

The load factor for temperature gradient shall be taken as zero for those bridges which can be analyzed by the approximate methods given in A4.6.2 and D4.6.2, and are of Type a, b (only precast P/S concrete box girders), e, f, g, h, j, k and l as given in Table A4.6.2.1-1.

For Pennsylvania bridges other than those listed above, the Zone 3 data shall be used as given in Table A3.12.3-1.

**C3.12.3**

The following shall supplement AC3.12.3.

Pennsylvania has not experienced any temperature gradient-related problems in their typical multi-girder bridges. Therefore, as suggested in AC3.12.3, the Department's experience with typical multi-girder bridges has led them to exclude the temperature gradient load condition for these types of bridges.

**3.12.8P Minimum Temperature Force for Fixed Substructures**

When neoprene bearings are used, the fixed substructure unit(s) shall consider a thermal force equal to the largest thermal force from the largest expansion bearing substructure unit or utilize the results of an equilibrium analysis, whichever is larger.

**C3.12.8P**

This provision insures that fixed substructures are designed for a minimal thermal force even if an equilibrium analysis indicates no thermal forces are present. This is similar to the forces applied to steel bearings considering frozen bearings.

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**3.12.9P Temporary Support Settlement for Curved or Skewed Bridges during Construction**

When a temporary falsework is used, an analysis should be performed to check its settlement effects on member response during construction. As a minimum, the following scenarios should be considered for the analysis:

- Settlement of single and multiple temporary supports
- A minimum settlement of one thousandth of the span length should be used

**3.13 FRICTION FORCES: FR**

The following shall supplement A3.13.

Friction force acts parallel to the direction of movement and is assumed to act at the bearing elevation at each expansion bearing, with due consideration given to the reactions that must develop at the fixed bearings to satisfy equilibrium. See A14.6.3.1 for horizontal forces.

Consideration of frozen expansion bearings and variation of friction is provided assuming the largest pier or abutment DL reaction times the applicable friction coefficient acts at the fixed pier or utilize the results of an equilibrium analysis, whichever is larger.

For design purposes, the coefficient of friction between the PTFE and stainless steel sliding surfaces of pot bearings may be taken as 0.04 based on dimpled and lubricated PTFE.

**3.14 VESSEL COLLISION: CV****3.14.1 General**

The following shall supplement A3.14.1.

The vessel collision provisions provided in A3.14 and D3.14 shall only be used in the substructure design of bridges which cross a navigable waterway. The Department defines a navigable waterway as those waterways which

- presently support commercial barge and/or ship traffic,
- have supported commercial barge and/or ship traffic within the past 20 years, and
- there is some reason to believe that the waterway will support commercial barge and/or ship traffic in the future.

## COMMENTARY

**C3.12.9P**

The information in this Article is based on Penn State Research Report titled Guideline for Analyzing Curved and Skewed Bridges and Designing them for Construction, August 15, 2010.

**C3.13**

The following shall replace AC3.13.

Low and high friction coefficients may be obtained from standard textbooks. If so warranted and approved by the Chief Bridge Engineer, the values may be determined by physical tests, especially if the surfaces are expected to be roughened in service.

When a force is transmitted from the superstructure to the substructure through a sliding bearing, the force applied to the substructure is considered a frictional force. However, forces transmitted, via a non-sliding bearing such as an elastomeric bearing, are factored by the appropriate load factor for the driving effect, such as TU.

Pot bearings, as shown on Standard Drawing BD-613M, were developed using a coefficient of friction between the PTFE and stainless steel equal to 0.04.

**C3.14.1**

The following shall supplement AC3.14.1.

For the vast majority of bridges over waterways in Pennsylvania, the vessel collision provisions will not be applicable.

The vessel collision provisions will most likely be applicable for bridges over the following waterways:

- lower portions of Delaware River
- lower portions of Schuylkill River
- lower portions of Allegheny River
- lower portions of Monongahela River
- Ohio River

The following structures may be used as reference projects for vessel collision design requirements:

- S-22234 – Ford City
- S-27067 – Point Marion
- S-30378 – Charleroi-Monessen
- S-30980 – Masontown

## SPECIFICATIONS

## COMMENTARY

**3.14.2 Owner's Responsibility**

The following shall replace A3.14.2.

When the vessel collision provisions are applicable according to D3.14.1, the designer must submit the following information at the TS&L stage for review by the Department:

- vessel traffic density in the waterway
- design velocity of vessels for the bridge
- suggested degree of damage that the bridge components, including protective systems are allowed to sustain

**3.14.15 Protection of Substructures****C3.14.15**

The following shall supplement AC3.14.15.

Any testing for protection systems of substructures must be approved by the Chief Bridge Engineer.

**3.17P FORCE TRANSFER TO SUBSTRUCTURE****3.17.1P Longitudinal Force****3.17.1.2P Force Transfer to Substructure**

Longitudinal forces, except friction (see D3.13), shall be carried only by fixed bearings.

**3.17.1.3P Effective Length for Superstructure Forces**

Longitudinal forces transmitted to the substructure from the superstructure shall be calculated using the center-to-center bearing length of superstructure restrained by fixed bearings. In the case of consecutively fixed piers, forces to the substructure shall be determined with due consideration to the relative stiffness of the piers.

**3.17.1.4P Force Resolution to Substructure**

Longitudinal forces from the superstructure shall be directly applied at the bearings and shall be resolved in the directions perpendicular and parallel to the substructure, as shown in Fig. 3.17.1.4P-1. For frame analysis of the substructure, an equivalent parallel component shall be used, as shown in Fig. 3.17.1.4P-2.

For structures on a sloping grade with an inclined bearing plate, the reaction component parallel to the grade (longitudinal force) shall be considered.

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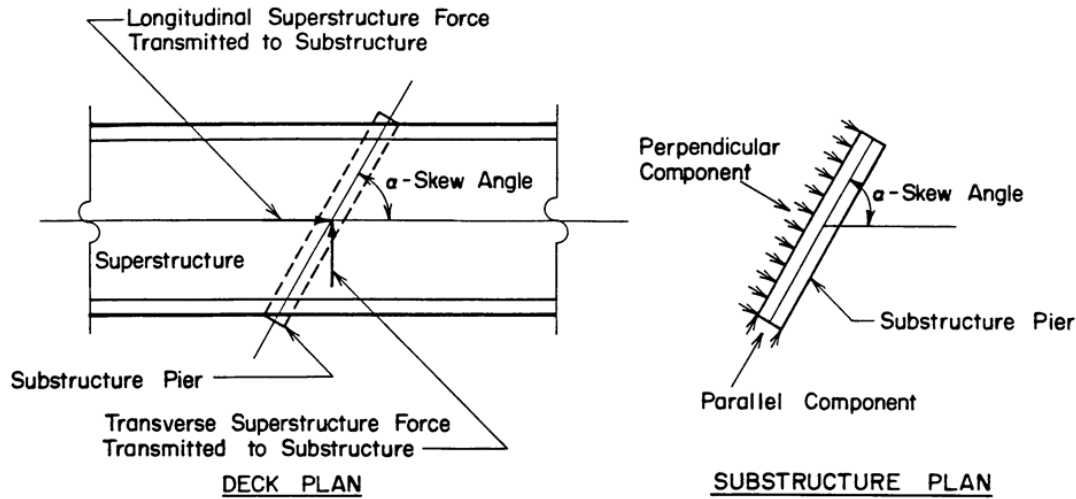


Figure 3.17.1.4P-1 – Force Resolution to Substructure

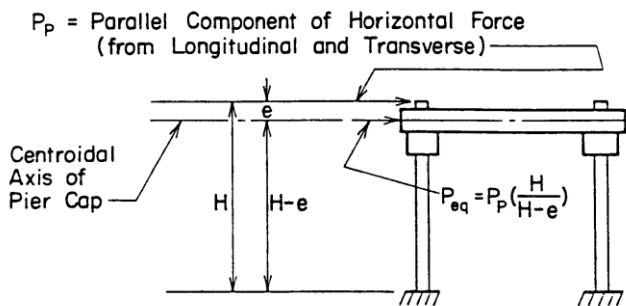


Figure 3.17.1.4P-2 – Equivalent Force for Frame Analysis of Substructure

**3.17.2P Transverse Force**

**3.17.2.1P Force Transfer to Substructure**

The transverse forces applied to the superstructure must be resisted by the bearings.

**3.17.2.2P Effective Lengths for Superstructure Forces**

Unless a more rational method of analysis is used, transverse forces acting on a superstructure shall be transmitted to the bearings using the following span lengths:

Continuous Spans	Piers	Average of the two adjacent spans
	Abutments	One-half of the end span
Simple Spans		One-half of the span

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**3.17.2.3P Force Resolution to Substructure**

Transverse forces from the superstructure shall be resolved in the directions perpendicular and parallel to the substructure, as shown in Fig. D3.17.1.4P-1.

**3.17.2.4P Determination of Bearing Reactions**

The effect of the transverse force applied at the elevation specified for that force shall be taken into account in determining the vertical reactions at the bearings (see Fig. 3.17.2.4P-1).

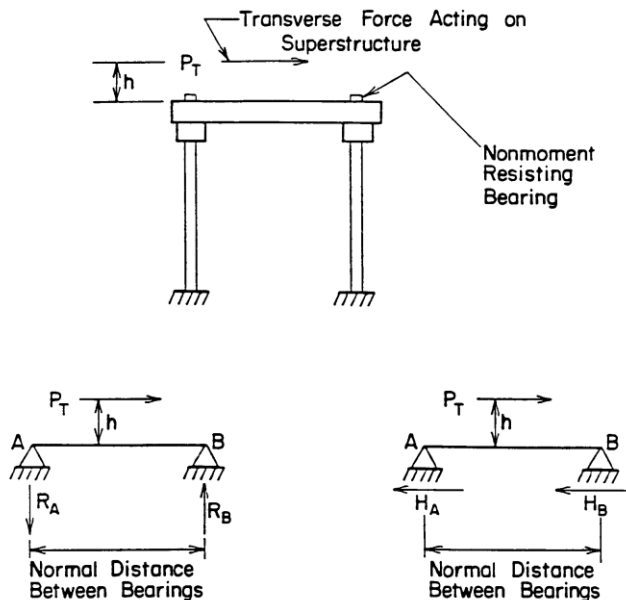


Figure 3.17.2.4P-1 – Bearing Reactions

**3.18P REFERENCES**

See A3.16 for AASHTO References.

American Concrete Pipe Association (ACPA), Concrete Pipe Handbook, Vienna, VA, 435 p., 1981

American Society of Civil Engineers (ASCE), Design and Construction of Sanitary and Storm Sewer, prepared by a joint committee of the ASCE and the Water Pollution Control Federation (WPCF), ASCE - Manuals and Reports of Engineering Practice - No. 37 (WPCF Manual of Practice No. 9), 1969, 350 p.

Broms, B. B., “Lateral Resistance of Piles in Cohesive Soils”, *Journal of Soil Mechanics and Foundation Engineering Division*, ASCE, Vol. 90, No. SM2, pp. 27-64, 1964a.

Broms, B. B., “Lateral Resistance of Piles in Cohesive Soils”, *Journal of Soil Mechanics and Foundation Engineering Division*, ASCE, Vol. 90, No. SM3, pp. 123-156, 1964b.

Teng, W. C., “*Foundation Design*”, Prentice-Hall, Englewood Cliffs, New Jersey, 466 pp., 1962



DESIGN MANUAL  
PART 4

PART B: DESIGN SPECIFICATIONS

**SECTION 4 – STRUCTURAL ANALYSIS AND EVALUATION**

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## 4.1 SCOPE

## C4.1

The following shall replace the last paragraph of A4.1.

The following shall supplement AC4.1.

Bridge structures shall be analyzed elastically, except as noted herein. An inelastic analysis of bridge structures may only be used for Extreme Event Limit States with the approval of the Chief Bridge Engineer.

For construction situations of curved or skewed bridges, where second-order effects are significant, the engineer should consider a geometric nonlinear analysis to more accurately determine the second-order effects.

## 4.2 DEFINITIONS

The following shall supplement A4.2.

**Influence Surface** - Curved surface on which the ordinate is the value of the function (shear, moment, reaction, etc.) when a unit load is placed at the ordinate for a member location (centerline of a girder, support, etc.).

**Line Girder Analysis** - Analysis of a bridge in which each girder is removed and analyzed as a single non-interacting element.

**Refined Methods of Analysis** - Enhanced 2D analysis, 3D Finite Element analysis, Geometric nonlinear analysis, or an approved analysis method according to A4.4, A4.6.3, D4.6.3, as further described in Section D6, Appendix E6P.

**Warping Torsion** - That portion of the total resistance to torsion in a member producing shear and normal stresses that is provided by resistance to out-of-plane warping of the cross-section; also known as nonuniform tension.

The following shall replace the definition of skew angle in A4.2

**Skew Angle** - Angular measurement between the bridge centerline (or tangent thereto) and a line parallel to the support; a 90° skew angle defining a right bridge (See PP3.2.2).

## 4.4 ACCEPTABLE METHODS OF STRUCTURAL ANALYSIS

The following shall supplement A4.4.

The designer shall also follow the requirements in PP1.4 in regards to computer programs.

Any computer program intended to be used for the “refined analysis” of any bridge component that has not been reviewed by the Department shall be submitted to, and approved by, the Chief Bridge Engineer prior to its use. A sample bridge(s) selected by the Department is to be modeled with the program so that the Department can make comparisons between its reviewed programs and the proposed program. Computer programs for the analysis of girder bridges approved for use on LRFD design projects are included in the BDTD’s list of [Accepted Commercially Available or Consultant Developed Software](#) which is available from the Bridge [“Design, Analysis and Rating” page](#) on the Department website. Only the version of a program listed has been tested and approved. If any changes and/or modifications have been made to a program since its approval date, then re-approval of the program is required. The approval of these programs is subject to the following conditions and limitations:

1. While certain software packages provide design optimization and/or code compliance checks, these

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aspects were not included in the review and approval process. Acceptance has been based solely upon the review of generalized design forces (moments, shears, reactions, etc.), as calculated by the software.

2. Acceptance of a software package by the Department does not affect the responsibility of the user for the proper application of the software and interpretation of its results. The acceptance of a software package does not constitute an endorsement nor does it relieve the vendor and the designer from their responsibility for accurate, technically correct and sound engineering results and services to the Department.
3. The Department's acceptance does not constitute any form of implied warranty, including warranty of merchantability and fitness for a particular purpose. The Commonwealth makes no warranty or representation, either expressed or implied, with respect to this software or accompanying documentation, including their quality performance, merchantability, or fitness for a particular purpose. In addition, the Commonwealth will not be liable for any direct, indirect, special, incidental, or consequential damages arising out of the use, inability to use, or any defect in the software or any accompanying documentation.

**4.5 MATHEMATICAL MODELING****4.5.1 General**

The following shall replace the second paragraph of A4.5.1.

Barriers shall not be considered in the calculation of the structural stiffness nor structural resistance of a structure.

The following shall supplement A4.5.1.

Centerline distances shall be used in the analysis of continuous frames, such as boxes, arches and pier bents.

**4.5.2 Structural Material Behavior****4.5.2.2 Elastic Behavior**

The following shall supplement A4.5.2.2.

For simple and continuous spans, composite stiffness shall be used if a concrete deck is used.

**4.5.2.3 Inelastic Behavior**

The following shall replace the first sentence of the second paragraph of A4.5.2.3.

The inelastic model shall be based either upon the results of physical tests or upon a representation of load deformation behavior which is validated by tests, but either method must be approved by the Chief Bridge Engineer.

**C 4.5.1**

The following shall replace the first paragraph of AC4.5.1.

Strength, service and fatigue limit states shall be analyzed as fully elastic, except as noted herein. An inelastic analysis of bridge structures may only be used for Extreme Event limit states with the approval of the Chief Bridge Engineer.

## SPECIFICATIONS

## COMMENTARY

**4.6 STATIC ANALYSIS****4.6.1 Influence of Plan Geometry****4.6.1.2 Structures Curved in Plan***4.6.1.2.1 General*

The following shall supplement A4.6.1.2.1.

Bridges which have kinked girders shall use the provisions of A4.6.1.2.2, A4.6.1.2.3 and A4.6.1.2.4 to determine if they are to be considered curved.

For the design of horizontally curved steel girder highway bridges, a load and resistance factor design (LRFD) is required. The force effects (i.e., moments, shear, reactions, etc.) for the curved bridge shall be determined using a refined method of analysis.

*4.6.1.2.4b I-Girders*

The following shall supplement A4.6.1.2.4b.

Use Section D6, Appendix E6P to determine the recommended method of refined analysis for curved steel girders that do not meet A4.6.1.2.4b requirements. See BD-619M for guidance regarding cross-frame design.

**4.6.2 Approximate Methods of Analysis****4.6.2.1 Decks***4.6.2.1.3 Width of Equivalent Interior Strips*

In Table A4.6.2.1.3-1 replace the entry for wood planks as follows:

The width of a primary wood plank strip spanning parallel to traffic shall be taken as 20 in. The width of a primary wood plank strip spanning perpendicular to traffic shall be taken as the plank width, but not less than 10 in.

*4.6.2.1.4c Transverse Edges**4.6.2.1.6 Calculation of Force Effects**C4.6.1.2.1*

The following shall supplement AC4.6.1.2.1

The selected refined method of analysis for a structure curved in plan must provide an accurate prediction of behavior, both during construction and while in-service. While the method of analysis that is selected is at the discretion of the designer, the recommended guidance provided in Section D6, Appendix E6P should be used.

A superstructure modeling technique that represents the girder webs and concrete deck using shell elements and other major superstructure components using beam elements provides an acceptable compromise between reduced computation times provided by grid analogy models and increased accuracy provided by more sophisticated three-dimensional finite element models.

*C4.6.1.2.4b*

The following shall supplement AC4.6.1.2.4b

Eq. AC4.6.1.2.4b-1 shall only be used for curved I-girders that meet all requirements of A4.6.1.2.4b and can be analyzed as a straight I-girder with the span length equal to the arc length.

*C4.6.2.1.4c*

Delete AC4.6.2.1.4c

*C4.6.2.1.6*

Delete the first paragraph of AC4.6.2.1.6.

## SPECIFICATIONS

*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*

The following shall replace A4.6.2.1.8.

Design grid reinforced concrete decks in accordance with BD-604M.

The stiffness ratio,  $D$ , shall be taken as:

- for fully filled grids with at least 1 1/2 in. monolithic overfill ..... 2.0
- for all other fully filled grids ..... 2.5
- for partially filled grids with at least 1 1/2 in. monolithic overfill ..... 8.0
- for all other partially filled grid ..... 10.0

When approved by the Chief Bridge Engineer, the stiffness ratio,  $D$ , determined from test results may be used.

*4.6.2.1.9 Inelastic Analysis*

The following shall replace A4.6.2.1.9

The inelastic finite element analysis or yield line analysis methods are not permitted unless specifically approved by the Chief Bridge Engineer. If approved, this type of analysis is to be only used for Extreme Event Limit State.

**4.6.2.2 Beam-Slab Bridges***4.6.2.2.1 Application*

The following shall replace the fourth paragraph of A4.6.2.2.1.

For any variables exceeding the range of applicability, as specified in A4.6.2.2 and D4.6.2.2, the District Bridge Engineer must approve the method for determining the distribution factors.

The following shall supplement A4.6.2.2.1.

The articles in this section which provide approximate distribution factors are not applicable for bridges which are considered curved as defined in A4.6.1.2.2, A4.6.1.2.3 and A4.6.1.2.4 and D4.6.1.2.1. For curved bridges, a refined method of analysis, as defined in A4.6.3 and D4.6.3, is required.

For rating of existing bridges with P-82 and P2016-13 at the Strength II Limit State, the design force effect per girder resulting from mixed traffic may be determined as specified in D3.4.1 as appropriate.

Additional requirements for skewed structures must be considered as follows:

- Apply the skew adjustment factors as given in A4.6.2.2.3c and D4.6.2.2.3c on all skewed structures as a minimum.

## COMMENTARY

*C4.6.2.2.1*

The following shall replace the fifth sentence of the thirteenth paragraph of AC4.6.2.2.1.

The use of transverse mild steel rods secured by nuts, or similar unstressed dowels should not be considered sufficient to achieve full transverse flexural continuity unless demonstrated by test or experience and approved by the District Bridge Engineer.

The following shall supplement AC4.6.2.2.1.

AASHTO provides consideration of skew angle by way of moment and shear correction factors. PennDOT agrees with the application of the shear correction factors. PennDOT has decided not to take advantage of the reduction in load distribution factors for moment. However, these factors do not adequately address problems due to out-of-plane

## SPECIFICATIONS

- Continuous straight steel girder bridges with skew index (Sect. D6, Ap. E6P, E6.1.2.1P) equal to or greater than 0.30 require consideration of uplift potential at acute and obtuse corners by means of refined analysis. Simple span straight steel girder bridges with skew index (Sect. D6, Ap. E6P, E6.1.2.1P) equal to or greater than 0.30 require consideration of uplift potential at acute and obtuse corners by means of refined analysis. For additional detail, see standard drawing BD-619M.
- Concrete structures with a skew angle less than 45° require additional checks against uplift at the acute and obtuse corners.
- The design of bearings for bridges with skew angles less than 70° require consideration of out-of-plane rotations.
- Steel structures with skew angles less than 70° require a special cross-frame design and the cross-frame members must be considered as main load carrying members.

Table D4.6.2.2.1-2 describes how the term  $L$  (length) shall be determined for use in the live load distribution factor equations given in A4.6.2.2.2, A4.6.2.2.3, D4.6.2.2.2 and D4.6.2.2.3.

The following shall replace Table A4.6.2.2.1-2

Table 4.6.2.2.1-2 –  $L$  for Use in Live Load Distribution Factor Equations

Condition	Force Effect	$L$ (ft.)
A	Positive Moment	The length of the span for which moment is being calculated.
B	Negative Moment - End spans of continuous spans, from end to point of dead load contraflexure	The length of the span for which moment is being calculated.
C	Negative Moment - Near interior supports of continuous spans, from point of dead load contraflexure to point of dead load contraflexure	The average length of the two adjacent spans.
D	Negative Moment - Interior spans of continuous spans, from point of dead load contraflexure to point of dead load contraflexure	The length of the span for which moment is being calculated.
E	Shear	The length of the span for which shear is being calculated.
F	Exterior Reaction	The length of the exterior span.
G	Interior Reaction of Continuous Span	The average length of the two adjacent spans.

## COMMENTARY

rotations, uplift, or cross-frame forces. The provisions in this section are meant to be applied to account for these items. Note that uplift on concrete structures is not considered as critical as that on steel structures.

During routine bridge inspections, the Department has found many occurrences of buckled cross-frame members and poor bearing performance on skewed structures. The Department has found from refined analyses that cross-frames in skewed structures are potentially subjected to higher force levels than cross-frames in normal (90°) structures. This does not mandate a 3-D analysis, but does mean a special analysis of the cross-frame must be provided in order to account for the differential deflections which occur across a cross-frame. This analysis should accurately account for cross frame member geometry and stiffness. Should a grid method be used, accurate representation of cross frame stiffness should be established via special analysis of representative frames. Should a more sophisticated 3-D analysis be used, models can be constructed following the technique recommended in DC4.6.1.2.1 for structures curved in plan.

Proper consideration of out-of-plane rotations during the bearing design is also required. Normally out of plane rotations will require multi-rotational bearings.

The method incorporated in this manual for determining  $L$  seems appropriate for the level of sophistication in the live load distribution factor equations. As additional knowledge is gained on this subject, this method for determining  $L$  may be modified.

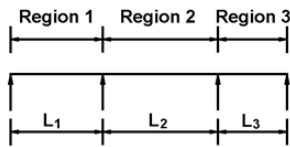
SPECIFICATIONS

COMMENTARY

The following shall supplement A4.6.2.2.1.

Figure 4.6.2.2.1-1 provides a graphical representation of the information given in Table D4.6.2.2.1-2.

**Condition A**



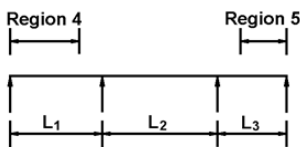
For Positive Moment Distribution Factors in Regions 1, 2 & 3,  $L_1$ ,  $L_2$  &  $L_3$  would be used in the Distribution Factor Equations respectively.

**Condition D**



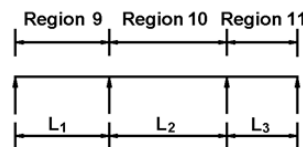
For the Negative Moment Distribution Factor in Region 8,  $L_2$  would be used in the Distribution Factor Equations.

**Condition B**



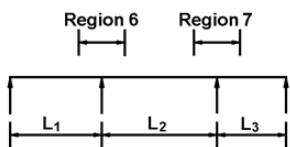
For Negative Moment Distribution Factors in Region 4 & 5,  $L_1$  &  $L_3$  would be used in the Distribution Factor Equations respectively.

**Condition E**



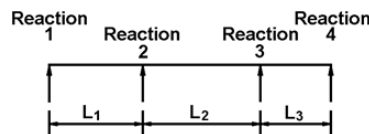
For Shear Distribution Factors in Regions 9, 10 & 11,  $L_1$ ,  $L_2$  &  $L_3$  would be used in the Distribution Factor Equations respectively.

**Condition C**



For Negative Moment Distribution Factors in Regions 6 & 7,  $\frac{L_1 + L_2}{2}$  &  $\frac{L_2 + L_3}{2}$  would be used in the Distribution Factor Equations respectively.

**Condition F & G**



For Reaction Distribution Factors for Reactions 1, 2, 3 & 4,  $L_1$ ,  $\frac{L_1 + L_2}{2}$ ,  $\frac{L_2 + L_3}{2}$  &  $L_3$  would be used in the Distribution Factor Equations respectively.

Figure 4.6.2.2.1-1 -  $L$  for use in Live Load Distribution Factor Equations

In the rare occasion when the continuous span arrangement is such that an interior span does not have any positive dead load moment (i.e., no dead load points of contraflexure), the region of negative moment near the interior supports would be increased to the centerline of the span, and the  $L$  used in determining the live load distribution factors would be the average of the two adjacent spans.



## SPECIFICATIONS

## COMMENTARY

*4.6.2.2.2 Distribution Factor Method for Moment and Shear**4.6.2.2.2a Interior Beams with Wood Decks*

The following shall supplement A4.6.2.2.2a.

The distribution factors given in Table A4.6.2.2.2a-1 for Glued Laminated Panels on Glued Laminated Stringers are applicable for panels with a 6 in. minimum nominal thickness.

*4.6.2.2.2b Interior Beams with Concrete Decks*

The following shall supplement A4.6.2.2.2b.

For preliminary design, the term  $K_g/(12Lt^3)$  in Table D4.6.2.2.2b-1 shall be taken as 1.0 for non-composite beams.

The following shall replace Table A4.6.2.2.2b-1.

*C4.6.2.2.2b*

The following shall supplement AC4.6.2.2.2b.

In Table A4.6.2.2.2b-1, in the Category “Concrete Beams used in Multi-Beam Decks”, the cross-section, Type g (from Table A4.6.2.2.1-1), with option “if sufficiently connected to act as a unit” has been removed from Table D4.6.2.2.2b-1. This option has been removed because it has been difficult to provide enough post-tensioning for the non-composite adjacent box beams to act as a unit.

SPECIFICATIONS

Table 4.6.2.2.2b-1 – Distribution of Live Loads Per Lane for Moment in Interior Beams

Type of Beams	Applicable Cross-Section from Table A4.6.2.2.1-1	Distribution Factors	Range of Applicability
Wood Deck on Wood or Steel Beams	a, l	See Table A4.6.2.2.2a-1	
Concrete Deck on Wood Beams	l	One Design Lane Loaded: $S/12$  Two or More Design Lanes Loaded: $S/10$	$S \leq 6.0'$
Concrete Deck, Filled Grid, or Partially Filled Grid on Steel or Concrete Beams; Concrete T-Beams, T- and Double T-Sections or NEXT Beams	a, e, k  and also i, j if sufficiently connected to act as a unit	One Design Lane Loaded:  $0.06 + \left(\frac{S}{9.6}\right)^{1.0} \left(\frac{S}{L}\right)^{0.2} \left(\frac{K_g}{12L^3}\right)^{0.1}$  Two or More Design Lanes Loaded:  $0.075 + \left(\frac{S}{11}\right)^{1.0} \left(\frac{S}{L}\right)^{0.08} \left(\frac{K_g}{12L^3}\right)^{0.1}$  Use lesser of the above or Lever Rule	$3.5' \leq S \leq 16.0'$ $4 \frac{1}{2}'' \leq t_s \leq 12''$ $20' \leq L \leq 500'$ If $L > 240'$ , use $L = 240'$ $10,000 \text{ in}^4 \leq K_g \leq 7,600,000 \text{ in}^4$ $N_b \geq 4$  $N_b = 3$
Cast-in-Place Concrete Multicell Box	d	One Design Lane Loaded:  $\left(1.75 + \frac{S}{3.6}\right) \left(\frac{1}{L}\right)^{0.35} \left(\frac{1}{N_c}\right)^{0.45} \geq \frac{S}{21}$  Two or More Design Lanes Loaded:  $\left(\frac{13}{N_c}\right)^{0.3} \left(\frac{S}{5.8}\right) \left(\frac{1}{L}\right)^{0.25}$	$7.0' \leq S \leq 13.0'$ $60' \leq L \leq 500'$ If $L > 240'$ , use $L = 240'$ $N_c \geq 3$  If $N_c > 8$ use $N_c = 8$ For two or more design lanes loaded If $L > 1400/N_c$ , use $L = 1400/N_c$
Concrete Deck on Concrete Spread Box Beams	b, c	One Design Lane Loaded:  $\left(\frac{S}{3.0}\right)^{0.35} \left(\frac{Sd}{12L^2}\right)^{0.25}$  Two or More Design Lanes Loaded:  $\left(\frac{S}{6.3}\right)^{0.6} \left(\frac{Sd}{12L^2}\right)^{0.125}$	$6.0' \leq S \leq 18.0'$ $20' \leq L \leq 500'$ If $L > 140'$ , use $L = 140'$ $17'' \leq d \leq 66''$ $N_b \geq 3$
		Use Lever Rule	$S \geq 18.0'$

SPECIFICATIONS

Table 4.6.2.2.2b-1 – Distribution of Live Loads Per Lane for Moment in Interior Beams (Continued)

Type of Beams	Applicable Cross-Section from Table A4.6.2.2.1-1	Distribution Factors	Range of Applicability													
Concrete Beams used in Multi-Beam Decks	f, g*	One Design Lane Loaded: $k \left( \frac{b}{33.3L} \right)^{0.5} \left( \frac{I}{J} \right)^{0.25}$ where: $k = 2.5(N_b)^{0.2} \geq 1.5$	$35'' \leq b \leq 60''$ $20' \leq L \leq 500'$ If $L > 120'$ , use $L = 120'$ $5 \leq N_b \leq 20$													
		Two or More Design Lanes Loaded: $k \left( \frac{b}{305} \right)^{0.6} \left( \frac{b}{12L} \right)^{0.2} \left( \frac{I}{J} \right)^{0.06} \left( \frac{2.4}{L^{0.15}} \right)^{\frac{N_b}{15}}$	$35'' \leq b \leq 60''$ $20' \leq L \leq 500'$ $5 \leq N_b \leq 20$ If $N_b > 12$ , use $N_b = 12$													
	h and also g*, i, j if connected only enough to prevent relative vertical displacement at the interface	Regardless of Number of Loaded Lanes: S/D where: $C = K(W/L) \leq K$ $D = 11.5 - N_L + 1.4N_L(1 - 0.2C)^2$ When $C \leq 5$ $D = 11.5 - N_L$ when $C > 5$ $K = \sqrt{\frac{(1 + \mu)I}{J}}$ for preliminary design, the following values of K may be used: <table border="0" style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-bottom: 1px solid black;"><u>Beam Type</u></td> <td style="border-bottom: 1px solid black; text-align: right;"><u>K</u></td> </tr> <tr> <td>Non-voided rectangular beams</td> <td style="text-align: right;">0.7</td> </tr> <tr> <td>Rectangular beams with circular voids</td> <td style="text-align: right;">0.8</td> </tr> <tr> <td>Box section beams</td> <td style="text-align: right;">1.0</td> </tr> <tr> <td>Channel beams</td> <td style="text-align: right;">2.2</td> </tr> <tr> <td>T-beam</td> <td style="text-align: right;">2.0</td> </tr> <tr> <td>Double T-beam</td> <td style="text-align: right;">2.0</td> </tr> </table>	<u>Beam Type</u>	<u>K</u>	Non-voided rectangular beams	0.7	Rectangular beams with circular voids	0.8	Box section beams	1.0	Channel beams	2.2	T-beam	2.0	Double T-beam	2.0
<u>Beam Type</u>	<u>K</u>															
Non-voided rectangular beams	0.7															
Rectangular beams with circular voids	0.8															
Box section beams	1.0															
Channel beams	2.2															
T-beam	2.0															
Double T-beam	2.0															
Steel Grids on Steel Beams	a	One Design Lane Loaded: $S/7.5'$ If $t_g < 4''$ $S/10.0'$ If $t_g \geq 4''$	$S \leq 6.0'$													
		Two or More Design Lanes Loaded: $S/8.0'$ If $t_g < 4''$ $S/10.0'$ If $t_g \geq 4''$	$S \leq 6.0'$													
Concrete deck on Multiple Steel Box Girders	b, c	Regardless of Number of Loaded Lanes: $0.05 + 0.85 \frac{N_L}{N_b} + \frac{0.425}{N_L}$	$0.5 \leq \frac{N_L}{N_b} \leq 1.5$													

\* Note: Cross-section type “g” is a non-composite box section which is prohibited by SOL 431-06-01. Cross-section type “g” is being maintained for the evaluation of existing bridges only.

## SPECIFICATIONS

*4.6.2.2.2d Exterior Beams**4.6.2.2.2e Skewed Bridges*

Delete A4.6.2.2.2e.

*4.6.2.2.3 Distribution Factor Method for Shear**4.6.2.2.3a Interior Beams*

The following shall replace the second sentence of Paragraph 1 in A4.6.2.2.3a.

For interior beams not listed in Table D4.6.2.2.3a-1, lateral distribution of axle load shall be determined by lever rule.

The following shall replace Table A4.6.2.2.3a-1.

## COMMENTARY

*C4.6.2.2.2d*

The following shall supplement AC4.6.2.2.2d.

The value of  $d_e$  for box beams is to be computed using the midpoint of the exterior web.

*C4.6.2.2.2e*

The following shall replace AC4.6.2.2.2e.

PennDOT has decided not to take advantage of the reduction in load distribution factors for moment in longitudinal beams on skewed supports.

## SPECIFICATIONS

Table 4.6.2.2.3a-1 – Distribution of Live Loads Per Lane for Shear in Interior Beams

Type of Superstructure	Applicable Cross-Section from Table A4.6.2.2.1-1	One Design Lane Loaded	Two or More Design Lanes Loaded	Range of Applicability
Wood Deck on Wood or Steel Beams	See Table A4.6.2.2.2a-1			
Concrete Deck on Wood Beams	l	Lever Rule	Lever Rule	N/A
Concrete Deck, Filled Grid, or Partially Filled Grid on Steel or Concrete Beams; Concrete T-Beams, T- and Double T-Sections or NEXT Beams	a, e, k and also i, j if sufficiently connected to act as a unit	$0.36 + \frac{S}{25}$	$0.2 + \frac{S}{12} - \left(\frac{S}{35}\right)^2$	$3.5' \leq S \leq 16.0'$ $20' \leq L \leq 500'$ If $L > 240'$ , use $L = 240'$ $4 \frac{1}{2}'' \leq t_s \leq 12''$ $N_b \geq 4$
		Lever Rule	Lever Rule	$N_b = 3$
Cast-in-Place Concrete Multicell Box	d	$\left(\frac{S}{9.5}\right)^{0.6} \left(\frac{d}{12L}\right)^{0.1}$	$\left(\frac{S}{7.3}\right)^{0.9} \left(\frac{d}{12L}\right)^{0.1}$	$6.0' \leq S \leq 13.0'$ $20' \leq L \leq 500'$ $35'' \leq d \leq 110''$ $N_c \geq 3$
Concrete Deck on Concrete Spread Box Beams	b, c	$\left(\frac{S}{10}\right)^{0.6} \left(\frac{d}{12L}\right)^{0.1}$	$\left(\frac{S}{7.4}\right)^{0.8} \left(\frac{d}{12L}\right)^{0.1}$	$6.0' \leq S \leq 18.0'$ $20' \leq L \leq 500'$ If $L > 140'$ , use $L = 140'$ $17'' \leq d \leq 66''$ $N_b \geq 3$
		Lever Rule	Lever Rule	$S > 18.0'$
Concrete Box Beams Used in Multi-Beam Decks	f, g*	$\left(\frac{b}{130L}\right)^{0.15} \left(\frac{l}{J}\right)^{0.05}$	$\left(\frac{b}{156}\right)^{0.4} \left(\frac{b}{12L}\right)^{0.1} \left(\frac{l}{J}\right)^{0.05}$	$35'' \leq b \leq 60''$ $20' \leq L \leq 500'$ If $L > 120'$ , use $L = 120'$ $5 \leq N_b \leq 20$ $16,500 \text{ in}^4 \leq J \leq 900,000 \text{ in}^4$ $5,000 \text{ in}^4 \leq I \leq 900,000 \text{ in}^4$
Concrete Beams Other Than Box Beams Used in Multi-Beam Decks	h and also i, j if connected only enough to prevent relative vertical displacement at the interface	Lever Rule	Lever Rule	N/A
Steel Grid Deck on Steel Beams	a	Lever Rule	Lever Rule	N/A
Concrete Deck on Multiple Steel Box Beams	b, c	As specified in Table D4.6.2.2.2b-1		

\* Note: Cross-section type “g” is a non-composite box section which is prohibited by SOL 431-06-01. Cross-section type “g” is being maintained for the evaluation of existing bridges only.

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4.6.2.2.3c Skewed Bridges

The following shall replace the second paragraph of A4.6.2.2.3c.

In determining end shear for beams other than prestressed concrete adjacent box beams, the shear skew adjustment factor shall be applied to the shear distribution factor of exterior beams at the obtuse corners for a distance of one-half the span length (see Fig. 4.6.2.2.3cP-1).

In determining end shear for prestressed concrete adjacent box beams, the shear skew adjustment factor shall be applied to the shear distribution factors for all the beams which are on a skew (see Fig. 4.6.2.2.3cP-1).

COMMENTARY

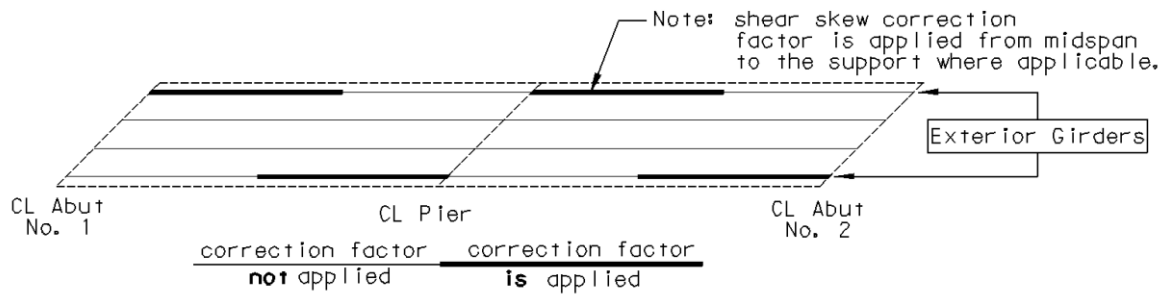
C4.6.2.2.3c.

The following shall supplement AC4.6.2.2.3c.

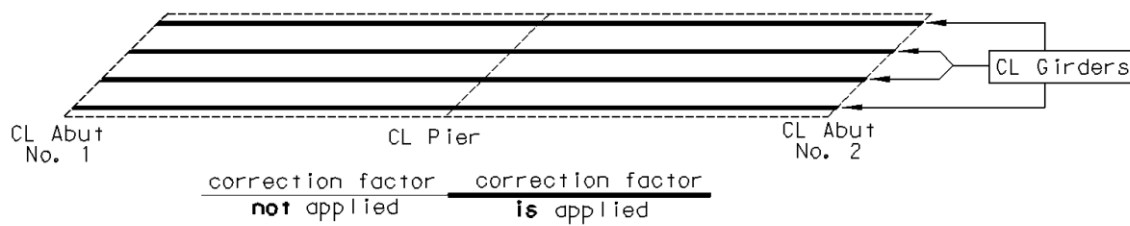
When structures have multiple skew angles, the smallest applicable skew angle associated with that girder should be used in calculation of shear correction factors.

**Steel and P/S I-Beams and P/S Spread Box Beams:**

Shear skew correction factor is to be applied to the shear at the ends of exterior beams at the obtuse corner (up to mid-span, where applicable).



**P/S Adjacent Box Beams:**



Note: The examples shown are based on the assumption that the girder is continuous over the pier. If such is not the case (i.e. at an expansion bearing), the correction factor would be applied at the simple end in a similar manner to which it was applied at the abutment.

Figure 4.6.2.2.3cP-1 – Application of Shear Correction Factor for End Shear

SPECIFICATIONS

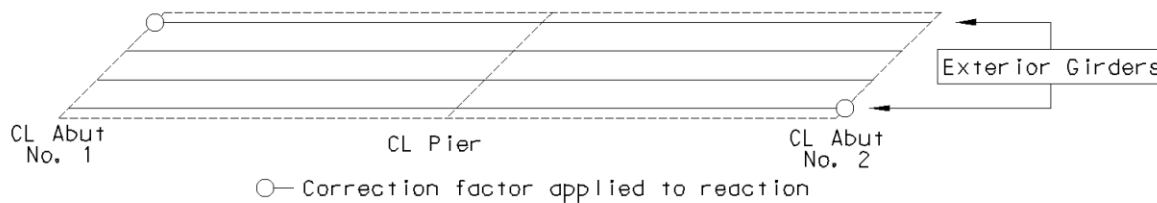
COMMENTARY

In determining end reactions of continuous beams (such as reactions at abutments) for beams other than prestressed concrete adjacent box beams, the shear skew adjustment factor shall be applied to the shear distribution factor of exterior beams at the obtuse corners (see Fig. 4.6.2.2.3cP-2).

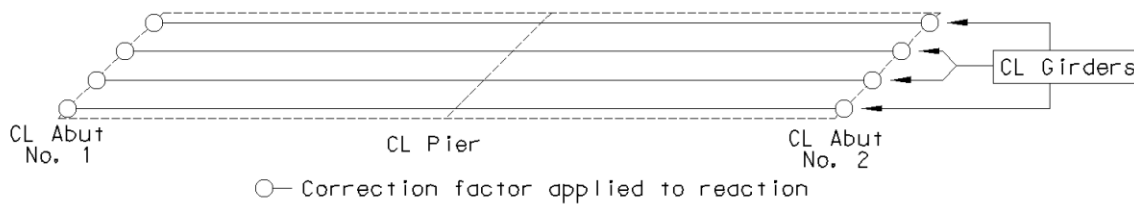
In determining end reactions of continuous beams (such as reactions at abutments) for prestressed concrete adjacent box beams, the shear skew adjustment factor shall be applied to the shear distribution factors for all the beams which are on a skew (see Fig. 4.6.2.2.3cP-2).

**Steel and P/S I-Beams and P/S Spread Box Beams:**

Shear skew correction factor is to be applied to exterior girder reactions at the obtuse corner of simple-end reactions. It is not applied at continuous reactions such as pier reactions.



**P/S Adjacent Box Beams:**



*Note: The examples shown are based on the assumption that the girder is continuous over the pier. If such is not the case (i.e. at an expansion bearing), the correction factor would be applied at the simple end in a similar manner to which it was applied at the abutment.*

Figure 4.6.2.2.3cP-2 – Application of Shear Skew Correction Factor for End Reactions

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The following shall replace Table A4.6.2.2.3c-1.

Table 4.6.2.2.3c-1 – Correction Factors for Load Distribution Factors for Support Shear of the Obtuse Corner

Type of Superstructure	Applicable Cross-Section from Table A4.6.2.2.1-1	Correction Factor	Range of Applicability
Concrete Deck, Filled Grid, or Partially Filled Grid on Steel or Concrete Beams; Concrete T-Beams, T- and Double T-Section or NEXT Beams	a, e, k  and also i, j if sufficiently connected to act as a unit	$1.0 + 0.20 \left( \frac{12 L t_s^3}{K_g} \right)^{0.3} \tan(90 - \theta)$	$30^\circ \leq \theta \leq 90^\circ$ $3.5' \leq S \leq 16.0'$ $20' \leq L \leq 500'$ If $L > 240'$ , use $L = 240'$ $N_b \geq 4$
Cast-in-Place Concrete Multicell Box	d	$1.0 + \left[ 0.25 + \frac{12L}{70d} \right] \tan(90 - \theta)$	$30^\circ \leq \theta \leq 90^\circ$ $6.0' < S \leq 13.0'$ $20' \leq L \leq 500'$ If $L > 240'$ , use $L = 240'$ $35'' \leq d \leq 110''$ $N_b \geq 3$
Concrete Deck on Spread Concrete Box Beams	b, c	$1.0 + \frac{\sqrt{Ld}}{6S} \tan(90 - \theta)$	$30^\circ \leq \theta \leq 90^\circ$ $6.0' \leq S \leq 11.5'$ If $S > 11.5'$ , use $S = 11.5'$ $20' \leq L \leq 500'$ If $L > 140'$ , use $L = 140'$ $17'' \leq d \leq 66''$ $N_b \geq 3$
Concrete Box Beams Used in Multi-beam Decks	f, g*	$1.0 + \frac{12L}{90d} \sqrt{\tan(90 - \theta)}$	$30^\circ \leq \theta \leq 90^\circ$ $20' \leq L \leq 500'$ If $L > 120'$ , use $L = 120'$ $17'' \leq d \leq 66''$ $35'' \leq b \leq 60''$ $5 \leq N_b \leq 20$

\* Note: Cross-section type “g” is a non-composite box section which is prohibited by SOL 431-06-01. Cross-section type “g” is being maintained for the evaluation of existing bridges only.

4.6.2.2.4 Curved Steel Bridges

The following shall supplement A4.6.2.2.4

Use of approximate methods, including A4.6.1.2.4b, must be approved by the Chief Bridge Engineer at the TS&L stage.

4.6.2.5 Effective Length Factor, K

The following shall supplement A4.6.2.5.

For Extreme Event I, Seismic Loading, the effective length factor, K, in the plane of bending may be assumed to be equal to unity.



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**4.6.2.6 Effective Flange Width***4.6.2.6.1 General*

The following shall replace the last sentence of the first paragraph.

For the calculation of live load deflections, where required, the provisions of D2.5.2.6.2 shall apply.

**4.6.2.10 Equivalent Strip Widths for Box Culverts***4.6.2.10.2 Case 1: Traffic Travels Parallel to Span**C4.6.2.10.2*

The following shall supplement AC4.6.2.10.2  
For the BXLRFD computer program, Eq. A4.6.2.10.2-2 has been ignored.

*4.6.2.10.4 Precast Box Culverts**C4.6.2.10.4*

The following shall supplement A4.6.2.10.4.

For precast box culverts, the distribution width computed with Eq. A4.6.2.10.2-1 shall not exceed the length between two adjacent joints without a means of shear transfer across the joint. Additionally, if no means of shear transfer is provided, the section ends shall be designed as an edge beam in accordance with the provisions of A4.6.2.1.4b.

Shear transfer may be provided by pavement, soil backfill, or a physical connection between adjacent sections.

The following shall supplement AC4.6.2.10.4.

Most shallow cover box culvert applications have some fill or a pavement that likely provide sufficient shear transfer to distribute live load to adjacent box sections without shear keys to avoid higher stresses due to edge loading. States and design agencies that utilize grouted shear keys, pavement or systems whose function is to transfer shear across joints may use past performance of these connections and/or materials as a basis for providing adequate shear transfer. Otherwise, for applications with zero depth of cover, and no pavement, soil, or other means of shear transfer such as shear keys, designers should design the culvert section for the specified reduced distribution widths. The use of post-tensioning in accordance with the Standard Drawing BC-798M in conjunction with a cast-in-place slab or bituminous pavement is considered sufficient to provide adequate shear transfer between adjacent culvert sections.

**4.6.2.11P Girder - Floorbeam - Stringer Bridges***4.6.2.11.1P Girder Live Load Distribution Factors*

Girder live load distribution factors shall be calculated based on the assumption that the deck acts as a simple span between the girders or the deck acts as beam with overhang for exterior girders (i.e., this assumes the stringers and floorbeams are not present).

*4.6.2.11.2P Stringer Live Load Distribution Factors*

Stringer live load distribution factors shall be based on D4.6.2.2 and A4.6.2.2.

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*4.6.2.11.3P Floorbeam Live Load Distribution Factors**4.6.2.11.3aP Floorbeams with the Top Flange not Directly Supporting the Deck*

For floorbeams with the top flange not directly supporting the deck, the longitudinal reaction of design live load is determined and then these loads are moved transversely along the floorbeam to produce the maximum force effect assuming the stringers are not present.

*4.6.2.11.3bP Floorbeams with the Top Flange Directly Supporting the Deck*

For floorbeams with the top flange directly supporting the deck, the floorbeam distribution shall be calculated as given in A4.6.2.2.

**4.6.2.12P Distribution of Load from the Superstructure to the Substructure**

In order to determine girder reactions (which are used as loads for the substructure design), the deck is assumed to act as a simple beam between interior girders and as a cantilever beam for the exterior girder and the first interior girder.

In the calculation of live load girder reactions, the design vehicle shall be assumed to spread uniformly over 10 ft. (i.e., not two separate wheel loads).

**4.6.3 Refined Methods of Analysis****4.6.3.1 General**

The following shall replace the second paragraph of A4.6.3.1.

Barriers shall not be considered in the calculation of the structural stiffness nor structural resistance of a structure.

The following shall supplement A4.6.3.1.

When a refined method of analysis is performed for beam-slab bridges, other than those bridges defined in D4.6.1.2.1 and D4.6.2.2.1 (which must use a refined method analysis), the capacity of the beam resulting from the refined analysis must not be less than the capacity of the beam designed using the approximate method of analysis given in A4.6.2.2.1 and D4.6.2.2.1.

**4.6.3.2 Decks***4.6.3.2.3 Orthotropic Plate Model*

The following shall replace A4.6.3.2.3.

In orthotropic plate modeling, the flexural rigidity of the elements may be uniformly distributed along the cross-section of the deck. Where the torsional stiffness of the deck is not contributed solely by a solid plate of uniform thickness,

**C4.6.2.12P**

For abutments designed on a per foot basis, an acceptable alternate method of distribution would be to divide the sum total of all the loads applied to the abutment (for each limit state) by the abutment front face width. When using the above approach, the live load contribution may be obtained by determining the live load effect for one lane of loading and multiplying that effect by the number of design lanes and the multiple presence factor.

**C4.6.3.1**

Delete the second paragraph of AC4.6.3.1.

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the torsional rigidity should be established by physical testing, three-dimensional analysis, or generally accepted and verified approximations, and shall be approved by the District Bridge Engineer.

**4.6.3.3 Beam-Slab Bridges***4.6.3.3.1 General*

The following shall supplement A4.6.3.3.1.

When a refined method of analysis is required, the live load force effects carried by each girder are to be computed by the analysis methods listed in Section D6, Appendix E6P, Table E6.1.3.1P-1.

A refined method of analysis more closely represents the fact that the distribution of live loads on a bridge is not described by a constant distribution factor. When a refined method of analysis is used in the design, a table of live load distribution factors (based on design truck of the PHL-93) for girder maximum positive and negative moments and shear in each span shall be provided on the contract plans to aid in future ratings of the bridge. The live load distribution factor shall be in the form of a ratio of the force effect from the refined method of analysis caused by the design truck of the PHL-93 in that lane, divided by the force effect obtained from application of one design truck of the PHL-93 acting on a single, isolated girder. The commentary provides an example table of live load distribution factors.

Similarly, an example rating procedure is provided for curved bridges. A bridge specific rating procedure shall be developed and provided on the contract plans to aid in future ratings of the bridge.

Two other areas which must be considered for future ratings of bridges designed with refined method analysis are cross-frame forces and uplift at reactions. Therefore, at Type, Size and Location submission, the designer must include (for approval by the Chief Bridge Engineer) a proposed simplified method for rating a special vehicle for the controlling cross-frame member and uplift reaction condition.

When a refined analysis is implemented, the required procedure is the generation and subsequent loading of influence surfaces to produce maximum and minimum effects using approved software included in the BDTD's list of [Accepted Commercially Available or Consultant Developed Software](#), which is available from the Bridge ["Design, Analysis and Rating" page](#) on the Department website. The influence surfaces shall be loaded to maximize positive and negative design values (moments, shears, diaphragm forces, etc.) for all critical points along the bridge. This process is analogous to the classical use of influence lines. The provisions of A3.6.1.1.2 shall apply to the loading method described above.

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*C4.6.3.3.1*

The following shall supplement the bulleted list of AC4.6.3.3.1.

- If the program being used allows only for nodal loads, concentrated loads shall be distributed to adjacent nodes by simple statics. If the spacing of girders significantly exceeds 8 ft., it is preferable to place intermediate nodes on the transverse members to model load distribution more accurately.
- The framing of members at bearings is very important. Nodes at bearings should not be artificially restrained through the enforcement of fixed support conditions for other than vertical transitional support at all bearings, and longitudinal and transverse transitional support where the detailing dictates. This provision is critical to proper modeling of bridges with significant skew or curved girders.
- See Section D6, Appendix E6P, E6.2.P, for improved modeling of cross-frames in 2-D grid models, also see BD-619M for design requirements for cross-frames.
- The refined analysis of curved girder bridges shall evaluate the performance of the superstructure due to the thermal force as recommended in AC4.6.1.2.4a to ensure that thermal movements are adequately addressed. Bearing constraints and the effects of pier stiffness shall be properly recognized and computed.
- The "jacking force" required to replace bearings shall be computed and noted on the approved drawings.

The following shall supplement AC4.6.3.3.1.

Figure C4.6.3.3.1P-1 provides an example of a table for live load distribution factors which shall be included on the contract drawings. Since the figure provides only example tables, the table used on the contract drawings shall be developed for the specific structure in question.

When a refined method of analysis is used to design a bridge, the table of live load distribution factors shall be the basis for future ratings of the bridge. In order to provide a realistic rating in the absence of such a table, the rating of the bridge would require modeling the bridge by means of an analysis method similar to the one used in the original design. The live load distribution factors given in D4.6.2.2.2 should not be used for the rating, since they would generally provide an unduly conservative rating or, in a few cases, an unconservative rating.

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A live load distribution factor developed for the design truck may be used for permit and rating vehicles. When the bridge or the vehicle or both are unusual, an analysis should be made to justify the use of a design truck distribution factor for other types of vehicles.

SUMMARY OF DESIGN AND RATING PARAMETERS FOR FLEXURE – GIRDER 1																		
POINT	DEAD LOADS							POSITIVE LL+I						NEGATIVE LL+I				
	DL1			DL2, FWS				SECTION MODULUS (in <sup>3</sup> )		MOMENT DISTRIBUTION FACTORS				SECTION MODULUS (in <sup>3</sup> )		MOMENT DISTRIBUTION FACTORS		
	SECTION MODULUS (in <sup>3</sup> )		MOMENT (ft-k)	SECTION MODULUS (in <sup>3</sup> )		MOMENT (ft-k)		SECTION MODULUS (in <sup>3</sup> )	SECTION MODULUS (in <sup>3</sup> )	MOMENT DISTRIBUTION FACTORS			SECTION MODULUS (in <sup>3</sup> )	SECTION MODULUS (in <sup>3</sup> )	MOMENT DISTRIBUTION FACTORS			
	S <sub>BF</sub>	S <sub>TF</sub>	M <sub>DL1</sub>	S <sub>BF</sub>	S <sub>TF</sub>	M <sub>DL2</sub>	M <sub>FWS</sub>			S <sub>BF</sub>	S <sub>TF</sub>	1 LANE			2 LANES	n LANES	S <sub>B</sub>	S <sub>TF</sub>
1																		
2																		
3																		
4																		
5																		
6																		
7																		
8																		
9																		
10																		

Note: This table shall be repeated for each girder, modified as needed.

Figure C4.6.3.3.1P-1 – Sample Table Format for Moment Distribution Factors Required for Refined Analyses

SUMMARY OF DESIGN AND RATING PARAMETERS FOR SHEAR - GIRDER 1							
POINT	DL 1	DL2	FWS	SHEAR DISTRIBUTION FACTORS			
	V <sub>DL1</sub> (kips)	V <sub>DL2</sub> (kips)	V <sub>FWS</sub> (kips)	1 LANE	2 LANES	3 LANES	<i>n</i> LANES
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							

*Note: This table shall be repeated for each girder, modified as needed.*

Figure C4.6.3.3.1P-2 – Sample Table Format for Shear Distribution Factors Required for Refined Analyses

**Procedure of future ratings for unusual vehicles using a refined method of analysis:**

1. Perform an appropriate line-girder analysis with axle distribution factor = 1.0 to obtain LL+I moments and shears for the investigated unusual vehicle(s).
2. Use the largest distribution factor at the point of interest corresponding to all applicable lanes from the summary table of design and rating parameters (Ref. Fig. DC4.6.3.3.1P-1).
3. Calculate the investigated LL+I bending moment ( $M_{LL+I}$ ) at the point of interest by multiplying Step 1 ( $M_{LL+I}$ ) and Step 2 (DF).
4. Calculate lateral flange bending moments due to normal DL1, DL2, FWS and the investigated LL+I.  $M_{fw}$  may be approximated by  $[(M_b)(L^2)] / [10R(D)]$ .

$$M_{fw\_DL1} = [(M_{DL1})(L^2)] / [10R(D)]$$

$$M_{fw\_DL2} = [(M_{DL2})(L^2)] / [10R(D)]$$

$$M_{fw\_FWS} = [(M_{FWS})(L^2)] / [10R(D)]$$

$$M_{fw\_LL+I} = [(M_{LL+I})(L^2)] / [10R(D)]$$

Where:  $M_{fw\_DL1}$  = lateral flange bending moment due to normal DL1  
 $M_{fw\_DL2}$  = lateral flange bending moment due to normal DL2  
 $M_{fw\_FWS}$  = lateral flange bending moment due to normal FWS  
 $M_{fw\_LL+I}$  = lateral flange bending moment due to investigated LL+I.  
 L = diaphragm or cross girder spacing at the point of interest.  
 R = radius of the girder.  
 D = web depth  
 $M_{DL1}$  = bending moment due to normal DL1 \*  
 $M_{DL2}$  = bending moment due to normal DL2 \*  
 $M_{FWS}$  = bending moment due to normal FWS \*  
 $M_{LL+I}$  = bending moment due to normal LL+I as computed in steps 1 and 2

\* as indicated in the summary table of design and rating parameters for flexure (ref. Fig. DC4.6.3.3.1P-1)

5. Calculate the lateral bending stress in the bottom flange due to the lateral bending moment:

$$f_{w\_DL1} = M_{fw\_DL1} / S_{y\_flg}$$

$$f_{w\_DL2} = M_{fw\_DL2} / S_{y\_flg}$$

$$f_{w\_FWS} = M_{fw\_FWS} / S_{y\_flg}$$

$$f_{w\_LL+I} = M_{fw\_LL+I} / S_{y\_flg}$$

Where:  $f_{w\_DL1}$  = lateral bending stress in bottom flange due to the lateral bending moment of DL1  
 $f_{w\_DL2}$  = lateral bending stress in bottom flange due to the lateral bending moment of DL2  
 $f_{w\_FWS}$  = lateral bending stress in bottom flange due to the lateral bending moment of FWS  
 $f_{w\_LL+I}$  = lateral bending stress in bottom flange due to the lateral bending moment of LL+I  
 $S_{y\_flg}$  = section modulus of bottom flange at the point of interest

Figure C4.6.3.3.1P-3 – Future Ratings Procedure Using Refined Method of Analyses

**Procedure of future ratings for unusual vehicles using a refined method of analysis (continued):**

6. Calculate the bending stress in bottom flange at the point of interest due to normal DL1, DL2, FWS and the investigated LL+I

$$\begin{aligned} f_{b\_DL1} &= M_{DL1} / S_{BF\_DL1} \\ f_{b\_DL2} &= M_{DL2} / S_{BF\_DL2} \\ f_{b\_FWS} &= M_{FWS} / S_{BF\_DL2} \\ f_{b\_LL+I} &= M_{LL+I} / S_{BF\_LL} \end{aligned}$$

Where:  $f_{b\_DL1}$  = bending stress in bottom flange at the point of interest due to normal DL1  
 $f_{b\_DL2}$  = bending stress in bottom flange at the point of interest due to normal DL2  
 $f_{b\_DL2}$  = bending stress in bottom flange at the point of interest due to normal FWS  
 $f_{b\_LL+I}$  = bending stress in bottom flange at the point of interest due to LL+I  
 $S_{BF\_DL1}$  = girder section modulus for normal DL1 at the point of interest \*  
 $S_{BF\_DL2}$  = girder section modulus for normal DL2 at the point of interest \*  
 $S_{BF\_LL}$  = girder section modulus for LL at the point of interest \*

\* as indicated in the summary table of design and rating parameters for flexure (ref. Fig. DC4.6.3.3.1P-1)

7. Calculate the operating rating (OR) factor and, if applicable, the inventory rating (IR) factor, using the following equation.

$$OR = [f_r - Y_{DL1}(f_{b\_DL1} + f_{w\_DL1}/3) - Y_{DL2}(f_{b\_DL2} + f_{w\_DL2}/3) - Y_{FWS}(f_{b\_FWS} + f_{w\_FWS}/3)] / [Y_{LL+I}(f_{b\_LL+I} + f_{w\_LL+I}/3)]$$

Where:  $Y_{DL1}$  = load factor for DL1  
 $Y_{DL2}$  = load factor for DL2  
 $Y_{LL}$  = load factor for LL  
 $f_r$  = factored flexural stress per A6.10.7 and A6.10.8  
for flange in tension:  $f_r = f_y = 50.0$  ksi  
for flange in compression:  $f_r \leq f_y = 50.0$  ksi

8. If satisfactory rating factors are produced by the above method, no further modifications need to be made. However, if an unsatisfactory rating factor is obtained, use the distribution factors at the point of interest with the number of loaded lanes the Department deems appropriate and the impact factor the Department deems appropriate for the unusual vehicle, to obtain a revised rating factor.
9. Repeat the above procedure to calculate the load rating(s) for top flange.
10. Check the shear rating(s) to complete the rating analysis.

Figure C4.6.3.3.1P-3 – Future Ratings Procedure Using Refined Method of Analyses (continued)



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*4.6.3.3.3 Curved Steel Bridges*

The following shall supplement A4.6.3.3.3

Use Section D6, Appendix E6P, E6.2.2P to compute the warping rigidity of I-girders.

**4.6.4 Redistribution of Negative Moments in Continuous Beam Bridges****4.6.4.1 General**

The following shall replace A4.6.4.1.

The redistribution of force effects in multi-span, multi-beam or girder superstructures is not permitted in the design of Pennsylvania bridges.

**4.6.4.2 Refined Method**

Delete A4.6.4.2

**4.6.4.3 Approximate Procedure**

Delete A4.6.4.3

**4.7 DYNAMIC ANALYSIS****4.7.1 Basic Requirements of Structural Dynamics****4.7.1.4 Damping****C4.7.1.4**

The following shall supplement AC4.7.1.4.

Damping values obtained from field measurements or tests shall be approved by the Chief Bridge Engineer.

**4.7.2 Elastic Dynamic Responses****4.7.2.2 Wind-Induced Vibration***4.7.2.2.1 Wind Velocities*

The following shall supplement A4.7.2.2.1.

The Chief Bridge Engineer will decide if wind tunnel tests are warranted for a structure.

*4.7.2.2.3 Design Considerations**C4.7.2.2.3*

The following shall supplement AC4.7.2.2.3.

Wind-induced vibration of two vertical members on a three-span continuous deck truss was observed during a routine inspection. Specifically, 'no load' verticals were found to be vibrating excessively in the wind conditions at the time.

It was determined that one of the verticals was vibrating at a frequency very close to that calculated for the first weak axis flexural mode determined by finite element analysis (FEA). As the frequency of vortex shedding approaches one

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of the natural frequencies of the structure, significant amplitudes of vibrations can be caused by a condition termed “lock-in”. The frequency of vortex shedding,  $f_s$ , is given by Eq. C4.7.2.2.3P-1.

$$f_s = 1.47 \frac{SU}{D} \quad (\text{C4.7.2.2.3P-1})$$

where:

S = Strouhal number

U = wind velocity (mph)

D = cross section dimension in direction perpendicular to wind (ft.)

The frequency of vortex shedding is directly related to the Strouhal number, which is a function of the cross-section shape. For I-shaped members, this value can vary greatly depending on the method used to obtain it. Therefore, special consideration must be given in determining the appropriate Strouhal number (i.e. perform a sensitivity study to compare results of various Strouhal numbers).

The study performed to analyze the above mentioned vertical concluded that the simplified method using closed-form equations was in agreement with that of the frequency measured in the field as well as the frequency determined by the FEA. The flexural response of the truss vertical was found to be most closely represented by a fixed-fixed beam with the modal frequencies,  $f_i$ , given by Eq C4.7.2.2.3P-2.

$$f_i = \frac{\lambda_i^2}{2\pi L^2} \sqrt{\frac{EIg}{w}} \quad (\text{C4.7.2.2.3P-2})$$

where:

$\lambda_i$  = parameter for fixed-fixed mode “i” ( $\lambda_1 = 4.73$ )

E = modulus of elasticity (ksi)

I = moment of inertia (in.<sup>4</sup>)

g = acceleration of gravity (in./sec<sup>2</sup>)

L = free length of truss vertical between gusset plate edges plus two times the flange width (in.)

w = weight per unit length (kip/in.)

Using the first modal frequency, the predicted critical wind velocity for the vertical was determined to be approximately 20 mph. A steady wind velocity of this magnitude is plausible at the bridge; therefore, vortex shedding is considered the likely cause of the wind-induced vibration phenomena observed at the bridge.

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**4.7.4 Analysis for Earthquake Loads****4.7.4.3 Multi-Span Bridges***4.7.4.3.1 Selection of Method*

The following shall supplement A4.7.4.3.1.

Based on the General Procedure, Pennsylvania is classified as Seismic Zone 1. Detailed seismic analysis is not required for single span bridges or bridges in Seismic Zone 1, unless the site soils are classified as either Site Class E or F.

A seismic analysis may be performed for multi-span bridges in Seismic Zone 1, for non Site Class E or F soils, if designers feel such an analysis will more accurately reflect the connection forces and produce a more economical design.

**4.7.4.4 Minimum Support Length Requirements**

The following shall replace the definition of  $N$  in Eq. A4.7.4.4-1.

$N$  = minimum support length measured perpendicular to abutment or pier face from the end of the beam at the centerline of the bottom flange.

The following shall supplement A4.7.4.4.

The  $N$  calculated in Eq. A4.7.4.4-1 shall not be taken less than 12 in.

NOTE:  $S$  in Eq. A4.7.4.4-1 is based on AASHTO's definition of skew angle, see PP3.2.2 for PennDOT's and AASHTO's definition of skew angle.

The following shall replace Table A4.7.4.4-1.

Table 4.7.4.4-1 – Percentage  $N$  by Zone and Site Class

Zone	Site Class	Percent, $N$
1	A,B C, or D	100
1	E	125
1	F	150

**4.7.4.6P Base Isolation Design***4.7.4.6.1P General*

The use of Base Isolation design must be approved by the District Bridge Engineer at the TS&L stage.

Refer to the [AASHTO Guide Specifications for Seismic Isolation Design, 4th Edition](#) for base isolation design guidance.

*C4.7.4.3.1*

The following shall supplement AC4.7.4.3.1.

WinSEISAB should be used for the seismic analysis. If WinSEISAB is not suitable for a structure, other structural analysis programs capable of seismic modeling (such as STAAD) may be used in lieu of WinSEISAB. The Designer must stipulate the reasons WinSEISAB is not suitable and obtain the Department's approval.

*C4.7.4.6.1P*

The benefits of seismic isolation for bridges may be summarized as follows:

- (a) Reduction in the realistic forces to which a bridge will be subjected by a factor of between 5 and 10.
- (b) Elimination of the ductility demand and, hence, damage to the piers.

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- (c) Control of the distribution of the seismic forces to the substructure elements with appropriate sizing of the elastomeric bearings.
- (d) Reduction in column design forces by a factor of approximately 2 in comparison with conventional design.
- (e) Reduction in foundation design forces by a factor of between 2 and 3 in comparison with conventional design.

The intent of seismic isolation design is to eliminate or significantly reduce damage (inelastic deformation) to the substructure.

**4.8 ANALYSIS BY PHYSICAL MODELS**

**4.8.2 Bridge Testing**

The following shall replace A4.8.2.

When approved by the Chief Bridge Engineer, existing bridges may be instrumented in accordance with Publication 238, Bridge Safety Inspection Manual, Part IE, Chapter 5.

DESIGN MANUAL  
PART 4

PART B: DESIGN SPECIFICATIONS

**SECTION 5 – CONCRETE STRUCTURES**

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## SPECIFICATIONS

## COMMENTARY

**5.2 DEFINITIONS**

The following shall replace the definition for Lightweight Concrete in A5.2.

**Lightweight Concrete** - Concrete containing lightweight aggregate and having an air dry unit weight not exceeding 0.115 kcf.

The following shall replace the definition for Special Anchorage Device in A5.2.

**Special Anchorage Device** - Anchorage device whose adequacy should be proven in a standardized acceptance test and approved by the Chief Bridge Engineer prior to its usage. Most multi-plane anchorages and all bond anchorages are Special Anchorage Devices.

**5.3 NOTATION**

The following shall replace the notations of A5.3.

$f'_c$	=	compressive structural design strength of concrete at 28 days, unless another age is specified (ksi) (D5.4.2.1)
$f'_{ci}$	=	compressive structural design strength of concrete at time of initial loading or transfer (ksi) (D5.9.2.3.4P)
H	=	relative humidity (D5.4.2.3.2)

The following shall supplement the notations of A5.3.

$A_{\text{beam}}$	=	basic beam cross-sectional area (in <sup>2</sup> ) (D5.9.3.2.3a)
$A_{\text{gc}}$	=	gross cross-sectional area of concrete (in <sup>2</sup> ) (D5.12.9.6.1P)
$A_s$	=	total area of vertical reinforcement placed near the ends of the beam at maximum spacing of 3 in. (in <sup>2</sup> )(D5.9.4.4.1)
$A_v$	=	cross sectional area of bent-up bar (in <sup>2</sup> ) (D5.12.7.4P)
b	=	width of beam top flange; width of concrete section (in.) (D5.6.3.1.1) (D5.12.7.4P)
b'	=	transformed width of beam top flange (in.) (D5.6.3.1.1)
$b_s$	=	effective flange width (in.) (D5.6.3.1.1)
$b'_w$	=	transformed width of web (in.) (D5.6.3.1.1)
$C_r$	=	creep factor (D5.6.3.5.4eP)
e	=	eccentricity of p/s force, measured from the neutral axis to the centroid of the p/s force; the eccentricity of prestressing strand to the centroid of beam (in.) (D5.6.3.3) (D5.9.3.2.3a)
$e_b$	=	eccentricity at mid-span of full-length bonded strands (in.) (D5.6.3.5.4aP)
$e_n$	=	eccentricity at end of beam (in.) (D5.6.3.5.4aP)
$e_s$	=	eccentricity at mid-span (in.) (D5.6.3.5.4aP)
$e_{1,2,...i}$	=	eccentricity at mid-span of debonded group 1, 2...i (in.) (D5.6.3.5.4aP)
$f'_{c \text{ beam}}$	=	structural design strength of the beam concrete (ksi) (D5.6.3.1.1)
$f_{fe}$	=	effective fatigue stress range in reinforcing steel (ksi) (D5.5.3.2)
$f_{fp}$	=	effective fatigue stress range in prestressing tendons (ksi) (D5.5.3.3)
$f_{pj}$	=	stress in the prestressing steel at jacking (ksi) (D5.9.3.2.3a)
I	=	moment of inertia of beam (in <sup>4</sup> ) (D5.6.3.5.4aP)
$I_g$	=	moment of inertia of basic beam (in <sup>4</sup> ) (D5.9.3.2.3a)
k	=	constant based on yield-to-ultimate strength ratio of prestressing steel (D5.6.3.1.1)
L	=	beam length (in.) (D5.6.3.5.4aP)
$L_t$	=	transfer length (in.) (D5.6.3.5.4aP)
$L_{1,2,...i}$	=	distance from centerline of bearing to debonding cutoff points (in.) (D5.6.3.5.4aP)
$M_{\text{crec}}$	=	composite cracking moment for reinforced and prestressed beams in the positive moment region (kip-in.) (D5.6.3.3)
$M_{\text{crt}}$	=	composite-transformed cracking moment for reinforced and prestressed beams in the positive moment region (kip-in.) (D5.6.3.3)
$M_{\text{crnc}}$	=	non-composite cracking moment for reinforced and prestressed beams in the positive moment region (kip-in.) (D5.6.3.3)
$M_D$	=	dead load, final moment (kip-in) (D5.6.3.3)
$M_{\text{DCF}}$	=	dead load, composite, final moment (kip-in) (D5.6.3.3)

## SPECIFICATIONS

## COMMENTARY

$M_{DLb}$	=	moment due to dead load of beam including interior diaphragms (kip-in) (D5.9.3.2.3a)
$M_{DNF}$	=	dead load, non-composite, final moment (kip-in) (D5.6.3.3)
$M_{D1}$	=	unfactored moment at mid-span due to the beam weight and any internal diaphragms (kip-in) (D5.6.3.5.4bP)
$M_{D2}$	=	unfactored moment at mid-span due to dead load applied to the beam before the slab has hardened, except the beam weight and internal diaphragms (kip-in) (D5.6.3.5.4bP)
$M_{D3}$	=	unfactored moment at mid-span due to superimposed dead load (kip-in) (D5.6.3.5.4bP)
$P$	=	final prestressing force (kips); prestressing force at selected time for camber calculations (kips) (D5.6.3.3) (D5.6.3.5.4aP)
$P_b$	=	prestressing force at selected time for camber calculations of full-length bonded strands (kips) (D5.6.3.5.4aP)
$P_{b1,2,...i}$	=	prestressing force at selected time for camber calculations of debonded group 1, 2,...i (kips) (D5.6.3.5.4aP)
$P_t$	=	prestressing force at transfer (kips) (D5.6.3.5.4aP)
$P_{tb}$	=	prestressing force at transfer of full-length bonded strands (kips) (D5.6.3.5.4aP)
$P_{tb1,2,...i}$	=	prestressing force at transfer of debonded group 1, 2,...i (kips) (D5.6.3.5.4aP)
$S_b$	=	bottom section modulus, non-composite, non-transformed ( $\text{in}^3$ ) (D5.6.3.3)
$S_{bc}$	=	bottom section modulus, composite, transformed for slab ( $\text{in}^3$ ) (D5.6.3.3)
$S_{bct}$	=	bottom section modulus, composite, transformed for slab and prestressing steel ( $\text{in}^3$ ) (D5.6.3.3)
$t$	=	drying time after moist or steam curing (day) (D5.4.2.3.3)
$t_s$	=	depth of deck (in.) (D5.6.3.1.1)
$X$	=	percent of L for drape point (%) (D5.6.3.5.4aP)
$\gamma_1$	=	flexural cracking variability factor (D5.6.3.3)
$\gamma_2$	=	prestress variability factor (D5.6.3.3)
$\gamma_3$	=	ratio of specified minimum yield strength to ultimate tensile strength of the reinforcement (D5.6.3.3)
$\Delta_b$	=	camber for determining the bearing slope (in.) (D5.6.3.5.4dP)
$\Delta_c$	=	total camber in the beams at time of construction (in.) (D5.6.3.5.4eP)
$\Delta_{D1}$	=	maximum downward deflection at mid-span due to the beam weight and internal diaphragms (in.) (D5.6.3.5.4bP)
$\Delta_{D2}$	=	maximum downward deflection at mid-span due to slab, formwork, external diaphragms and any other dead load which is applied to the beam before the slab has hardened (in.) (D5.6.3.5.4bP)
$\Delta_{D3}$	=	maximum downward deflection at mid-span due to superimposed dead load in single span construction (in.) (D5.6.3.5.4bP)
$\Delta_t$	=	total camber at transfer (in.) (D5.6.3.5.4cP)
$\Delta f_p$	=	calculated fatigue stress range in prestressing tendon (ksi) (D5.5.3.3)
$\Delta f_s$	=	calculated unfactored fatigue stress range in reinforcing steel (ksi); assumed percentage of prestressing loss since transfer for selected time (%) (D5.5.3.2) (D5.6.3.5.4aP)
$\Delta_{\text{prestressed}}$	=	camber due to prestressing for beams with straight, draped, or debonded strands (in.) (D5.6.3.5.4aP)

**5.4 MATERIAL PROPERTIES****5.4.1 General**

The following shall replace the first and second paragraphs of A5.4.1.

Designs should be based on the material properties cited herein and on the use of materials which conform to the standards for the grades of construction materials as specified in Publication 408.

When other grades or types of materials are used, their properties, including statistical variability, shall be established prior to design and approved by the Chief Bridge Engineer. The minimum acceptable properties and test procedures for such materials shall be specified in the contract documents.

## SPECIFICATIONS

**5.4.2 Normal Weight and Lightweight Concrete****5.4.2.1 Compressive Strength**

The following shall replace A5.4.2.1.

Minimum mix design compressive strength (ksi) shall be as specified in Section 704.1(b) of Publication 408.

The following classes of cement concrete with corresponding  $f'_c$  and  $n$  values are to be used for structural designs:

Class of Cement Concrete	$f'_c$	$n$ , Modular Ratio	
	Structural Design Strength	Normal Wt.	Lightweight
AAAP	4.0 ksi	8	12
AAA	4.0 ksi	8	12
AA	3.5 ksi	8	13
A	3.0 ksi	9	14
C	2.0 ksi	11	17

The weights for normal weight and lightweight concrete are given in A3.5.1 and D3.5.1, respectively.

The use of different classes of cement concrete shall be as follows:

Class AAAP

- deck slab
- concrete end diaphragms for steel I-beam bridges
- integral sidewalks
- top slab of concrete box culverts at grade
- approach slabs, Types 3 and 5

Class AAA

- precast channel beams

Class AA

- curbs
- barriers
- raised sidewalk and alternate sidewalk
- divisors
- concrete diaphragms
- abutment backwalls
- cheek walls
- shear blocks
- U-wings above bridge seat construction joint
- flared safety wings above bridge seat construction joint, if provided; otherwise full height
- footings if needed to resist high diagonal tension stresses
- sound barriers
- approach slabs, Types 1, 2, and 4
- sleeper slabs

## COMMENTARY

**C5.4.2.1**

The following shall replace AC5.4.2.1.

The strength requirements in Publication 408 for mix design strength are intended to ensure strengths within a 95% confidence level.

For structures designed before August 16, 1989, and had Class AAA concrete specified in the design, use 4.5 ksi as the structural design strength for analysis. For structures designed after August 16, 1989, and had Class AAA concrete specified in the design, use 4.0 ksi as the structural design strength for analysis. For the design of all new structures, use AAAP concrete with a structural design strength of 4.0 ksi.

## SPECIFICATIONS

## COMMENTARY

Class A

- piers
- abutments below bridge seat
- pedestals
- wingwalls
- flared safety wings below beam seat construction joint, if provided
- retaining walls
- footings
- arch culverts
- spandrel walls
- walls and top and bottom slabs of box culverts under fill
- walls and bottom slab of box culverts at grade
- caissons
- curtain walls

Class C

- below bottom of footings when specified

Cement concrete for precast prestressed concrete bridge members and other precast components shall conform to Publication 408, Section 704.

Prestressed concrete members shall be designed with a structural design strength ( $f'_c$ ) between 5 ksi and 10 ksi. For use of structural design strength ( $f'_c$ ) greater than 8 ksi, there must be a clear economic advantage to be gained. Justification for utilizing structural design strength greater than 8 ksi must be submitted at the TS&L stage for approval. For design-build projects and alternate designs for concrete structures submitted by the Contractors, the use of concrete strengths greater than 8 ksi for the prestressed concrete members will be permitted without further justification.

Precast deck panels (when permitted), precast box culverts and precast rigid frame structures shall be designed with a structural design strength ( $f'_c$ ) of 5 ksi.

All prestressed components not otherwise specified shall have a structural design strength of 5 ksi unless approval is obtained from the Chief Bridge Engineer.

Lightweight concrete shall not be used for prestressed applications, or concrete box culverts.

The use of lightweight concrete may be considered for deck slabs on rehabilitation projects where reduction of weight is important. AAAP is not available in a lightweight mix as of the issuance of this manual.

Class AAA accelerated cement concrete may be specified for applications where structural concrete requiring rapid strength gain is necessary. Until a standard special provision is developed, the project-specific special provision for AAA accelerated concrete shall specify a minimum compressive strength of 4 ksi in 24 hours and indicate that additional curing requirements may be required in accordance with the supplier's instructions (such as heated curing).

It is preferred to use only lightweight coarse aggregate in the mix for which the unit weight of the concrete will be 0.115 kcf. It is possible to obtain a concrete with a unit weight of only 0.105 kcf by using lightweight aggregate for both the coarse and fine aggregate, but it is difficult to control such a mix during construction.

For AAA accelerated concrete, 4 ksi compressive strength in 24 hours is the practical limit for strength gain in said time. Additional curing requirements should be considered when developing schedules and cost estimates.

Class AAAP accelerated cement concrete shall not be specified. AAAP concrete is a slow maturation mix design. Specifying an accelerated AAAP mix is counter-productive.

## SPECIFICATIONS

Show the structural design strength ( $f'_c$ ) of the concrete for each part of the structure on the plans.

**5.4.2.2 Coefficient of Thermal Expansion**

The following shall replace A5.4.2.2.

The thermal coefficient of expansion shall be taken as:

- for normal weight concrete:  $6.0 \times 10^{-6}/^{\circ}\text{F}$ , and
- for lightweight concrete:  $5.0 \times 10^{-6}/^{\circ}\text{F}$

If a more precise coefficient of thermal expansion is required, laboratory tests shall be performed on the specific mix to be used. The test results must be submitted and approved by the Chief Bridge Engineer prior to usage.

**5.4.2.3 Creep and Shrinkage***5.4.2.3.1 General*

The following shall supplement A5.4.2.3.1.

For the design of single span prestressed beams, creep and shrinkage effects shall be neglected.

For the design of prestressed beams, creep and shrinkage effects shall only be applied when they cause adverse effects.

*5.4.2.3.2 Creep*

The following shall replace the definitions of  $t$  and  $H$  in the first paragraph of A5.4.2.3.2.

$t$  = maturity of concrete, i.e., time since casting (day)

$H$  = relative humidity (%) = 70%

The following shall replace the last paragraph of A5.4.2.3.2.

The surface area used in determining the volume to surface area ratio should include only the area that is exposed to atmospheric drying. For prestressed concrete beams, the top surface (beam/slab interface) shall be included in surface area used in determining the volume to surface area ratio (see DC5.4.2.3.2). For prestressed concrete box beams, the surface area of the void shall not be included in determining the volume to surface ratio (see DC5.4.2.3.2).

## COMMENTARY

*C5.4.2.3.1*

The following shall supplement AC5.4.2.3.1.

The Department's design procedure for prestressed concrete beams neglects the axial effects induced by creep and shrinkage.

In the past, the Department has neglected creep and shrinkage effects for single span prestressed beams without any adverse effects. Therefore, the Department will continue this practice.

*C5.4.2.3.2*

The following shall supplement AC5.4.2.3.2.

The volume to surface area ratio to be used in the determination of creep and shrinkage effects shall take into consideration the condition of the member during the time period where the creep and shrinkage effects are most significant. For example, the engineer may wish to consider the entire perimeter of a prestressed beam being exposed if the majority of the shrinkage will have taken place prior to the placement of the slab. However, the surface area of the slab itself would not include the portion of the slab of the beam/slab interface.

For Eqs. AC5.4.2.3.2-1 and AC5.4.2.3.2-2, if the volume to surface ( $v/s$ ) ratio is greater than 6 in., use  $v/s$  ratio of 6 in.

The Department's experience with prestressed concrete box beams has shown that the void in box beam is not adequately ventilated. Therefore, the surface area of void is not considered in the calculation of volume-to-surface area ratio.

SPECIFICATIONS

COMMENTARY

5.4.2.3.3 *Shrinkage*

The following shall replace the definition of *t* in A5.4.2.3.2 for shrinkage.

*t* = drying time after moist or steam curing (day)

5.4.2.4 **Modulus of Elasticity**

The following shall supplement A5.4.2.4.

Structural Design Strength (ksi)	<i>E<sub>c</sub></i> , Modulus of Elasticity (ksi)	
	Normal Wt.	Lightweight
4.0	3,600	2,300
3.5	3,400	2,200
3.0	3,100	2,100
2.0	2,600	1,800

For normal weight concrete up to 10 ksi, use Eq. AC5.4.2.4-2 or Eq. AC5.4.2.4-3. For lightweight concrete up to 10 ksi, use Eq. AC5.4.2.4-1.

5.4.2.5 **Poisson's Ratio**

The following shall replace A5.4.2.5.

Poisson's ratio shall be assumed to be 0.2. If a more precise Poisson's ratio is required, laboratory tests shall be performed on the specific mix to be used. The test results must be submitted and approved by the Chief Bridge Engineer prior to usage.

For components which are expected to be subject to cracking, the effect of Poisson's ratio may be neglected.

5.4.2.6 **Modulus of Rupture**

The following shall supplement A5.4.2.6.

If a more precise modulus of rupture is required, laboratory tests shall be performed on the specific mix to be used. The test results must be submitted and approved by the Chief Bridge Engineer prior to usage.

5.4.3 **Reinforcing Steel**

5.4.3.1 **General**

The following shall replace A5.4.3.1.

Reinforcing bars, deformed wire, cold-drawn wire, welded plain wire fabric and welded deformed wire fabric shall conform to the materials standards as specified in Publication 408.

Reinforcement bars shall be designed with *f<sub>y</sub>* = 60 ksi. ASTM A615/A 615M, ASTM A996/A996M, and ASTM A706/A706M, Grade 60, reinforcement steel shall be used.

C5.4.2.4

The following shall supplement AC5.4.2.4.

The equation for calculation of *E<sub>c</sub>* is based on the unit weight of concrete without an allowance for steel reinforcement. Therefore, for normal weight concrete (0.150 kcf) and lightweight concrete (0.115 kcf), *w<sub>c</sub>* equals 0.145 kcf and 0.110 kcf, respectively, in Eq. A5.4.2.4-1 and Eq. AC5.4.2.4-2.

C5.4.3.1

The following shall supplement AC5.4.3.1.



## SPECIFICATIONS

Where permitted by D5.4.3.3, reinforcing steel with specified minimum yield strengths greater than or equal to 75.0 ksi may be used.

Welding of reinforcement bars during fabrication or construction will not be allowed unless specified or permitted by the Chief Bridge Engineer. When specified or permitted by the Chief Bridge Engineer, welding of the Grade 60 bars shall be preceded by preheat according to applicable construction specifications. If specified or approved by the Chief Bridge Engineer, welded splices or other mechanical connections may be used according to the AASHTO Specifications.

Deformed reinforcement shall be used, except plain bars or plain wire may be used for spirals, hoops and wire fabric.

Rail steel (ASTM A996/A996M), reinforcement bars shall not be used in the design of bridge piers, abutments, beams, footings and piles where ductility is essential for structural performance during seismic activities. Furthermore, this steel shall not be used where bending or welding of the reinforcement is required. The rail steel (ASTM A996/A996M) reinforcement bars may be used for deck and diaphragms. The above restrictions shall be clearly indicated on both the design drawings and shop drawings by adding the last sentence of Note 6 in PP1.7.4 to the general note sheet and the individual bar schedule.

**5.4.3.3 Special Applications**

The following shall replace the second paragraph of A5.4.3.3.

The use of reinforcing steel with specified minimum yield strengths greater than or equal to 75.0 ksi, including uncoated, corrosion-resistant steel reinforcement bars, is permitted in the design of structural members except for bridge decks.

Uncoated, corrosion resistant steel reinforcement bars with a yield strength of 100 ksi may be substituted for epoxy coated reinforcement in BD-601M on a one-to-one basis with approval by the Chief Bridge Engineer. Reinforcement with a yield strength of 100 ksi shall conform to AASHTO M 334 (ASTM A1035, Type CS) which requires a minimum of 9.2% chromium.

All other uses of uncoated, corrosion-resistant reinforcement shall be made at the TS&L stage and approved by the Chief Bridge Engineer.

The following shall supplement A5.4.3.3.

Requirements for which substructure and superstructure components are required to have epoxy-coated reinforcement are given in D5.4.3.6P.

## COMMENTARY

The ductility in reinforcement bars used in portions of superstructures and substructures is a design consideration pertaining to seismic loadings. ASTM A996/A996M is a tough, but brittle material and does not provide sufficient ductility to satisfy seismic design requirements.

The barrier design equations are based on the yield line theory, and ductile failure of reinforcement steel is required.

**C5.4.3.3**

Delete AC5.4.3.3.

SPECIFICATIONS

COMMENTARY

**5.4.3.4P Contract Documents**

**C5.4.3.4P**

Detailing of bars shall be such that the total length shall not exceed 40 ft. for No. 3 and No. 4 bars, and 60 ft. for larger bars and 8 ft. in projections from the primary direction.

The 40 ft. and 8 ft. lengths are limits for the purpose of shipping and handling.

Bar marks should be simple and instructive as to number, size and sequence of placement, e.g., 21-F502@18". In general, the following key letters are recommended:

- In stem of abutment, wings, and retaining walls ..... W
- In piers..... P
- In deck slab..... S
- In diaphragms ..... D
- In stems of T-beams ..... B
- In curbs and barriers ..... C
- In approach slabs ..... AS
- In sleeper slabs ..... SS
- In moment slabs ..... MS
- In footings (including dowels)..... F

Use the prefix E to designate epoxy-coated bars, e.g., 21-ES502@6".

The number of bars and spacing shall be shown only at one place—in plan, section, or elevation, whichever is best. At other locations, show only size and mark.

The bar schedule shall be arranged in tabular form for each part of the structure (Pier 1, Pier 2, deck slab, etc.), indicating the bar mark, size, length and type (straight or bent) of each bar. The bending diagram shall be shown near the bar schedule. Preferably in the contract drawings, bar schedules for substructure and superstructure components shall be segregated to assist in field usage (e.g., abutment bar schedules should follow abutment drawings, pier bar schedules should follow pier drawings, deck bar schedules should follow deck drawings, etc.).

All lap lengths shall be indicated on the drawings.

Embedment length of all dowels shall be shown on the drawings.

Splices of No. 14 and No. 18 bars shall be mechanical splices and shall be shown on the drawings.

**5.4.3.5P Constructibility**

To facilitate placement and vibration of concrete in reinforced concrete members over 4 ft. in depth (pier caps, deep footings, etc.), reinforcement shall be designed and detailed to provide the following clearances:

- Stirrup spacing: minimum of 9 in. clear, except in a localized region where a smaller spacing will not interfere with placement or vibration.
- Top longitudinal bar spacing: 9 in. clear in at least one space and 6 in. minimum at all other spaces.

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In cases where anchor bolts must be embedded in heavily reinforced concrete members, the reinforcement shall be designed and detailed to allow the contractor the option of placing the anchor bolts in preformed holes or of drilling when permitted. The bars shall be arranged to clear a circle concentric with, and 2 in. larger than, the anchor bolt.

When specifying a dowel hole diameter, use a minimum diameter that is at least two times (2x) the diameter of the dowel bar, i.e. doweled hole for No. 5 bar has a 1 1/4-in. diameter. Set dowels in predrilled holes filled with non-shrink grout. Do not use dowels for concrete members of thickness less than 10 in.

Bars may be bundled to obtain the required clearance. In no case shall a concrete member be oversized to obtain the required clearance, unless there is no other acceptable alternative.

The projection of vertical reinforcement bars into an adjacent pour shall not exceed 15 ft.

**5.4.3.6P Epoxy-Coated Reinforcing Bars**

To prevent or minimize the deterioration of structural concrete caused by deicing chemicals, fusion-bonded epoxy-coated rebars shall be provided as follows:

## (a) Superstructures

1. All bars in reinforced concrete deck slabs, curbs, barriers and backwalls, including bars that protrude into these elements from some other portion of the structure, shall be epoxy-coated. Diaphragm bars adjoining the expansion dam and protruding into the deck slab shall also be epoxy-coated.
2. As a preventive measure to guard against rusting of steel in prestressed concrete beam ends at joints and subsequent spalling of concrete for all new beams, all mild reinforcing steel for a distance of 9 ft. from the beam end shall be fully epoxy-coated, regardless of beam type. This requirement applies only to the beam end adjoining a deck joint regardless of the type of joint dam/seal installed.

## (b) Substructures

1. Epoxy-coated rebar and a breathable sealant (as per PP3.4.2) shall be provided in all portions of the substructure above a plane approximately 3 ft. below the finished grade for the following cases:
  - Piers located under expansion joints or exposed to salt spray.
  - Abutments, wingwalls and retaining walls exposed to salt spray.
  - Abutment portions exposed to discharge from troughs located below expansion dams.
  - Abutment stems located below expansion joints.

## COMMENTARY

**C5.4.3.6P**

The potential for salt spray damage will be greatest at grade separation structures where sprays are generated by traffic below the bridge. In some cases, damaging sprays may be created by wind currents at high-level structures crossing waterways, ravines and other similar natural features.

## SPECIFICATIONS

2. Epoxy-coat main reinforcement bars (J-bars) protruding from abutment, wing and pier footings into the stem or columns.

**5.4.4 Prestressing Steel****5.4.4.1 General**

The following shall supplement A5.4.4.1.

The diameter for strands used in prestressed plank beams shall be 0.52 in. (1/2 in. special).

**5.4.5 Post-Tensioning Anchorages and Couplers**

The following shall replace the first paragraph of A5.4.5.

Anchorages and tendon couplers shall conform to the requirements of Publication 408.

**5.4.6 Post-Tensioning Ducts****5.4.6.1 General**

The following shall replace A5.4.6.1.

Ducts for tendons shall be rigid or semi-rigid galvanized ferrous metal or polypropylene. Consideration of location and type of use should be given when selecting duct types.

The radius of curvature of tendon ducts shall not be less than 20 ft., except in the anchorage areas where 12 ft. may be permitted. For polypropylene ducts, radii shall conform to manufacturer's requirements.

The effects of grouting pressure on the ducts and the surrounding concrete shall be investigated.

The maximum support interval for the ducts during construction shall be indicated in the contract documents.

**5.5 LIMIT STATES AND DESIGN METHODOLOGIES****5.5.1 General****5.5.1.1 Limit-State Applicability**

The following shall supplement A5.5.1.1.

The value of the moment of inertia for the computation of flexural stiffness of slabs, beams, columns, etc. shall be based on gross concrete section with the effect of

## COMMENTARY

In the *Investigation of Causes and Mitigation of J-Bars Deterioration in Bridge Structures in Pennsylvania*, August 2011, Modjeski and Masters reports instances of significant section losses in the J-bars at the juncture of the abutment stem and the footing. In most cases, if not all, this area will accumulate moisture since a crack is always present due to the construction joint. The increased usage of drainable backfill increases the probability of continued moisture in this area. Since this bar is the most critical bar in performance of abutments, it is prudent to require the J-bar to be epoxy-coated for all projects.

**C5.4.4.1****C5.4.6.1**

Delete AC5.4.6.1.

Duct types should be chosen based on application. For example, metal ducts should typically be used for post-tensioning pier caps. Polypropylene ducts are necessary when EIT (electrically isolated tendons) are used.

**C5.5.1.1**

The following shall supplement AC5.5.1.1.

The beam haunch depth can vary at the time of construction. Therefore, at the time of design, the Department does not want to count on something that may not be there.

## SPECIFICATIONS

reinforcement neglected for computation of forces only.

In the computation of flexural stiffness and resistance moments of beams, the haunch shall be taken as zero. However, in the computation of dead load, the haunch shall be taken into account.

For box culverts, include the effect of the haunches for computation of flexural stiffness.

For precast concrete elements, the designer shall specify a minimum  $A_s$  as given in Section 9.6 of the ACI 318-14 code, and the plans or special provisions shall require the contractor to determine and provide the reinforcement needed to resist stripping, handling and storage, transportation and erection stresses, but not less than the specified minimum  $A_s$ .

**5.5.3 Fatigue Limit State****5.5.3.1 General**

Delete the third paragraph of A5.5.3.1.

**5.5.3.2 Reinforcing Bars and Welded Wire Fabric Reinforcement**

The following shall supplement A5.5.3.2.

The effective fatigue stress range shall not exceed the constant-amplitude fatigue threshold  $(\Delta F)_{TH}$ , as defined in Eq. A5.5.3.2-1 or Eq. A5.5.3.2-2.

$$\begin{aligned} f_{fe} &= \text{effective fatigue stress range in reinforcing steel} \\ &\quad (\text{ksi}) \\ &= \gamma \Delta f_s \end{aligned}$$

where:

$\gamma$  = load factor specified in Table A3.4.1-1 for the Fatigue I load combination

$\Delta f_s$  = calculated unfactored fatigue stress range in reinforcing steel (ksi)

**5.5.3.3 Prestressing Steel**

The following shall replace A5.5.3.3.

The effective fatigue stress range in prestressing tendons shall not exceed 10 ksi.

## COMMENTARY

However, if the haunch depth of an existing beam can be determined from field measurements, the haunch may be used in the computation of flexural stiffness and resistance moments for the analysis of an existing beam.

A precast abutment pile cap is an example of an element that is typically subjected to greater bending forces during fabrication, delivery, and erection than in its final condition. The reinforcement required for the final condition may not be sufficient to prevent excessive cracking and breaks during fabrication, delivery, and erection.

**C5.5.3.1**

Delete the fourth paragraph of AC5.5.3.1.

The following shall supplement AC5.5.3.1.

A5.5.3.1 lists the concrete components that do not have to be checked for the fatigue limit state. Therefore, if the specification does not expressly state that the fatigue limit state does not need to be checked for a certain concrete component, it must be checked for that concrete component. The fatigue limit state check for concrete components applies to both superstructure and substructure units.

**C5.5.3.3**

The following shall supplement AC5.5.3.3.

Since Pennsylvania uses allowable tensile stress in a precompressed tensile zone equal to  $0.0948\sqrt{f'_c}$ , it is believed that fatigue is not of concern.

SPECIFICATIONS

$$f_{fp} = \text{effective fatigue stress range in prestressing tendons (ksi)}$$

$$= \gamma \Delta f_p$$

where:

$\gamma$  = load factor specified in Table A3.4.1-1 for the Fatigue I load combination  
 $\Delta f_p$  = calculated fatigue stress range in prestressing tendon (ksi)

**5.5.4 Strength Limit State**

**5.5.4.2 Resistance Factors**

Add the following bullets to the second paragraph:

- for tension-controlled prestressed voided concrete box beams .....  $\phi = 0.95$
- for axial resistance of the concrete portion and the steel portion of concrete filled steel pipe piles bearing on soluble bedrock in compression .....  $\phi = 0.273$
- for axial resistance of the concrete portion of concrete filled steel pipe piles in compression .....  $\phi = 0.55$
- for axial resistance of the steel portion of concrete filled pipe piles in compression .....  $\phi = 0.35$
- for axial resistance of prestressed concrete piles in compression .....  $\phi = 0.45$   
 for axial resistance of precast concrete piles in compression  $\phi = 0.45$

The following shall supplement A5.5.4.2.

Unbonded post-tensioning systems shall not be used, except when permitted by the Chief Bridge Engineer for temporary condition, future rehabilitation schemes, or rehabilitation of existing bridges.

The last sentence of the last paragraph of A5.5.4.2 shall be changed from “...approved by the Engineer” to “...approved by the Chief Bridge Engineer”.

**5.6 DESIGN FOR FLEXURAL AND AXIAL FORCE EFFECTS – B REGIONS**

**5.6.1 Assumptions for Service and Fatigue Limit States**

COMMENTARY

**C5.5.4.2**

The following shall supplement AC5.5.4.2.  
 This reduction is to account for the possibility of the void forms floating out of place.

The basis for the resistance factors for concrete and concrete filled piles is described in DC5.12.9.1.

**C5.6**

Delete AC5.6.

**C5.6.1**

The following shall supplement AC5.6.1.  
 PSLRFD rounds the modular ratio for reinforced and prestressed concrete to the nearest integer, except that the ratio due to differences between concrete strengths (such as deck to beam) is rounded to the nearest tenth.

## SPECIFICATIONS

## COMMENTARY

**5.6.2 Assumptions for Strength and Extreme Event Limit States****5.6.2.1 General**

The following shall replace the fourth and seventh bulleted items in A5.6.2.1, respectively.

- If a maximum strain exceeding 0.003 is to be utilized, the concrete must be confined, test results must show that it is obtainable and it must be approved by the Chief Bridge Engineer.
- The concrete compressive stress-strain distribution is assumed to be rectangular as given in A5.6.2.2. Other assumed concrete compressive stress-strain distribution shapes may be used if they are substantiated with test results and approved by the Chief Bridge Engineer.

**5.6.2.2 Rectangular Stress Distribution**

The following shall supplement A5.6.2.2.

$\beta_1$  shall be based on slab concrete for composite construction.

**5.6.3 Flexural Members****5.6.3.1 Stress in Prestressing Steel at Nominal Flexural Resistance***5.6.3.1.1 Components with Bonded Tendons*

The following shall replace A5.6.3.1.1.

For rectangular or flanged sections subjected to flexure about one axis where the approximate stress distribution specified in A5.6.2.2 is used and for which  $f_{pc}$  is not less than  $0.5 f_{pu}$ , the average stress in prestressing steel,  $f_{ps}$ , may be taken as:

$$f_{ps} = f_{pu} \left( 1 - k \frac{c}{d_p} \right) \quad (5.6.3.1.1-1)$$

for which:

$$k = 2 \left( 1.04 - \frac{f_{py}}{f_{pu}} \right) \quad (5.6.3.1.1-2)$$

$$c = \frac{A_{ps} f_{pu} - 0.85 \beta_1 f'_c \left[ b' h_f + b_s t_s - b'_w (h_f + t_s) \right]}{0.85 \beta_1 f'_c b'_w + k A_{ps} \frac{f_{pu}}{d_p}} \quad (5.6.3.1.1-3)$$

*C5.6.3.1.1*

The following shall supplement AC5.6.3.1.1.

The equation for  $c$  has been developed so that it can accommodate the neutral axis in the slab, the flange or the web. The LRFD equations for  $c$  only accommodate the neutral axis in the flange or in the web.

For ease of computation, the equation for  $c$  was developed with structural design strength of the slab as the basis. Therefore, the width of beam flange and the width of web have to be transformed using the ratio of structural design strengths. Since this is an ultimate condition, the concrete is in the inelastic range and the typical modular ratio based on the modulus of elasticity for the slab and beam concrete does not apply.

Figure D5.6.3.2.7P-1 provides a graphic representation of some of the notations.

## SPECIFICATIONS

## COMMENTARY

$$b' = b \left( \frac{f'_{c\text{ beam}}}{f'_c} \right) \quad (5.6.3.1.1-4)$$

$$b'_w = b_w \left( \frac{f'_{c\text{ beam}}}{f'_c} \right) \quad (5.6.3.1.1-5)$$

where:

$A_{ps}$	=	area of prestressing steel (in <sup>2</sup> )
$f_{pu}$	=	specified tensile strength of prestressing steel (ksi)
$f_{py}$	=	yield strength of prestressing steel (ksi)
$f'_c$	=	structural design strength of the slab concrete (ksi)
$f'_{c\text{ beam}}$	=	structural design strength of the beam concrete (ksi)
$b$	=	width of beam top flange (in.)
$b'$	=	transformed width of beam top flange (in.)
$b_s$	=	effective flange width (in.)
$b_w$	=	width of member's web (in.)
$b'_w$	=	transformed width of web (in.)
$h_f$	=	depth of beam top flange (in.)
$k$	=	constant based on yield-to-ultimate strength ratio of prestressing steel
$t_s$	=	depth of deck (in.)
$d_p$	=	distance from extreme compression fiber to the centroid of the prestressing tendons (in.)
$c$	=	distance from the extreme compression fiber to the neutral axis (in.)
$\beta_1$	=	stress block factor specified in A5.6.2.2

For a composite beam with the neutral axis in the deck,  $b' = b_s$  and  $b'_w = b_s$ .

For a composite beam with the neutral axis in the beam top flange,  $b'_w = b'$ .

For a composite beam with the neutral axis in the web, no modifications.

For a non-composite beam,  $f'_c$  = structural design strength of the beam concrete.

For a non-composite beam with the neutral axis in the beam top flange,  $t_s = 0$ ,  $b_s = 0$  and  $b'_w = b'$ .

For a non-composite beam with the neutral axis in the web,  $t_s = 0$  and  $b_s = 0$ .

#### 5.6.3.1.2 Components with Unbonded Tendons

The following shall supplement A5.6.3.1.2.

This article applies to tendons which are unbonded full-length and not partial length debonded strands used in prestressed beams. Full-length unbonded tendons are not allowed unless approved by the Chief Bridge Engineer.



## SPECIFICATIONS

## COMMENTARY

**5.6.3.2 Flexural Resistance***5.6.3.2.2 Flanged Sections*

The following shall supplement A5.6.3.2.2.

The nominal flexural resistance of prestressed beams shall be determined using D5.6.3.2.7P.

*5.6.3.2.5 Strain Compatibility Approach*

The following shall supplement A5.6.3.2.5

Strain compatibility approach shall not be used unless approved in writing by the Chief Bridge Engineer.

*5.6.3.2.7P Prestressed Beam Flexural Resistance**C5.6.3.2.7P*

For prestressed beams subjected to flexure about one axis, where the appropriate stress distribution specified in A5.6.2.2 is used and the tendons are bonded, the general equation for nominal flexural resistance (ignoring any additional nonprestressing reinforcement) shall be taken as:

$$M_n = T \left( d_p - \frac{t_s}{2} \right) - C_1 \frac{h_f}{2} - C_2 \left( \frac{\beta_1 c}{2} - \frac{t_s}{2} \right) \quad (5.6.3.2.7P-1)$$

for which:

$$C_0 = 0.85 f'_c (b_s - b') t_s \quad (5.6.3.2.7P-2)$$

$$C_1 = 0.85 f'_c (b' - b'_w) (t_s + h_f) \quad (5.6.3.2.7P-3)$$

$$C_2 = 0.85 f'_c b'_w \beta_1 c \quad (5.6.3.2.7P-4)$$

$$T = A_{ps} f_{ps} \quad (5.6.3.2.7P-5)$$

The definitions for the notations in the above equations are given in the list in D5.6.3.1.1.

Equation 5.6.3.2.7P-1 applies to Fig. 5.6.3.2.7P-1. For a composite beam with the neutral axis in the deck,  $b' = b_s$  and  $b'_w = b_s$ .

For a composite beam with the neutral axis in the beam top flange,  $b'_w = b'$ .

For a composite beam with the neutral axis in the web, no modifications.

For a non-composite beam,  $f'_c =$  structural design strength of the beam concrete.

For a non-composite beam with the neutral axis in the beam top flange,  $t_s = 0$ ,  $b_s = 0$  and  $b'_w = b'$ .

For a non-composite beam with the neutral axis in the web,  $t_s = 0$  and  $b_s = 0$ .

The location of  $C_0$  is where the moment was summed about in the development of Eq. 5.6.3.2.7P-1.

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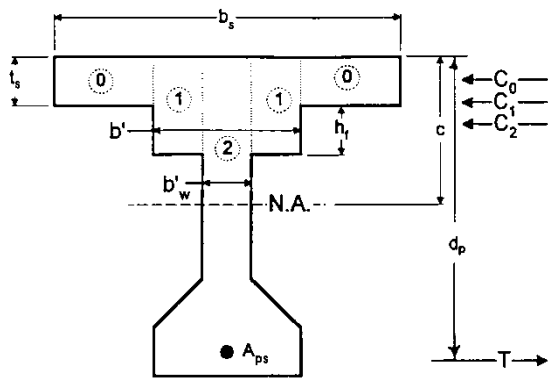


Figure 5.6.3.2.7P-1 – General Beam Cross-Section

5.6.3.3 Minimum Reinforcement

The following shall replace A5.6.3.3.

The minimum reinforcement of any section of a flexural component, reinforced with conventional rebars, prestressing tendons or any combination thereof, is that adequate to develop a factored flexural resistance,  $M_r$ , at least equal to the lesser of:

- The cracking moment,  $M_{cr}$ , as calculated in Eqs. 5.6.3.3-1 through 5.6.3.3-3, or
- 1.33 times the factored moment required by the applicable strength load combinations specified in A3.4.1 and D3.4.1.

For prestressed concrete girders, the resistance provided by the prestressing reinforcement must satisfy the minimum reinforcement provisions for positive flexure at all points along the beam, excluding the ends of the beam in the development zone.

The provisions for shrinkage and temperature reinforcement of A5.10.6 and D5.10.6 must also be considered.

The cracking moments for reinforced and prestressed beams in the positive moment region shall be as given below:

Non-composite:

$$M_{crnc} = \gamma_3 \left( M_D + S_{bc} \left[ \frac{\gamma_2 P}{A_g} + \frac{\gamma_2 Pe}{S_b} - \frac{M_{DNF}}{S_b} - \frac{M_D}{S_{bc}} + \gamma_1 f_r \right] \right) \quad (5.6.3.3-1)$$

Composite:

$$M_{erc} = \gamma_3 \left( M_{DNF} + M_{DCF} + S_{bc} \left[ \frac{\gamma_2 P}{A_g} + \frac{\gamma_2 Pe}{S_b} - \frac{M_{DNF}}{S_b} - \frac{M_{DCF}}{S_{bc}} + \gamma_1 f_r \right] \right) \quad (5.6.3.3-2)$$

C5.6.3.3

The following shall supplement AC5.6.3.3.

In the design of prestressed beams, the creep and shrinkage effects do not need to be taken into account for the cracking moment.

For prestressed beams made continuous, this provision should also be satisfied for both the positive and negative moment connections.

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Composite-Transformed:

$$M_{crct} = \gamma_3 \left( M_{DNF} + M_{DCF} + S_{bct} \left[ \frac{\gamma_2 P}{A_g} + \frac{\gamma_2 P e}{S_b} - \frac{M_{DNF}}{S_b} - \frac{M_{DCF}}{S_{bc}} + \gamma_1 f_r \right] \right) \quad (5.6.3.3-3)$$

where:

- P = final prestressing force (kips)  
 e = eccentricity of p/s force, measured from the neutral axis to the centroid of the p/s force (in.)  
 $f_r$  = modulus of rupture of concrete (ksi)  
 $M_D$  = dead load, final moment (kip-in)  
 $M_{DNF}$  = dead load, non-composite, final moment (kip-in)  
 $M_{DCF}$  = dead load, composite, final moment (kip-in)  
 $S_b$  = bottom section modulus, non-composite, non-transformed ( $\text{in}^3$ )  
 $S_{bc}$  = bottom section modulus, composite, transformed for slab ( $\text{in}^3$ )  
 $S_{bct}$  = bottom section modulus, composite, transformed for slab and prestressing steel ( $\text{in}^3$ )  
 $\gamma_1$  = flexural cracking variability factor  
 = 1.2 for precast segmental structures  
 = 1.6 for all other concrete structures  
 $\gamma_2$  = prestress variability factor  
 = 1.1 for bonded tendons  
 = 1.0 for unbonded tendons  
 $\gamma_3$  = ratio of specified minimum yield strength to ultimate tensile strength of the reinforcement  
 = 0.67 for Grade 60 reinforcement  
 = 0.75 for Grade 75 reinforcement  
 = 1.00 for prestressed concrete structures

### 5.6.3.5 Deformations

#### 5.6.3.5.2 Deflection and Camber

In the calculation of  $S_{bc}$ , the slab is transformed by modular ratio of  $E_{slab}/E_{beam}$ .

In the calculation of  $S_{bct}$ , the slab and the prestressing steel in the beam are transformed by the modular ratio of  $E_{slab}/E_{beam}$  and  $E_{p/s}/E_{beam}$ , respectively.

The variability factors shall be used to account for variability in the flexural cracking strength of concrete, variability of prestress, and the ratio of nominal yield stress of reinforcement to ultimate.

#### C5.6.3.5.2

The following shall supplement AC5.6.3.5.2.

Equation A5.6.3.5.2-1 applies to members where it is appropriate to consider them as cracked at the service load levels. Therefore, Eq. A5.6.3.5.2-1 would apply to reinforced concrete members, but not prestressed concrete members.

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## 5.6.3.5.4P Camber of Prestressed Beams

## 5.6.3.5.4aP Camber Due to Prestressing

Camber due to prestressing shall be calculated by Eqs. 5.6.3.5.4aP-1, 5.6.3.5.4aP-2 and 5.6.3.5.4aP-3 for beams with straight, draped and debonded strands, respectively.

Straight Strands:

$$\Delta_{prestressed} = \frac{P e_s L^2}{8 E_{ci} I} \quad (5.6.3.5.4aP-1)$$

Draped Strands:

$$\Delta_{prestressed} = \frac{PL^2 [4X^2 (e_n - e_s) + 3 e_s]}{24 E_{ci} I} \quad (5.6.3.5.4aP-2)$$

Debonded Strands:

$$\Delta_{prestressed} = \frac{1}{8 E_{ci} I} [P_b e_b L^2 + P_1 e_1 [L^2 - (L_t + 2L_1)^2] + P_2 e_2 [L^2 - (L_t + 2L_2)^2] + \dots P_i e_i [L^2 - (L_t + 2L_i)^2]] \quad (5.6.3.5.4aP-3)$$

for which:

$$P = P_t \left( 1 - \frac{\Delta f_s}{100} \right) \quad (5.6.3.5.4aP-4)$$

$$P_{b;1,2,\dots,i} = P_{t;b;1,2,\dots,i} \left( 1 - \frac{\Delta f_s}{100} \right) \quad (5.6.3.5.4aP-5)$$

where:

- $e_s$  = eccentricity at mid-span (in.)
- $e_n$  = eccentricity at end of beam (in.)
- $e_b$  = eccentricity at mid-span of full-length bonded strands (in.)
- $e_{1,2,\dots,i}$  = eccentricity at mid-span of debonded group 1, 2...i (in.)
- $E_{ci}$  = modulus of elasticity of beam concrete at transfer (ksi)
- $I$  = moment of inertia of beam (in<sup>4</sup>)
- $L$  = beam length (in.)
- $L_t$  = transfer length (in.)
- $L_{1,2,\dots,i}$  = distance from centerline of bearing to debonding cutoff points (in.)
- $P$  = prestressing force at selected time for camber calculations (kips)

## SPECIFICATIONS

## COMMENTARY

$P_b$	=	prestressing force at selected time for camber calculations of full-length bonded strands (kips)
$P_t$	=	prestressing force at transfer (kips)
$P_{tb}$	=	prestressing force at transfer of full-length bonded strands (kips)
$P_{b1,2,...i}$	=	prestressing force at selected time for camber calculations of debonded group 1, 2...i (kips)
$P_{tb1,2,...i}$	=	prestressing force at transfer of debonded group 1, 2...i (kips)
$\Delta f_s$	=	assumed percentage of prestressing loss since transfer for selected time (%)
$X$	=	percent of L for drape point (%)

*5.6.3.5.4bP Deflection Due to Dead Loads*

The maximum downward deflection at mid-span due to the beam weight and internal diaphragms shall be taken as:

$$\Delta_{D1} = \frac{5M_{D1}L^2}{48 E_c I} \quad (5.6.3.5.4bP-1)$$

where:

$M_{D1}$  = unfactored moment at mid-span due to the beam weight and any internal diaphragms (kip-in)

The maximum downward deflection at mid-span due to slab, formwork, external diaphragms and any other dead load which is applied to the beam before the slab has hardened shall be taken as:

$$\Delta_{D2} = \frac{5(M_{D2})L^2}{48 E_c I} \quad (5.6.3.5.4bP-2)$$

where:

$M_{D2}$  = unfactored moment at mid-span due to dead load applied to the beam before the slab has hardened, except the beam weight and internal diaphragms (kip-in)

$E_c$  = modulus of elasticity of beam concrete (ksi)

For simple span construction, the maximum downward deflection at mid-span due to superimposed dead load shall be taken as:

$$\Delta_{D3} = \frac{5(M_{D3})L^2}{48 E_c I_c} \quad (5.6.3.5.4bP-3)$$

where:

$M_{D3}$  = unfactored moment at mid-span due to superimposed dead load (kip-in)

$I_c$  = moment of inertia of composite beam (in<sup>4</sup>)

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For continuous span construction, the maximum downward deflection at mid-span due to superimposed dead load shall be determined from continuous span analysis.

*5.6.3.5.4cP Total Camber at Transfer of Prestressing*

The total camber at transfer shall be taken as:

$$\Delta_t = \Delta_{\text{prestressed}} - \Delta_{D1} \quad (5.6.3.5.4cP-1)$$

$\Delta f_s$  shall be assumed to be zero in determining  $\Delta_{\text{prestressed}}$ .

*5.6.3.5.4dP Camber for Bearing Slope*

The camber for determining the bearing slope shall be taken as:

$$\Delta_b = \Delta_{\text{prestressed}} - \Delta_{D1} \quad (5.6.3.5.4dP-1)$$

$\Delta f_s$  shall be assumed to be 10% in determining  $\Delta_{\text{prestressed}}$ .

*5.6.3.5.4eP Total Camber in Beams at Time of Construction*

The total camber in the beams at time of construction shall be taken as:

$$\Delta_c = (\Delta_{\text{prestressed}} - \Delta_{D1}) C_r \quad (5.6.3.5.4eP-1)$$

where:

$$C_r = \text{creep factor} = 1.6$$

$$\Delta f_s = 10\% \text{ in determining } \Delta_{\text{prestressed}}$$

*5.6.3.5.4fP Final Camber*

Negative final camber (sag) shall be limited to  $L/2000$ .

**5.6.4 Compression Members****5.6.4.2 Limits for Reinforcement**

The following shall replace the last paragraph of A5.6.4.2.

For bridges in Seismic Zone 1, the minimum area of longitudinal reinforcement may be that required for a component with a reduced effective area of concrete, provided that both the full section and the reduced effective section are capable of resisting the factored loads and that the area of reinforcement is not less than 0.7 percent of the gross area of the column or 1.0 percent of the reduced effective area of the column, whichever is less.

## COMMENTARY

*C5.6.3.5.4eP*

After release, beams may be stored for a period of several days to possibly six months or more. During this time, the camber increases due to creep. The prestressing force, on the other hand, decreases due to shrinkage, creep of the concrete and relaxation of the steel. These are opposing effects.

Assuming the beams are stored from 7 to 80 days, it may be reasonable to estimate that the creep factor,  $C_r$ , varies in a range of 1.5 to 2.0 and the prestress loss,  $\Delta f_s$ , varies in a range of 5 to 15% in that time. For design, unless better information is available,  $C_r = 1.6$  and  $\Delta f_s = 10\%$  will be used. These are average values from Pennsylvania prestressers. The assumed values used for  $C_r$  and  $\Delta f_s$  shall be shown on the design drawings.

**C5.6.4.2**

Delete the last two paragraphs of AC5.6.4.2.

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**5.6.4.3 Approximate Evaluation of Slenderness Effects**

The following shall supplement A5.6.4.3.

To account for reduced levels of cracking in the reinforced concrete members under service load conditions, use an effective moment of inertia that is 1.4 times the moment of inertia given by Eq. A5.6.4.3-1 or Eq. A5.6.4.3-2 for all serviceability computations.

**5.6.4.4 Factored Axial Resistance**

The following shall supplement A5.6.4.4.

For computing factored axial resistance, spiral reinforcement not meeting the requirements of Eq. A5.6.4.6-1 shall be considered tie reinforcement.

**5.6.7 Control of Cracking by Distribution of Reinforcement**

The following shall replace the definition of  $d_c$  in A5.6.7.

$d_c$  = thickness of concrete cover measured from extreme tension fiber to center of the flexural reinforcement located closest thereto (in.). The (1/2 in.) wearing surface for deck slab, top and bottom slab of box culvert and (1 in.) extra cover provided to account for uneven ground level of footing bottom mat reinforcement and bottom slab of box culverts, shall not be included.

The following shall supplement the third paragraph of A5.6.7.

Class 1 applies to all reinforced concrete members except precast and cast-in-place box culverts, segmental construction and for the specific conditions defined under Class 2. Class 2 exposure also applies to precast and cast-in-place box culverts.

The following shall supplement A5.6.7.

In the computation of  $d_c$ , the actual concrete cover thickness is to be used except in deck slabs, box culvert slabs and footings as defined in  $d_c$ .

**5.7 DESIGN FOR SHEAR AND TORSION – B REGIONS****5.7.2 General Requirements****5.7.2.8 Shear Stress on Concrete**

## COMMENTARY

**C5.6.4.3**

The following shall supplement AC5.6.4.3.

The 1.4 multiplier was taken from Section 6.6.3.2 of the ACI 318-14 Code.

**C5.7.2.8**

The following shall supplement AC5.7.2.8.

The VBent program will use the lower limit of  $0.72h$  for  $d_v$  because the program does not take advantage of the beneficial effect of axial compressive loading in a column when computing the concrete shear strength.

## SPECIFICATIONS

## COMMENTARY

**5.7.3 Sectional Design Model****5.7.3.2 Sections Near Supports**

The following shall replace the third paragraph of A5.7.3.2.

Where the reaction force in the direction of the applied shear introduces compression into the end region of a member, the location of the critical section for shear shall be taken as the larger of  $0.5 d_v \cot \theta$  or  $d_v$  from the internal face of the support, where  $d_v$  and  $\theta$  are measured at the critical section for shear.

**5.7.3.4 Procedures for Determining Shear Resistance Parameters  $\beta$  and  $\theta$** *5.7.3.4.1 Simplified Procedure for Nonprestressed Sections**5.7.3.4.2 General Procedure*

The following shall replace the first paragraph of A5.7.3.4.2.

The determination of parameters  $\beta$  and  $\theta$  shall follow the provisions in AASHTO Appendix B5.

**5.7.3.5 Longitudinal Reinforcement**

The following shall replace the definition of  $\phi_f$ ,  $\phi_v$  and  $\phi_c$  in A5.7.3.5.

$\phi_f, \phi_v, \phi_c$  = resistance factors taken from A5.5.4.2 and D5.5.4.2 as appropriate for moment, shear and axial resistance

*C5.7.3.4.1*

The following shall supplement AC5.7.3.4.1.

Currently, the computer programs ABLRFD and VBent are based on using the simplified procedure.

*C5.7.3.4.2*

The following shall supplement AC5.7.3.4.2.

Replacing  $(V_u - V_p) \cot \theta$  with  $(V_u - V_p)$  is meant to eliminate the need for iteration. This simplified approach is acceptable. However, the PSLRFD computer program is based on the iterative approach included in earlier versions of the AASHTO LRFD Specifications.

In Pennsylvania, the prestressing steel is not continuous over the supports in the typical method used for making prestressed beams continuous for live load.

For this typical method, the prestressing steel near the supports is on the compression side of the beam. Therefore, for AASHTO Appendix B5 Eqs. B5.2-4 and B5.2-5,  $A_{ps}$  will be zero and  $A_s$  will be the longitudinal reinforcement in the slab for locations near a continuous support.

**C5.7.3.5**

The following shall supplement AC5.7.3.5.

Equation A5.7.3.5-1 was developed to check the tensile capacity of the reinforcement due to the combined effects of moment, shear and axial force. Therefore, when using Eq. A5.7.3.5-1, the following items should be considered: the absolute value of  $V_u$  may be used,  $M_u$  is taken as positive if it causes tension in the longitudinal reinforcement,  $M_u$  is taken as 0.0 if it causes compression in the tensile reinforcement and  $N_u$  is taken as positive if it causes tension in the longitudinal reinforcement,  $N_u$  is taken as 0.0 if it causes compression in the longitudinal reinforcement.

Equation A5.7.3.5-2 is similar to Eq. A5.7.3.5-1 except that at simply supported ends the value of both the applied moment and applied axial force is 0.0.



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**5.7.3.6 Sections Subjected to Combined Shear and Torsion***5.7.3.6.3 Longitudinal Reinforcement*

The following shall replace Eq. A5.7.3.6.3-1.

$$\left( A_s f_y + A_{ps} f_{ps} \right) \geq \frac{M_u}{\phi d_v} + \frac{0.5 N_u}{\phi} + \cot \theta \sqrt{(V_{hcb})^2 + \left( \frac{0.45 p_h T_u}{2 A_d \phi} \right)^2} \quad (5.7.3.6.3-1)$$

where:

$$\text{If } \frac{V_u}{\phi} > 0.5 V_s + V_p$$

$$V_{hcb} = \frac{V_u}{\phi} - 0.5 V_s - V_p$$

$$\text{If } \frac{V_u}{\phi} \leq 0.5 V_s + V_p$$

$$V_{hcb} = 0.0$$

**5.7.4 Interface Shear Transfer-Shear Friction****5.7.4.1 General**

The following shall replace the third paragraph of A5.7.4.1.

Reinforcement for interface shear between concretes of slab and beams or girders may consist of single bars, multiple leg stirrups or the vertical legs of welded wire fabric.

**5.7.4.2 Minimum Area of Interface Shear Reinforcement**

The following shall replace A5.7.4.2.

The minimum interface shear reinforcement,  $A_{vf}$ , shall not exceed the lesser of the amount determined by Eq. A5.7.4.2-1, the amount needed to resist  $1.33V_{ui}/\phi$  as determined by Eq. A5.7.4.3-3, or 0.019 in<sup>2</sup> per in.

**5.7.4.3 Interface Shear Resistance**

## COMMENTARY

*C5.7.3.6.3*

The following shall supplement AC5.7.3.6.3.

The signs of  $M_u$ ,  $V_u$  and  $N_u$  are defined in DC5.7.3.5.

**C5.7.4.2**

The following shall replace AC5.7.4.2.

The Department has historically used a minimum interface shear reinforcement based on a minimum reinforcement area per unit length with a maximum longitudinal reinforcement spacing. The requirements of D5.7.4.2 and D5.7.4.5 are based on this successful past practice.

**C5.7.4.3**

The following shall supplement AC5.7.4.3.

The upper limits in AASHTO Eqs. A5.7.4.3-4 and A5.7.4.3-5, provide capacities based on a 1/4" amplitude surface roughness and are larger than the controlling Eq. A5.7.4.3-3 (approximately three times greater).

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**5.7.4.4 Cohesion and Friction Factors**

The following shall modify bulleted items in A5.7.4.4.

The value for cohesion,  $c$ , shall be taken as  $c = 0.100$  ksi for the first, third and fourth bulleted categories.

The value for cohesion,  $c$ , shall be taken as  $c = 0.150$  ksi for the second bulleted category.

The value for the friction factor,  $\mu$ , shall be taken as  $\mu = 0.85$  for the third bulleted category.

**5.7.4.5 Computation of the Factored Interface Shear Force for Girder/Slab Bridges**

The following shall replace the fourth paragraph of A5.7.4.5.

For beams and girders, the longitudinal center-to-center spacing of nonwelded interface shear connectors shall not be greater than 21 in.

**5.8 DESIGN OF D-REGIONS****5.8.2 Strut-and-Tie Method (STM)****5.8.2.7 Application to the Design of the General Zones of Post-Tensioning Anchorages***5.8.2.7.2 Nodes*

The following shall replace the first sentence of A5.8.2.7.2.

Local zones which satisfy the requirements of A5.8.4.4 and D5.8.4.4 may be considered as properly detailed and are adequate nodes.

**5.8.4 Approximate Stress Analysis and Design****5.8.4.4 Local Zones***5.8.4.4.2 Bearing Resistance*

## COMMENTARY

**C5.7.4.4**

The following shall supplement AC5.7.4.4.

The Department reduced the cohesion values since the minimum amplitude specified in Publication 408, Section 1107.03(d)5.e.2 is not equivalent to the 0.25" amplitude specified in A5.7.4.4.

*C5.8.2.7.2*

The following shall be added to the end of the last sentence of the first paragraph of AC5.8.2.7.2.

...and approved by Chief Bridge Engineer.

*C5.8.4.4.2*

The following shall replace the second paragraph of AC5.8.4.4.2.

These specifications provide bearing pressure limits for anchorage devices, called normal anchorage devices. Alternatively, these limits may be exceeded if an anchorage system passes the acceptance test and is approved by the Chief Bridge Engineer.

## SPECIFICATIONS

*5.8.4.4.3 Special Anchorage Devices*

The following shall replace A5.8.4.4.3.

Special anchorage devices that do not satisfy the requirements, specified in A5.8.4.4.2, may be used, provided that they have been tested by an independent testing agency acceptable to the Chief Bridge Engineer, meet the requirements of Publication 408, Section 1108, and are approved by the Chief Bridge Engineer.

**5.9 PRESTRESSING****5.9.1 General Design Considerations****5.9.1.1 General**

The following shall supplement A5.9.1.1.

Drape points are usually at a distance between 1/3 and 40% of span length measured from the centerline of the bearings. The minimum distance between drape points is 20 ft. In box beams, internal diaphragms shall be located at the drape points.

**5.9.1.3 Section Properties**

The following shall replace A5.9.1.3.

For section properties prior to bonding of post-tensioning tendons, where the open ducts reduce the area of either flange or either or both web(s) by more than 5 percent, the stresses shall be checked using section properties that account for the presence of the ducts.

For both pretensioned or post-tensioned members after bonding of tendons, section properties shall be based on:

- gross section for permanent loads
- transformed section for live loads

The transformed section for live loads shall include the prestressing steel, but the mild steel reinforcement is to be neglected.

## COMMENTARY

*C5.8.4.4.3*

The following shall be added to the end of the last sentence of the first paragraph of AC5.8.4.4.3.

...and approved by the Chief Bridge Engineer.

**C5.9.1.1P**

The Department has a computer program which offers many options for the analysis or design of prestressed concrete beams.

Common sense should be used in matching beam sizes with prestressing forces, while it may be possible, for instance, to stress a 17-in.-deep box beam with a 1,000 kips force by increasing  $f'_c$  to 8 ksi, the end zone stresses, including secondary stresses, will most likely be excessive and cause distress, evidenced by end zone cracking.

Designers should also consider the economy of fabrication and ease of erection by minimizing the strand number and pattern of beams. Where possible, strand patterns should be standardized.

Generally, beams less than 130 ft. long are preferred by fabricators to have straight strands.

## SPECIFICATIONS

## COMMENTARY

**5.9.2 Stress Limitations****5.9.2.2 Stress Limitations for Prestressing Steel****C5.9.2.2**

The following shall replace Table A5.9.2.2-1.

Table 5.9.2.2-1 – Stress Limits for Prestressing Steel

Condition	Tendon Type	
	Plain High-Strength Bars	Low Relaxation Strand
At Jacking: ( $f_{pj}$ )		
- Pretensioning	$0.70 f_{pu}$	$0.75 f_{pu}$
- Post-tensioning	$0.76 f_{pu}$	$0.80 f_{pu}$
After Transfer: ( $f_{pt}$ )		
- Pretensioning	$f_{pj} - \Delta f_{pES}$	$f_{pj} - \Delta f_{pES}$
- Post-tensioning		
• At anchorages and couplers immediately after anchor set	$0.70 f_{pu}$	$0.70 f_{pu}$
• Post-tensioning - General	$0.70 f_{pu}$	$0.70 f_{pu}$
At Service Limit State: ( $f_{pe}$ ) After Losses	$\leq 0.80 f_{pj}$	$\leq 0.80 f_{pj}$

The following shall supplement A5.9.2.2.

For the Service IIIA load combination given in Table D3.4.1.1P-2, the stress in the prestressing steel in the row nearest the extreme tension fiber of the member shall not exceed 90% of the yield stress of prestressing strands.

The upper limit for maximum prestressing force for an as-designed structure is 4,000 kips and resulting end moment must be less than 120,000 kip-in. For alternate designs, the prestressing force can be greater than this, but the safe capacity of the Fabricator's prestressing bed must not be exceeded.

**5.9.2.3 Stress Limits for Concrete**

Delete A5.9.2.3.1, A5.9.2.3.1a, A5.9.2.3.1b, A5.9.2.3.2, A5.9.2.3.2a, and A5.9.2.3.2b.

**5.9.2.3.4P Allowable Concrete Stresses for Pretensioned Beams**

A summary of allowable stresses under design loads for pretensioned beams is given in Table 5.9.2.3.4P-1.

For the service load combinations, which involves traffic loading, tension stresses in members with bonded prestressing tendons should be investigated using Load Combination Service III in Table A3.4.1-1.

The tension in the precompressed tensile zone shall not exceed  $0.0948\sqrt{f'_c}$  under any condition.

The following shall supplement AC5.9.2.2.

This 90% of the yield stress provision was maintained from Section 5.4.6 of the AASHTO Maintenance Inspection of Bridges Manual (1983, 1990 Interim). Typically moment-curvature methods based on stress-strain compatibility are employed to determine the resistance of the section at this level of stress. Therefore, this calculation is ideally suited for a computer program and is included in PennDOT's LRFD Prestressed Concrete Girder Design and Rating Computer Program (PSLRFD).

The end moment is calculated by multiplication of prestressing force by the distance measured from the bottom of the beam to the center of gravity of the strand pattern.

**C5.9.2.3**

Delete AC5.9.2.3.1b, AC5.9.2.3.2a, and AC5.9.2.3.2b.

**C5.9.2.3.4P**

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The flexural stresses at the end of the beams are to be checked at the centerline of bearing and 12 in. from the centerline of bearing towards mid-span. For flexural stresses, the prestressing strands shall be assumed to develop linearly between the end of the beam and the point 12 in. from the centerline of bearing.

For box beams, solid section properties shall be used to check the stresses at the centerline of bearing and 12 in. from the centerline of bearing towards mid-span.

The allowable range for  $f'_c$ , compressive structural design strength of prestressed beam concrete at 28 days, shall be as follows:

$$1.05 f'_{ci} \leq f'_c \leq 1.18 f'_{ci}$$

where:

$f'_{ci}$  = compressive structural design strength of prestressed beam concrete at transfer (ksi)

## COMMENTARY

As a contractor redesign, the flexural stresses at the end of a beam may be controlled by use of mild steel reinforcement or debonding for crack control.

Past experience has shown that in the design of prestressed beams for PennDOT that, if the concrete strength controls the design, it will usually be  $f'_{ci}$  instead of  $f'_c$ . Therefore,  $f'_c$  is based on the  $f'_{ci}$  value. In 1994, the prestressed industry recommended a maximum  $f'_{ci}$  equal to 6.8 ksi based on an 8 ksi  $f'_c$ . The maximum value of  $f'_{ci}$  should be 8.5 ksi based on the maximum  $f'_c$  of 10 ksi.

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Table 5.9.2.3.4P-1 – Summary of Allowable Concrete Stresses for Pretensioned Beams

Type of Stress			Pretensioned Beams					
			I-Beams		Box Beams Based On Hollow Sections		Plank Beams	
			C.L. Brg.	All Other Locations	C.L. Brg.	All Other Locations	C.L. Brg.	All Other Locations
Straight Strands Design	Initial Stress at Transfer of P/S	Tension	$0.0948\sqrt{f'_{ci}}$	$0.0948\sqrt{f'_{ci}}$	$0.0948\sqrt{f'_{ci}}$	$0.0948\sqrt{f'_{ci}}$	$0.0948\sqrt{f'_{ci}}$	$0.0948\sqrt{f'_{ci}}$
		Compression	$0.6 f'_c$	$0.6 f'_c$	$0.6 f'_c$	$0.6 f'_c$	$0.6 f'_c$	$0.6 f'_c$
	Final Stress under Design DL+P/S	Compression	$0.4 f'_c$	$0.4 f'_c$	$0.4 f'_c$	$0.4 f'_c$	$0.4 f'_c$	$0.4 f'_c$
	Final Stress under Design Loads	Tension**	N/A	$0.0948\sqrt{f'_c}$	N/A	$0.0948\sqrt{f'_c}$	N/A	$0.0948\sqrt{f'_c}$
		Compression	$0.6 f'_c$	$0.6 f'_c$	$0.6 f'_c$	$0.6 f'_c$	$0.6 f'_c$	$0.6 f'_c$
Final Stress: Compression - Live Load Plus One-Half of (DL+P/S)			$0.4 f'_c$	$0.4 f'_c$	$0.4 f'_c$	$0.4 f'_c$	$0.4 f'_c$	$0.4 f'_c$
Debonded* and/or Draped Strands Design	Initial Stress At Transfer Of P/S	Tension	$0.0948\sqrt{f'_{ci}}$	$0.0948\sqrt{f'_{ci}}$	$0.0948\sqrt{f'_{ci}}$	$0.0948\sqrt{f'_{ci}}$		
		Compression	$0.6 f'_c$	$0.6 f'_c$	$0.6 f'_c$	$0.6 f'_c$		
	Final Stress under Design DL+P/S	Compression	$0.4 f'_c$	$0.4 f'_c$	$0.4 f'_c$	$0.4 f'_c$		
	Final Stress under Design Loads	Tension**	N/A	$0.0948\sqrt{f'_c}$	N/A	$0.0948\sqrt{f'_c}$		
		Compression	$0.6 f'_c$	$0.6 f'_c$	$0.6 f'_c$	$0.6 f'_c$		
Final Stress: Compression - Live Load Plus One-Half Of (DL+P/S)			$0.4 f'_c$	$0.4 f'_c$	$0.4 f'_c$	$0.4 f'_c$		

\* For requirements of debonding and crack control debonding see D5.9.4.3.3 and D5.9.4.3.3aP.

\*\* The allowable stress for final stress under loads, including creep and shrinkage effect for continuous spans, shall be taken as 0.80 of the modulus of rupture (see D5.4.2.6)

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5.9.2.3.5P Allowable Concrete Stresses for Segmentally Constructed Bridges

5.9.2.3.5aP For Temporary Stresses Before Losses

5.9.2.3.5a.1P Compressive Stresses

The following limits shall apply:

- in pretensioned components .....  $0.60 f'_{ci}$  (ksi)
- in post-tensioned components .....  $0.55 f'_{ci}$  (ksi)

5.9.2.3.5a.2P Tensile Stresses

The limits in Table 5.9.2.3.5a.2P-1 shall apply for tensile stresses.

Table 5.9.2.3.5a.2P-1 – Temporary Tensile Stress Limits for Segmentally Constructed Bridges Before Losses

Location	Stress Limit
Longitudinal Stresses Through Joints in the Precompressed Tensile Zone <ul style="list-style-type: none"> <li>• joints with minimum bonded auxiliary reinforcement through the joints, which is sufficient to carry the calculated tensile force at a stress of <math>0.5 f_y</math>; with internal tendons</li> <li>• joints without the minimum bonded auxiliary reinforcement through the joints; with internal tendons</li> <li>• joints with external tendons</li> </ul>	$0.0948\sqrt{f'_c}$ maximum tension (ksi)  0.025 ksi minimum compression  0.2 ksi minimum compression
Transverse Stresses Through Joints <ul style="list-style-type: none"> <li>• For any type of joint</li> </ul>	$0.0948\sqrt{f'_c}$ (ksi)
Stresses in Other Areas <ul style="list-style-type: none"> <li>• For areas without bonded nonprestressed reinforcement</li> <li>• For areas with bonded reinforcement sufficient to carry the calculated tensile force in the concrete computed assuming an uncracked section where the reinforcement is proportioned using a stress of <math>0.5 f_y</math>, not to exceed 30 ksi.</li> </ul>	0.025 ksi minimum compression  $0.19\sqrt{f'_c}$ (ksi)

5.9.2.3.5bP For Stresses at Service Limit State After Losses

5.9.2.3.5b.1P Compressive Stresses

Compression shall be investigated using the Service Limit State Load Combination I specified in Table A3.4.1-1, and shall be limited to  $0.45 f'_c$  (ksi).

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5.9.2.3.5b.2P *Tensile Stresses*

For the service load contributions, which involves traffic loading, tension stresses in members with bonded prestressing tendons should be investigated using Load Combination Service III in Table A3.4.1-1.

The limits in Table 5.9.2.3.5b.2P-1 shall apply.

Table 5.9.2.3.5b.2P-1 – Temporary Tensile Stress Limits for Segmentally Constructed Bridges at Service Limit State After Losses

Location	Stress Limit
Longitudinal Stresses Through Joints in the Precompressed Tensile Zone <ul style="list-style-type: none"> <li>• Joints with minimum bonded auxiliary reinforcement through the joints, which is sufficient to carry the calculated tensile force at a stress of <math>0.5 f_y</math>; with internal tendons</li> <li>• Joints without the minimum bonded auxiliary reinforcement through the joints; with internal tendons</li> <li>• Joints with external tendons</li> </ul>	$0.0948\sqrt{f'_c}$ (ksi)  0.025 ksi minimum compression  0.2 ksi minimum compression
Transverse Stresses Through Joints <ul style="list-style-type: none"> <li>• Tension in the transverse direction in precompressed tensile zone</li> </ul>	$0.0948\sqrt{f'_c}$ (ksi)
Stresses in Other Areas <ul style="list-style-type: none"> <li>• For areas without bonded reinforcement</li> <li>• For areas with bonded reinforcement sufficient to carry the calculated tensile force in the concrete computed assuming an uncracked section where the reinforcement is proportioned using a stress of <math>0.5 f_y</math>, not to exceed 30 ksi.</li> </ul>	0.025 ksi minimum compression  $0.19\sqrt{f'_c}$ (ksi)

5.9.2.3.6P *Allowable Concrete Stresses for Prestressed Piles*

5.9.2.3.6aP *Compressive Stresses*

The temporary compressive stress before losses in prestressed piles shall be less than  $0.6 f'_{ci}$  (ksi).

The final compressive stress in prestressed piles shall be less than  $0.4 f'_c$  (ksi).

5.9.2.3.6bP *Tensile Stresses*

The temporary tensile stress before losses in prestressed piles due to handling loads shall be less than  $0.158\sqrt{f'_{ci}}$  (ksi).

The final tensile stresses in prestressed piles shall be less than  $0.19\sqrt{f'_c}$  (ksi).

C5.9.2.3.6aP

For use of prestressed piles, see D5.12.9.4.



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## COMMENTARY

*5.9.2.3.7P Tolerances in Prestressed Allowable Stresses*

“Tolerance” in this section means an “allowable stress overrun” to avoid unnecessary recycling of computations. The establishment of tolerances does not mean that the allowable design stresses are increased by the tolerance amount. The tolerance is the maximum value for an incidental stress overrun which may occur during the normal design process.

At the temporary stage before all losses (at detensioning), the stress tolerance is 0.025 ksi in tension and 0.050 ksi in compression. At the final stage after losses, the maximum tolerance is 2.5% of the allowable stress.

**5.9.3 Prestress Losses****5.9.3.0P Calculation of Prestress Losses**

For PennDOT projects, the calculation of loss of prestress shall be accomplished by using A5.9.3 and D5.9.3 as appropriate. The time-dependent losses shall be calculated using refined estimates given in A5.9.3.4 and D5.9.3.4. The approximate lump sum estimate of time-dependent losses given in A5.9.3.3 shall not be used.

**5.9.3.1 Total Prestress Loss****C5.9.3.1**

The following shall replace the second paragraph of A5.9.3.1.

In lieu of more detailed analysis, prestress losses in members constructed and prestressed in a single stage may be taken as:

- In pretensioned members

$$\Delta f_{pT} = \Delta f_{pES} + \Delta f_{pLT} \quad (5.9.3.1-1)$$

- In post-tensioned members

$$\Delta f_{pT} = \Delta f_{pF} + \Delta f_{pA} + \Delta f_{pES} + \Delta f_{pLT} \quad (5.9.3.1-2)$$

where

- $\Delta f_{pT}$  = total loss (ksi)
- $\Delta f_{pF}$  = loss due to friction (ksi)
- $\Delta f_{pA}$  = loss due to anchorage set (ksi)
- $\Delta f_{pES}$  = sum of all losses or gains due to elastic shortening or extension at the time of application of prestress and/or external loads (ksi)
- $\Delta f_{pLT}$  = losses due to long-term shrinkage and creep of concrete, and relaxation of the steel (ksi)

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The following shall supplement A5.9.3.1.

In pretensioned members, the part of the loss due to relaxation which occurs before transfer may be deducted from the total relaxation.

The total prestress loss shall not be less than 20% of the jacking force.

**5.9.3.2 Instantaneous Losses***5.9.3.2.3 Elastic Shortening**5.9.3.2.3a Pretensioned Members*

The following shall supplement A5.9.3.2.3a.

The term  $f_{cgp}$ , used in Eq. A5.9.3.2.3a-1, shall be determined at the mid-span of beam as follows:

$$f_{cgp} = \frac{\frac{A_{ps}}{A_{beam}} f_{s2} \left( 1 + \frac{e^2 A_{beam}}{I_g} \right) - \frac{M_{DLb} e}{I_g}}{1 + \frac{A_{ps}}{A_{beam}} \left( \frac{E_p}{E_{ci}} \right) \left( 1 + \frac{e^2 A_{beam}}{I_g} \right)} \quad (5.9.3.2.3a-2P)$$

for which:

$$f_{s2} = f_{pj} \quad (5.9.3.2.3a-3P)$$

where:

- $A_{beam}$  = basic beam cross-sectional area (in<sup>2</sup>)
- $A_{ps}$  = area of prestressing steel (in<sup>2</sup>)
- $E_{ci}$  = modulus of elasticity of concrete at transfer (ksi)
- $E_p$  = modulus of elasticity of prestressing steel (ksi)
- $e$  = the eccentricity of prestressing strand to the centroid of beam (in.)
- $f_{pj}$  = stress in the prestressing steel at jacking (ksi)
- $I_g$  = moment of inertia of basic beam (in<sup>4</sup>)
- $M_{DLb}$  = moment due to dead load of beam including interior diaphragms (kip-in)

*5.9.3.2.4P Prestress Stress at Transfer*

The prestress stress immediately following transfer shall be taken as:

$$f_{pt} = f_{pj} - \Delta f_{pES} \quad (5.9.3.2.4P-1)$$

where:

- $f_{pj}$  = stress in the prestressing steel at jacking (ksi)
- $\Delta f_{pES}$  = sum of all losses or gains due to elastic shortening or extension at the time of application of prestress and/or external loads (ksi)

## COMMENTARY

*C5.9.3.2.3a*

The following shall supplement AC5.9.3.2.3a.

In determining  $f_{cgp}$ , the LRFD Specification allows the use of an approximate value of the stress in the strands immediately after transfer,  $f_{pi}$ , of  $0.70 f_{pu}$ . A more rigorous calculation of  $f_{pi}$ , however, can be made by taking the jacking stress,  $f_{pj}$ , and subtracting the initial losses,  $\Delta f_{pES}$ . However,  $f_{pi}$  is a function of  $\Delta f_{pES}$  which contains  $f_{cgp}$ . Thus, Eq. 5.9.3.2.3a-2P was developed as a closed form solution for  $f_{cgp}$  based on the following three equations.

$$f_{cgp} = \frac{f_{pi} A_{ps}}{A_{beam}} + \frac{f_{pi} A_{ps} e^2}{I_g} - \frac{M_{DLb} e}{I_g} \quad (C5.9.3.2.3a-2P)$$

where:

$$f_{pi} = f_{pj} - \Delta f_{pES} = f_{s2} - \Delta f_{pES} \quad (C5.9.3.2.3a-3P)$$

for which:

$$\Delta f_{pES} = \frac{E_p}{E_{ci}} f_{cgp} \quad (C5.9.3.2.3a-4P)$$

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**5.9.3.3 Approximate Estimate of Time-Dependent Losses**

Delete A5.9.3.3.

**5.9.3.4 Refined Estimates of Time-Dependent Losses***5.9.3.4.3 Losses: Time of Deck Placement to Final Time**5.9.3.4.3c Relaxation of Prestressing Strands*

The following shall supplement A5.9.3.4.3c.

The total loss due to relaxation should be based on test data which has been approved by the Chief Bridge Engineer. If test data is not available, the total loss shall be assumed to be 3.0 ksi.

**5.9.4 Details for Pretensioning****5.9.4.1 Minimum Spacing of Pretensioning Strand**

The following shall replace A5.9.4.1.

The minimum clear spacing between pretensioning strands shall be the larger of:

- center-to-center spacing of 2 in. or
- clear distance of 2 times the maximum size of aggregate.

The clear distance between strands at the end of a member may be decreased, if justified by performance tests of full-scale prototypes of the design and approved by the Chief Bridge Engineer.

The minimum clear distance between groups of bundled strands shall not be less than the greater of the following:

- 2 times the maximum size of the aggregate
- 2 in.

Pretensioning strands may be bundled to touch one another in an essentially vertical plane at, and between, hold-down devices, provided that the spacing, specified herein, is maintained between individual strands near the ends of the beams for a distance not less than the maximum shielded length plus development length.

Groups of eight strands of 0.52-in. or 0.60-in. diameter or smaller may be bundled linearly to touch one another in a vertical plane at and between hold-down devices. The number of strands bundled in any other manner shall not exceed four.

**5.9.4.3 Development of Pretensioning Strand***5.9.4.3.3 Debonded Strands*

The following shall replace A5.9.4.3.3.

For debonded strands, the development length calculated in A5.9.4.3.2, using a value of  $\kappa = 2.0$  shall begin at a point

**C5.9.4.1**

The following shall replace AC5.9.4.1.

For 0.52-in.-diameter strands, a clear distance of 1.48 in. should be considered sufficient to satisfy this requirement.

For 0.60-in.-diameter strands, a clear distance of 1.40 in. should be considered sufficient to satisfy this requirement.

When required or permitted by the Chief Bridge Engineer, groups of more than eight strands of 0.52-in. or 0.60-in. diameter or smaller may be bundled to touch one another in a vertical plane.

*C5.9.4.3.3*

The following shall replace AC5.9.4.3.3.

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where debonding stops and the bonding begins (i.e., not at the end of strand).

The length of debonding of any strand shall be such that all limit states are satisfied, with consideration of the total development resistance at any section being investigated. Box beam debonding should be set such as to ensure debonding is outside the end block zone.

The number of partially debonded strands in lieu of draping shall not be greater than 25% of the total number of strands.

The maximum number of debonded strands in a row shall not exceed 50%. The number of debonded strands may be rounded to the next higher number for the case of an odd number of strands in a row; however, ensure the debonding pattern is symmetrical about the vertical centerline of the beam.

Debonded strands are permitted in the bottom row. Debonding the exterior strands of any row in the bottom flange shall not be permitted.

When several strands are debonded in lieu of draping, it may be necessary to have more than one cut-off point, but the number of cut-off points shall be limited to a maximum of six. The design shall provide for a 12-in. minimum distance between each cut-off length.

The number of debonded strands at a cut-off section shall be limited to a maximum of six strands.

Select debonded strand pattern uniformly to avoid stress concentrations.

The cutoff pattern from the beam end towards midspan shall provide for an increase in eccentricity at each cut-off.

Debonding of adjacent strand in the same row and/or column shall be avoided. In the webs of box beams, debonded strands shall not occur in consecutive rows. In the web of I-beams, do not debond two strands in consecutive rows. Shop drawings must be checked to comply with this requirement.

#### 5.9.4.3.3aP Crack Control Debonding

Debonding is also used as a means of controlling detensioning cracks at the ends of beams. This secondary use of debonding is generally referred to as crack control debonding. The actual practice of crack control debonding is given in Publication 408, Section 1107.01.

The percentage of partially debonded strands in lieu of draping, plus the percentage of crack control debonding, shall not exceed 50% of the total number of strands.

The number of partially debonded strands plus crack control debonded strands in any row shall not exceed 50% of the number of strands in that row.

## COMMENTARY

The limit of six cut-off locations is to accommodate a maximum 25% partially debonded strands. This limit does not include crack control debonding.

The limit of six strands at a cut-off section does not include crack control debonding.

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**5.9.4.4 Pretensioned Anchorage Zones***5.9.4.4.1 Splitting Resistance*

The following shall replace A5.9.4.4.1.

The splitting resistance of pretensioned anchorage zones provided by vertical reinforcement in the ends of pretensioned beams at the service limit state shall be taken as:

$$P_r = f_s A_s \quad (5.9.4.4.1-1)$$

where:

$f_s$  = stress in steel (ksi)  $\leq 20$  ksi

$A_s$  = total area of vertical reinforcement placed near the ends of the beam at maximum spacing of 3 in. (in<sup>2</sup>)

End blocks shall be investigated to help in reducing splitting stresses for prestressed beams or pier caps with forces in excess of 1800 kips. Closely spaced grids for members with forces in excess of 1800 kips shall have the grid anchored. The reinforcement for the end blocks shall be shown on the shop drawings and shall be in accordance with recommendations of the anchorage fabricator.

*5.9.4.4.2 Confinement Reinforcement*

The following shall supplement A5.9.4.4.2.

For prestressed beams, additional confinement reinforcement shall extend from each end of the beam for 1/3 of the span length.

The additional confinement reinforcement shall not be less than No. 4 deformed bars and match with vertical stirrups with maximum spacing of 21 in.

**5.9.5 Details for Post-Tensioning****5.9.5.1 Minimum Spacing of Post-Tensioning Tendons and Ducts***5.9.5.1.1 Post-Tensioning Ducts - Girders Straight in Plan*

The following shall replace A5.9.5.1.1.

Unless otherwise specified herein, the clear distance between straight post-tensioning ducts shall not be less than the greater of the following:

- 2.0 in.;
- or
- 2 times the maximum size of the coarse aggregate.

*C5.9.4.4.1*

The following shall replace AC5.9.4.4.1

The Department allows crack control debonding as specified in Pub. 408 and had successfully controlled end zone cracking using these provisions.

*C5.9.4.4.2P*

The debonding length for beams without debonded design is equal to the maximum crack controlled debonded length as specified Publication 408, Section 1107.01.

*C5.9.5.1.1P*

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For precast segmental construction when post-tensioning tendons extend through an epoxy joint between components, the clear spacing between post-tensioning ducts shall not be less than the greater of the following:

- The duct internal diameter  
or
- 4.0 in.

Ducts may be bundled together in groups not exceeding three, provided that the spacing, as specified between individual ducts, is maintained between each duct in the zone within 3 ft. of anchorages.

For groups of bundled ducts in construction other than segmental, the minimum clear horizontal distance between adjacent bundles shall not be less than 4 in. For groups of ducts where the ducts are located in two or more horizontal planes, a bundle shall contain no more than two ducts in the same horizontal plane.

The minimum vertical clear distance between bundles shall not be less than the greater of the following:

- 2.0 in.;
- or
- 2 times the maximum size of coarse aggregate.

For precast construction, the minimum clear horizontal distance between groups of ducts may be reduced to 3 in.

### 5.9.5.6 Post-Tensioned Anchorage Zones

#### 5.9.5.6.3 Local Zone

The following shall replace the first paragraph of A5.9.5.6.3.

Design of local zones shall either comply with requirements of A5.8.4.4 and D5.8.4.4 or based on the results of acceptance tests as specified in D5.8.4.4.3 and Publication 408.

#### 5.9.5.6.4 Responsibilities

Delete the last sentence of the first paragraph of A5.9.5.6.4.

The following shall replace the second and third paragraphs of A5.9.5.6.4.

The anchorage device supplier shall be responsible for furnishing anchorage devices which satisfy the requirements of Publication 408. If special anchorage devices are used, the anchorage device supplier shall be responsible for furnishing anchorage devices that also satisfy the acceptance test requirements of D5.8.4.4.3.

#### 5.9.5.6.6 Special Anchorage Devices

The following shall replace A5.9.5.6.6.

The provisions of D5.8.4.4.3 apply.

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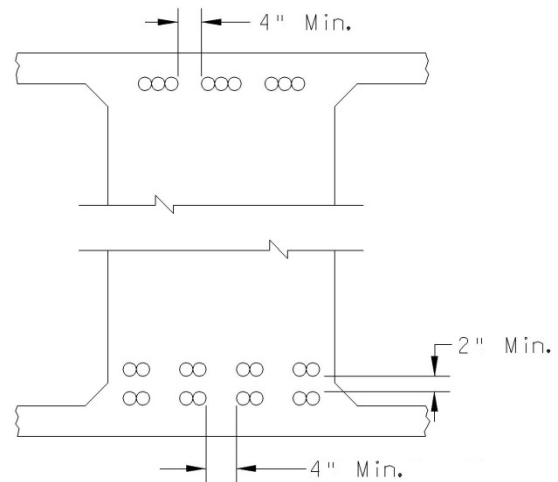


Figure C5.9.5.1.1-1 – Examples of Acceptable Arrangements for Ducts Not Curved in the Horizontal Plane

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5.10 REINFORCEMENT

C5.10.1

5.10.1 Concrete Cover

Delete the first paragraph of AC5.10.1.

The following shall replace A5.10.1.

The following minimum concrete cover shall be provided for reinforcement:

Table 5.10.1-1 – Cover for Unprotected Main Reinforcing Steel (in.)

Situation	Cover (in.)
Concrete cast against and permanently exposed to earth	4.0
Concrete exposed to earth	3.0*
Concrete exposed to weather and pier columns	3.0
Concrete deck slab	
• Top reinforcement	2.5**
• Bottom reinforcement	1.0
Concrete not exposed to weather or in contact with ground	
• Primary reinforcement	1.5
• Stirrup, tie and spiral	1.0
Precast concrete pipes	See A12.10.4.2.4e
Prestressed concrete	
• Box beams	See BD-661M
• I-beams	See BD-662M
Reinforced concrete box culverts, cast-in-place	
• Top slab	
○ Top bars at grade	2.5
○ All others	2.0
• Bottom slab	
○ Top bars	2.5
○ Bottom bars	3.0
• Walls	2.0
Reinforced concrete box culverts, precast	
• Top slab	
○ Top bars at grade	2.5
○ Bottom bars	1.5
○ All others	2.0
• Bottom slab	
○ Top bars	2.0
○ Bottom bars	1.5
• Walls	1.5

\*Except 2-in. minimum may be used for the stem steel of the safety wings and walls supporting barriers as shown in the bridge standards.

\*\*For projects that do not include an overlay such as latex or polyester polymer modified concrete, provide 0.25" additional cover on interstate, limited access highway, and major bridges to permit grinding of the deck surface to

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improve ride quality. Provide a special provision for grinding in the contract documents.

**5.10.2 Hooks and Bends****5.10.2.1 Standard Hooks**

The following shall supplement A5.10.2.1.

Reinforcement bars shall not be provided with hooks unless required by design or as detailed in the Standard Drawings; however, dowels anchored into footings of substructures that carry primary stresses shall be provided with hooks. Reinforcing steel having a specified minimum yield strength greater than or equal to 75.0 ksi may be used for standard hooks in elements and connections specified in D5.4.3.3 only if ties specified in A5.10.8.2.4 are provided.

**5.10.2.3 Minimum Bend Diameters**

The following shall replace A5.10.2.3.

Refer to Standard Drawing BC-736M for minimum bend diameter.

**5.10.3 Spacing of Reinforcement****5.10.3.1 Minimum Spacing of Reinforcing Bars***5.10.3.1.1 Cast-in-Place Concrete*

The following shall replace the third bulleted item in A5.10.3.1.1.

- 2 1/2 in.

*5.10.3.1.2 Precast Concrete*

The following shall replace the third bulleted item in A5.10.3.1.2.

- 1 1/2 in.

*5.10.3.1.3 Multilayers*

The following shall replace A5.10.3.1.3.

Except in decks, where parallel reinforcing is placed in two or more layers, with clear distance between layers not exceeding 6 in., the bars in the upper layers shall be placed directly above those in the bottom layer, and the clear distance between layers shall not be less than either 1 1/2 in. or the nominal diameter of the bars.

*5.10.3.1.5 Bundled Bars*

The following shall supplement A5.10.3.1.5.

Bundled bars shall be tied, wired, or otherwise fastened together to ensure that they remain in their relative position, regardless of their inclination.

*C5.10.3.1.5*

Delete AC5.10.3.1.5.



## SPECIFICATIONS

## COMMENTARY

**5.10.3.2 Maximum Spacing of Reinforcing Bars**

The following shall supplement A5.10.3.2.

For box culverts, retaining walls, abutments, wall-type piers and similar structures, the spacing of the reinforcement shall not be greater than the lesser of the following:

- 1.5 times the structural thickness of the member
- 24.0 in.

**5.10.4 Transverse Reinforcement for Compression Members****5.10.4.1 General**

The following shall supplement A5.10.4.1.

Nominal spiral reinforcement in place of tie reinforcement of No. 4 bars at approximately 12-in. pitch, but not less than the size and spacing shown on the drawings, may be substituted by the contractor at no additional cost to the Department.

**5.10.4.2 Spirals**

The following shall replace the fifth paragraph of A5.10.4.2.

Splices in spiral reinforcement shall be designed as follows:

The total spiral length may be divided into separate segments. Each segment shall be provided with 1 1/2 extra turns and 135 degree hook at each end. Each hook shall engage a primary reinforcing bar. The maximum distance between spiral segments is limited to the pitch of the spiral.

**5.10.4.3 Ties**

The following shall replace the fifth paragraph of A5.10.4.3.

Ties shall be arranged so that:

- All longitudinal bars at the corners of a column shall be laterally supported by ties meeting the detailing requirements for cross-ties and hoops specified in D5.11.4.1.4
- The center-to-center distance between any longitudinal bar to the nearest laterally supported bars on either side, along the tie, shall not exceed 24.0 in.

**C5.10.4.2P**

Allowing the spiral to be divided into segments provides easier constructability and allows the use of hooks at the ends of the spirals. Spirals cannot be spliced with hooks the conventional way, since the hooks will not allow the spliced segments to be threaded together.

**C5.10.4.3**

The following shall supplement the first paragraph of AC5.10.4.3.

For additional clarification of Fig. AC5.10.4.3-1 see BD-629M.

SPECIFICATIONS

COMMENTARY

**5.10.6 Shrinkage and Temperature Reinforcement**

The following shall replace the third bullet of A5.10.6.

- For all other situations, 1.5 times the component structural thickness or 18 in.

The following shall supplement A5.10.6.

For concrete members which have a sacrificial wearing surface or architectural treatments, the total thickness of the member shall be used to determine the area of reinforcement, not the structural thickness.

For components which support load, the minimum reinforcement must be the greater of the shrinkage and temperature reinforcement requirements in A5.10.6, the minimum reinforcement requirements in D5.10.6.1P or as follows:

The total area of reinforcement provided shall be at least 0.120 in<sup>2</sup> per foot, in each direction and on each exposed face, at a maximum spacing of 18 in.

**5.10.6.1P Minimum Reinforcement**

Any member subject to loading or stress shall have minimum steel reinforcement of No. 4 bars at 12 in. or No. 5 bars at 18 in. For ties in reinforced concrete I-posts for sound barrier walls, the minimum steel reinforcing shall be No. 3 bars at 9 in. Any exception to these criteria must be approved by the Chief Bridge Engineer.

**5.10.7 Reinforcement for Hollow Rectangular Compression Members**

**5.10.7.3 Ties**

**C.10.7.3P**

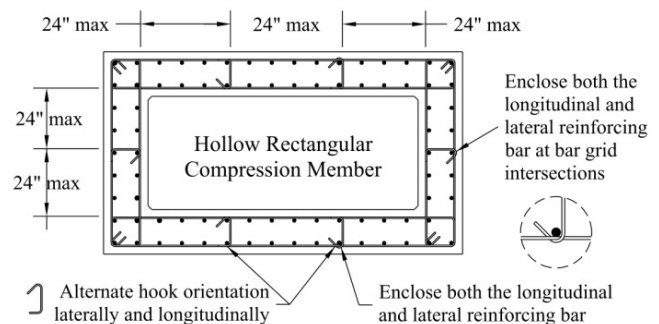


Figure C5.10.7.3P-1 – Tie Details for Hollow Rectangular Compression Members

## SPECIFICATIONS

## COMMENTARY

**5.10.8 Development and Splices of Reinforcement****5.10.8.1 General***5.10.8.1.2 Flexural Reinforcement**5.10.8.1.2a General*

The following shall supplement A5.10.8.1.2a.

For pier caps of hammerhead piers, the negative moment reinforcement shall be extended for the full-length of the cap.

For pile-supported footings, hooks shall be provided at both ends of the transverse flexural reinforcement contained in the bottom mat.

For a pile-supported footing, consisting of four piles, hooks shall be provided at both ends of the longitudinal and transverse flexural reinforcement contained in the bottom mat.

*C5.10.8.1.2a*

The following shall replace the last sentence of AC5.10.8.1.2a.

Hooks will provide supplementary anchorage.

**5.10.8.2 Development of Reinforcement**

The following shall replace the last sentence of the first paragraph.

...Use of nonprestressed reinforcing steel with a specified minimum yield strength greater than or equal to 75 ksi may be permitted for elements and connections specified in D5.4.3.3 and with the approval of the District Bridge Engineer.

*5.10.8.2.1 Deformed Bars and Deformed Wires in Tension*

The following shall replace the first sentence in the first paragraph of A5.10.8.2.1.

The provisions herein are applicable to the concrete strengths and reinforcing steel sizes stated in A5.10.8.1.

*5.10.8.2.1a Tension Development Length*

The following shall supplement A5.10.8.2.1a.

Some engineers are misinterpreting A5.10.8.2.1c by assuming that the modification factors of A5.10.8.2.1c (decreasing  $\ell_d$ ) cannot be applied if the basic development length is not modified by A5.10.8.2.1b (increasing  $\ell_d$ ).

All applicable modification factors of A5.10.8.2.1c (decreasing  $\ell_d$ ) shall be applied to the basic development length, regardless of whether the factors of A5.10.8.2.1b (increasing  $\ell_d$ ) have been applied or not.

*5.10.8.2.4 Standard Hooks in Tension*

The following shall replace the first sentence in the first paragraph of A5.10.8.2.4.

The provisions herein are applicable to the concrete strengths and reinforcing steel sizes stated in A5.10.8.1.

## SPECIFICATIONS

The following shall replace the first sentence in the second paragraph of A5.10.8.2.4.

For hooks in reinforcing bars having a specified minimum yield strength greater than or equal to 75.0 ksi, ties satisfying the requirements of A5.10.8.2.4c and D5.10.8.2.4c shall be provided.

*5.10.8.2.4c Hooked Bar Tie Requirements*

The following shall replace the first paragraph of A5.10.8.2.4c.

For bars being developed by a standard hook at discontinuous ends of members with both side cover and top or bottom cover less than 2 1/2 in., the hooked bar shall be enclosed within ties or stirrups spaced, not greater than 3  $d_b$ , along the full development length,  $\ell_{dh}$ , as shown in Fig. A5.10.8.2.4c-1. In determining the  $\ell_{dh}$  for use in Fig. A5.10.8.2.4c-1, the third bulleted factor in A5.10.8.2.4b shall not apply.

**5.10.8.3 Development by Mechanical Anchorages**

The following shall be added to the end of the first paragraph of A5.10.8.3.

Mechanical anchorages shall be approved by the Chief Bridge Engineer before installation.

**5.10.8.4 Splices of Bar Reinforcement***5.10.8.4.2 General Requirements**5.10.8.4.2b Mechanical Connections**5.10.8.4.3 Splices of Reinforcement in Tension*

The following shall replace the first sentence in the first paragraph of A5.10.8.4.3.

The provisions herein are applicable to the concrete strengths and reinforcing steel sizes stated in A5.10.8.1. Should Class A splices be called out, include in the General Notes the use and location of Class A splices. Ensure design of reinforcement for  $A_s$  and % of bars spliced adhere to the requirements of A5.10.8.4.3a.

**5.11 SEISMIC DESIGN AND DETAILS****5.11.1 General**

The following shall replace the fifth paragraph.

The use of reinforcing steel with specified minimum yield strengths greater than or equal to 75 ksi may be used in elements and connections specified in D5.4.3.3 and with approval of the District Bridge Engineer.

## COMMENTARY

*C5.10.8.4.2bP*

Only Department preapproved mechanical connectors shall be permitted.

**C5.11.1**

The following shall supplement AC5.11.1.

Feedback has been received on structures constructed utilizing seismic details which were difficult to construct. Examples of problematic details include:

## SPECIFICATIONS

The following shall supplement A5.11.1.

Slenderness effects (A5.6.4.3) shall be considered in the design of columns for structures with Site Class E or F soils.

For detailing of piers, see standard drawing BD-629M.

### 5.11.2 Seismic Zone 1

The following shall supplement A5.11.2.

The reinforcement requirements as specified in D5.11.4.1.6 and D5.11.4.6P shall be incorporated on all structures in Pennsylvania. The spacing of the transverse reinforcement over the length of the column shall be as per A5.10.4 and D5.10.4.

For multi-span bridges with site soils classified as Site Class E or F, the transverse reinforcement at the top and bottom of a column shall be specified in A5.11.4.1.4 and A5.11.4.1.5, regardless of the response acceleration coefficient value.

The requirements for concrete piles in Zone 1 shall be as specified for Zone 2, in A5.11.3.2.

### 5.11.3 Seismic Zone 2

#### 5.11.3.1 General

The following shall supplement A5.11.3.

The reinforcement requirements as specified in D5.11.4.1.6 and D5.11.4.6P shall also be incorporated.

The spacing of the transverse reinforcement over the length of the splice shall not exceed 6 in. or one-quarter of the minimum member dimension.

### 5.11.4 Seismic Zones 3 and 4

#### 5.11.4.1 Column Requirements

##### 5.11.4.1.3 Column Shear and Transverse Reinforcement

## COMMENTARY

- Designers must consider that the reinforcement cage for pier caps are constructed on the ground and placed in one piece. It is exceedingly difficult to erect the reinforcement cage when the bottom longitudinal bars (of the cap) interfere with the column spiral or tie reinforcement. Whenever possible, pier caps should be of sufficient depth that column reinforcement extending into the cap can be fully developed without hooks.
- Some designs are using tie bars with 180° hooks on both ends of the bar. Please note Fig. AC5.11.4.1.4-4 allows for tie bars with a 90° hook on one end.

An alternate tie detail permitted on past projects, to allow for access in the pier shaft reinforcement cage, has been two hook bars with a 180° hook on one end, that have a Class C – Top Bar lap splice.

##### C5.11.4.1.3

The following shall supplement AC5.11.4.1.3 and is commentary regarding the second bullet of A5.11.4.1.3.

A5.11.4.1 provides provisions on what is considered a pier and a column in regards to seismic design. In most cases,

## SPECIFICATIONS

*5.11.4.1.4 Transverse Reinforcement for Confinement at Plastic Hinges*

The following shall replace the third paragraph of A5.11.4.1.4

For a circular column, the volumetric ratio of spiral or circular hoop reinforcement,  $\rho_s$ , shall satisfy Eq. A5.6.4.6-1 and:

$$\rho_s \geq 0.12 \frac{f'_c}{f_y} \quad (5.11.4.1.4-1)$$

where:

- $f'_c$  = compressive structural design strength of concrete at 28 days, unless another age is specified (ksi)  
 $f_y$  = specified minimum yield strength of reinforcement (ksi)  $\leq 75.0$  ksi

*5.11.4.1.5 Spacing of Transverse Reinforcement for Confinement*

The following shall replace the last bullet of A5.11.4.1.5.

- Spaced not to exceed the lesser of the following:
  - one-quarter of the minimum member dimension
  - 6.0 times the diameter of the longitudinal reinforcement
  - 6 in. center-to-center.

*5.11.4.1.6 Splices*

The following shall replace A5.11.4.1.6.

The provisions of A5.10.8.4 shall apply for the design of splices.

For columns and wall piers, bars which extend 25 ft or less from the top of footing should not be spliced.

Lap splices in longitudinal reinforcement for columns and wall piers, if used, shall meet the requirements shown in BD-629M.

## COMMENTARY

wall type piers will qualify as “piers” for which A5.11.4.2 will apply.

*C5.11.4.1.4*

The following shall supplement AC5.11.4.1.4.

This specification ensures sufficient ductility be available in order to utilize the response modification factors. If proper detailing is not provided, ductility is considered inadequate and the response modification factors are not applicable.

Where ties are used for transverse column reinforcement, the maximum clear spacing of unrestrained longitudinal reinforcement is recommended to be 6 in. to reduce buckling after cover spalling. A maximum spacing of 14 in. is recommended for the laterally supported longitudinal bars to provide confinement.

For additional clarification of Fig. AC5.11.4.1.4-4 see BD-629M.

## SPECIFICATIONS

**5.11.4.6P Footing Requirements**

The top and bottom mats of reinforcement shall be tied together by a grid of No. 4 tie bars at a maximum spacing of 48 in. in both directions. Ties shall have a 135 degree hook on one end and a 90 degree hook on the opposite end, alternately placed. See Fig. DC5.11.4.6P-1.

## COMMENTARY

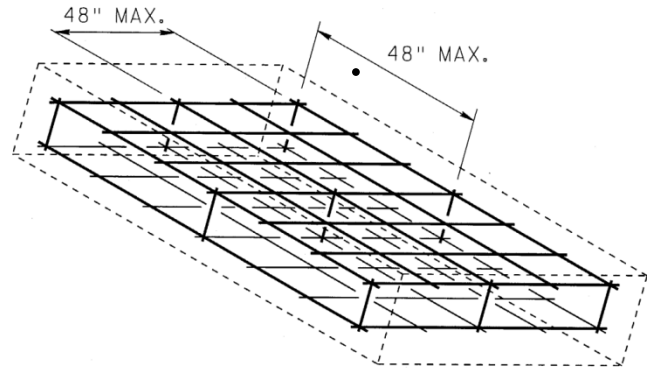
**C5.11.4.6P**

Figure C5.11.4.6P-1 – Footing Ties

**5.12 PROVISIONS FOR STRUCTURE COMPONENTS AND TYPES****5.12.2 Slab Superstructures****5.12.2.3 Precast Deck Bridges***5.12.2.3.1 General*

Delete the second paragraph of A5.12.2.3.1.

*5.12.2.3.3 Shear-Flexure Transfer Joints**5.12.2.3.3d Longitudinal Construction Joints*

The following shall replace A5.12.2.3.3d.

For details of longitudinal construction joints, see standard drawing BC-775M.

*5.12.2.3.3f Structural Overlay*

The following shall replace A5.12.2.3.3f.

When a structural overlay is used to qualify for improved load distribution as provided in A4.6.2.2.2 and A4.6.2.2.3, the thickness of structural concrete overlay shall not be less than 5 in. An isotropic layer of reinforcement shall be provided in accordance with the requirements of A5.10.6. The top surface of the precast components shall be roughened.

**5.12.3 Beams and Girders****5.12.3.1 General**

The following shall supplement A5.12.3.1.

Prestressed beam cross-section shall be selected from the Standard Drawing BD-652M. Beam cross-sections and section properties that deviate from the current standards will

*C5.12.2.3.3d*

Delete AC5.12.2.3.3d

**C5.12.3.1**

The following shall supplement AC5.12.3.1.

Dapping at beam ends, where required, is not considered to be a deviation from the standard sections.

SPECIFICATIONS

COMMENTARY

require specific approval from the Chief Bridge Engineer. In no case shall minimum thickness of beams be less than those given in D5.12.3.2.2.

The allowable skew limitations shown in the Standard Drawing BD-651M shall not be exceeded unless approved by the Chief Bridge Engineer. The limitations shown are maximum limits, tampering with those values may result in severe end zone distress.

**5.12.3.2 Precast Beams**

*5.12.3.2.2 Extreme Dimensions*

*C5.12.3.2.2*

The following shall replace A5.12.3.2.2.

Delete AC5.12.3.2.2.

The maximum dimensions and weight of precast members manufactured at off-site casting yards shall conform to Department hauling restrictions given in PP1.13.2.

The thickness of any part of precast concrete beams shall not be less than:

I-BEAMS

Top Flange..... 5 in.  
Webs..... 8 in.

BULB TEES

Top Flange..... 4.5 in.  
Webs..... 8 in.

BOX BEAMS

Top Flange..... 5 in.  
Top Flange of Composite Box Beams..... 3 in.  
Webs..... 5 in.  
Bottom Flange ..... 5 1/2 in.

Box beams with internal haunches at the ends may be used in lieu of box beams with draped strands. An internal diaphragm at least 6 in. thick shall be provided at the end of the haunch where the bottom slab thickness changes from 5 1/2 in. to a maximum slab thickness of 8 in. often near the design drape point. A tapered void from the diaphragm to the end block shall be considered which would improve the internal stress flow. The top fiber tensile stresses shall not exceed the values given in Table D5.9.2.3P-1.

Field splices in precast members are not permitted, except if approval is obtained from the Chief Bridge Engineer during TS&L stage.

*5.12.3.2.4 Detail Design*

The following shall supplement A5.12.3.2.4.

For precast concrete beams used in multi-beam decks, the maximum spacing of the welded shear connectors shall not exceed the lesser of 5 ft. and the width of the flange of the precast member. Welded shear connector anchors shall be located within the middle third of the slab thickness.



## SPECIFICATIONS

*5.12.3.2.5 Concrete Strength*

Delete A5.12.3.2.5.

**5.12.3.3 Bridges Composed of Simple Span Precast Girders Made Continuous***5.12.3.3.1 General*

The following shall replace A5.12.3.3.1.

This article applies to bridges consisting of precast concrete girders or cast-in-place concrete slabs made continuous for transient loads by using a cast-in-place closure placement at the piers with tensile reinforcement located in the slab. Bridges made continuous by closure pours (splices) at locations other than at the piers are covered by D5.12.3.4.

All prestressed concrete bridges shall be designed for all applicable limit states as continuous for live load and superimposed dead load with a continuous deck to eliminate joints in the deck slab. The same number of beams shall be used in adjacent spans, unless special approval is granted by the Chief Bridge Engineer at the TS&L stage. The beam depth for box beams and I-beams shall be within 6 in. and for bulb-tee beams shall be within 8 in. for beams in adjacent spans.

An added requirement for prestressed concrete beam bridges made continuous for superimposed dead load and live load is to design all structure components for the more critical condition of full continuity or the complete loss of continuity at the diaphragms over the interior supports. Positive moment steel in the continuity diaphragm(s) is not required since the structure design is not predicated on ensuring continuity.

A full continuity design option (not including the simple span check) may only be used if there is a clear economic advantage to be gained. For this option, positive moment reinforcement shall be provided in the continuity diaphragm as required by design. Justification for utilizing a full continuity design option must be submitted as part of the TS&L submission.

*5.12.3.3.2 Restraint Moments*

The following shall supplement A5.12.3.3.2.

When a full continuity design option (positive moment connection) is used per D5.12.3.3.8, restraint moments shall be considered.

*5.12.3.3.3 Material Properties*

The following shall replace A5.12.3.3.3.

Creep and shrinkage properties of the girder concrete and the shrinkage properties of the deck slab concrete shall be in accordance with the provisions of A5.4.2.3 and D5.4.2.3. The restraint effect of reinforcement on concrete shrinkage may not be considered.

## COMMENTARY

*C5.12.3.2.5*

Delete AC5.12.3.2.5.

*C5.12.3.3.1*

The following shall replace AC5.12.3.3.1.

Some of the instances where the full continuity option should be used are as follows:

- When cost analysis shows simple spans design would place the P/S industry at an economic disadvantage (an extra line of girders is required).
- When longer spans are required for a specific project site.
- When underclearance is a limiting factor in beam selection.

*C5.12.3.3.3*

Delete the second paragraph of AC5.12.3.3.3..

## SPECIFICATIONS

## COMMENTARY

*5.12.3.3.4 Age of Girder When Continuity is Established*

The following shall replace A5.12.3.3.4.

When a full continuity design option (positive moment connection) is used per D5.12.3.3.8, the minimum age of the precast girder when continuity is established shall be specified on the contract drawings (see General Note no. 27 in PP1.7.4). This age shall be used for calculating restrain moments due to creep and shrinkage.

The minimum age should be 30 days. The creep and shrinkage effects shall be investigated for 30 and 450 days from the day the girders are cast until the deck is poured. The worst effects from either of these two data points shall be used in the positive and negative moment splice designs.

*5.12.3.3.5 Degree of Continuity at Various Limit States*

Delete A5.12.3.3.5.

*5.12.3.3.7 Strength Limit State*

The following shall supplement A5.12.3.3.7.

The reinforcement in the deck slab shall satisfy the minimum reinforcement of D5.6.3.3 and the crack control requirements of A5.6.7 and D5.6.7.

*5.12.3.3.8 Negative Moment Connection*

The following shall replace A5.12.3.3.8.

The negative moment splice of the beams at a pier shall be designed for moments from an analysis assuming full continuity for superimposed dead load and live load. Creep and shrinkage effects shall be included when a full continuity option is utilized. When two precast beams of different depth are used in a bridge made continuous for live load, the longitudinal deck mild steel reinforcement for the negative moment splice shall be designed for the smaller section. The longitudinal slab reinforcement steel designed from the above analysis should not be less than that calculated using D6.10.1.7. The reinforcement shall be extended to a minimum distance of 0.15 times the span length or to the superimposed dead load point of contraflexure, plus development length, whichever is greater. Cut-off points for this reinforcement steel shall be staggered (see A5.10.8.1.2a).

For spread and adjacent box beams, the longitudinal slab reinforcement required to make the negative moment splice of the beams shall be taken as the larger calculated based on solid and hollow section properties as follows:

- The solid box beam section shall be considered at the negative moment spike at the center of continuity.
- The hollow box beam section shall be considered at the center of the bearing with the corresponding moment.

*C5.12.3.3.5*

Delete AC5.12.3.3.5.

*C5.12.3.3.8*

The following shall replace AC5.12.3.3.8.

If the longitudinal bar size required in the deck over adjacent box beams at a pier to resist negative live load moment is greater than a No. 4 bar size, the slab thickness may need to be increased to more than 5 in. to provide 2 1/2-in. minimum concrete cover over the top bar mat.

## SPECIFICATIONS

If a full continuity design is utilized, the positive moment splice of the beam at a pier shall be designed for moments from an analysis assuming full continuity for superimposed dead load, live load and the effects of creep and shrinkage moments.

At interior piers where the diaphragms contain the closure placement, the design may be based on the strength of the concrete in the precast elements.

*5.12.3.3.9 Positive Moment Connections**5.12.3.3.9a General*

The following shall replace the first paragraph and bulleted list of A5.12.3.3.9a.

Positive moment connections at continuity diaphragms shall be made with mild reinforcement embedded in the precast girders and developed into both the girder and continuity diaphragm.

Delete the second paragraph of A5.12.3.3.9a.

*5.12.3.3.9b Positive Moment Connection Using Nonprestressed Reinforcement*

The following shall supplement A5.12.3.3.9b.

For details of positive moment connections, see Standard Drawings BD-664M and BD-665M.

*5.12.3.3.9c Positive Moment Connection Using Prestressing Strand*

Delete A5.12.3.3.9c.

*5.12.3.3.11P Precast Girder Design*

The girder design shall be based on:

- a simple span analysis for non-composite dead load, and
- the more critical of either a continuous span analysis assuming full continuity, or a simple span analysis assuming the complete loss of continuity for composite dead load and live load (without creep and shrinkage effects), or a continuous span analysis assuming full continuity for composite dead load and live load with creep and shrinkage effects if a full continuity design option is approved by the District Bridge Engineer

The maximum bar size shall be limited to #8 in top layer and #6 in bottom layer of the deck slab. Minimum spacing shall be as specified in A5.10.3 and D5.10.3.

The span length for the simple span analysis for noncomposite dead load shall be the length between the centerline of bearings. The span length for the continuous span analysis or a simple span analysis of composite dead load and live load shall be the length between the centerline

## COMMENTARY

*C5.12.3.3.9a*

Delete the first and second paragraphs of AC5.12.3.3.9a.

*C5.12.3.3.9c*

Delete AC5.12.3.3.9c.

*C5.12.3.3.11P*

For simple span design option, with prior approval from the District Bridge Engineer, the bottom layer reinforcement bar size may be increased to a #8 bar provided a minimum clear distance of 2 3/4 in. between reinforcement bars is maintained at all splice locations and the requirements of A5.6.7 and D5.6.7 are met.

## SPECIFICATIONS

of piers for interior span and between the centerline of pier and centerline of end bearing for exterior spans.

If the girders are designed using the “simple span check option” in PSLRFD, a separate run with the “continuous analysis” option is not required.

#### 5.12.3.3.12P Precast Girder and Deck Placement

The deck pouring sequence for prestressed concrete bridges made continuous for live load is as follows:

1. Place intermediate diaphragms, shear blocks between girders and end diaphragms at abutments.
2. Place slab in positive moment areas.
3. Place continuity diaphragms at piers.
4. Place slab in negative moment areas. This can be placed two hours after the continuity diaphragms are placed, when the diaphragm depth is over 3 ft.
5. Place barriers in positive moment region, then negative moment region, unless continuous placement can be maintained.

#### 5.12.3.4 Spliced Precast Girders

##### 5.12.3.4.1 General

The following shall replace the first paragraph of A5.12.3.4.1.

This article applies to bridges consisting of precast concrete girders fabricated in segments that are joined or spliced longitudinally to form the girders in the final structure by using a cast-in-place closure placement (splice) at locations other than at the piers. Bridges consisting of precast concrete girders or cast-in-place concrete slabs made continuous for transient loads by using a cast-in-place closure placement at the piers with tensile reinforcement located in the slab are covered in D5.12.3.3.1.

The following shall replace the fourth paragraph of A5.12.3.4.1.

The contract documents shall indicate alternative methods of construction permitted and the Contractor's responsibilities if such methods are chosen. Any changes by the Contractor to the construction method or to the design shall comply with the requirements of A5.12.5.5, D5.12.5.5 and the Department's policies regarding alternative designs.

The following shall replace the seventh, eighth, ninth and tenth paragraphs of A5.12.3.4.1.

Prestress losses in spliced precast girder bridges may be estimated using the provisions for other than segmentally constructed bridges in A5.9.3 and D5.9.3. The effects of

## COMMENTARY

##### C5.12.3.4.1

The following shall replace the fourth and fifth bullets in the first paragraph of AC5.12.3.4.1.

- The bridge cross-section is comprised of several individual girders with a cast-in-place concrete composite deck rather than precasting the full width and depth of the superstructure as one piece. In some cases, the deck may be divided into pieces that are integrally cast with each girder. A bridge of this type is completed by connecting the girders across the longitudinal joints without a cast-in-place composite deck. The latter form of construction requires approval of the Chief Bridge Engineer prior to the start of the design.
- Girder sections are used, such as bulb tee, rather than closed cell boxes with wide monolithic flanges.

The following shall replace the second paragraph of AC5.12.3.4.1.

Provisional ducts are required for segmental construction (A5.12.5.3.9a and D5.12.5.3.9a) to provide for possible adjustment of prestress force during construction.

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combined pretensioning and post-tensioning and staged post-tensioning shall be considered.

When required, the effects of creep and shrinkage in spliced precast girder bridges may be estimated using the provisions for other than segmentally constructed bridges in A5.4.2.3 and D5.4.2.3.

Precast deck girder bridges, for which some or all of the deck is cast integrally with a girder, may be spliced. Spliced structures of this type, which have longitudinal joints in the deck between each deck girder, shall comply with the additional requirements of A5.12.2.3 and D5.12.2.3.

Spliced precast girders may be made continuous for some permanent loads using details for simple span precast girders made continuous. In such cases, design shall conform to the applicable requirements of A5.12.3.3 and D5.12.3.3.

#### 5.12.3.4.2 Joints between Spliced Girders

##### 5.12.3.4.2b Details of Closure Joints

The following shall replace the fourth and fifth paragraphs of A5.12.3.4.2b.

If the joint is located in the span, its web transverse reinforcement per unit length of the girder shall be the larger of that in the adjacent girder segments.

The face of the precast segments at closure joints shall have shear keys in accordance with A5.12.5.4.2. Shear keys shall be provided at the ends of the girder segments on either side of the closure joints.

##### 5.12.3.4.2d Joint Design

The following shall replace the second paragraph of A5.12.3.4.2d.

Stress limits for concrete stresses in joints at the service limit state after losses specified in D5.9.2.3.4P for segmentally constructed bridges shall apply. These stress limits shall also apply for intermediate load stages, with the concrete strength at the time of loading substituted for  $f'_c$  in the stress limits.

##### 5.12.3.4.3 Girder Segment Design

The following shall replace A5.12.3.4.3.

Stress limits for temporary concrete stresses in girder segments before losses specified in D5.9.2.3.4P for other than segmentally constructed bridges shall apply at each stage of prestressing (pretensioning or post-tensioning) with due consideration for all applicable loads during construction. The concrete strength at the time the stage of prestressing is applied shall be substituted for  $f'_{ci}$  in the stress limits.

Stress limits for concrete stresses in girder segments at the service limit state after losses specified in D5.9.2.3.4P for other than segmentally constructed bridges shall apply. These stress limits shall also apply for intermediate load stages,

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Similar requirements are not given for spliced precast girder bridges because of the redundancy provided by a greater number of webs and tendons, and typically lower friction losses because of fewer joint locations.

##### C5.12.3.4.2b

The following shall replace the last paragraph of AC5.12.3.4.2b.

Roughening the ends of the girder segments on either side of closure joints is not considered sufficient to develop the required shear strength.

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with the concrete strength at the time of loading substituted for  $f'_c$  in the stress limits.

Where girder segments are precast without prestressed reinforcement, the provisions of A5.6.7 and D5.6.7 shall apply until post-tensioning is applied.

Where variable depth girder segments are used, the effect of inclined compression shall be considered.

The potential for buckling of tall thin web sections shall be considered.

**5.12.4 Diaphragms**

The following shall supplement A5.12.4.

For prestressed I-beams and box beams, diaphragm requirements are given on BD-651M.

For segmental box girder bridges, location and design of diaphragms shall be approved by the Chief Bridge Engineer.

**5.12.5 Segmental Concrete Bridges****5.12.5.1 General**

The following shall supplement A5.12.5.1.

The design and construction details of segmental bridges shall be such that:

- the deck is replaceable, and
- only internal bonded post-tensioning is used (except external unbonded post-tensioning may be used for the temporary condition on future strengthening).

**5.12.5.3 Design****5.12.5.3.3 Construction Load Combinations at the Service Limit State**

The following table shall replace Table A5.12.5.3.3-1.

## COMMENTARY

**C5.12.5.1**

The following shall replace the first and second paragraph of AC5.12.5.1.

For segmental construction, superstructures of single or multiple box sections are generally used. Segmental construction includes construction by free cantilever, span-by-span, or incremental launching methods using either precast or cast-in-place concrete segments which are connected to produce either continuous or simple spans.

Bridges utilizing beam type sections may also be constructed using segmental construction techniques. Such bridges, which are referred to as spliced precast girder bridges, are considered as a special case of conventional bridges. The design of such bridges is covered in A5.12.3.4 and D5.12.3.4.

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Table 5.12.5.3.3-1 – Load Factors and Allowable Tensile Stresses for Construction Load Combinations

Load Combination	LOAD FACTORS															STRESS LIMITS				See Note (A5.12.5.3.3)
	Dead Load			Live Load			Wind Load			Other Loads						Flexural Tension		Principal Tension		
	DC	DIFF	U	CE CLL	IE	CLE	WS	WUP	WE	CR	SH	TU	TG	EH EV ES	WA	Excluding “Other Loads”	Including “Other Loads”	Excluding “Other Loads”	Including “Other Loads”	
a	1.0	1.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	1.0	$\gamma_{TG}$	1.0	1.0	$0.095\sqrt{f'c}$	$0.190\sqrt{f'c}$	$0.055\sqrt{f'c}$	$0.109\sqrt{f'c}$	
b	1.0	0.0	1.0	1.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	1.0	$\gamma_{TG}$	1.0	1.0	$0.095\sqrt{f'c}$	$0.190\sqrt{f'c}$	$0.055\sqrt{f'c}$	$0.109\sqrt{f'c}$	
c	1.0	1.0	0.0	0.0	0.0	0.0	0.7	0.7	0.0	1.0	1.0	1.0	$\gamma_{TG}$	1.0	1.0	$0.095\sqrt{f'c}$	$0.190\sqrt{f'c}$	$0.055\sqrt{f'c}$	$0.109\sqrt{f'c}$	
d	1.0	1.0	0.0	1.0	0.0	0.0	0.7	1.0	0.7	1.0	1.0	1.0	$\gamma_{TG}$	1.0	1.0	$0.095\sqrt{f'c}$	$0.190\sqrt{f'c}$	$0.055\sqrt{f'c}$	$0.109\sqrt{f'c}$	1
e	1.0	0.0	1.0	1.0	1.0	0.0	0.3	0.0	0.3	1.0	1.0	1.0	$\gamma_{TG}$	1.0	1.0	$0.095\sqrt{f'c}$	$0.190\sqrt{f'c}$	$0.055\sqrt{f'c}$	$0.109\sqrt{f'c}$	2
f	1.0	0.0	0.0	1.0	1.0	1.0	0.3	0.0	0.3	1.0	1.0	1.0	$\gamma_{TG}$	1.0	1.0	$0.095\sqrt{f'c}$	$0.190\sqrt{f'c}$	$0.055\sqrt{f'c}$	$0.109\sqrt{f'c}$	3

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*5.12.5.3.6 Creep and Shrinkage*

The following shall replace the first sentence of the first paragraph of A5.12.5.3.6.

Creep coefficient  $\Psi(t, t_i)$  shall be determined either in accordance with A5.4.2.3 and D5.4.2.3 or by comprehensive tests which are approved by the Chief Bridge Engineer.

*5.12.5.3.7 Prestress Losses**C5.12.5.3.7*

The following shall supplement AC5.12.5.3.7.

In-place friction test results shall be approved by the Chief Bridge Engineer.

*5.12.5.3.9 Provisional Post-Tensioning Ducts and Anchorages**5.12.5.3.9a General*

The following shall supplement A5.12.5.3.9a.

External ducts are not permitted, except for temporary construction or rehabilitation projects.

**5.12.5.5 Use of Alternative Construction Methods**

The following shall supplement A5.12.5.5.

The use of alternative segmental construction methods requires the approval of the Chief Bridge Engineer.

**5.12.7 Culverts****5.12.7.4P Shear Resistance Provided by Single Bent-Up Bars in Box Culverts**

The additional nominal shear resistance provided by a single bar or single group of parallel bars all bent up at the same distance from the support shall be taken as:

$$V_s = A_v f_y \sin \alpha \leq 0.095 \sqrt{f'_c} b d_v \quad (5.12.7.4P-1)$$

where:

- $A_v$  = cross sectional area of bent-up bar (in<sup>2</sup>)
- $f_y$  = yield strength of bent-up bar (ksi)
- $\alpha$  = angle of inclination of transverse reinforcement to longitudinal axis (degrees)
- $b$  = width of concrete section (in.)
- $d_v$  = effective shear depth as determined in A5.7.2.8 (in.)
- $f'_c$  = compressive structural design strength of concrete at 28 days, unless another age is specified (ksi)



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5.12.8 Footings

5.12.8.4 Moment in Footings

C5.12.8.4

The following shall supplement AC5.12.8.4.

For the VBent program, the design moment will be determined at the 3/4 point of the pressure (for spread footings) or pile load (for pile foundation), to account for the effects of unsymmetrical loading.

5.12.8.5 Distribution of Moment Reinforcement

C5.12.8.5P

Figure C5.12.8.5P-1 provides a graphical representation of how the reinforcement in the long and short direction should be applied.

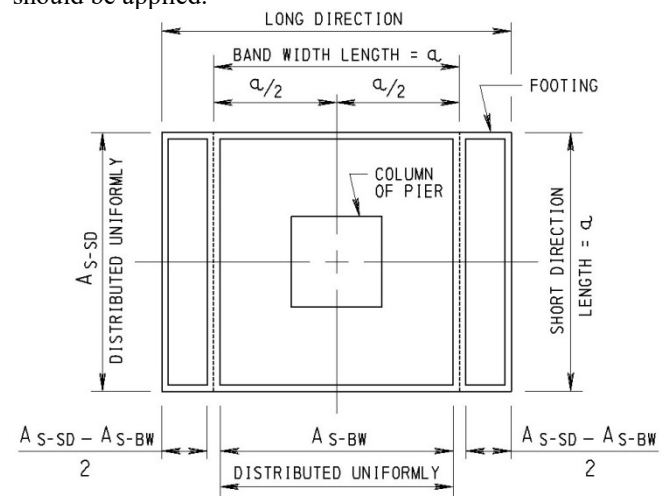


Figure C5.12.8.5P-1 – Example of Distribution of Reinforcement

5.12.8.6 Shear in Slabs and Footings

5.12.8.6.1 Critical Sections for Shear

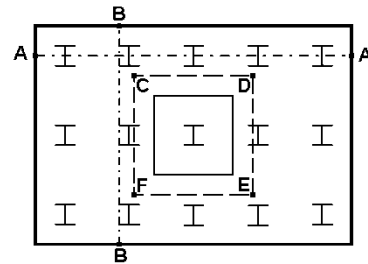
C5.12.8.6.1

The following shall supplement AC5.12.8.6.1 and is commentary regarding the last paragraph of A5.12.8.6.1.

Figure C5.12.8.6.1-2 provides an example of how to proportion the load from a pile when the pile is intersected by shear section line.

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ASSUME ONE FLANGE AREA EQUALS WEB AREA  
 ASSUME ALL PILES HAVE EQUAL LOAD

SHEAR DESIGN OF THE FOOTING PILE LOADS	
DESIGN SECTION	LOAD
A-A	5 PILES (.5) = 2.5 PILES
B-B	3 PILES
C-D-E-F	12 PILES + 2 ( $\frac{5}{8}$ ) PILES = 13.67 PILES

Figure C5.12.8.6.1-2 – Example of Proportioning Pile Loads for Shear Design

**5.12.8.8 Transfer of Force at Base of Column**

*5.12.8.8.1P Unreinforced Concrete Footings*

*5.12.8.8.1aP Design Stress*

Design stresses in plain concrete footings or pedestals shall be computed assuming a linear stress distribution. For footings and pedestals cast against soil, effective thickness used in computing stresses shall be taken as the overall thickness minus 3 in. Bending need not be considered, unless projection of footing from face to support member exceeds the footing effective thickness.

*5.12.8.8.1bP Pedestals*

The ratio of unsupported height to average least lateral dimension of plain concrete pedestals shall not exceed 3.

**5.12.9 Concrete Piles**

**5.12.9.1 General**

The following shall supplement A5.12.9.1.

Piles shall be designed as structural members capable of safely supporting all imposed loads. A pile group composed of both vertical and battered piles which is subjected to lateral load shall be designed assuming that all lateral load is resisted by the horizontal component of the axial capacity of the battered piles. For a pile group composed of only vertical piles which is subjected to lateral load, the pile structural analysis shall include explicit consideration of soil-structure interaction effects using a COM624P (Wang and Reese, 1993) or LPILE (ENSOFT, Inc. 2004 for LPILE) Analysis.

**C5.12.9.1**

The following shall supplement AC5.12.9.1.

Resistance factors,  $\phi$ , for the Strength Limit State shall be taken as specified in D5.5.4.2.

The resistance factors presented in D5.5.4.2 have been selected in a manner such that, when combined with an average load factor of 1.45, the equivalent factor of safety calculated as the ratio of the appropriate load to resistance factors is comparable to the factor of safety previously used by the Department.

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**5.12.9.4 Precast Prestressed Piles**

The following shall supplement A5.12.9.4.

Precast prestressed piles are not to be used unless approved by the Chief Bridge Engineer

**5.12.9.6P Structural Resistance***5.12.9.6.1P Concrete Filled Steel Pipe Piles*

For braced concrete filled steel pipe piles, the factored axial resistance shall be taken as:

$$P_r = \phi_s A_{st} f_y + \phi_c 0.85 A_{gc} f'_c \quad (5.12.9.6.1P-1)$$

where:

- $\phi_c$  = resistance factor for concrete as specified in D5.5.4.2
- $\phi_s$  = resistance factor for steel as specified in D5.5.4.2
- $A_{st}$  = total area of longitudinal nonprestressed reinforcement (in<sup>2</sup>)
- $A_{gc}$  = gross cross-sectional area of concrete (in<sup>2</sup>)

For braced concrete filled steel pipe piles, the combined axial and flexural resistance shall be established in accordance with A6.9.5. For concrete filled steel pipe piles with unbraced lengths, the nominal axial resistance and combined axial and flexural resistance shall be established in accordance with A6.9.5. Resistance factors shall be taken as specified in A6.5.4.2. The values of  $P_r$  computed from A6.9.5.1 shall not exceed the value established by Eq. 5.12.9.6.1P-1.

*5.12.9.6.2P Prestressed Concrete Piles*

The factored axial resistance prestressed concrete piles shall be taken as:

$$P_r = \phi (f'_c - 0.87 f_{pe}) A_{gc} \quad (5.12.9.6.2P-1)$$

where:

- $\phi$  = resistance factor as specified in D5.5.4.2
- $f_{pe}$  = effective stress in prestressing steel after losses (ksi)

*5.12.9.6.3P Precast Concrete Piles*

The resistance factor specified in D5.5.4.2 shall be applied for determination of the stress levels in the gross cross-sectional area of the concrete.

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*5.12.9.6.4P Buckling*

Instability of piles which extend through water or air shall be accounted for as specified in A5.6.4.3 using the resistance factors specified in D.5.5.4.2. Piles which extend through air or water shall be assumed to be fixed at some depth below the ground. Stability shall be determined in accordance with provisions in A5.6.4.3 for compression members using an equivalent length of the pile equal to the laterally unsupported length, plus an embedded depth to fixity. The depth to fixity shall be determined in accordance with D10.7.3.13.4 or use of COM624P or LPILE.

*5.12.9.6.5P Maximum Permissible Driving Stresses*

Maximum permissible driving stresses shall be taken as specified in D10.7.8.

**5.12.10P Post-Tensioned Pier Caps**

For inverted T-post-tensioned pier caps, a detailed stress analysis and detailed design is required for bracket (corbel) reinforcement, including all forces acting on any pedestal.

This investigation must include, but is not limited to, bearing pressure, bending, flexural shear, diagonal tension, pure shear, punching shear, horizontal forces, vertical forces and torsional forces.

Investigate the combined effect of all vertical and horizontal superstructure forces and any other conditions which are warranted.

To compensate for incidental field adjustments in the location of bearings, all pier's columns, solid piers and abutment's stems shall be designed for a 2-in. longitudinal eccentricity off the theoretical centerline of bearing. The eccentricity need not be considered for footing design.

End faces shall be proportioned to allow proper placement of anchor plates. Outside edges of anchor plates shall not be less than 3 in. from an exposed edge.

In addition to the other strength and service limit state checks, concrete tensile stresses due to Service III Load Combination loads shall not exceed  $0.0948\sqrt{f'_c}$ .

**5.14 DURABILITY****5.14.5 Deck Protection Systems**

The following shall replace A5.14.5.

Deck protection systems shall be considered for all bridge decks exposed to freeze thaw cycles and application of deicing chemicals. The owner should consider providing additional protection against penetration of chlorides. For segmental bridges the owner should consider additional concrete cover acting as an integral wearing surface or a minimum of 1.5 in. thickness overlay. If an integral overlay is selected, the owner should consider an additional 0.25 in. of cover as a grinding allowance for rideability. The owner may

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require specific materials and placement techniques stipulated by local practices.

**5.15 REFERENCES**

The following shall supplement A5.15.

Lutz, LeRoy, A., “Crack Control Factor for Bundled Bars and for Bars of Different Sizes”, ACI Journal, January 1974, pp 9-10.

PennDOT Bridge Quality Assurance Division. *Investigation of Causes and Mitigation of J-Bars Deterioration in Bridge Structures in Pennsylvania*. Prepared under ECMS Agreement E00974, Workorder 12, by Modjeski and Masters, Inc. August 2011.

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## APPENDIX F5P – CROSSWALK BETWEEN APRIL 2015 AND DECEMBER 2019 EDITIONS

DM-4 2015 Ed. / AASHTO 7th Ed.		DM-4 2019 Ed. / AASHTO 8th Ed.		AASHTO Modifications from 7th to 8th Ed. <sup>1</sup>					DM-4 <sup>2</sup>			Reasoning / Justification
Article Number and Title		Article Number and Title		Unchanged	Editorial	Updated	New	Removed	In 2015 Ed.?	In 2019 Ed.?	Content Change?	
5.2	Definitions	5.2	Definitions			✓			Y	Y	Y	AASHTO included definition
5.3	Notation	5.3	Notation			✓			Y	Y	Y	AASHTO included notation; DM-4 notations updated
5.4	Material Properties	5.4	Material Properties	✓					Y	Y	N	
5.4.1	General	5.4.1	General		✓				Y	Y	N	
5.4.2	Normal Weight and Structural Lightweight Concrete	5.4.2	Normal Weight and Lightweight Concrete		✓				Y	Y	N	AASHTO altered article title
5.4.2.1	Compressive Strength	5.4.2.1	Compressive Strength			✓			Y	Y	Y	Added sleeper slabs and flared safety wings; AASHTO new concrete density factor; AAA accelerated guidance
5.4.2.2	Coefficient of Thermal Expansion	5.4.2.2	Coefficient of Thermal Expansion	✓					Y	Y	N	
5.4.2.3	Shrinkage and Creep	5.4.2.3	Creep and Shrinkage		✓				Y	Y	N	AASHTO altered article title
5.4.2.3.1	General	5.4.2.3.1	General		✓				Y	Y	Y	Updated notation wording
5.4.2.3.2	Creep	5.4.2.3.2	Creep			✓			Y	Y	N	
5.4.2.3.3	Shrinkage	5.4.2.3.3	Shrinkage		✓				Y	Y	N	
5.4.2.4	Modulus of Elasticity	5.4.2.4	Modulus of Elasticity			✓			Y	Y	Y	New AASHTO equation is more consistent for lightweight concrete
5.4.2.5	Poisson's Ratio	5.4.2.5	Poisson's Ratio			✓			Y	Y	N	AASHTO updates do not conflict with DM-4
5.4.2.6	Modulus of Rupture	5.4.2.6	Modulus of Rupture			✓			Y	Y	N	AASHTO updates do not conflict with DM-4
5.4.3	Reinforcing Steel	5.4.3	Reinforcing Steel	✓					Y	Y	N	
5.4.3.1	General	5.4.3.1	General		✓				Y	Y	Y	Removed 40 ksi rebar
5.4.3.3	Special Applications	5.4.3.3	Special Applications		✓				Y	Y	Y	Allowed up to 100 ksi steel in design except for bridge decks
5.4.3.4P	Contact Documents	5.4.3.4P	Contact Documents						Y	Y	N	
5.4.3.5P	Constructibility	5.4.3.5P	Constructibility						Y	Y	N	
5.4.3.6P	Epoxy-Coated Reinforcing Bars	5.4.3.6P	Epoxy-Coated Reinforcing Bars						Y	Y	N	

DM-4 2015 Ed. / AASHTO 7th Ed.		DM-4 2019 Ed. / AASHTO 8th Ed.		AASHTO Modifications from 7th to 8th Ed. <sup>1</sup>					DM-4 <sup>2</sup>			Reasoning / Justification
Article Number and Title		Article Number and Title		Unchanged	Editorial	Updated	New	Removed	In 2015 Ed.?	In 2019 Ed.?	Content Change?	
5.4.4	Prestressing Steel	5.4.4	Prestressing Steel	✓					Y	Y	N	
5.4.4.1	General	5.4.4.1	General			✓			Y	Y	Y	Removed stress relieved strands; AASHTO removed commentary; AASHTO updated paragraph matches DM-4
5.4.5	Post-Tensioning Anchorages and Couplers	5.4.5	Post-Tensioning Anchorages and Couplers		✓				Y	Y	Y	Removed commentary
5.4.6	Ducts	5.4.6	Post-Tensioning Ducts		✓				Y	Y	N	Added PP ducts
5.4.6.1	General	5.4.6.1	General			✓			Y	Y	N	
<b>5.5</b>	<b>Limit States</b>	<b>5.5</b>	<b>Limit States and Design Methodologies</b>		✓				Y	Y	Y	AASHTO altered article title
5.5.1	General	5.5.1	General			✓			N	Y	-	AASHTO combined Articles 5.5.1, 5.6.1, and 5.6.2
5.5.1	General	5.5.1.1	Limit-State Applicability			✓			N	Y	-	AASHTO combined Articles 5.5.1, 5.6.1, and 5.6.2; PBE A <sub>s</sub> requirements
N/A		5.5.1.2	Design Methodologies				✓		N	N	-	New AASHTO article does not conflict with DM-4
N/A		5.5.1.2.1	General				✓		N	N	-	New AASHTO article does not conflict with DM-4
N/A		5.5.1.2.2	B-Regions				✓		N	N	-	New AASHTO article does not conflict with DM-4
N/A		5.5.1.2.3	D-Regions				✓		N	N	-	New AASHTO article does not conflict with DM-4
5.5.3	Fatigue Limit State	5.5.3	Fatigue Limit State	✓					Y	Y	N	
5.5.3.1	General	5.5.3.1	General	✓					Y	Y	N	
5.5.3.2	Reinforcing Bars	5.5.3.2	Reinforcing Bars and Welded Wire Fabric Reinforcement			✓			Y	Y	N	AASHTO altered article title; PTF removed
5.5.3.3	Prestressing Tendons	5.5.3.3	Prestressing Steel		✓				Y	Y	Y	AASHTO altered article title; Reworded to be consistent; PTF removed
5.5.4	Strength Limit State	5.5.4	Strength Limit State	✓					Y	Y	N	
5.5.4.2	Resistance Factors	5.5.4.2	Resistance Factors			✓			Y	Y	Y	AASHTO updated and combined Articles 5.5.4.2, 5.5.4.2.1, and 5.5.4.2.2



DM-4 2015 Ed. / AASHTO 7th Ed.		DM-4 2019 Ed. / AASHTO 8th Ed.		AASHTO Modifications from 7th to 8th Ed. <sup>1</sup>					DM-4 <sup>2</sup>			Reasoning / Justification
Article Number and Title		Article Number and Title		Unchanged	Editorial	Updated	New	Removed	In 2015 Ed.?	In 2019 Ed.?	Content Change?	
5.5.4.2.1	Conventional Construction	5.5.4.2	Resistance Factors			✓			Y	N	Y	AASHTO removed article title
5.5.4.2.2	Segmental Construction	5.5.4.2	Resistance Factors			✓			Y	N	Y	AASHTO removed article title
<b>5.6</b>	<b>Design Considerations</b>	<b>5.8</b>	<b>Design of D-Regions</b>				✓		Y	Y	N	AASHTO altered article title
5.6.1	General	5.5.1.1	Limit-State Applicability			✓			Y	Y	Y	Added minimum steel requirement for members subjected to transportation; AASHTO combined Articles 5.5.1, 5.6.1, and 5.6.2
5.6.2	Effects of Imposed Deformations	5.5.1.1	Limit-State Applicability		✓				Y	Y	Y	Added minimum steel requirement for members subjected to transportation; AASHTO combined Articles 5.5.1, 5.6.1, and 5.6.2
N/A		5.8.1	General				✓		N	N	-	AASHTO updated STM design provisions and is not in conflict with DM-4
5.6.3	Strut-and-Tie Method	5.8.2	Strut-and-Tie Method (STM)		✓				N	Y	-	AASHTO updated STM design provisions and is not in conflict with DM-4
5.6.3.1	General	5.8.2.1	General			✓			N	N	-	AASHTO updated STM design provisions and is not in conflict with DM-4
5.6.3.2	Structural Modeling	5.8.2.2	Structural Modeling			✓			N	N	-	AASHTO updated STM design provisions and is not in conflict with DM-4
N/A		5.8.2.3	Factored Resistance				✓		N	N	-	AASHTO updated STM design provisions and is not in conflict with DM-4
5.6.3.4	Proportioning of Tension Ties	5.8.2.4	Proportioning of Ties		✓				N	N	-	AASHTO updated STM design provisions and is not in conflict with DM-4
5.6.3.4.1	Strength of Tie	5.8.2.4.1	Strength of Tie			✓			N	N	-	AASHTO updated STM design provisions and is not in conflict with DM-4
5.6.3.4.2	Anchorage of Tie	5.8.2.4.2	Anchorage of Tie		✓				N	N	-	AASHTO updated STM design provisions and is not in conflict with DM-4

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Article Number and Title		Article Number and Title		Unchanged	Editorial	Updated	New	Removed	In 2015 Ed.?	In 2019 Ed.?	Content Change?	
N/A		5.8.2.5	Proportioning of Node Regions				✓		N	N	-	AASHTO updated STM design provisions and is not in conflict with DM-4
N/A		5.8.2.5.1	Strength of a Node Face				✓		N	N	-	AASHTO updated STM design provisions and is not in conflict with DM-4
N/A		5.8.2.5.2	Effective Cross-Sectional Area of the Node Face				✓		N	N	-	AASHTO updated STM design provisions and is not in conflict with DM-4
5.6.3.5	Proportioning of Node Regions	5.8.2.5.3	Limiting Compressive Stress at the Node Face			✓			N	N	-	AASHTO updated STM design provisions and is not in conflict with DM-4
5.6.3.5	Proportioning of Node Regions	5.8.2.5.3a	General			✓			N	N	-	AASHTO updated STM design provisions and is not in conflict with DM-4
N/A		5.8.2.5.3a	General				✓		N	N	-	AASHTO updated STM design provisions and is not in conflict with DM-4
N/A		5.8.2.5.3b	Back Face of a CCT Node				✓		N	N	-	AASHTO updated STM design provisions and is not in conflict with DM-4
<b>5.7</b>	<b>Design for Flexural and Axial Force Effects</b>	<b>5.6</b>	<b>Design for Flexural and Axial Force Effects – B Regions</b>		✓				Y	Y	N	AASHTO altered article title
5.7.1	Assumptions for Service and Fatigue Limit States	5.6.1	Assumptions for Service and Fatigue Limit States		✓				Y	Y	Y	DM-4 commentary missing sentence
5.7.2	Assumptions for Strength and Extreme Event Limit States	5.6.2	Assumptions for Strength and Extreme Event Limit States			✓			Y	Y	N	New AASHTO content does not conflict with DM-4
5.7.2.1	General	5.6.2.1	General			✓			Y	Y	N	
5.7.2.2	Rectangular Stress Distribution	5.6.2.2	Rectangular Stress Distribution			✓			Y	Y	N	AASHTO updates do not conflict with DM-4
5.7.3	Flexural Members	5.6.3	Flexural Members			✓			Y	Y	N	New AASHTO content does not conflict with DM-4
5.7.3.1	Stress in Prestressing Steel at Nominal Flexural Resistance	5.6.3.1	Stress in Prestressing Steel at Nominal Flexural Resistance	✓					Y	Y	N	

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Article Number and Title		Article Number and Title		Unchanged	Editorial	Updated	New	Removed	In 2015 Ed.?	In 2019 Ed.?	Content Change?	
5.7.3.1.1	Components with Bonded Tendons	5.6.3.1.1	Components with Bonded Tendons			✓			Y	Y	Y	Updated notation to match AASHTO; Updated AASHTO equations do not contradict DM-4
5.7.3.1.2	Components with Unbonded Tendons	5.6.3.1.2	Components with Unbonded Tendons			✓			Y	Y	N	Updated AASHTO equations do not contradict DM-4
5.7.3.2	Flexural Resistance	5.6.3.2	Flexural Resistance	✓					Y	Y	N	
5.7.3.2.2	Flanged Sections	5.6.3.2.2	Flanged Sections	✓					Y	Y	N	
5.7.3.2.5	Strain Compatibility Approach	5.6.3.2.5	Strain Compatibility Approach		✓				Y	Y	N	
N/A		5.6.3.2.6	Composite Girder Sections				✓		N	N	-	New AASHTO article does not conflict with DM-4
5.7.3.2.6P	Prestressed Beam Flexural Resistance	5.6.3.2.7P	Prestressed Beam Flexural Resistance						Y	Y	Y	Sentence added to provide better explanation of equation application
5.7.3.3	Limits for Reinforcement	N/A							Y	N	Y	AASHTO removed article title
5.7.3.3.2	Minimum Reinforcement	5.6.3.3	Minimum Reinforcement			✓			Y	Y	Y	Updated notation wording
5.7.3.4	Control Cracking by Distribution of Reinforcement	5.6.7	Control Cracking by Distribution of Reinforcement			✓			Y	Y	Y	AASHTO removed paragraph
5.7.3.6	Deformations	5.6.3.5	Deformations	✓					Y	Y	N	
5.7.3.6.2	Deflection and Camber	5.6.3.5.2	Deflection and Camber		✓				Y	Y	N	
5.7.3.6.4P	Camber of Prestressed Beams	5.6.3.5.4P	Camber of Prestressed Beams						Y	Y	N	
5.7.3.6.4aP	Camber Due to Prestressing	5.6.3.5.4aP	Camber Due to Prestressing						Y	Y	Y	Updated notation to match AASHTO
5.7.3.6.4bP	Deflection Due to Dead Loads	5.6.3.5.4bP	Deflection Due to Dead Loads						Y	Y	N	
5.7.3.6.4cP	Total Camber at Transfer of Prestressing	5.6.3.5.4cP	Total Camber at Transfer of Prestressing						Y	Y	N	
5.7.3.6.4dP	Camber for Bearing Slope	5.6.3.5.4dP	Camber for Bearing Slope						Y	Y	N	
5.7.3.6.4eP	Total Camber in Beams at Time of Construction	5.6.3.5.4eP	Total Camber in Beams at Time of Construction						Y	Y	Y	Updated notation to match Article D5.3
5.7.3.6.4fP	Final Camber	5.6.3.5.4fP	Final Camber						Y	Y	N	
5.7.4	Compression Members	5.6.4	Compression Members	✓					Y	Y	N	
5.7.4.1	General	5.6.4.1	General		✓				N	N	N	
5.7.4.2	Limits for Reinforcement	5.6.4.2	Limits for Reinforcement			✓			Y	Y	N	

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Article Number and Title		Article Number and Title		Unchanged	Editorial	Updated	New	Removed	In 2015 Ed.?	In 2019 Ed.?	Content Change?	
5.7.4.3	Approximate Evaluation of Slenderness Effects	5.6.4.3	Approximate Evaluation of Slenderness Effects			✓			Y	Y	Y	ACI 318-14 uses a 1.4 multiplier
5.7.4.4	Factored Axial Resistance	5.6.4.4	Factored Axial Resistance			✓			Y	Y	N	AASHTO updated equations do not conflict with DM-4
5.7.4.5	Biaxial Flexure	5.6.4.5	Biaxial Flexure			✓			N	N	-	AASHTO updated equations do not conflict with DM-4
5.7.4.6	Spirals and Ties	5.6.4.6	Spirals, Hoops, and Ties			✓			Y	N	Y	AASHTO incorporated DM-4 equation. Article is no longer needed in DM-4
<b>5.8</b>	<b>Shear and Torsion</b>	<b>5.7</b>	<b>Design for Shear and Torsion – B Regions</b>		✓				Y	Y	N	AASHTO altered article title
5.8.2	General Requirements	5.7.2	General Requirements	✓					Y	Y	N	
5.8.2.1	General	5.7.2.1	General			✓			N	N	-	AASHTO updates do not conflict with DM-4
5.8.2.2	Modifications for Lightweight Concrete	5.4.2.8	Concrete Density Modification Factor			✓			N	N	-	Updated AASHTO article regarding concrete density modification factor does not conflict with DM-4
5.8.2.5	Minimum Transverse Reinforcement	5.7.2.5	Minimum Transverse Reinforcement			✓			N	N	-	Updated AASHTO equation does not conflict with DM-4
5.8.2.9	Shear Stress on Concrete	5.7.2.8	Shear Stress on Concrete			✓			Y	Y	N	
5.8.3	Sectional Design Model	5.7.3	Sectional Design Model	✓					Y	Y	N	
5.8.3.1	General	5.7.3.1	General			✓			N	N	-	AASHTO updated comment regarding concrete density does not conflict with DM-4
5.8.3.2	Sections Near Supports	5.7.3.2	Sections Near Supports			✓			Y	Y	Y	AASHTO added a previous paragraph
5.8.3.3	Nominal Shear Resistance	5.7.3.3	Nominal Shear Resistance			✓			N	N	-	Updated AASHTO equation does not conflict with DM-4
5.8.3.4	Procedures for Determining Shear Resistance	5.7.3.4	Procedures for Determining Shear Resistance Parameters $\beta$ and $\theta$			✓			Y	Y	N	AASHTO altered article title
5.8.3.4.1	Simplified Procedure for Nonprestressed Sections	5.7.3.4.1	Simplified Procedure for Nonprestressed Sections	✓					Y	Y	N	
5.8.3.4.2	General Procedure	5.7.3.4.2	General Procedure			✓			Y	Y	N	AASHTO updates do not conflict with DM-4

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Article Number and Title		Article Number and Title		Unchanged	Editorial	Updated	New	Removed	In 2015 Ed.?	In 2019 Ed.?	Content Change?	
5.8.3.4.3	Simplified Procedure for Prestressed and Nonprestressed Sections	N/A						✓	N	N	-	AASHTO removing this article does not conflict with DM-4
5.8.3.5	Longitudinal Reinforcement	5.7.3.5	Longitudinal Reinforcement			✓			Y	Y	N	
5.8.3.6	Sections Subjected to Combined Shear and Torsion	5.7.3.6	Sections Subjected to Combined Shear and Torsion	✓					Y	Y	N	
5.8.3.6.3	Longitudinal Reinforcement	5.7.3.6.3	Longitudinal Reinforcement		✓				Y	Y	N	
5.8.4	Interface Shear Transfer—Shear Friction	5.7.4	Interface Shear Transfer—Shear Friction	✓					Y	Y	N	
5.8.4.1	General	5.7.4.1	General			✓			Y	Y	Y	AASHTO added a previous paragraph
5.8.4.1	General	5.7.4.3	Interface Shear Resistance		✓				Y	Y	Y	AASHTO moved equation location
5.8.4.2	Computation of the Factored Interface Shear Force, $V_{ui}$ , for Girder/Slab Bridges	5.7.4.5	Computation of the Factored Interface Shear Force for Girder/Slab Bridges		✓				Y	Y	N	AASHTO altered article title
5.8.4.3	Cohesion and Friction Factors	5.7.4.4	Cohesion and Friction Factors		✓				Y	Y	N	
5.8.4.4	Minimum Area of Interface Shear Reinforcement	5.7.4.2	Minimum Area of Interface Shear Reinforcement		✓				Y	Y	N	
5.8.5	Principal Tensile Stresses in Webs of Segmental Concrete Bridges	5.9.2.3.3	Principal Tensile Stresses in Webs			✓			N	N	-	Updated AASHTO article does not conflict with DM-4
5.8.6	Shear and Torsion for Segmental Box Girder Bridges	5.12.5.3.8	Alternative Shear Design Procedure		✓				N	N	-	
5.8.6.3	Regions Requiring Consideration of Torsional Effects	5.12.5.3.8c	Nominal Shear Resistance			✓			N	N	-	Updated AASHTO equations do not conflict with DM-4
5.8.6.5	Nominal Shear Resistance	5.12.5.3.8c	Nominal Shear Resistance			✓			N	N	-	Updated AASHTO equations do not conflict with DM-4
<b>5.9</b>	<b>Prestressing</b>	<b>5.9</b>	<b>Prestressing</b>		✓				Y	Y	N	
5.9.1	General Design Considerations	5.9.1	General Design Considerations	✓					Y	Y	N	
5.9.1.1	General	5.9.1.1	General	✓					Y	Y	Y	AASHTO removed commentary; DM-4 commentary supplemented
5.9.1.4	Section Properties	5.9.1.3	Section Properties			✓			Y	Y	Y	AASHTO added sentence

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Article Number and Title		Article Number and Title		Unchanged	Editorial	Updated	New	Removed	In 2015 Ed.?	In 2019 Ed.?	Content Change?	
N/A		5.9.2	Stress Limitations				✓		N	Y	N	AASHTO added a subarticle below this article
5.9.3	Stress Limitations for Prestressing Tendons	5.9.2.2	Stress Limitations for Prestressing Steel		✓				Y	Y	N	
5.9.4	Stress Limits for Concrete	5.9.2.3	Stress Limits for Concrete	✓					Y	Y	N	
5.9.4.3P	Allowable Concrete Stresses for Pretensioned Beams	5.9.2.3.4P	Allowable Concrete Stresses for Pretensioned Beams						Y	Y	N	AASHTO included a concrete density modification factor to equations. AASHTO updates do not conflict with DM-4
5.9.4.4P	Allowable Concrete Stresses for Segmentally Constructed Bridges	5.9.2.3.5P	Allowable Concrete Stresses for Segmentally Constructed Bridges						Y	Y	N	
5.9.4.4.1P	For Temporary Stresses Before Losses	5.9.2.3.5aP	For Temporary Stresses Before Losses						Y	Y	N	
5.9.4.4.1aP	Compressive Stresses	5.9.2.3.5aaP	Compressive Stresses						Y	Y	N	
5.9.4.4.1bP	Tensile Stresses	5.9.2.3.5abP	Tensile Stresses						Y	Y	N	AASHTO included a concrete density modification factor to equations. AASHTO updates do not conflict with DM-4
5.9.4.4.2P	For Stresses at Service Limit State after Losses	5.9.2.3.5bP	For Stresses at Service Limit State after Losses						Y	Y	N	
5.9.4.4.2aP	Compressive Stresses	5.9.2.3.5baP	Compressive Stresses						Y	Y	N	
5.9.4.4.2bP	Tensile Stresses	5.9.2.3.5bbP	Tensile Stresses						Y	Y	N	AASHTO included a concrete density modification factor to equations. AASHTO updates do not conflict with DM-4
5.9.4.5P	Allowable Stresses for Prestressed Piles	5.9.2.3.6P	Allowable Stresses for Prestressed Piles						Y	Y	N	
5.9.4.5.1P	Compressive Stresses	5.9.2.3.6aP	Compressive Stresses						Y	Y	N	

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Article Number and Title		Article Number and Title		Unchanged	Editorial	Updated	New	Removed	In 2015 Ed.?	In 2019 Ed.?	Content Change?	
5.9.4.5.2P	Tensile Stresses	5.9.2.3.6bP	Tensile Stresses						Y	Y	N	AASHTO included a concrete density modification factor to equations. AASHTO updates do not conflict with DM-4
5.9.4.6P	Tolerances in Prestressed Allowable Stresses	5.9.2.3.7bP	Tolerances in Prestressed Allowable Stresses						Y	Y	N	
5.9.5	Loss of Prestress	5.9.3	Prestress Losses		✓				Y	Y	N	AASHTO altered article title
5.9.5.0P	Calculation of Loss of Prestress	5.9.3.0P	Calculation of Prestress Losses						Y	Y	N	Matched altered Article 5.9.3 title
5.9.5.1	Total Loss of Prestress	5.9.3.1	Total Prestress Loss		✓				Y	Y	Y	AASHTO altered article title; AASHTO removed commentary Updated notation to match AASHTO
5.9.5.2	Instantaneous Losses	5.9.3.2	Instantaneous Losses	✓					Y	Y	N	
5.9.5.2.3	Elastic Shortening	5.9.3.2.3	Elastic Shortening	✓					Y	Y	N	
5.9.5.2.3a	Pretensioned Members	5.9.3.2.3a	Pretensioned Members	✓					Y	Y	Y	Added "P" to PennDOT specific equations; Updated notations to match AASHTO 8th Edition
5.9.5.2.4P	Prestress Stress at Transfer	5.9.3.2.4P	Prestress Stress at Transfer						Y	Y	N	
5.9.5.3	Approximate Estimate of Time Dependent Losses	5.9.3.3	Approximate Estimate of Time Dependent Losses	✓					Y	Y	N	
5.9.5.4	Refined Estimates of Time-Dependent Losses	5.9.3.4	Refined Estimates of Time-Dependent Losses	✓					Y	Y	N	
5.9.5.4.3	Losses: Time of Deck Placement to Final Time	5.9.3.4.3	Losses: Time of Deck Placement to Final Time	✓					Y	Y	N	
5.9.5.4.3c	Relaxation of Prestressing Strands	5.9.3.4.3c	Relaxation of Prestressing Strands	✓					Y	Y	N	
N/A		5.9.3.5	Losses in Multi-Stage Prestressing				✓		N	N	-	New AASHTO article does not conflict with DM-4
<b>5.10</b>	<b>Details of Reinforcement</b>	<b>5.10</b>	<b>Reinforcement</b>		✓				Y	Y	N	AASHTO altered article title
5.10.1	Concrete Cover	5.14.3	Concrete Cover			✓			Y	N	Y	Moved content to D5.10.1 to match AASHTO
5.10.2	Hooks and Bends	5.10.2	Hooks and Bends	✓					Y	y	N	

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Article Number and Title		Article Number and Title		Unchanged	Editorial	Updated	New	Removed	In 2015 Ed.?	In 2019 Ed.?	Content Change?	
5.10.2.1	Standard Hooks	5.10.2.1	Standard Hooks	✓					Y	Y	N	
5.10.2.2	Seismic Hooks	5.11.4.1.4	Transverse Reinforcement for Confinement at Plastic Hinges			✓			N	Y	Y	AASHTO combined Articles 5.10.2.2 and 5.10.11.4.1d; AASHTO added a previous paragraph; AASHTO included DM-4 comment Updated notation to match AASHTO
5.10.2.3	Minimum Bend Diameters	5.10.2.3	Minimum Bend Diameters	✓					Y	Y	N	
5.10.3	Spacing of Reinforcement	5.10.3	Spacing of Reinforcement	✓					Y	Y	N	
5.10.3.1	Minimum Spacing of Reinforcing Bars	5.10.3.1	Minimum Spacing of Reinforcing Bars	✓					Y	Y	N	
5.10.3.1.1	Cast-in-Place Concrete	5.10.3.1.1	Cast-in-Place Concrete		✓				Y	Y	N	
5.10.3.1.2	Precast Concrete	5.10.3.1.2	Precast Concrete		✓				Y	Y	N	
5.10.3.1.3	Multilayers	5.10.3.1.3	Multilayers	✓					Y	Y	N	
5.10.3.1.5	Bundled Bars	5.10.3.1.5	Bundled Bars	✓					Y	Y	N	
5.10.3.2	Maximum Spacing of Reinforcing Bars	5.10.3.2	Maximum Spacing of Reinforcing Bars		✓				Y	Y	Y	AASHTO reformatted article
N/A		5.9.4	Details for Pretensioning				✓		N	Y	Y	AASHTO added article title
5.10.3.3	Minimum Spacing of Prestressing Tendons and Ducts	5.9.4.1	Minimum Spacing of Pretensioning Strand		✓				Y	Y	Y	AASHTO altered article title; AASHTO updated format
5.10.3.3.1	Pretensioning Strand	5.9.4.1	Minimum Spacing of Pretensioning Strand		✓				Y	N	Y	AASHTO removed article title
N/A		5.9.5	Details for Post-Tensioning				✓		N	Y	Y	AASHTO added article title
N/A		5.9.5.1	Minimum Spacing of Post-Tensioning Tendons and Ducts				✓		N	Y	Y	AASHTO added article title
5.10.3.3.2	Post-Tensioning Ducts—Girders Straight in Plan	5.9.5.1.1	Post-Tensioning Ducts—Girders Straight in Plan			✓			Y	Y	Y	AASHTO removed commentary; AASHTO reformatted list
5.10.4.3.1b	Shear Resistance to Pull-out	5.9.5.4.4b	Shear Resistance to Pull-out			✓			N	N	-	AASHTO updated equations do not conflict with DM-4
5.10.6	Transverse Reinforcement for Compression Members	5.10.4	Transverse Reinforcement for Compression Members	✓					Y	Y	N	



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Article Number and Title		Article Number and Title		Unchanged	Editorial	Updated	New	Removed	In 2015 Ed.?	In 2019 Ed.?	Content Change?	
5.10.6.1	General	5.10.4.1	General	✓					Y	Y	N	
5.10.6.2	Spirals	5.10.4.2	Spirals		✓				Y	Y	N	
5.10.6.3	Ties	5.10.4.3	Ties			✓			Y	Y	Y	AASHTO added paragraphs that were part of DM-4
5.10.8	Shrinkage and Temperature Reinforcement	5.10.6	Shrinkage and Temperature Reinforcement		✓				Y	Y	Y	AASHTO reformatted list
5.10.8.1P	Minimum Reinforcement	5.10.6.1P	Minimum Reinforcement						Y	Y	N	
5.10.9	Post-Tensioned Anchorage Zones	5.9.5.6	Post-Tensioned Anchorage Zones	✓					Y	Y	N	
5.10.9.2	General Zone and Local Zone	5.9.5.6.1	General	✓					Y	N	Y	AASHTO relocated subarticles below this article
5.10.9.2.3	Local Zone	5.9.5.6.3	Local Zone	✓					Y	Y	N	
5.10.9.2.4	Responsibilities	5.9.5.6.4	Responsibilities			✓			Y	Y	N	
5.10.9.3	Design of the General Zone	5.9.5.6.5	Design of the General Zone	✓					Y	N	Y	AASHTO relocated subarticles below this article
5.10.9.3.3	Special Anchorage Devices	5.9.5.6.6	Special Anchorage Devices	✓					Y	Y	N	
5.10.9.4	Application of the Strut-and-Tie Model to the Design of the General Zone	5.8.2.7	Application to the Design of the General Zones of Post-Tensioning Anchorages		✓				Y	Y	N	AASHTO altered article title
5.10.9.4.2	Nodes	5.8.2.7.2	Nodes		✓				Y	Y	N	
5.10.9.6	Approximate Stress Analyses and Design	5.8.4	Approximate Stress Analysis and Design		✓				N	Y	N	AASHTO moved a subarticle below this article
5.10.9.7	Design of Local Zones	5.8.4.4	Local Zones		✓				Y	Y	N	AASHTO altered article title
5.10.9.7.2	Bearing Resistance	5.8.4.4.2	Bearing Resistance		✓				Y	Y	Y	AASHTO added a previous paragraph
5.10.9.7.3	Special Anchorage Devices	5.8.4.4.3	Special Anchorage Devices		✓				Y	Y	N	
5.10.10	Pretensioned Anchorage Zones	5.9.4.4	Pretensioned Anchorage Zones	✓					Y	Y	N	
5.10.10.1	Splitting Resistance	5.9.4.4.1	Splitting Resistance		✓				Y	Y	Y	Updated notation to match AASHTO
5.10.10.2	Confinement Reinforcement	5.9.4.4.2	Confinement Reinforcement	✓					Y	Y	N	
5.10.11	Provisions for Seismic Design	5.11	Seismic Design and Details		✓				Y	Y	N	AASHTO altered article title
5.10.11.1	General	5.11.1	General			✓			Y	Y	Y	AASHTO added a previous paragraph

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Article Number and Title		Article Number and Title		Unchanged	Editorial	Updated	New	Removed	In 2015 Ed.?	In 2019 Ed.?	Content Change?	
5.10.11.2	Seismic Zone 1	5.11.2	Seismic Zone 1		✓				Y	Y	Y	AASHTO combined Articles 5.10.11.2 and 5.13.4.6.1; Sentence added to provide more explanation.
5.10.11.3	Seismic Zone 2	5.11.3	Seismic Zone 2		✓				Y	Y	N	
5.10.11.3	Seismic Zone 2	5.11.3.1	General			✓			N	Y	Y	AASHTO added subarticle title
5.10.11.4	Seismic Zones 3 and 4	5.11.4	Seismic Zones 3 and 4	✓					Y	Y	N	
5.10.11.4.1	Column Requirements	5.11.4.1	Column Requirements	✓					Y	Y	N	
5.10.11.4.1c	Column Shear and Transverse Reinforcement	5.11.4.1.3	Column Shear and Transverse Reinforcement		✓				Y	Y	N	
5.10.11.4.1d	Transverse Reinforcement for Confinement at Plastic Hinges	5.11.4.1.4	Transverse Reinforcement for Confinement at Plastic Hinges			✓			Y	Y	Y	AASHTO added a previous paragraph; AASHTO included DM-4 comment Updated notation to match AASHTO
5.10.11.4.1e	Spacing of Transverse Reinforcement for Confinement	5.11.4.1.5	Spacing of Transverse Reinforcement for Confinement			✓			Y	Y	Y	AASHTO updated format
5.10.11.4.1f	Splices	5.11.4.1.6	Splices		✓				Y	Y	N	
5.10.11.4.3	Column Connections	5.11.4.3	Column Connections			✓			N	N	-	AASHTO updated equation does not conflict with DM-4
5.10.11.4.5P	Footing Requirements	5.11.4.6P	Footing Requirements						Y	Y	N	
5.10.12	Reinforcement for Hollow Rectangular Compression Members	5.10.7	Reinforcement for Hollow Rectangular Compression Members	✓					Y	Y	N	
5.10.12.3	Ties	5.10.7.3	Ties			✓			Y	Y	Y	AASHTO updated to include DM-4 content
<b>5.11</b>	<b>Development and Splices of Reinforcement</b>	<b>5.10.8</b>	<b>Development and Splices of Reinforcement</b>	✓					Y	Y	N	
5.11.1	General	5.10.8.1	General		✓				Y	Y	N	AASHTO updates do not conflict with DM-4
5.11.1.2	Flexural Reinforcement	5.10.8.1.2	Flexural Reinforcement	✓					Y	Y	N	
5.11.1.2.1	General	5.10.8.1.2a	General		✓				Y	Y	Y	Updated DM-4 commentary
5.11.2	Development of Reinforcement	5.10.8.2	Development of Reinforcement		✓				Y	Y	N	

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Article Number and Title		Article Number and Title		Unchanged	Editorial	Updated	New	Removed	In 2015 Ed.?	In 2019 Ed.?	Content Change?	
5.11.2.1	Deformed Bars and Deformed Wire in Tension	5.10.8.2.1	Deformed Bars and Deformed Wire in Tension			✓			Y	Y	N	AASHTO updates are consistent with DM-4
5.11.2.1.1	Tension Development Length	5.10.8.2.1a	Tension Development Length			✓			Y	Y	N	AASHTO updates are consistent with DM-4
5.11.2.4	Standard Hooks in Tension	5.10.8.2.4	Standard Hooks in Tension		✓				Y	Y	N	AASHTO updates do not conflict with DM-4
5.11.2.4.1	Basic Hook Development Length	5.10.8.2.4a	Basic Hook Development Length			✓			N	N	-	AASHTO updates do not conflict with DM-4
5.11.2.4.2	Modification Factors	5.10.8.2.4b	Modification Factors			✓			N	N	-	AASHTO updates do not conflict with DM-4
5.11.2.4.3	Hooked-Bar Tie Requirements	5.10.8.2.4c	Hooked-Bar Tie Requirements	✓					Y	Y	N	
5.11.3	Development by Mechanical Anchorages	5.10.8.3	Development by Mechanical Anchorages	✓					Y	Y	N	
5.11.4	Development of Prestressing Strand	5.9.4.3	Development of Pretensioning Strand		✓				Y	Y	N	AASHTO altered article title
5.11.4.3	Partially Debonded Strands	5.9.4.3.3	Debonded Strands		✓				Y	Y	N	AASHTO altered article title
5.11.4.3.1P	Crack Control Debonding	5.9.4.3.3aP	Crack Control Debonding						Y	Y	N	
5.11.5	Splices of Bar Reinforcement	5.10.8.4	Splices of Bar Reinforcement		✓				Y	Y	N	
5.11.5.2	General Requirements	5.10.8.4.2	General Requirements	✓					Y	Y	N	
5.11.5.2.2	Mechanical Connections	5.10.8.4.2b	Mechanical Connections		✓				Y	Y	Y	AASHTO removed commentary
5.11.5.3	Splices of Reinforcement in Tension	5.10.8.4.3	Splices of Reinforcement in Tension		✓				Y	Y	N	AASHTO updates do not conflict with DM-4
5.11.5.3.1	Lap Splices in Tension	5.10.8.4.3a	Lap Splices in Tension			✓			N	N	-	AASHTO eliminated Class C splices
<b>5.12</b>	<b>Durability</b>	<b>5.14</b>	<b>Durability</b>	✓					Y	Y	N	AASHTO expanded Durability article and updates do not conflict with DM-4
5.12.1	General	5.14.1	Design Concepts			✓			N	N	-	AASHTO expanded Durability article and updates do not conflict with DM-4
N/A		5.14.2	Major Chemical and Mechanical Factors Affecting Durability				✓		N	N	-	AASHTO expanded Durability article and updates do not conflict with DM-4

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Article Number and Title		Article Number and Title		Unchanged	Editorial	Updated	New	Removed	In 2015 Ed.?	In 2019 Ed.?	Content Change?	
N/A		5.14.2.1	General				✓		N	N	-	AASHTO expanded Durability article and updates do not conflict with DM-4
N/A		5.14.2.2	Corrosion Resistance				✓		N	N	-	AASHTO expanded Durability article and updates do not conflict with DM-4
N/A		5.14.2.3	Freeze-Thaw Resistance				✓		N	N	-	AASHTO expanded Durability article and updates do not conflict with DM-4
N/A		5.14.2.4	External Sulfate Attack				✓		N	N	-	AASHTO expanded Durability article and updates do not conflict with DM-4
N/A		5.14.2.5	Delayed Ettringite Formation				✓		N	N	-	AASHTO expanded Durability article and updates do not conflict with DM-4
5.12.2	Alkali-Silica Reactive Aggregates	5.14.2.6	Alkali-Silica Reactive Aggregates		✓				N	N	-	AASHTO expanded Durability article and updates do not conflict with DM-4
N/A		5.14.2.7	Alkali-Carbonate Reactive Aggregates				✓		N	N	-	AASHTO expanded Durability article and updates do not conflict with DM-4
5.12.3	Concrete Cover	5.10.1	Concrete Cover			✓			Y	Y	Y	Added note related to cover for interstate, limited access highway, and major bridges
<b>5.13</b>	<b>Specific Members</b>	<b>5.12</b>	<b>Provisions for Structure Components and Types</b>		✓				Y	Y	N	
5.13.2	Diaphragms, Deep Beams, Brackets, Corbels, and Beam Ledges	N/A						✓	Y	N	Y	AASHTO removed article title
5.13.2.2	Diaphragms	5.8.2.8	Application to the Design of Pier Diaphragms				✓		Y	N	Y	AASHTO split article into Articles 5.8.2.8 and 5.12.4. DM-4 content only pertains to Article 5.8.2.8
5.13.2.2	Diaphragms	5.12.4	Diaphragms			✓			Y	Y	N	

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Article Number and Title		Article Number and Title		Unchanged	Editorial	Updated	New	Removed	In 2015 Ed.?	In 2019 Ed.?	Content Change?	
5.13.2.5.4	Design for Punching Shear	5.8.4.3.4	Design for Punching Shear			✓			N	N	-	AASHTO rearranged article, same content; AASHTO updated equations do not conflict with DM-4
5.13.2.5.5	Design of Hanger Reinforcement	5.8.4.3.5	Design of Hanger Reinforcement			✓			N	N	-	AASHTO updated equations do not conflict with DM-4
5.13.3	Footings	5.12.8	Footings	✓					Y	Y	N	
5.13.3.4	Moment in Footings	5.12.8.4	Moment in Footings	✓					Y	Y	N	
5.13.3.5	Distribution of Moment Reinforcement	5.12.8.5	Distribution of Moment Reinforcement	✓					Y	Y	N	
5.13.3.6	Shear in Slabs and Footings	5.12.8.6	Shear in Slabs and Footings	✓					Y	Y	N	
5.13.3.6.1	Critical Sections for Shear	5.12.8.6.1	Critical Sections for Shear	✓					Y	Y	N	
5.13.3.6.3	Two-Way Action	5.12.8.6.3	Two-Way Action			✓			N	N	-	AASHTO updated equations do not conflict with DM-4
5.13.3.8	Transfer of Force at Base of Column	5.12.8.8	Transfer of Force at Base of Column	✓					Y	Y	N	
5.13.3.8.1P	Unreinforced Concrete Footings	5.12.8.8.1P	Unreinforced Concrete Footings						Y	Y	N	
5.13.3.8.1aP	Design Stress	5.12.8.8.1aP	Design Stress						Y	Y	N	
5.13.3.8.1bP	Pedestals	5.12.8.8.1bP	Pedestals						Y	Y	N	
5.13.4	Concrete Piles	5.12.9	Concrete Piles	✓					Y	Y	N	
5.13.4.1	General	5.12.9.1	General		✓				Y	Y	N	
5.13.4.4	Precast Prestressed Piles	5.12.9.4	Precast Prestressed Piles	✓					Y	Y	N	
5.13.4.6	Seismic Requirements	5.11	Seismic Design and Details		✓				Y	Y	N	
5.13.4.6.1	Zone 1	5.11.2	Seismic Zone 1					✓	Y	Y	Y	AASHTO combined Articles 5.10.11.2 and 5.13.4.6.1; Sentence added to provide more explanation.
5.13.4.7P	Structural Resistance	5.12.9.6P	Structural Resistance						Y	Y	N	
5.13.4.7.1P	Concrete Filled Steel Pipe Piles	5.12.9.6.1P	Concrete Filled Steel Pipe Piles						Y	Y	Y	Updated notation to match AASHTO
5.13.4.7.2P	Prestressed Concrete Piles	5.12.9.6.2P	Prestressed Concrete Piles						Y	Y	Y	Updated notation to match AASHTO
5.13.4.7.3P	Precast Concrete Piles	5.12.9.6.3P	Precast Concrete Piles						Y	Y	N	
5.13.4.7.4P	Buckling	5.12.9.6.4P	Buckling						Y	Y	N	

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Article Number and Title		Article Number and Title		Unchanged	Editorial	Updated	New	Removed	In 2015 Ed.?	In 2019 Ed.?	Content Change?	
5.13.4.7.5P	Maximum Permissible Driving Stresses	5.12.9.6.5P	Maximum Permissible Driving Stresses						Y	Y	N	
<b>5.14</b>	<b>Provisions for Structure Types</b>	<b>5.12</b>	<b>Provisions for Structure Components and Types</b>		✓				Y	Y	N	
5.14.1	Beams and Girders	5.12.3	Beams and Girders	✓					Y	Y	N	
5.14.1.1	General	5.12.3.1	General		✓				Y	Y	N	
5.14.1.2	Precast Beams	5.12.3.2	Precast Beams	✓					Y	Y	N	
5.14.1.2.2	Extreme Dimensions	5.12.3.2.2	Extreme Dimensions	✓					Y	Y	N	
5.14.1.2.4	Detail Design	5.12.3.2.4	Detail Design	✓					Y	Y	N	
5.14.1.2.5	Concrete Strength	5.12.3.2.5	Concrete Strength		✓				Y	Y	N	
5.14.1.3	Spliced Precast Girders	5.12.3.4	Spliced Precast Girders	✓					Y	Y	N	
5.14.1.3.1	General	5.12.3.4.1	General		✓				Y	Y	Y	AASHTO removed previous paragraphs
5.14.1.3.2	Joints between Segments	5.12.3.4.2	Joints Between Spliced Girders		✓				Y	Y	N	AASHTO altered article title
5.14.1.3.2b	Details of Closure Joints	5.12.3.4.2b	Details of Closure Joints	✓					Y	Y	N	
5.14.1.3.2d	Joint Design	5.12.3.4.2d	Joint Design	✓					Y	Y	N	
5.14.1.3.3	Girder Segment Design	5.12.3.4.3	Girder Segment Design		✓				Y	Y	N	
5.14.1.4	Bridges Composed of Simple Span Precast Girders Made Continuous	5.12.3.3	Bridges Composed of Simple Span Precast Girders Made Continuous	✓					Y	Y	N	
5.14.1.4.1	General	5.12.3.3.1	General		✓				Y	Y	N	
5.14.1.4.2	Restraint Moments	5.12.3.3.2	Restraint Moments		✓				Y	Y	N	
5.14.1.4.3	Material Properties	5.12.3.3.3	Material Properties		✓				Y	Y	Y	Updated DM-4 wording for consistency
5.14.1.4.4	Age of Girder When Continuity Is Established	5.12.3.3.4	Age of Girder When Continuity Is Established		✓				Y	Y	N	Reference added to clarify age of continuity
5.14.1.4.5	Degree of Continuity at Various Limit States	5.12.3.3.5	Degree of Continuity at Various Limit States	✓					Y	Y	N	
5.14.1.4.7	Strength Limit State	5.12.3.3.7	Strength Limit State	✓					Y	Y	N	
5.14.1.4.8	Negative Moment Connections	5.12.3.3.8	Negative Moment Connections	✓					Y	Y	N	
5.14.1.4.9	Positive Moment Connections	5.12.3.3.9	Positive Moment Connections	✓					Y	Y	N	
5.14.1.4.9a	General	5.12.3.3.9a	General		✓				Y	Y	N	
5.14.1.4.9b	Positive Moment Connection Using Mild Reinforcement	5.12.3.3.9b	Positive Moment Connection Using Nonprestressed Reinforcement		✓				Y	Y	N	AASHTO altered article title

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Article Number and Title		Article Number and Title		Unchanged	Editorial	Updated	New	Removed	In 2015 Ed.?	In 2019 Ed.?	Content Change?	
5.14.1.4.9c	Positive Moment Connection Using Prestressing Strand	5.12.3.3.9c	Positive Moment Connection Using Prestressing Strand	✓					Y	Y	N	
5.14.1.4.11P	Precast Girder Design	5.12.3.3.11P	Precast Girder Design						Y	Y	Y	Approval of full continuity designated to District Bridge Engineer
5.14.1.4.12P	Precast Girder and Deck Placement	5.12.3.3.12P	Precast Girder and Deck Placement						Y	Y	N	
5.14.2	Segmental Construction	5.12.5	Segmental Concrete Bridges		✓				Y	Y	N	AASHTO altered article title
5.14.2.1	General	5.12.5.1	General			✓			Y	Y	Y	AASHTO updated wording
5.14.2.3	Design	5.12.5.3	Design	✓					Y	Y	N	
5.14.2.3.6	Creep and Shrinkage	5.12.5.3.6	Creep and Shrinkage		✓				Y	Y	N	
5.14.2.3.7	Prestress Losses	5.12.5.3.7	Prestress Losses	✓					Y	Y	N	
5.14.2.3.8	Provisional Post-Tensioning Ducts and Anchorages	5.12.5.3.9	Provisional Post-Tensioning Ducts and Anchorages	✓					Y	Y	N	
5.14.2.3.8a	General	5.12.5.3.9a	General	✓					Y	Y	N	
5.14.2.3.10	Box Girder Cross-Section Dimensions and Details	5.12.5.3.11	Box Girder Cross-Section Dimensions and Details	✓					Y	N	Y	AASHTO relocated subarticle below this article title
5.14.2.3.10e	Overlays	5.14.5	Deck Protection Systems			✓			Y	Y	Y	AASHTO updated article title and content
5.14.2.5	Use of Alternative Construction Methods	5.12.5.5	Use of Alternative Construction Methods	✓					Y	Y	N	
5.14.4	Slab Superstructures	5.12.2	Slab Superstructures	✓					Y	Y	N	
5.14.4.3	Precast Deck Bridges	5.12.2.3	Precast Deck Bridges	✓					Y	Y	N	
5.14.4.3.1	General	5.12.2.3.1	General	✓					Y	Y	N	
5.14.4.3.3	Shear-Flexure Transfer Joints	5.12.2.3.3	Shear-Flexure Transfer Joints	✓					Y	Y	N	
5.14.4.3.3d	Longitudinal Construction Joints	5.12.2.3.3d	Longitudinal Construction Joints	✓					Y	Y	N	
5.14.4.3.3f	Structural Overlay	5.12.2.3.3f	Structural Overlay	✓					Y	Y	N	
5.14.5	Additional Provisions for Culverts	5.12.7	Culverts		✓				Y	Y	N	AASHTO altered article title
5.14.5.3	Design for Shear in Slabs of Box Culverts	5.12.7.3	Design for Shear in Slabs of Box Culverts		✓				N	N	-	AASHTO updates do not conflict with DM-4
5.14.5.4P	Shear Resistance Provided by Single Bent-Up Bars in Box Culverts	5.12.7.4P	Shear Resistance Provided by Single Bent-Up Bars in Box Culverts						Y	Y	Y	AASHTO updates do not conflict with DM-4

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Article Number and Title		Article Number and Title		Unchanged	Editorial	Updated	New	Removed	In 2015 Ed.?	In 2019 Ed.?	Content Change?	
5.14.6P	Post-Tensioned Pier Caps	5.12.10P	Post-Tensioned Pier Caps						Y	Y	Y	AASHTO updates do not conflict with DM-4
N/A		5.13	Anchors				✓		N	N	-	New AASHTO article does not conflict with DM-4
N/A		5.13.1	General				✓		N	N	-	New AASHTO article does not conflict with DM-4
N/A		5.13.2	General Strength Requirements				✓		N	N	-	New AASHTO article does not conflict with DM-4
N/A		5.13.2.1	Failure Modes to be Considered				✓		N	N	-	New AASHTO article does not conflict with DM-4
N/A		5.13.2.2	Resistance Factors				✓		N	N	-	New AASHTO article does not conflict with DM-4
N/A		5.13.2.3	Determination of Anchor Resistance				✓		N	N	-	New AASHTO article does not conflict with DM-4
N/A		5.13.3	Seismic Design Requirements				✓		N	N	-	New AASHTO article does not conflict with DM-4
N/A		5.13.4	Installation				✓		N	N	-	New AASHTO article does not conflict with DM-4

Notes:

## 1. Definitions for AASHTO Modifications:

Unchanged - no change between the two editions

Editorial - changes for clarification purposes; these changes do not alter the application of the code (e.g., title update, small word updates (article and commentary), commentary added)

Updated - changes that alter the application of the code (e.g., overhaul of section, paragraphs removed, equations altered)

New - new article added for updated edition

Removed - article removed for updated edition

## 2. Changes to the article title are not considered a "Content Change"



DESIGN MANUAL  
PART 4

PART B: DESIGN SPECIFICATIONS

**SECTION 6 – STEEL STRUCTURES**

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**6.1 SCOPE****6.1.1P Restrictions of Steel Bridge Types****6.1.1.1P Steel Tied-Arch Bridges**

Steel tied-arch bridges shall be used only after thorough consideration has been given to all factors in design, fabrication and erection, and if the design is approved by the Chief Bridge Engineer. In the preliminary stage, the tied-arch must show a marked economic advantage over alternate designs to warrant further consideration. Refer to the FHWA Technical Advisory T-5140.4, dated September 28, 1978, for the problems pertinent to tied-arch structures.

Transverse welds on the tie girders shall be avoided, where possible. Bolted connections shall be used instead of transverse welds.

On Langer-girder tied-arch bridges (those tied arches where the tie girder acts as the major flexural member in addition to providing horizontal reactions to the arch rib) with box girders functioning as tie girders, the internal diaphragms stiffening the box at the floorbeam connections shall be attached to both flanges, as well as the webs. A tie plate should be placed between the tie-girder flange and the floorbeam flange if they lie essentially in the same plane.

Hangers composed of multiple bridge strands shall have either spacers between the strands or dampers, or both.

The dynamic response of the bridge due to traffic shall be investigated by an appropriate three-dimensional, forced-vibration dynamic analysis, especially for tied-arch bridges that do not employ Langer-girders.

**6.1.1.2P Steel Box Bridges**

Steel box bridges shall be used only after thorough consideration has been given to all factors in design, fabrication, erection and future in-depth inspection, and if the design is approved by the Chief Bridge Engineer. In the preliminary stage, the steel box design must show a marked economic or aesthetic advantage over alternate designs to warrant further consideration.

**C6.1.1.1P**

Steel tied-arch bridges have experienced such problems as lamellar tearing in the hanger connections, detrimental vibration in the main structure and cables, and cracking in fracture-critical members. The design, detailing, and fabrication of the floorbeams are critical for long-term performance. Fatigue cracking has occurred in floorbeams due to out-of-plane distortion in combination with abrupt termination of the flange; proper coping and grinding of the cope were not performed.

The designer must use intuitive engineering judgment when selecting the type, location and number of spacers used between the strands of a hanger composed of multiple bridge strands. The need for spacers is not based upon a calculated analysis, but rather on the observation that some bridges without spacers experienced problems and were subsequently retrofitted with spacers.

**C6.1.1.2P**

Even though steel box girders may provide aesthetically pleasing and sometimes economical structures, the Department has major concerns about steel box girders which are:

- difficult inspection environment,
- inspection complexities,
- future cleaning, painting and/or repair difficulties.
- detailing complexities
- stability during erection

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## COMMENTARY

**6.3 NOTATION**

The following shall supplement A6.3

$b$	=	width of wider flange (in.) (D6.7.7.2)
$b_f$	=	width of narrower flange (in.) (D6.7.7.2)
$D_w$	=	clear distance between flanges (in.) (D6.7.7.2)
$F_{yw}$	=	specified minimum yield strength of a web (ksi) (D6.7.7.2)
$R$	=	radius of curvature (in.) (D6.7.7.2)
$t_w$	=	web thickness (in.) (D6.7.7.2)
$t_f$	=	thickness of wider flange (in.) (D6.7.7.2)
$t_{fn}$	=	thickness of narrower flange (in.) (D6.7.7.2)
$a$	=	spacing of stiffeners (in.) (D6.10.11.4.1P)
$b$	=	half of flange width (in.) (D6.10.11.4.1P)
$F_{yc}$	=	specified minimum yield strength of a compression flange (ksi) (D6.10.11.4.1P)
$f_{cs}$	=	maximum compression Service I load flange stress (ksi) (D6.10.11.4.1P)
$R$	=	radius of flange curvature (in.) (D6.10.11.4.1P)
$t$	=	thickness of flange (in.) (D6.10.11.4.1P)
$\phi_x$	=	girder major-axis bending rotation at the end support due to the applied load (D6.7.8P)
$\phi_z$	=	rotation about the longitudinal axis of the girder at the end support (D6.7.8P)
$\alpha_{SKEW}$	=	end support skew angle, an angular measurement between the bridge centerline (or tangent thereto) and a line parallel to the support; a 90° skew angle defining a right bridge (See PP3.2.2)
$f_{cw}$	=	compressive bending stress in the web due to unfactored dead load and construction loads (ksi)
$\gamma_w$	=	1.0 where diaphragms or cross-frames are not staggered; 1.3 where diaphragms or cross-frames are staggered; as required by the Chief Bridge Engineer for other conditions

**6.4 MATERIALS****6.4.1 Structural Steels**

The following shall supplement A6.4.1.

Poisson's ratio for structural steel shall be assumed to be 0.3 in the elastic range.

Unless directed otherwise, all structural steel shall conform to the specifications for structural steel, ASTM A 709/A 709M, Grades 50 and 50W. Other types of steel, such as ASTM A 709/A 709M, Grades 36 and HPS-70W, in combination with ASTM A 709/A 709M, Grades 50 and 50W, or with each other may be considered for economy.

Steel Grades HPS-50W or HPS-100W shall not be used unless written approval has been obtained from the Chief Bridge Engineer. HPS material shall not be used in stiffeners and connection plates for multi-girder bridges. Designers shall designate non-HPS materials for materials such as stiffeners, connection plates, and cross frames in locations where HPS is not required by design.

Unpainted ASTM A 709/A 709M, Grade 50W steel shall not be specified without written approval of the District Bridge Engineer at the TS&L stage. This policy applies to state and local bridges and bridges where State or Federal funding is utilized. Use in contractor-designed alternates must also be approved at the TS&L stage. Use is not permitted in acidic or corrosive environments, in locations subject to salt water spray or fog, in depressed roadway sections (less than 20-ft. clearance) where salt

**C6.4.1**

The following shall supplement AC6.4.1.

In cases where small quantities of Grade HPS-50W are specified, it is more economical to specify Grade 50W with Temperature Zone 3 Charpy V-notch requirements.

For additional information on the economics of steel bridges, see PP4.3.



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spray and other pollutants may be trapped, in low underclearance situations where the steel is either less than 5 ft. from normal water elevation or continuously wet, or where the steel may be buried in soil. The use of Grade 50W or HPS-70W steel is not permitted in bridge types where salt spray and dirt accumulation may be a concern (e.g., trusses or inclined-leg bridges) unless corrosion-susceptible regions are painted.

Do not use Grade 50W or HPS-70W steel for expansion dams, or for stringers or other members under open steel decking.

Where the use of Grade 50W or HPS-70W unpainted weathering steel is permitted, the following criteria must be met:

- (a) The number of expansion joints shall be minimized.
- (b) Details to avoid retention of water and debris shall be incorporated in the design.
- (c) The steel shall be painted to a length of at least 1.5 times web depth and a minimum of 5 ft. on each side of the expansion joint.
- (d) Drip plates shall be provided.
- (e) The substructure units shall be protected against staining. Use special drainage details for pier and abutment tops and/or protective coating for reinforced concrete surfaces in accordance with the Publication 408.
- (f) Mechanical fasteners made of ASTM F3125 Grade A325 and Grade A490, Type 3, weathering steels and stainless steels are suitable for weathering steel bridges. Do not use zinc and cadmium galvanized carbon-steel bolts for weathering steel bridges.
- (g) Direct tension indicators are not recommended.

For existing bridges, where Grade 50W unpainted steel is used, clean and paint the beam ends up to 5 ft. from leaking joints, or to where the weathering steel area is exposed to or subject to salt water spray.

### 6.4.3 Bolts, Nuts and Washers

#### 6.4.3.1 High Strength Structural Fasteners

##### 6.4.3.1.1 High Strength Bolts

The following shall supplement A6.4.3.1.1.

ASTM F3125 Grade A490 bolts are not allowed unless approved by the Chief Bridge Engineer.

ASTM F3125 Grades F1852 and F2280 bolts are not allowed unless approved by the Chief Bridge Engineer.

Type 1 bolts should be used with steels other than weathering steel. Type 3 bolts conforming with either

## COMMENTARY

For additional information, refer to NCHRP Report No. 314, Guidelines for the Use of Weathering Steel in Bridges.

Drip bars attached as indicated on BC-753M.

Preferably for weathering steel bridges, use mechanical fasteners made of weathering steel. When stainless steel mechanical fasteners are used with weathering steel bridges, there is a possibility of galvanic corrosion of the weathering steel. Due to the small area of the bolt in relation to the material being bolted, the effect is usually negligible.

#### C6.4.3.1

##### C6.4.3.1.1

The following shall replace the last paragraph of AC6.4.3.1.1.

Other fasteners or fastener assemblies, not specified heretofore, may not be used unless approved by the Chief Bridge Engineer.

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Grades A325 or A490 shall be used with weathering steels. Grade A325, Type 1, bolts shall be mechanically galvanized in accordance with AASHTO M 298 (ASTM B695), Class 50, when approved by the Engineer. Hot-dipped galvanized bolts are not permitted.

Grade A490 bolts shall not be galvanized.

*6.4.3.1.4 Direct Tension Indicators*

The following shall supplement A6.4.3.1.4.

For additional requirements concerning direct tension indicators, see Publication 408.

**6.4.3.2 Low Strength Bolts****6.4.7 Stainless Steel**

The following shall be added to the last sentence of the last paragraph of A6.4.7.

“...and approved by the Chief Bridge Engineer.”

**6.5 LIMIT STATES****6.5.2 Service Limit State**

The following shall supplement A6.5.2.

Bridge foundations shall be investigated for stability in accordance with D2.6.4.4.2, D3.7 and PP7.2.3 at the Service I limit state. Pile resistances shall be determined in accordance with A6.12.1.2.1, A6.12.1.2.2 and A6.12.2.2.1 with resistance factors equal to 1.0.

**6.5.4 Strength Limit State**

## COMMENTARY

The following shall supplement AC6.4.3.1.1.

A Lehigh University study shows that Grade A490 bolts are more sensitive to the number of threads in the grip than Grade A325 bolts. The decrease in tension in Grade A490 bolts after the maximum tension is reached is much more rapid than the unloading experienced in the Grade A325 bolt assembly. Also, the Grade A490 bolts have reduced ductility compared to the Grade A325 bolt having the same length of thread in the grip. Hot-dipped galvanized bolts are not permitted due to concerns associated with the quality of the threads.

ASTM F3125 Grades F1852 or F2280 bolts do not require rotational capacity testing at point of final installation. Additionally, according to AASHTO LRFD Bridge Construction Specifications article 11.5.5.4.1, relubrication is not permitted and these bolts shall be discarded if lubrication is compromised.

**C6.4.3.2**

The following shall replace AC6.4.3.2.

The ASTM standard for A307 bolts covers two grades of fasteners, A and B. Grade A and B bolts may be used under these specifications as appropriate. There is no AASHTO standard corresponding to ASTM A307.

**C6.5.2**

The following shall supplement AC6.5.2.

For uplift resistance, tension is not permitted at the Service Limit State, i.e. the resistance factor shall be 0.0.

**C6.5.4P**

At the Strength Limit State the tension capacity of a pile may be taken as 10 percent of the axial tension structural capacity. Tension resistance factors in A6.5.4.2 shall apply, as appropriate.

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**6.5.4.2 Resistance Factors**

The following shall supplement the pile resistance factors in A6.5.4.2.

- For axial resistance of piles bearing on soluble bedrock  $\phi_c = 0.273$
- For axial resistance of concrete filled pipe piles, see D5.5.4.2

**6.6 FATIGUE AND FRACTURE CONSIDERATIONS****6.6.1 Fatigue****6.6.1.2 Load-Induced Fatigue***6.6.1.2.1 Application*

Delete the second and third sentences of the first paragraph of A6.6.1.2.1

*6.6.1.2.2 Design Criteria*

The following shall replace A6.6.1.2.2.

For load-induced fatigue considerations, each detail shall satisfy:

$$\gamma (\Delta f) \leq (\Delta F)_n \quad (6.6.1.2.2-1)$$

where:

$\gamma$  = load factor specified in Table A3.4.1-1 for the fatigue load combination, use Fatigue I load combination for Interstate and NHS bridges, except for certain components and details on non-fracture critical members as defined in D6.6.1.2.3.

$(\Delta f)$  = the force effect, live load stress range due to the passage of the fatigue load as specified in A3.6.1.4 and D3.6.1.4 (ksi)

$(\Delta F)_n$  = the nominal fatigue resistance as specified in A6.6.1.2.5 and D6.6.1.2.5 (ksi)

*6.6.1.2.3 Detail Categories*

The following shall replace the second paragraph of A6.6.1.2.3.

Except as specified herein for components and details on fracture critical members, where the projected 100-year single lane Average Daily Truck Traffic  $(ADTT)_{SL}$  is less than or equal to the applicable value specified in Table D6.6.1.2.3-2 for the Detail Category under consideration, the Fatigue II load combination specified in Table A3.4.1-1

## COMMENTARY

**C6.5.4.2**

The following shall supplement AC6.5.4.2.

For bridge foundations evaluated in accordance with D3.7 at the strength limit state, the pile resistance factors in A6.5.4.2 shall apply, as appropriate.

*C6.6.1.2.1*

Delete the first paragraph of AC6.6.1.2.1.

*C6.6.1.2.2*

Elimination of the Pennsylvania Truck Factor is due to an approximately equivalent increase in the fatigue live load factor relative to previous editions of AASHTO LRFD Bridge Design Specifications. A reassessment of the fatigue live load, as reported in SHRP2 Report S2-R19B-RW-1 (Kulicki et. al, 2015), resulted in the increased fatigue live load factors shown in Table A3.4.1-1. The upgraded fatigue live load factor better reflects current truck traffic.

*C6.6.1.2.3*

The following shall replace the fifth paragraph of AC6.6.1.2.3.

Where the design stress range calculated using the Fatigue I load combination is less than  $(\Delta F)_{TH}$ , the detail will theoretically provide infinite life. Except for Categories E and E', for higher traffic volumes, the design will most often be governed by the infinite life check. Table D6.6.1.2.3-2 shows for each detail category the values of

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should be used combination with the nominal fatigue resistance for finite life specified in A6.6.1.2.5. Otherwise, the Fatigue I load combination shall be used in combination with the nominal fatigue resistance for infinite life specified in A6.6.1.2.5. The single-lane Average Daily Truck Traffic  $(ADTT)_{SL}$  shall be computed as specified in A3.6.1.4.2 and D3.6.1.4.2.

The following shall replace Table A6.6.1.2.3-2.

Table 6.6.1.2.3-2 – 100-yr  $(ADTT)_{SL}$  Equivalent to Infinite Life

Detail Category	100-yr $(ADTT)_{SL}$ Equivalent to Infinite Life (trucks per day)
A	520
B	845
B'	1015
C	1265
C'	735
D	1840
E	3465
E'	6365

#### 6.6.1.2.4 Detailing to Reduce Constraint

The following shall replace the last sentence of the first paragraph of A6.6.1.2.4.

If a gap is specified between the weld toes at the joint under consideration, the minimum clearance between the weld toes shall be in accordance with D6.13.3.8P.

The following shall replace Note 1 in Table A6.6.1.2.4-1

Note 1: If a gap is specified between the weld toes at the joint under consideration, the minimum clearance between the weld toes shall be in accordance with D6.13.3.8P. Larger clearances are also acceptable.

The following shall replace Note 1 in Table A6.6.1.2.4-2

Note 1: If a gap is specified between the weld toes at the joint under consideration, the minimum clearance between the weld toes shall be in accordance with D6.13.3.8P. Larger clearances are also acceptable.

## COMMENTARY

$(ADTT)_{SL}$  above which the infinite life check governs, assuming a 100-year design life and one stress range cycle per truck.

The following shall supplement Article AC6.6.1.2.3

PennDOT's design life is considered to be 100 years. In the overall development of the AASHTO LRFD Specification, the design life has been considered to be 75 years. The provisions of this section have been revised to reflect a 100 year design life.

## SPECIFICATIONS

*6.6.1.2.5 Fatigue Resistance*

The following shall replace Eq. A6.6.1.2.5-3.

$$N = (365) (100) n (ADTT)_{SL} \quad (6.6.1.2.5-3)$$

*6.6.1.2.6P Restricted Use Details*

Except for cross frame member end connections that are classified as Detail Category 7.2, details defined as Category D, E or E' in Section 3 (Welded Joints) of Table A6.6.1.2.3-1 are considered unacceptable for new designs. Such details shall be excluded from new designs, except when approved by the Chief Bridge Engineer.

Girder or floorbeam flanges inserted through a slot cut in the web of an intersecting member and then welded to one or both sides of the web to provide continuity are not acceptable. Moreover, such flanges butted flush against the web of the intersecting member and then welded to it are unacceptable.

Details involving the intersection of the flange of one girder with the web of another girder are unacceptable because a significant embedded crack-like interface may remain between members after the welding. Such a defect can quickly propagate, causing premature failure.

**6.6.1.3 Distortion-Induced Fatigue**

## COMMENTARY

*C6.6.1.2.5*

The following shall replace fourth paragraph of AC6.6.1.2.5.

PennDOT's design life is considered to be 100 years. In the overall development of the LRFD Specification, the design life has been considered to be 75 years. This is the reason that the 75 in Eq. A6.6.1.2.5-3 has been replaced with 100 in Eq. D6.6.1.2.5-3.

**C6.6.1.3**

The following shall supplement AC6.6.1.3.

The interaction of primary and secondary components of steel bridge structures often results in cracking at unexpected locations in relatively short periods of time. Such cracking was first observed in the webs of girder-type bridges at short gaps between transverse web attachments and the girder flanges. Investigations of this type of crack development suggest that the cracking is typical and is caused by out-of-plane displacements which result in large secondary web bending stresses. This is evident in the in-depth case studies presented by Mertz (1984).

Fatigue crack growth resulting from displacement-induced secondary stresses is difficult to anticipate, since it involves the actual behavior of a structure, rather than the assumed behavior. The differences between the actual and the assumed behavior are most critical at very localized regions, such as at the ends of cut-short transverse connection plates. The present design idealization does not account for such localized behavior.

## SPECIFICATIONS

*6.6.1.3.4P Distortion-Induced Fatigue: Unacceptable Details and Acceptable Alternative Details*

Members and fasteners shall be detailed to reduce the effect of repeated variations or reversals of stress due to out-of-plane deformations or secondary forces. Examples of details which have proven to be unacceptable, based upon these criteria, are shown in Fig. 6.6.1.3.4P-1. Acceptable alternatives to these unacceptable details are shown in Fig. 6.6.1.3.4P-2. These details do not include all possible variations of distortion-sensitive details, but they are considered typical and will provide guidance.

Lateral gusset plates near transverse stiffeners or coped around transverse stiffeners shall be rigidly attached to the transverse stiffener (either bolted or welded), as shown in Fig. D6.6.1.3.4P-2 (a) and (b). If this rigid attachment is not provided, the potential for localized out-of-plane distortion cracking of the web is created near the juncture of the web and transverse stiffener.

If lateral bracing is required, the preferred approach is to attach the gusset plate to the flange as shown in BD-620M and BC-754M. Welding of the gusset plate to the stiffener must be detailed to prevent intersecting welds.

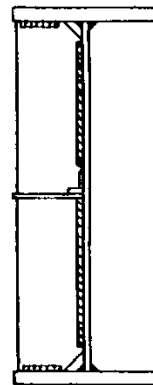
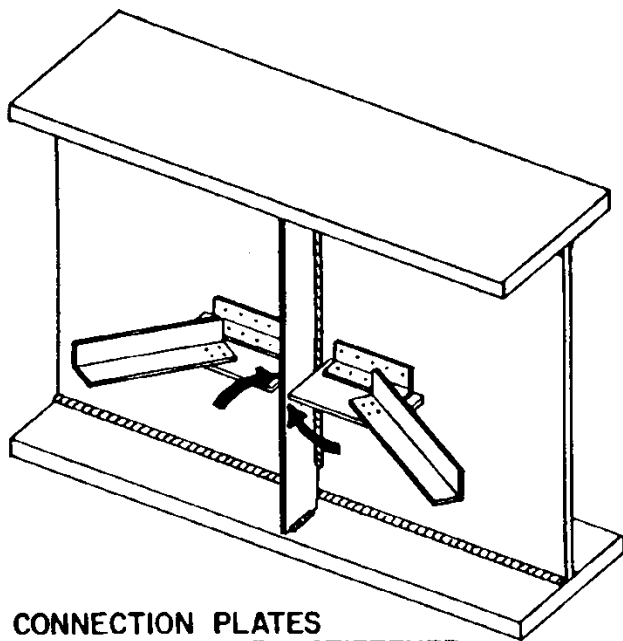
## COMMENTARY

*C6.6.1.3.4P*

Rather than attempting to quantify the displacement-induced stresses and develop allowable values, it is the Department's philosophy that details susceptible to out-of-plane distortion are not acceptable. Through the design of better details, the inadequacy of the present design idealization in dealing with displacement-induced stresses is minimized.

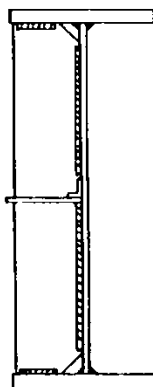
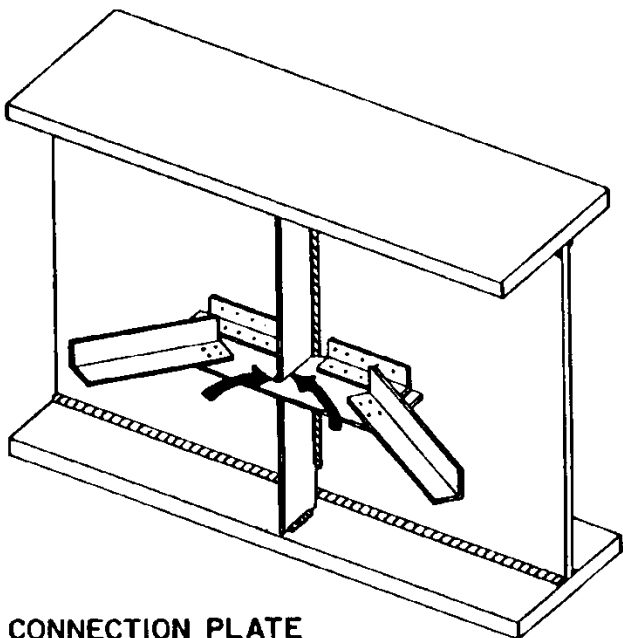
Connection plates for either diaphragms or floorbeams shall be rigidly attached to both girder flanges (either bolted or welded). Cutting the connection plate short or merely providing a tight fit to the flange is not acceptable, since the potential for localized out-of-plane distortion cracking of the web exists near the juncture of the web and flange.

SPECIFICATIONS



**CONNECTION PLATES  
NOT ATTACHED TO STIFFENER**

**(a.) Lateral Connection Plate at Transverse Stiffener**

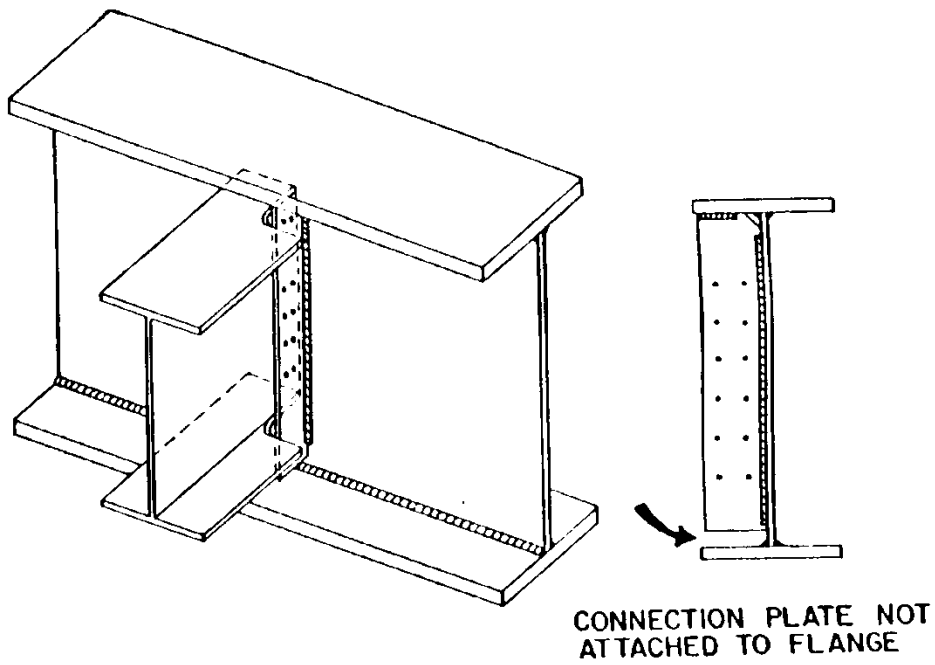


**CONNECTION PLATE  
NOT ATTACHED TO STIFFENER**

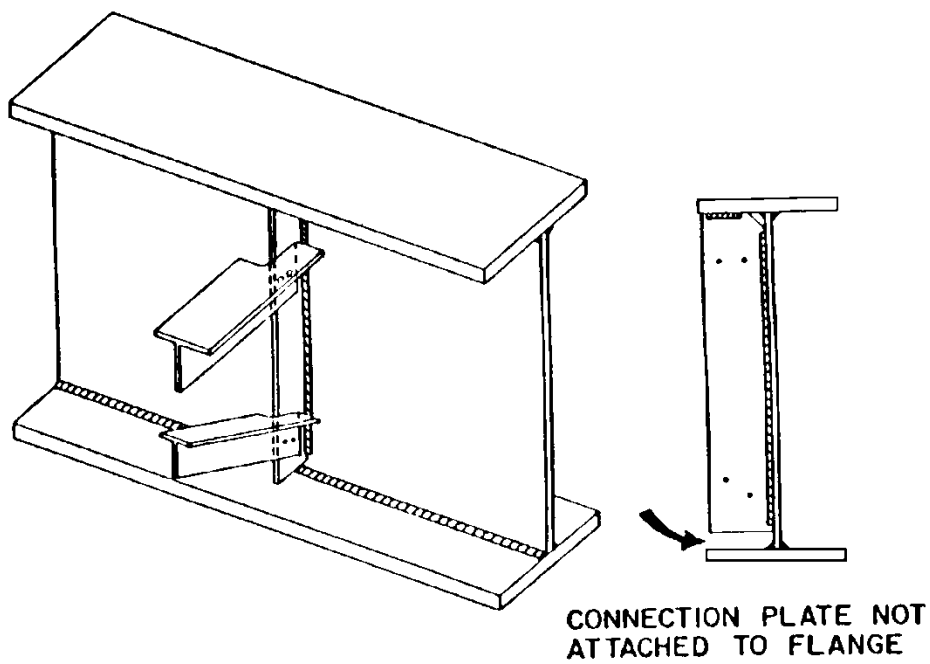
**(b.) Lateral Connection Plate at Transverse Stiffener**

Figure 6.6.1.3.4P-1 – Unacceptable Details

SPECIFICATIONS



(c.) Girder- floorbeam Connection

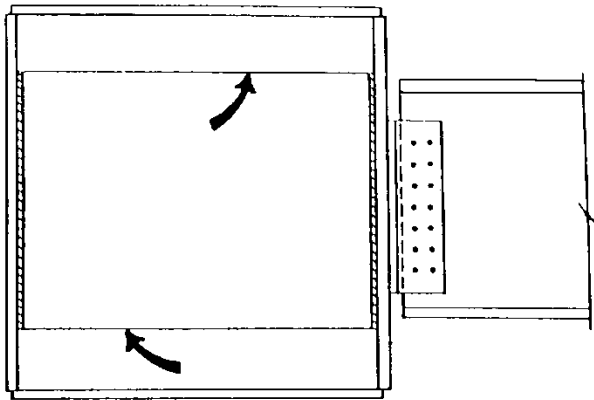


(d.) Girder-Cross - Frame Connection

Figure 6.6.1.3.4P-1 – Unacceptable Details (Continued)

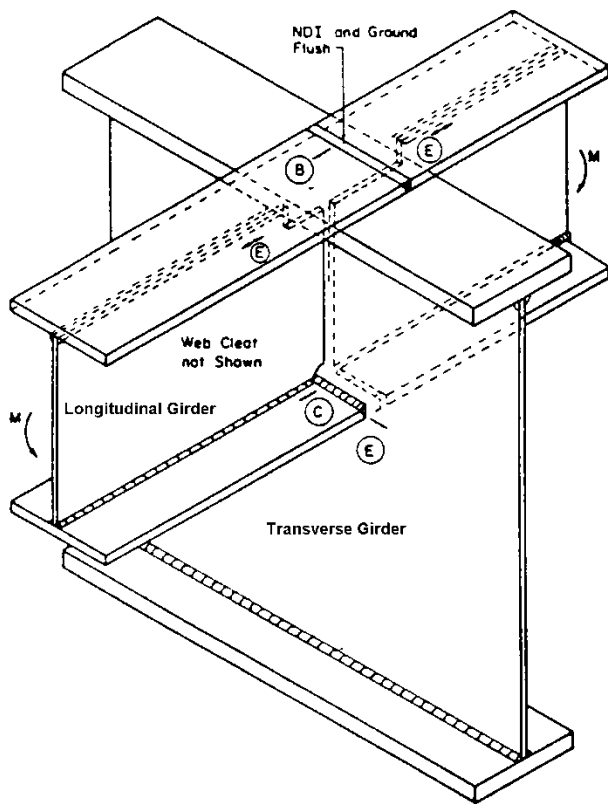


SPECIFICATIONS



INTERNAL DIAPHRAGM NOT ATTACHED TO FLANGES

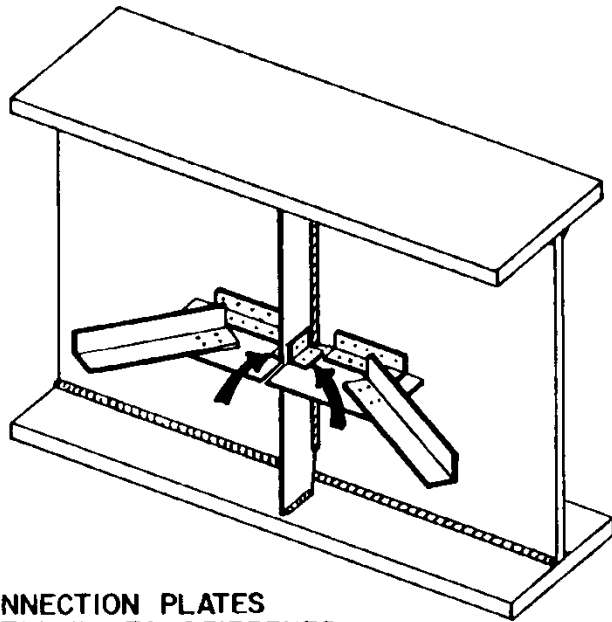
(e.) Internal Box Girder Diaphragm



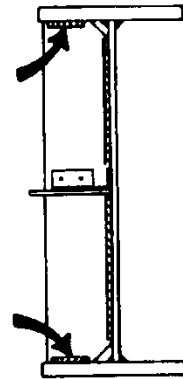
(f.) Longitudinal - to - Transverse Girder Connection

Figure 6.6.1.3.4P-1 – Unacceptable Details (Continued)

SPECIFICATIONS

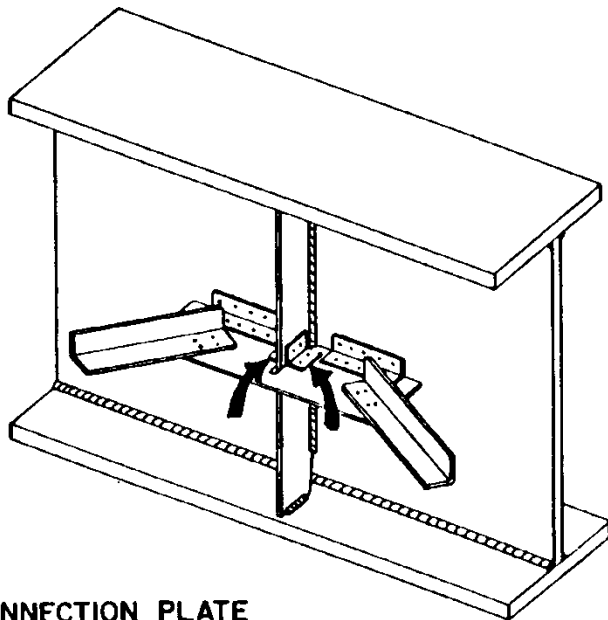


CONNECTION PLATES  
ATTACHED TO STIFFENER

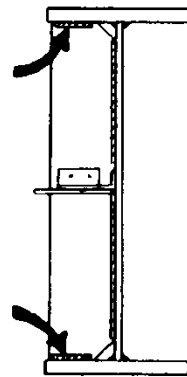


STIFFENER WELDED  
TO FLANGES

(a.) Lateral Connection Plate at Transverse Stiffener



CONNECTION PLATE  
ATTACHED TO STIFFENER

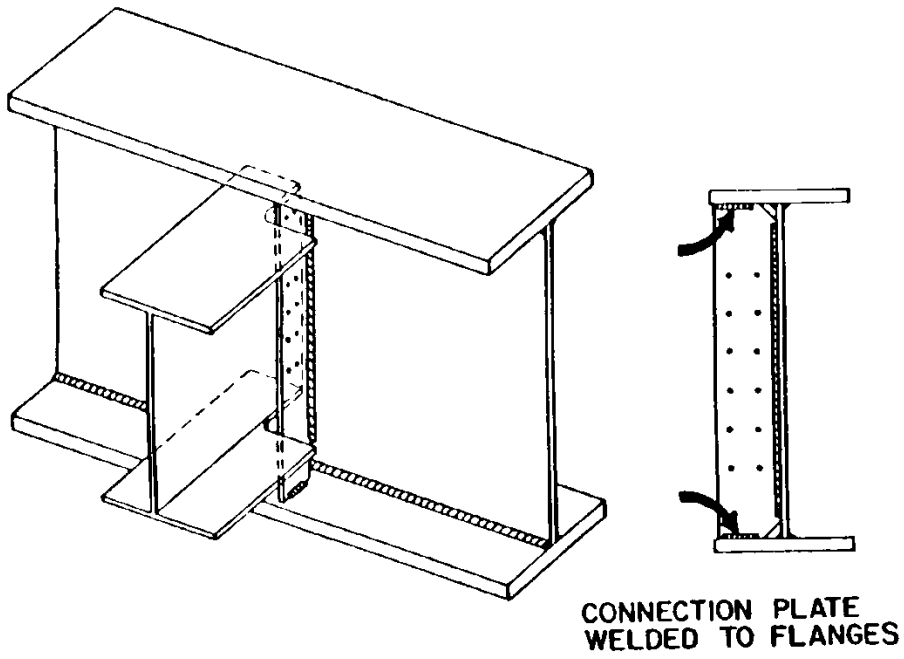


STIFFENER WELDED  
TO FLANGES

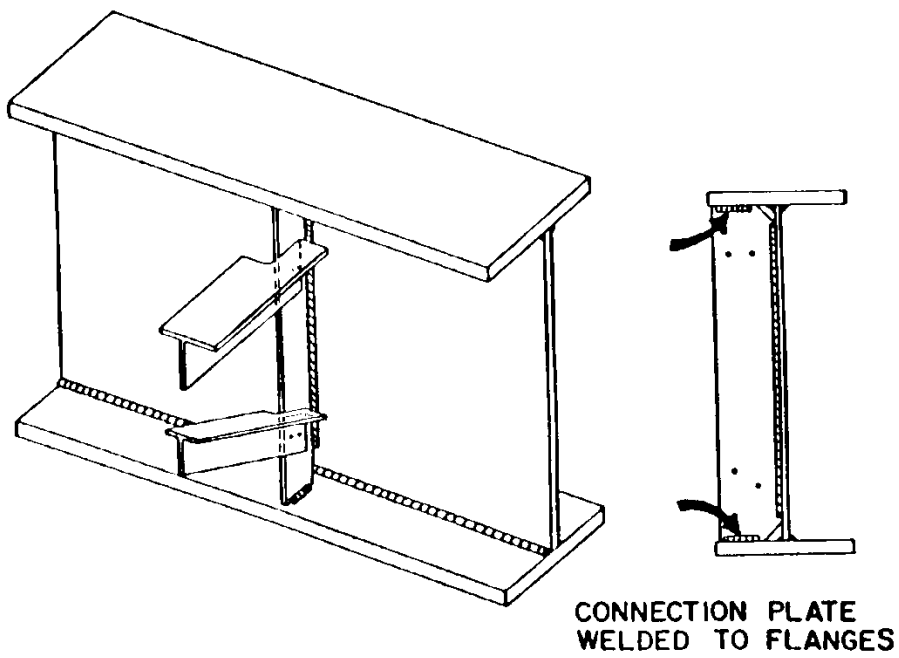
( b . ) Lateral Connection Plate at Transverse Stiffener

Figure 6.6.1.3.4P-2 – Acceptable Alternative Details

SPECIFICATIONS



(c.) Girder Floorbeam Connection



(d.) Girder - Cross-Frame Connection

Figure 6.6.1.3.4P-2 – Acceptable Alternative Details (Continued)

## SPECIFICATIONS

## COMMENTARY

**6.6.2 Fracture****6.6.2.1 Member or Component Designations and Charpy V-Notch Testing Requirements**

The following shall supplement A6.6.2.1.

Charpy V-Notch tests shall be performed as specified as per Publication 408, Section 1105.02(a)5.

Diaphragms, cross-frames, bracing and connecting plates for curved girder bridges, straight girder bridges with skew less than 70°, or connections which are entirely welded and without any bolting are to be Charpy V-Notch tested.

Typical shop welded, field bolted diaphragms on straight bridges do not require Charpy V-Notch testing (unless bridge skew is less than 70°).

**6.7 GENERAL DIMENSION AND DETAIL REQUIREMENTS****6.7.2 Dead Load Camber and Detailing of Structural Components**

The following shall supplement A6.7.2.

Camber is provided for the beams so that after all the dead loads (not including the future wearing surface) are applied, the beam is at the proper elevation. Camber is not used for the control of live load deflections.

Appendix DE6P Tables DE6.4.3P-1 and DE6.4.3P-2 provide designers with recommended fit conditions for skewed and/or horizontally curved steel I-girder bridge superstructures. The designer shall add the following note, as appropriate for the recommended fit condition, in the General Notes section of the plans:

- For I-girder bridges where No Load Fit (NLF) is the recommended fit condition:  
**THE STEEL SUPERSTRUCTURE SHALL BE DETAILED AND FABRICATED FOR NO LOAD FIT (NLF).**
- For I-girder bridges where Steel Dead Load Fit (SDLF) is the recommended fit condition:  
**THE STEEL SUPERSTRUCTURE SHALL BE DETAILED AND FABRICATED FOR STEEL DEAD LOAD FIT (SDLF).**
- For I-girder bridges where Total Dead Load Fit (TDLF) is the recommended fit condition:  
**THE STEEL SUPERSTRUCTURE SHALL BE DETAILED AND FABRICATED FOR TOTAL DEAD LOAD FIT (TDLF).**

**C6.7.2**

The following shall supplement AC6.7.2.

Total dead load includes the weight of pavement or overlays included in the initial construction. It does not include the future wearing surface.

## SPECIFICATIONS

**6.7.2.1P Camber Due to Weight of Deck Slab**

The designer shall note on the contract plans if the camber due to the weight of the deck slab is due to either:

- An analysis considering the weight of the deck slab associated with the placement sequence, or
- An analysis considering the weight of the deck slab applied all at once.

The note shall be provided with the table of camber ordinates.

**6.7.2.2P Camber Details for Design Drawings**

A diagram and a table of camber ordinates (see Fig. 6.7.2.2P-1) shall be shown on the contract plans. Ordinates shall be provided for all beams at one-tenth points and at field splice points (at dead load points of contraflexure if field splices are not provided) to account for the following:

- Weight of steel
- Weight of deck slab (see D6.7.2.1P)
- Superimposed dead load (do not include future wearing surface)
- Vertical curve
- Superelevation
- 50% of heat curve camber (see A6.7.7.3)
- Total due to above

When total camber is less than the minimum that can be maintained in a beam (WF sections), no camber is required, but the following note shall be shown on the contract plans:

**BEAMS SHALL BE PLACED WITH ANY MILL CAMBER UP; THE CONTRACTOR SHALL CONSIDER AND COMPENSATE FOR DEAD LOAD DEFLECTION, DUE TO THE WEIGHT OF THE CONCRETE, WHEN FORMING AND CONSTRUCTING THE DECK SLAB.**

Designers shall show theoretical dead load deflection data on plans even when no special camber is to be fabricated into the beams (i.e., when using mill camber), since this information is required by the contractor to construct the deck to the correct finished deck elevation.

The requirements for cross-section elevations at 10-ft. intervals along the length of girder bridges are found in PP1.6.4.11(e).

## COMMENTARY

**C6.7.2.1P**

The camber due to the weight of the deck slab can be significantly influenced by the deck placement sequence, especially in longer span bridges, and bridges with smaller radii of curvature.

**C6.7.2.2P**

Rolled beams should not be specified when the total camber exceeds 8 in. due to fabrication issues to achieve this camber. For this case, detail a plate girder with similar properties.

SPECIFICATIONS

COMMENTARY

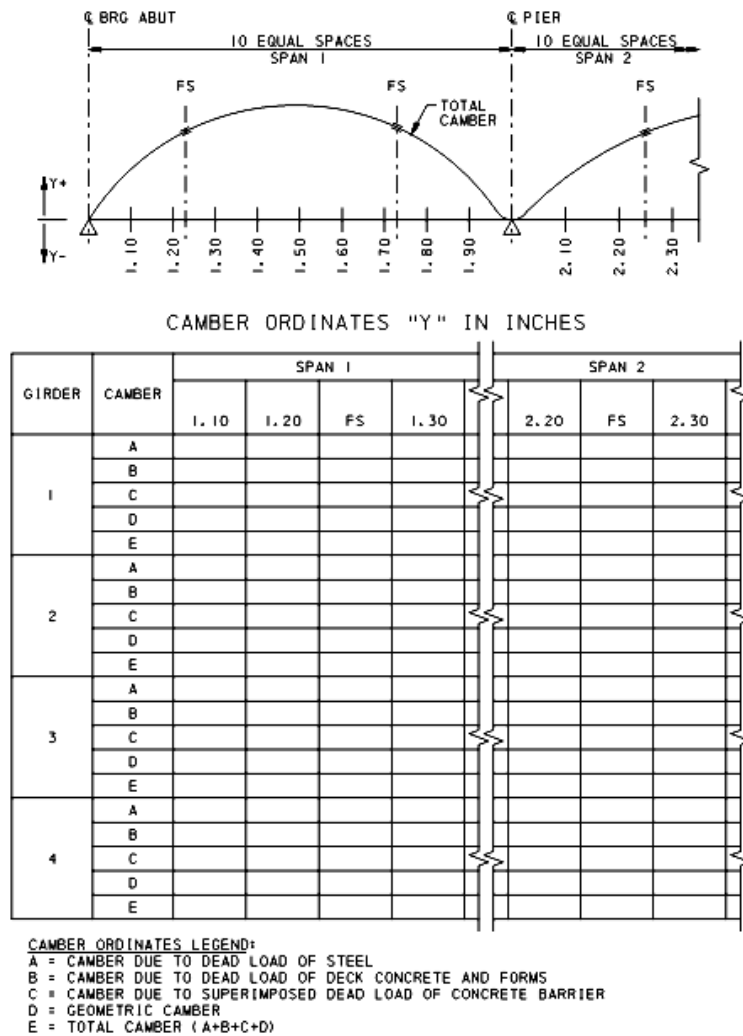


Figure 6.7.2.2P-1 – Camber Details

6.7.3 Minimum Thickness of Steel

C6.7.3

The following shall replace the first two paragraphs of A6.7.3.

The following shall supplement AC6.7.3.

Structural steel including bracing, cross-frames, and all types of gusset plates, except for webs of certain rolled shapes, closed ribs in orthotropic decks, fillers and in railings shall not be less than 0.375 in. in thickness. For girders, the minimum flange plate thickness shall be 0.75 in. unless the fabricator can demonstrate the ability to satisfactorily fabricate and erect plate girders with thinner flange plates. For girders with longitudinal stiffeners, the minimum web thickness shall be 0.50 in. The web thickness of rolled beams or channels shall not be less than 0.23 in. The thickness of closed ribs in orthotropic decks shall not be less than 0.1875 in. The thickness of deck plates in orthotropic decks shall not be less than 0.625 in. or four percent of the larger spacing of the ribs.

This requirement of minimum web thickness for girders with longitudinal stiffeners was added to avoid web buckling and oil canning of deep girders. PennDOT has previously used 3/8-in. thickness resulting in web oil canning effect, specifically on I-476 over Conestoga Avenue. The New York Department of Transportation has successfully used the specified criteria.

## SPECIFICATIONS

For girder flanges, bearing stiffeners and splice plates for bridges that are to be metallized, the width of the plates are to be oversized by 1/8 in. to account for edge grinding. The flange, bearing stiffener plates and splice plates to be shown on the plans shall be the oversized plates. For metallized bridges, the estimated quantity of fabricated structural steel shall be based on the oversized plates.

**6.7.4 Diaphragms and Cross-Frames****6.7.4.1 General**

The following shall supplement the first paragraph of A6.7.4.1.

The maximum spacing of cross-frames or diaphragms shall be 25 ft.

The following shall supplement A6.7.4.1.

Skew effects must be considered when designing diaphragms, especially when the skew angle is less than 70°. Proper consideration of unbraced length and diaphragm loads from non-uniform deflections is mandatory. Design calculations must consider the fact that cross-frames in skewed bridges connect different points of the span of adjacent girders and that these points will not deflect the same amount. Therefore, a check considering these differences must be made, and the resulting design forces must be used in the cross-frame design.

For sharply skewed bridges (typically, skews less than or equal to 60°), a cross-frame or diaphragm normal to the girder shall be located such as to minimize the effects of differential deflections, while satisfying the minimum cross-frame or diaphragm spacing requirement.

For additional analysis criteria for bridges with skew angles less than 70°, see D4.6.2.2.1.

For additional criteria regarding the analysis of skewed and/or horizontally curved steel I-girder bridges and cross frames, and cross frame layout, see Appendix DE6P.

Solid plate diaphragm members in horizontally curved and skewed bridges may be used at support locations.

## COMMENTARY

For metallized bridges, the rolled edges of angles, channels and wide flange beams do not require edge grinding, therefore these components are not to be oversized.

**C6.7.4.1**

The following shall supplement AC6.7.4.1.

In locating intermediate cross-frames or diaphragms in sharply skewed bridges, the designer must consider distinct issues associated with each girder connected by the cross-frame or diaphragm. A cross-frame or diaphragm close to the bearing on one girder line may introduce forces into the system (cross-frame or diaphragm and girder flange) due to “nuisance stiffness,” where the deflection of one girder line cannot match the adjacent girder line. In these cases, elimination of a cross-frame or diaphragm is advisable. In addition, the initial cross-frame or diaphragm must be located such that the maximum permitted spacing is not exceeded in the adjacent connected girder. In some cases, the first interior line of cross-frames or diaphragms may not be full width across the superstructure, and the number of bays along a girder length may not be constant for each girder in the superstructure.

Solid plate diaphragms can be used at support locations in horizontally curved and skewed bridges. Replacing cross frames with solid plate diaphragms at abutment and pier locations has been shown to not adversely affect or appreciably benefit deformations during construction. For other intermediate locations along the bridge spans, solid plate diaphragms may cause higher stresses and deformations in the bridge structures during construction when compared to the use of cross frames.

## SPECIFICATIONS

For additional design criteria regarding strength and stiffness requirements for torsion stability bracing, see BD-619M and Appendix DE6.5P.

**6.7.4.2 I-Section Members**

The following shall supplement the first paragraph of A6.7.4.2

For plate girder depths 40 in. and less, the diaphragm depth may be reduced to 0.5 of the girder depth.

The following shall replace the fourth and fifth paragraphs of A6.7.4.2.

Where supports are skewed between 90° and 70°, intermediate diaphragms or cross-frames may be placed in contiguous skewed lines parallel to the skewed supports.

Where supports are skewed less than 70°, diaphragms or cross-frames shall be normal to the girders and may be placed in contiguous or discontinuous lines. The Department prefers contiguous lines, except near skewed interior supports. At skewed interior supports, eliminate diaphragms or cross-frames where possible; however, adequate diaphragms or cross-frames must be present to brace the girders. When staggered (discontinuous) lines of diaphragms or cross-frames are used, the girder design must consider the flange lateral bending.

If the supports are skewed, end cross-frames need not be co-linear with the line of bearings, see Standard Drawing BC-754M. For additional skewed cross-frame requirements, see D6.7.4.1.

The following shall replace the last paragraph of A6.7.4.2.

In no case shall  $L_b$  exceed 25 ft.

## COMMENTARY

Robotic welding of cross-frame members to gusset plates can be used by some fabricators. Robotic welding is limited by the cell in which the robot can operate. Typically, the cross-frame unit can have dimensions no more than 8 ft by 12 ft (height by width, or width by height) to allow for robotic welding. To facilitate robotic welding the designer should consider the following.

- Provide a minimum of 3 in. of clearance between adjacent cross-frames members that are to be welded to a single gusset plate.
- Provide a clipped gusset plate, with a minimum of 0.5" clearance between the corner of the clips and the edge of the cross-frame member, or locate the corner of the gusset plate within the limits of the cross-frame member so that at least 1.5 in. of weld length is provided along each edge of the gusset plate.

**C6.7.4.2**

The following shall supplement AC6.7.4.2.

End cross-frames must be parallel to centerline of bearings, but need not coincide with bearing line.

Appendix DE6 provides designers with recommended fit conditions for skewed and/or horizontally curved steel I-girder bridge superstructures.

Placement of cross frames parallel to the skew has been shown to induce significant localized lateral bending near support locations.



## SPECIFICATIONS

**6.7.4.3 Box Section Members**

The following shall replace the fourth paragraph of A6.7.4.3.

Intermediate internal diaphragms or cross-frames shall be provided. For all single box sections, horizontally curved sections, and multiple box sections in cross-sections of bridges not satisfying the requirements of A6.11.2.3 or with box flanges that are not fully effective according to the provisions of A6.11.1.1, the internal bracing shall be spaced to control cross-section distortion, with the spacing not to exceed 25 ft.

**6.7.5 Lateral Bracing****6.7.5.2 I-Section Members**

## COMMENTARY

**C6.7.4.3**

The following shall replace the first sentence of the fourth paragraph of AC6.7.4.3.

Cross-sectional distortion stresses are typically controlled by the internal cross-frames or diaphragms, with the spacing of these members not to exceed 25.0 ft.

The following shall replace the first sentence of the seventh paragraph of AC6.7.4.3.

In tub sections with inclined webs with a slope exceeding 1 to 4, additional intermediate internal cross-frames, diaphragms, or struts may be required to increase the resistance of discretely braced top flanges of tub sections to lateral bending resulting from a uniformly distributed transverse load acting on the flanges.

**C6.7.5.2**

Delete the last two sentences of second paragraph of AC6.7.5.2.

The following shall supplement AC6.7.5.2.

Wherever possible, girders should be designed to carry the wind load between diaphragms according to A4.6.2.7.1. Horizontal lateral bracing is relatively expensive because of the detail associated with it. Furthermore, there are often forces associated with horizontal lateral bracing which can result in distortion-induced fatigue; these forces are also a significant factor on steel bridges. Therefore, horizontal lateral bracing should not be considered for the improvement of redundancy.

When horizontal lateral bracing is required, the following guidelines shall apply:

For straight girders:

- bottom lateral bracing as shown on BC-754M is preferred
- top lateral bracing as shown on BD-620M is permitted for the infrequent situations that necessitate attachment to the top flange

For curved girders:

- top lateral bracing shall be used
- bottom lateral bracing is not permitted without approval of the Chief Bridge Engineer because the bracing will change the behavior of the girders to pseudo-box action.

Oversized holes shall be used for lateral bracing connections in accordance with BD-620M and BC-754M.

## SPECIFICATIONS

**6.7.7 Heat-Curved Rolled Beams and Welded Plate Girders****6.7.7.2 Geometric Limitations**

The following shall replace A6.7.7.2.

The requirements in Publication 408 Section 1105.03 Fabrication regarding cross sectional limitations and radius limitations shall be used.

## COMMENTARY

**C6.7.7.2P**

The stress analysis performed by Brockenbrough (1970) to develop the equations in pre-2012 editions of these specifications was based on the following assumptions:

- The heat curving process introduces heat continuously along the girder length, resulting in a heated portion of the flange which is the same at every cross section along the length.
- The girder cross-section is a doubly-symmetric I-shaped section.
- A tensile shrinkage force P develops in the heated portion of each flange near the flange edge on the inside of the curve. P is eccentric to the girder centroid.
- The heated width of the flange is 0.20b, i.e. 20 percent of the flange width.
- The entire cross-section of the girder resists P, resulting in transverse bending stresses associated with the horizontal curvature about a vertical axis and axial compressive stresses on the cross section. The entire cross-section remains elastic and plane sections remain plane.

The resulting equation for the compressive stress in the web due to heat curving, normalized to the yield stress, was

$$\frac{\sigma_w}{F_{yw}} = \frac{-6,000}{F_{yw}} \frac{1}{\psi} \frac{1}{R/b} \quad (\text{C6.7.7.2P-1})$$

The equations introduced in the 2012 edition and now found in Publication 408, Section 1105.03 are based on studies reported in Modjeski and Masters and Lehigh University (2011) based on numerical simulations that overcame three limitations of the stress analysis by Brockenbrough. These three limitations are:

- The stress in the cross-section was permitted to exceed the yield stress,
- The stress analysis was limited to doubly-symmetric cross-sections, and
- The heated width was fixed at 0.20b, rather than varying with R.

The studies which varied the heated flange width with R and considered the effect of yielding in the flanges, found that the compressive stress in the web due to heat curving could be adequately represented by the empirical equation

## SPECIFICATIONS

**6.7.8P Rotational Demand on Bearings at End Supports of Skewed Bridges**

The rotational demand on bearings at end supports increases when the supports are skewed due to the out-of-plane rotation of the girders caused by the skewed end diaphragms. The lateral rotation of the girders can be calculated from the flexural rotation by the equation:

## COMMENTARY

of Eq. C6.7.7.2P-1 with the constant 6,000 replaced by 6,670 resulting in Eq. C6.7.7.2P-2.

$$\frac{\sigma_w}{F_{yw}} = \frac{-6,670}{F_{yw}} \frac{1}{\psi} \frac{1}{R/b} \quad (\text{C6.7.7.2P-2})$$

Singly-symmetric cross-sections were included with the limitation that the moment of the heated area of the narrower flange about the elastic neutral axis is equal to the moment of the heated area of the wider flange about the elastic neutral axis. Parametric studies demonstrated that Eq. C6.7.7.2P-1 with the constant equal to 6,670 was adequate for the singly-symmetric case as well, provided that the flange width in the equation is taken as the width of the wider flange.

With the stress in the web from the heat curving operation now quantified, limits on R were established following the process developed by Brockenbrough. The basis for the first equation in Section 1105.03 is limiting stress in web to the buckling stress instead of the post buckling strength previously used. The second equation is based on Von Mises yield criteria but revised assuming greater web shear stresses ( $0.425 F_y$ ) under current design practice and an allowable stress of  $0.90 F_y$ , while the original development assumed a web shear stress of  $0.33 F_y$  and an allowable stress of  $F_y$ .

The stress analysis of singly-symmetric heat-curved girders that was used to develop these equations is valid when R is greater than the radius at which the heated width of the narrower flange equals the flange half width. This limit, provided by the third equation in the specification, is also considered to be a practical limit on heat curving. For many cases, this limit on heated flange width is reached when the web stresses are quite high, so it is not of practical concern, as the radius will be limited by the first two equations. However, for highly unsymmetrical cases, this limit will be reached when the web stresses are not large, so that a limit on the radius of heat curved girders based on this limit on heated flange width is needed.

The specified limits on  $v$  and  $\phi$  define the range of variables for which the analyses leading to the three equations were run.

Guidance on shop implementation of continuous and V-heating to heat curve girders is given in Brockenbrough (1972) and (1973).

**C6.7.8P**

Girder out-of plane rotation occurs at skewed bearing lines due to dead and live load effects. However, when Steel Dead Load Fit (SDLF) or Total Dead Load Fit (TDLF) is used, an out-of-plane rotation in the direction opposite to the out-of-plane rotation caused by dead loads will occur at skewed bearing lines. The opposite out-of-plane rotation, or relieving layover, due to SDLF or TDLF detailing effects

## SPECIFICATIONS

$$\phi_z = \frac{\phi_x}{\tan(\alpha_{skew})} \quad (6.7.8P-1)$$

where:

- $\phi_z$  = rotation about the longitudinal axis of the girder at the end support
- $\phi_x$  = girder major-axis bending rotation at the end support due to the applied load
- $\alpha_{skew}$  = end support skew angles, an angular measurement between the bridge centerline (or tangent thereto) and a line parallel to the support; a 90° end support skew angle defining a right bridge (See PP3.2.2)

Eq. 6.7.8P-1 is applicable as a reasonable approximation for both straight skewed, and curved and skewed plate girder bridges. The fit condition specified for the structure, per D6.7.2, should be considered when computing the total lateral rotation of the girders.

## 6.8 TENSION MEMBERS

### 6.8.2 Tensile Resistance

#### 6.8.2.2 Reduction Factor, U

The following shall replace the second paragraph of A6.8.2.2.

The reduction factors, specified in A6.8.2.2, shall be used to account for shear lag. Reduction factors developed from refined analysis or tests may be used if approved by the Chief Bridge Engineer.

## 6.9 COMPRESSION MEMBERS

### 6.9.5 Composite Members

#### 6.9.5.1 Nominal Compressive Resistance

The following shall replace the definition of  $n$  in A6.9.5.1.

- $n$  = modular ratio of the concrete as specified in D5.4.2.1

The following shall supplement A6.9.5.1.  
For concrete filled steel pipe piles, see D5.12.9.6.1P.

## COMMENTARY

can offset the effects of dead load out-of-plane rotation, either partially or fully for the structure's final position.

## SPECIFICATIONS

**6.10 I-SECTION FLEXURAL MEMBERS****6.10.1 General**

The following shall supplement A6.10.1.

Open-framed systems are those which have no horizontal lateral bracing in or near the plane of the bottom flange. Lateral bracing, when used, is provided to resist wind loads, but it is generally not needed since the girders can be designed to carry wind loads between the diaphragms.

If horizontal lateral bracing is included, the open-framed system distribution factors shall be used. If a horizontal lateral bracing system is used, the connections must be detailed to ensure that the fatigue life of the bracing system is at least that of the girder.

Although the lateral wind bracing may not be required for the final constructed condition, the need for lateral wind bracing during construction shall be investigated.

If girders deeper than 14 ft. are necessary for economical design or esthetic considerations, they shall be designed with a horizontal field splice. The approval of the Chief Bridge Engineer shall be required when a horizontal field splice is incorporated. The contract plans shall include a statement to permit the elimination of the horizontal field splice at the Contractor's option.

## COMMENTARY

**C6.10.1**

Delete the reference to Appendix B6 from the sentences in the second and third paragraphs of AC6.10.1.

The following shall replace the second and third sentences in the third paragraph of AC6.10.1.

For the majority of straight non-skewed bridges, flange lateral bending effects tend to be most significant during construction and tend to be insignificant in the final constructed condition. Significant flange lateral bending may be caused by wind, by torsion from eccentric concrete deck overhang loads acting on cantilever forming brackets placed along exterior girders, and by the use of staggered cross-frames in conjunction with skews less than 70°.

The following shall supplement AC6.10.1.

The application of open-framed system distribution factors for closed-framed systems is generally conservative.

If horizontal lateral bracing system is used, a rational analysis may consider a reduction in lateral live load distribution factor due to the quasi-box action of the closed-frame system.

The design procedure for evaluating the need for lateral bracing during construction shall be per BD-620M. As agreed upon by the APC Subcommittee for Steel Bridge Superstructures, the contractor is responsible for stability of the girders during erection, including providing wind bracing during erection as needed. This responsibility includes the analysis, design, material, fabrication and installation (and removal) of wind bracing during erection at no cost to the Department.

Any reduction in live load distribution factor must be approved by the Chief Bridge Engineer.

Flanged web splices (i.e., those constructed with angles) are not desirable.

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**6.10.1.1 Composite Sections***6.10.1.1.1 Stresses*

The following shall supplement A6.10.1.1.1.

If concrete with expansive characteristics is used, composite design shall be used with caution, and provision must be made in the design to accommodate the expansion.

Composite section properties (see A6.10.1.1.1b, D6.10.1.1.1b and D6.10.1.1.1c) shall be assumed in the positive and negative moment regions for the calculation of design moments, shears and deflections.

*6.10.1.1.1a Sequence of Loading*

The following shall replace last paragraph of A6.10.1.1.1a.

For unshored construction, permanent load applied before the concrete deck has attained 75% of its compressive strength shall be assumed carried by the steel section alone; permanent load and live load applied after this stage shall be assumed carried by the composite section. For shored construction, all permanent loads shall be assumed applied after the concrete deck has hardened or has been made composite and the contract documents shall so indicate.

Use of shored systems requires the prior approval of the District Bridge Engineer.

For continuous spans, the final dead load moment at each design section shall be taken as the greater of either the dead load moment considering the weight of the concrete deck to be instantaneously applied or a moment based upon an incremental analysis of the specified slab placement sequence. Similarly, stresses should be computed based on the more critical of the incremental and instantaneously applied loads.

*6.10.1.1.1b Stresses for Sections in Positive Flexure*

Delete Eq. A6.10.1.1.1b-1.

The following shall supplement A6.10.1.1.1b:

For normal and low density concrete, the modular ratio is given in D5.4.2.1.

*6.10.1.1.1c Stresses for Sections in Negative Flexure*

The following shall replace A6.10.1.1.1c.

For calculating flexural stresses in sections subjected to negative flexure, the composite section for both short-term and long-term moments shall consist of the steel section and the longitudinal reinforcement within the effective width of the concrete deck.

Cut-off points for the main reinforcement in cast-in-place decks over interior supports for continuity shall be staggered as required by design.

*C6.10.1.1.1P*

If the concrete is expansive, estimate expansion and properly design concrete to flange connection by adding additional shear studs.

*C6.10.1.1.1a*

Delete the first paragraph of AC6.10.1.1.1a.

*C6.10.1.1.1bP*

It is preferable to proportion composite sections in simple spans and the positive moment regions of continuous spans so that the neutral axis lies below the top surface of the steel beam.

## SPECIFICATIONS

*6.10.1.1.1d Concrete Deck Stresses*

The following shall replace A6.10.1.1.1d

For calculating longitudinal flexural stresses in the concrete deck in the positive moment region due to transient loads, the short-term modular ratio,  $n$ , shall be used. For calculating longitudinal flexural stresses in the concrete deck in the positive moment region due to permanent loads, the long-term modular ratio,  $3n$ , shall be used.

For calculating longitudinal flexural stresses in the concrete deck in negative moment regions due to all permanent and transient loads, the short-term modular ratio,  $n$ , shall be used. However, the deck concrete shall not be considered effective with the steel section for resisting negative moments.

*6.10.1.1.1fP Lateral Support of Top Flanges Supporting Timber Decks*

The compression flanges of girders supporting timber floors shall not be considered to be laterally supported by the flooring, unless the floor and fastenings are specially designed to provide such support. Laminated timber decks shall be provided with steel clips designed to furnish adequate lateral support to the top flange.

**6.10.1.2 Noncomposite Sections**

The following shall supplement A6.10.1.2

Whenever technically feasible, all structures shall be made composite.

**6.10.1.3 Hybrid Sections**

The following shall supplement A6.10.1.3.

The use of girders with web yield strength higher than the flange yield strength requires the prior approval of the District Bridge Engineer.

**6.10.1.4 Variable Web Depth Members**

The following shall supplement A6.10.1.4.

The use of girders with variable web depth requires the prior approval of the District Bridge Engineer.

**6.10.1.5 Stiffness**

The following shall supplement A6.10.1.5.

In the computation of flexural stiffness and flexural resistance of beams, the height of the concrete in the haunch shall be taken as zero. However, in the computation of dead load, the weight of the concrete in the haunch shall be taken into account.

## COMMENTARY

*C6.10.1.1.1d*

Delete AC6.10.1.1.1d.

**C6.10.1.5**

The following shall replace the second paragraph of AC6.10.1.5.

Field tests of composite continuous bridges have shown that there is considerable composite action in negative bending regions (Baldwin et al. 1978; Roeder and Eltvik 1985; Yen et al. 1995). Therefore, the stiffness of the full composite section is to be used over the entire bridge length

## SPECIFICATIONS

**6.10.1.7 Minimum Negative Flexure Concrete Deck Reinforcement**

The following shall replace A6.10.1.7

In negative flexure regions of any continuous span, the total cross-sectional area of the longitudinal reinforcement shall not be less than 1 percent of the total cross-sectional area of the slab. The reinforcement used to satisfy this requirement shall have a specified minimum yield strength not less than 60 ksi and a size not exceeding No. 6 bars.

The required reinforcement shall be placed in two layers uniformly distributed across the slab width, and two-thirds shall be placed in the top layer. The individual bars shall be spaced at intervals not exceeding 12 in. within each row.

Shear connectors shall be provided along the entire length of the girder for new bridges and rehabilitated bridges (i.e. where feasible on deck replacement projects) to develop stresses in the plane joining the concrete and steel in accordance with A6.10.10 and D6.10.10.

**6.10.1.9 Web Bend-Buckling Resistance***6.10.1.9.3P Nominal Flexural Resistance*

The compressive bending stress due to unfactored dead load and construction loads in webs with or without longitudinal stiffeners shall be limited as follows:

$$f_{cw} \leq \frac{5.4 E}{\gamma_w \left( \frac{D_c}{t_w} \right)^2} \quad (6.10.1.9.3P-1)$$

where:

- $f_{cw}$  = compressive bending stress in the web due to unfactored dead load and construction loads (ksi)
- $E$  = modulus of elasticity of steel (ksi)
- $D_c$  = For webs without longitudinal stiffeners, clear distance between the neutral axis of the non-composite section for dead load and the compression flange. For webs with longitudinal stiffeners, clear distance between the neutral axis

## COMMENTARY

for the analysis of composite flexural members, but not for stress calculations.

The following shall supplement AC6.10.1.5.

Field measured haunch depths may be used in the computation for flexural stiffness and resistance when rating existing bridges.

Other stiffness approximations which are based on sound engineering principles may be used if approved by the Chief Bridge Engineer.

**C6.10.1.7**

Delete the second paragraph and the last paragraph of AC6.10.1.7

The following shall replace the last sentence in the third paragraph of AC6.10.1.7.

The above applies for members that are designed by the provisions of A6.10, D6.10 or Appendix A6.

*C6.10.1.9.3P*

Eq. 6.10.1.9.3P-1 is derived from the basic plate buckling formula for Case 5, shown in Fig. C6.10.1.9.3P-1. Case 5 addresses buckling due to flexural compressive stress in a plate girder. Note that transverse stiffener spacing has little influence on flexural buckling.

For  $\gamma_w = 1.0$ ,  $f_{cw}$  is the critical buckling stress. Since all webs have some initial out-of-flatness, buckling occurs at a stress smaller than the critical buckling stress. Buckling does not occur suddenly; rather, lateral deflection of the web increases as the moment increases. After buckling occurs, the flexural stress carried by the web is redistributed to the compression flange.

The LRFD Specification may allow flexural buckling to occur to various degrees under construction loading before composite action develops. This buckling, together with initial out-of-flatness, may cause out-of-plane vibrations under live load. Studies have shown that larger initial out-of-flatness produces changing lateral deflection (“oil canning” or “vibrating”) under live load, and, therefore,



## SPECIFICATIONS

of the section for dead loads and the longitudinal stiffener (in.)

$t_w$  = web thickness (in.)

$\gamma_w$  = 1.0 where diaphragms or cross-frames are not staggered; 1.3 where diaphragms or cross-frames are staggered; as required by the Chief Bridge Engineer for other conditions

The calculation of  $f_{cw}$  shall consider (but is not limited to) the following:

- steel girder weight
- concrete deck weight
- deck form weight
- construction equipment weight
- concrete haunch weight
- pouring sequence effect
- camber effect

For sections where the slenderness limit given by Eq. 6.10.1.9.3P-2 are not met, the factored shear resistance,  $V_r$ , shall be greater than or equal to four times the shear due to the unfactored dead load. For non-composite sections not meeting the requirements of Eq. 6.10.1.9.3P-2,  $V_r$  shall be greater than or equal to four times the total unfactored shear, including live load.

$$\frac{5.4 E}{f_{cw} \left( \frac{D_c}{t_w} \right)^2} \geq 2.50 \quad (6.10.1.9.3P-2)$$

## COMMENTARY

creates a potential for fatigue problems under certain conditions. Also, inspection of older existing bridges has revealed out-of-plane vibrations of webs under live load. Where Category E details (such as lateral bracing connections) are connected to the vibrating webs, stress ranges (determined from strain gages) were observed in one case to be as much as twice that which would occur if the webs were not vibrating, and estimated fatigue life was reduced by 75 to 90 percent of the fatigue life that would be expected without web vibration. The magnitude of oil canning varies from case-to-case.

Limited studies of existing structures suggest that web vibration will not be a serious problem if Category E details do not exist in the areas of web vibration; in that case category, C would determine fatigue life.

Additional studies are needed to confirm this. The potential for fatigue resulting from vibrations of girder webs under live load is a problem that may not have been adequately addressed in the LRFD Specification A6.10.5.3, which was intended to control fatigue due to the lateral deflection of girder webs under live load, may not adequately model in-service performance. This potential problem becomes more important in structures designed using more refined methods of analysis, because the conservative difference between the in-service stress range and the design stress range for conventional design may be significantly reduced by the refined method.

The  $\gamma_w$  factor in Eq. 6.10.1.9.3P-1 is intended to provide for the potential reduction in fatigue life due to web vibrations which may be introduced as a result of web buckling during construction.

$$F_{cr} = \frac{k\pi^2 E}{12(1-\mu^2)} \left( \frac{t_w}{b} \right)^2 = \text{Critical Buckling Stress}$$

For  $\mu = 0.3$  = Poisson's ratio for steel,

$k = 23.9$  (Case 5), and

$b = 2 D_c$

$$F_{cr} = \frac{5.4 E}{\left( \frac{D_c}{t_w} \right)^2} = f_{cw} \text{ when } \gamma_w = 1.0$$

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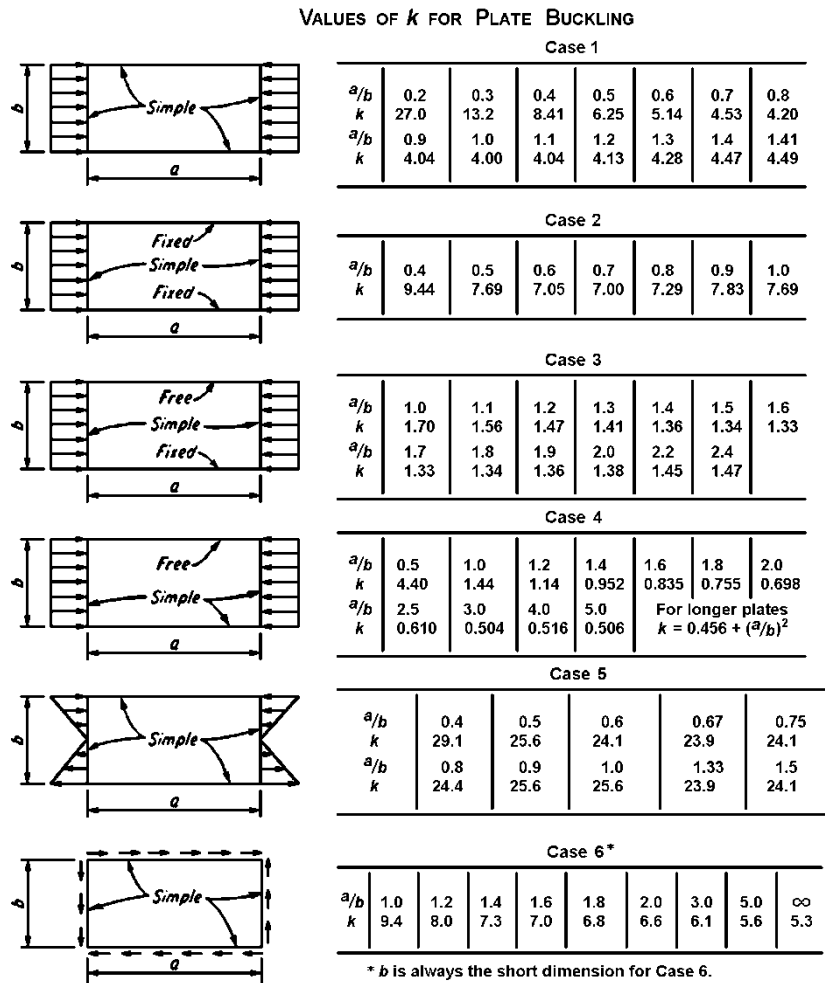


Figure C6.10.1.9.3P-1 – Formula for Plate Buckling

**6.10.1.11P Lateral Support of Top Flanges Supporting Timber Decks**

The compression flanges of girders supporting timber floors shall not be considered to be laterally supported by the flooring, unless the floor and fastenings are specially designed to provide such support. Laminated timber decks shall be provided with steel clips designed to furnish adequate lateral support to the top flange.

**6.10.3 Constructability**

**6.10.3.2 Flexure**

*6.10.3.2.4 Concrete Deck*

Delete A6.10.3.2.4.

*C6.10.3.2.4*

The following shall replace AC6.10.3.2.4.

The requirements of A6.10.3.2.4 are superseded by D6.10.1.7, which requires the area of deck longitudinal reinforcement to be at least 1 percent of the deck slab area.

## SPECIFICATIONS

*6.10.3.2.5P Construction Analysis*

Evaluate lateral deflections in accordance with BD-620M.

*6.10.3.2.5.1P Slab Placement*

An analysis shall be performed to determine an acceptable slab placement sequence. The analysis shall address (but is not limited to) the following items:

- (a) Change in the stiffness in the girder as different segments of the slab are placed and as it affects both the temporary stresses and the potential for “locked-in” erection stresses
- (b) Bracing (or lack thereof) of the compression flange of girders and its effect on the stability and strength of the girder
- (c) Stability and strength of the girder through slab placement
- (d) Bracing of overhang deck forms
- (e) Uplift at bearings
- (f) Temperature changes as prescribed in D3.12.2.1.

The analysis of slab placement shall be done in an incremental fashion using a concrete modulus of elasticity equal to 70% of the concrete modulus elasticity at 28 days for concrete which is at least 24 hours old, assuming no retarder admixture is permitted. If retarder admixture is specified, it shall be indicated on the contract drawings, and the analysis shall be completed assuming 48 hours before gaining stiffness for lateral resistance. This means the stiffness of the model will change at the many different stages.

In no case shall the final design moment stresses or forces be less than those determined from an analysis in which the weight of the deck slab is applied all at once.

Slab concrete, which is less than 24 hours old (or 48 hours old when retarder is used), cannot be considered to provide lateral support for the embedded top flange of the girder. Conversely, slab concrete which is more than 24 hours old (or 48 hours old when retarder is used) can be considered to provide full lateral support for the embedded top flange of the girder. If the contractor can demonstrate that the concrete will provide lateral support for the embedded top flange in less than 24 hours (or 48 hours old when retarder is used), that limiting time may be used with the approval of the Chief Bridge Engineer.

From the results of the analysis of slab placement and lateral support conditions described above, the bending and shear strength of girder shall be checked.

## COMMENTARY

*C6.10.3.2.5.1P*

During the mid-1980's, several of the Department's girder bridges experienced problems during placement of the slab. It is believed that bridges with highly unsymmetrical, deep steel girders combined with wide beam spacing and large overhang dimensions are more susceptible to problems during construction than are the typical earlier steel girder bridges which use more nearly symmetrical steel girders combined with closer beam spacing and smaller overhang dimensions. Since significant reduction in the construction cost of a bridge can be achieved by use of highly unsymmetrical, deep steel girders in conjunction with wide beam spacing and large overhang dimensions, an analysis must be performed to ensure that these types of girders provide adequate stability and strength through slab placement.

With skewed, curved, and/or continuous steel girder bridges, temporary uplift conditions at bearings can occur during the deck pour. Designers should evaluate the potential for uplift in bearings as part of the deck pour sequence evaluation. Designers should address temporary uplift conditions as follows:

- Where the temporary uplift is not detrimental to the long-term performance of the bearing, or does not result in adverse stability conditions, temporary uplift is permitted. In this case, the designer should identify in the construction plans the individual bearing locations where uplift is expected and during what stages of the deck pour the uplift will occur. A note stating that the uplift is temporary and permitted as part of construction should also be provided in the construction plans.
- Where uplift is determined to be unacceptable for individual bearing types or structure stability, the designer should identify in the construction plans the individual bearing locations where uplift is expected. Hold down forces and any other design requirements for restraining devices should be shown in the plans for the contractor's use in designing these components. Forces and design requirements for individual deck pour stages, as applicable, should be provided. The designer should verify the viability of at least one type of restraining device to meet the design requirements and provide schematic details of the device in the construction plans.
- The effects from temperature change on the curved and skewed bridges are mostly functions of the girder support conditions. When minimum required restraint

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*6.10.3.2.5.2P Deck Slab Overhang Form Support*

For the construction condition with the overhang form support system, the strength and stability of the fascia girder shall be ensured by applying the dead load of the overhang concrete and any construction equipment to the girder as follows:

- (a) The standard form support system, shown in Fig. 6.10.3.2.5.2P-1, may be used where:
- (1) Girder web depth is less than 8'-0"
  - (2) Deck slab overhang is less than 4'-9"
  - (3) Slab thickness is equal to or less than 10 in.
  - (4) Transverse stiffener spacing does not exceed the depth of the girder
  - (5) In regions where  $\gamma_w$  (see D6.10.1.9.3P) is less than 2.5 and the factored dead load shear, using a load factor of 4.0, is less than the buckling shear given in A6.10.9.3.

Where these requirements are satisfied, original designs of fascia girders shall provide transverse stiffeners throughout the span at a maximum spacing of D, including the region where stiffeners are not required for the final design shear or where a spacing larger than D would be satisfactory for the final design shear. This requirement ensures reasonable constructability. The stiffener spacings required for both constructability and final design shear shall be shown on the contract drawings (preferably on the girder elevations), and the sketch and note from Fig. 6.10.3.2.5.2P-1 shall be included on the contract drawings.

## COMMENTARY

necessary for girder(s) global stability (i.e., prevention of global buckling of the girder or collection of girders) is provided, the applied temperature change may not have an appreciable impact on overall bridge deflections and stresses.

*C6.10.3.2.5.2P*

The requirements of this article can be met by reducing the length of some deck pours, or by increasing the size of the steel girder section, or by a combination of both. For original designs, the designer should obtain input from contractor and fabricators about the economics of those alternatives. Note, also, that only a relatively short length of the critical spans will be affected by the constructability criterion.

The intent of the required checks is to control the buckling of the flanges and the webs of steel girders. It is felt that there is a potential for fatigue cracking if steel plates are allowed to buckle due to "oil-canning" effects.

The preferred upper limit on the deck slab overhang is 4'-0" considering factors such as deck forming and deck finishing.

For rolled beam spans, this is typically not a controlling design consideration with deck overhangs less than 2 ft.

The revision to this note was developed by an APC Subcommittee for Stability of Steel Bridge Superstructures. The note was modified to provide more flexibility to the contractor to use deck overhang form brackets that have nominal depths greater than the typical 3'-0" bracket depth. The maximum permissible horizontal load value was developed based on field measurements of steel bridges and a limited finite element analysis study. The field measured structures were constructed in 1999 in District 5-0 with deck overhangs in the range of 4'-8". The FEA study was made for lateral web deflections of steel girders subjected to concentrated horizontal forces on the girder web.

Design modifications should consider web stress, overall web deformation, relative web deformation, the resulting deck overhang deflection, and the resulting effects on the finished deck profile. The contractor is responsible for selecting and providing calculations for the overhang forming system as required by Publication 408 Section 1050.3(c)2. Publication 408 Section 105.01 (c) specifies the responsibility of the work remains with the contractor regardless of reviews and/or acceptance of submitted working drawings by the Department.

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- (b) For deck slab overhangs which do not meet the requirements of (a), the designer of the original structure shall review the condition with the Chief Bridge Engineer's office as part of the TS&L submission. If it is determined that web-supported overhang form brackets cannot be permitted, the following note shall be included in the General Notes:

**SUPPORT DECK SLAB OVERHANG FORMS FROM THE BOTTOM FLANGE OF THE FASCIA GIRDER, UNLESS THE GIRDER WEB IS ADEQUATELY SUPPORTED TO PREVENT BUCKLING DUE TO LOADS FROM WEB-BEARING FORM SUPPORTS.**

- (c) Contractor-designed alternates shall meet the requirements of this article. The stiffener spacing and a description of the deck overhang form support system, including the loads, shall be shown on the conceptual design drawings submitted for approval.
- (d) All DM-4 and appropriate AASHTO LRFD provisions in regard to flange and web buckling must be checked.
- (e) For additional criteria on exterior girder rotation due to large cantilever deck slabs, see D9.7.1.5.1P.

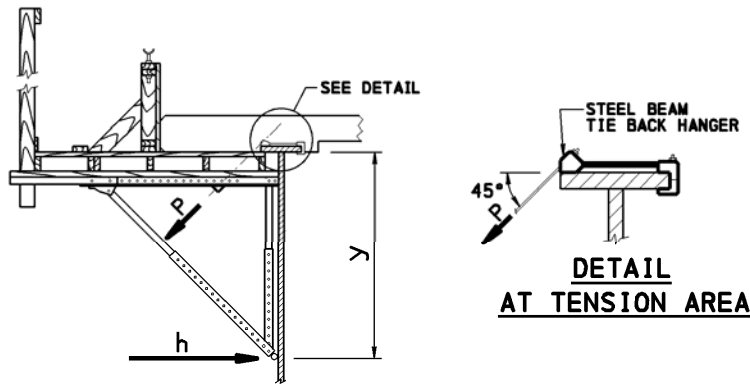
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Unacceptable deformations of the web or top flange results in deflection of the overhang bracket causing problematic deck finish and ride quality.

If an overhang is braced to within 6 inches of the bottom flange, it shall be considered braced to the bottom flange. Deck overhang forms for rolled beams spans, due to their shallow depth, are typically supported in this manner.

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**TYPICAL OVERHANG FORMING DETAIL**  
NO SCALE

NOMINAL DEPTH <i>y</i> ( in )	MAXIMUM PERMISSIBLE HORIZONTAL LOAD <i>h</i> ( kip/ft )
36	1.250
56	0.750
76	0.540

MAXIMUM PERMISSIBLE JACK SPACING 4 ft

THE FASCIA GIRDERS ARE DESIGNED FOR A TEMPORARY CONSTRUCTION LOAD APPLIED TO THE WEB AT A MAXIMUM 4 FT. INTERVAL. THIS LOAD (SEE TABLE) APPROXIMATES THE HORIZONTAL COMPONENT OF A DECK OVERHANG FORM SUPPORT BRACKET AND CONSISTS OF AN ALLOWANCE FOR THE WEIGHT OF THE CONCRETE, FORMS AND INCIDENTAL LOADS, PLUS THE DECK FINISHING MACHINE. WHERE A TRANSVERSE STIFFENER SPACING, LESS THAN THAT REQUIRED FOR THE FINAL DESIGN SHEAR, IS INDICATED FOR CONSTRUCTABILITY, THE SPACING FOR THE FINAL DESIGN SHEAR MAY BE USED IF THE OVERHANG FORMS ARE SUPPORTED FROM THE BOTTOM FLANGE OF THE FASCIA GIRDER, OR IF THE GIRDER WEB IS ADEQUATELY BRACED TO PREVENT BUCKLING DUE TO LOADS FROM WEB-BEARING FORM SUPPORT BRACKETS. THE CONTRACTOR HAS THE OPTION TO MODIFY THE OVERHANG BRACKET FROM THAT DESCRIBED HEREIN PROVIDED WORKING DRAWINGS INCLUDING CALCULATIONS, SEALED BY A PROFESSIONAL ENGINEER LICENSED IN THE COMMONWEALTH OF PENNSYLVANIA, ARE SUBMITTED FOR REVIEW AND ACCEPTANCE AND SHOW THE MODIFICATIONS DO NOT CAUSE UNACCEPTABLE DEFORMATIONS OR STRESSES IN THE BRIDGE AND IT IS UNDERSTOOD THE CONTRACTOR IS ULTIMATELY RESPONSIBLE FOR THE SATISFACTORY COMPLETION OF THE BRIDGE.

Figure 6.10.3.2.5.2P-1 – Typical Overhang Forming Detail and Note

6.10.3.2.5.3P Deck Slab Overhang Rotation

The designer shall consider the effects of out-of-plane girder rotations, common with skewed bridges, on deck elevations.

C6.10.3.2.5.3P

Out-of-plane girder rotations will cause the overhang formwork to also rotate. In an increasing magnitude from the web of the fascia girder to the outside edge of the formwork, the formwork will move upward or downward, depending on the direction of rotation, during the deck pour. It may be desirable to pre-rotate the overhang formwork so that the as-designed deck overhang cross slope is obtained after the deck pour is complete. Additionally, it may be desirable to relocate the deck finishing machine support railing from its typical position on the overhang formwork

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## COMMENTARY

**6.10.3.4 Deck Placement***6.10.3.4.1 General*

The following shall supplement A6.10.3.4.1.

The following shall be considered in addition to D9.7.1.8P when utilizing phased construction. To reduce translation of live load forces from one phase to another, the connection of cross frames between the phases should allow rotation until after deck placement has been completed for both phases. When the project does not allow for a short-term closure of the structure (see D9.7.1.8P), consider performing a closure pour between phases.

*6.10.3.4.2 Global Displacement Amplification in Narrow I-Girder Bridge Units*

The following shall replace the first bullet of the last paragraph of A6.10.3.4.2.

- The addition of flange level lateral bracing adjacent to the supports of the span may be considered as discussed in A6.7.5.2, DC6.7.5.2, and BD-620M.

**6.10.3.5 Dead Load Deflection**

The following shall replace A6.10.3.5.

The provisions of A6.7.2 and D6.7.2 shall apply, as applicable.

**6.10.4 Service Limit State****6.10.4.2 Permanent Deformations***6.10.4.2.1 General*

The following shall replace the bulleted list of A6.10.4.2.1.

- For sections that are composite for positive flexure, the section assumed in calculating the stresses shall be as specified in A6.10.1.1.1b and D6.10.1.1.1b.
- For sections that are composite for negative flexure, the section assumed in calculating the stresses shall be as specified in D6.10.1.1.1c.

to the fascia girders. This will minimize the upward and downward movements of the finishing machine during the deck pour due to out-of-plane girder rotations. Hand finishing work will be necessary for the deck area beyond the limits of the finishing machine.

The designer may consider approximating the anticipated girder out-of-plane rotation based on girder differential vertical displacements.

*C6.10.4.2.1*

The following shall replace the second and third paragraphs of A6.10.4.2.1.

New bridges are required to be composite along their entire length. Existing bridges may be noncomposite along their entire length or only composite in the positive moment regions. The requirements of the third bullet in D6.10.4.2.1 are meant for use in evaluating noncomposite sections in positive and/or negative flexure in such existing bridges.

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- For sections that are noncomposite, the properties of the steel section alone shall be used for calculation of the flexural stresses in the structural steel.

The following shall replace the last paragraph of A6.10.4.2.1.

The longitudinal stresses in the concrete deck shall be determined as specified in D6.10.1.1.1d.

*6.10.4.2.2 Flexure*

Delete the second paragraph of A6.10.4.2.2

**6.10.5 Fatigue and Fracture Limit State****6.10.5.3 Special Fatigue Requirement for Webs**

The following shall replace the first paragraph of A6.10.5.3

For the purposes of this article, the factored fatigue load shall be determined using the Fatigue I load combination specified in Table A3.4.1-1 and in D3.4.1.1P, with the fatigue live load taken as specified in A3.6.1.4 and D3.6.1.4.

**6.10.6 Strength Limit State****6.10.6.2 Flexure***6.10.6.2.3 Composite Sections in Negative Flexure and Noncomposite Sections*

Delete the last paragraph of A6.10.6.2.3.

**6.10.7 Flexural Resistance—Composite Sections in Positive Flexure****6.10.7.1 Compact Sections***6.10.7.1.2 Nominal Flexural Resistance*

Delete the remaining portion of A6.10.7.1.2 starting after the definition of  $R_p$ .

## COMMENTARY

*C6.10.4.2.2*

Delete the eighth and the last paragraphs of AC6.10.4.2.2.

*C6.10.6.2.3*

Delete the last paragraph of AC6.10.6.2.3.

*C6.10.7.1.2*

Delete the fourth through the eighth paragraphs of AC6.10.7.1.2.



## SPECIFICATIONS

**6.10.8 Flexural Resistance – Composite Sections in Negative Flexure and Noncomposite Sections****6.10.8.2 Compression-Flange Flexural Resistance***6.10.8.2.3 Lateral Torsional Buckling Resistance*

The following shall supplement A6.10.8.2.3.

In the negative moment region, flange transitions shall be within 20% of  $L_b$ , the smaller  $I_{yc}$  shall be at least one-half of the larger  $I_{yc}$ , and no other flange transitions shall be within the unbraced length.

**6.10.9 Shear Resistance****6.10.9.1 General**

The following shall replace the first bulleted item of the fourth paragraph of A6.10.9.1.

- without a longitudinal stiffener and with a transverse stiffener spacing not exceeding 1.5D, or

The following shall replace the fifth paragraph of A6.10.9.1.

Provisions for end panels shall be as specified in A6.10.9.3.3 and D6.10.9.3.3.

The following shall supplement A6.10.9.1.

Transverse stiffener spacing shall also satisfy the requirements of D6.10.3.2.5.2P for deck slab overhang form support.

**6.10.9.3 Nominal Resistance of Stiffened Webs***6.10.9.3.3 End Panels*

The following shall replace the last paragraph of A6.10.9.3.3.

The transverse stiffener spacing for end panels without a longitudinal stiffener shall not exceed 0.5D. The transverse stiffener spacing of end panels with a longitudinal stiffener shall not exceed 0.5 times the maximum subpanel depth. Otherwise, the end web panel shall be considered unstiffened.

## COMMENTARY

*C6.10.8.2.3*

The following shall replace the sixth paragraph of AC6.10.8.2.3.

If  $D_{ctw}/b_{fc}t_{fc}$  in Eq. A6.10.8.2.3-9 is taken as a representative value of 2.0, this equation reduces to  $0.22b_{fc}$ . Based on this assumption and  $F_{yc} = 50$  ksi, the compact bracing limit is  $L_p = 5.4b_{fc}$  and the noncompact bracing limit given by Eq. A6.10.8.2.3-5 simplifies to  $L_r = 20b_{fc}$ . Based on these same assumptions, the equations of AASHTO Appendix D6, Article D6.4 gives corresponding limits on  $L_b$  that are generally larger than  $5.4 b_{fc}$ . The limits given in Appendix D6, Article D6.4 is sufficient to develop  $F_{max}$  or  $M_{max}$  shown in Figure AC6.10.8.2.1-1 in cases involving a moment gradient along the unbraced length for which  $C_b > 1.0$ .

**C6.10.9.1**

The transverse stiffener spacing prescribed in D6.10.9.1 is based on research results from PennDOT Research Project No. 86-05, Yen et. al (1995).

The transverse stiffener spacing prescribed in D6.10.9.3.3 is based on research results from PennDOT Research Project No. 86-05, Yen et. al (1995).

## SPECIFICATIONS

**6.10.10 Shear Connectors****6.10.10.1 General**

The following shall replace the third, fourth and fifth paragraphs of A6.10.10.1.

Shear connectors are required along the entire length of the girder for both straight and curved bridges when a composite girder analysis has been performed.

*6.10.10.1.1 Types*

The following shall supplement A6.10.10.1.1.  
The minimum diameter of studs shall be 3/4 in.

*6.10.10.1.2 Pitch*

The following shall replace the last sentence of the last paragraph of A6.10.10.1.2.

The center-to-center pitch of stud shear connectors shall also not be less than six stud diameters. The center-to-center pitch of channel shear connectors shall also not be less than 6 in.

*6.10.10.1.3 Transverse Spacing*

The following shall supplement A6.10.10.1.3.

The minimum number of studs in a group shall consist of two in a single transverse row.

*6.10.10.1.4 Cover and Penetration**6.10.10.1.5P Splice Locations*

Shear connectors at splice locations shall be arranged to clear fasteners and shall be welded to the splice plate. Up to 20% fewer connectors, than required by design, are acceptable in the splice zone, provided that the deleted connectors are furnished as additional connectors adjacent to the splice.

## COMMENTARY

**C6.10.10.1**

The following shall supplement AC6.10.10.1.

Mechanical shear connectors provide for the horizontal shear at the interface between the concrete slab and the steel girder in the positive moment regions and the horizontal shear between the longitudinal reinforcement steel within the effective flange width and the steel girder in the negative moment regions.

*C6.10.10.1.2*

The following shall supplement AC6.10.10.1.2.

Consider staggering the shear connectors and the transverse deck reinforcing in an effort to reduce potential early-age cracking of the concrete deck. Recent research indicates that staggering the shear connectors and the transverse deck reinforcing bars prevents a weak plane (Hopper et al., 2015).

*C6.10.10.1.4*

The following shall replace the second sentence of AC6.10.10.1.4.

For plan presentation, show cover and penetration limits; do not detail stud height (see Standard Drawing BC-753M). Stud heights are determined in the field based on actual girder elevations.

## SPECIFICATIONS

**6.10.10.2 Fatigue Resistance**

The following shall replace the first bullet of A6.10.10.2.

- Where the projected 100-year single lane Average Daily Truck Traffic ( $ADTT$ )<sub>SL</sub> is greater than or equal to 815 trucks per day, the Fatigue I load combination shall be used and the fatigue shear resistance for infinite life shall be taken as:

The following shall replace the third bullet of A6.10.10.2.

- Where the projected 100-year single lane Average Daily Truck Traffic ( $ADTT$ )<sub>SL</sub> is greater than or equal to 1680 trucks per day, the Fatigue I load combination shall be used and the fatigue shear resistance for infinite life shall be taken as:

**6.10.10.3 Special Requirements for Points of Permanent Load Contraflexure**

The following shall supplement A6.10.10.3.

The provisions of this article are only applicable when analyzing existing bridges where the shear connectors are not provided along the full length of the girder.

**6.10.11 Stiffeners****6.10.11.1 Transverse Stiffeners***6.10.11.1.1 General*

The following shall supplement A6.10.11.1.1.

Transverse stiffeners shall also satisfy the requirements given in Standard Drawing BC-753M.

**6.10.11.2 Bearing Stiffeners***6.10.11.2.1 General*

The following shall supplement A6.10.11.2.1.

Under full dead load, beam ends and all bearing stiffeners, including bearing stiffeners at piers, are to be vertical.

## COMMENTARY

**C6.10.10.2**

The following shall supplement AC6.10.10.2

PennDOT's design life is considered to be 100 years. In the overall development of the AASHTO LRFD Specification, the design life has been considered to be 75 years. The provisions of this section have been revised to reflect a 100 year design life.

**C6.10.10.3**

The following shall supplement AC6.10.10.3.

For new designs, PennDOT requires composite girders to have shear connectors along the full length of the girders and the provisions of this article will not be applicable.

The purpose of the additional connectors is to develop the reinforcing bars used as part of the negative flexural section.

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## COMMENTARY

**6.10.11.4P Stiffeners in Rigid-Frame Knees***6.10.11.4.1P Stiffener Spacing*

The spacing of stiffeners in rigid-frame knees shall satisfy both of the following equations:

$$f_a \leq F_{yc} - f_{cs} \quad (6.10.11.4.1P-1)$$

and

$$f_b \leq F_{yc} \quad (6.10.11.4.1P-2)$$

for which:

$$f_a = f_{cs} \left( \frac{3b^2}{Rt} \right) \left( \frac{\beta^2}{4 + 1.14\beta^4} \right) \quad (6.10.11.4.1P-3)$$

$$f_b = f_{cs} \left( \frac{3b^2}{Rt} \right) \left( \frac{\beta^3}{3.2 + \beta^3} \right) \quad (6.10.11.4.1P-4)$$

$$\beta = \frac{a}{b} \quad (6.10.11.4.1P-5)$$

where:

- a = spacing of stiffeners (in.)
- b = half of flange width (in.)
- $F_{yc}$  = specified minimum yield strength of a compression flange (ksi)
- $f_{cs}$  = maximum compression Service I load flange stress (ksi)
- R = radius of flange curvature (in.)
- t = thickness of flange (in.)

SPECIFICATIONS

COMMENTARY

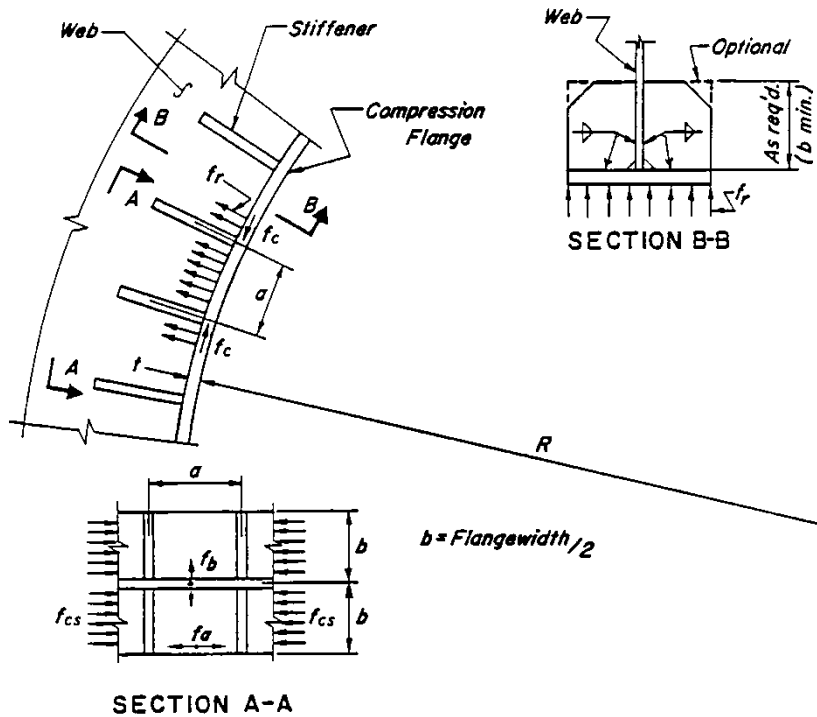


Figure 6.10.11.4.1P-1 – Stiffeners in Rigid-Frame Knees

6.10.11.4.2P Stiffener Design

The factored bearing resistance of stiffeners in rigid-frame knees, taken as specified in A6.10.11.2.3, shall be greater than  $P_b$ , taken as:

$$P_b = f_r ab \tag{6.10.11.4.2P-1}$$

for which:

$$f_r = \frac{f_c t}{R} \tag{6.10.11.4.2P-2}$$

where:

- a = spacing of stiffeners (in.)
- b = half of flange width (in.)
- $f_c$  = maximum factored compression flange stress (ksi)
- R = radius of flange curvature (in.)
- t = thickness of flange (in.)

6.10.12 Cover Plates

6.10.12.3P Cover Plate Length and Width

The length of any welded cover plate added to a rolled beam shall extend the full-length of the rolled beam, including the bearing area, or the full-length of the rolled

C6.10.12.3P

The Department does not allow partial length cover plates for new designs.

## SPECIFICATIONS

beam field section in the case of a spliced beam unless otherwise approved by the Chief Bridge Engineer. The use of partial length cover plates is allowed for rehabilitation projects with detailed fatigue analysis. Partial length cover plates must have bolted connections at the ends.

The width of the plate shall not exceed the width of the flange by more than 6 in., or six times the thickness of the cover plate, whichever is less. Bottom flange cover plates preferably shall be wider than the bottom flange. Top flange cover plates shall be of constant width, preferably narrower than the top flange. When a cover plate narrower than the flange is used, the width of the plate shall be at least 2 in. less than the width of the flange. The width of a cover plate connected by fillet welds shall be no greater than 24 times the plate thickness.

**6.11 BOX-SECTION FLEXURAL MEMBERS****6.11.1 General**

The following shall supplement A6.11.1

If girders deeper than 14 ft. are necessary for economical design or esthetic considerations, they shall be designed with a horizontal field splice. The approval of the Chief Bridge Engineer shall be required when a horizontal field splice is incorporated. The contract plans shall include a statement to permit the elimination of the horizontal field splice at the Contractor's option.

**6.13 CONNECTIONS AND SPLICES****6.13.1 General**

The following shall replace the eighth paragraph of A6.13.1

Only standard-size bolt holes shall be used in connections in horizontally curved bridges including for connecting diaphragms and cross frames.

The following shall supplement A6.13.1.

If it is necessary to cope a flange in order to provide clearance at the end connection of a floorbeam or stringer, the bending resistance of the member at the cope location shall not be decreased by more than 50%. No sharp notches shall be introduced as a result of coping. The maximum practical radius shall be maintained at all copes with an absolute minimum radius of 2 in.

For bridges over railroads, the field splice of main members shall be located a minimum of 15 ft. measured normal from the centerline of tracks.

## COMMENTARY

**C6.11.1**

The following shall supplement AC6.11.1.

Flanged web splices (i.e., those constructed with angles) are not desirable.

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## COMMENTARY

**6.13.2 Bolted Connections****6.13.2.1 General**

The following shall replace the second paragraph of A6.13.2.1.

High-strength bolted joints shall be designated as slip-critical connections. For slip critical connections, the friction value shall be consistent with the specified condition of the faying surfaces as specified in A6.13.2.8 and D6.13.2.8. Bearing-type connections may be used on rehabilitation projects if approved by the Chief Bridge Engineer.

**6.13.2.4 Holes***6.13.2.4.1 Types**6.13.2.4.1b Oversize Holes*

The following shall replace A6.13.2.4.1b.

Approval of Chief Bridge Engineer must be obtained before oversize holes can be used in any or all plies of slip-critical connections. Oversize holes are not permitted in diaphragms or cross frames of curved girder bridges. Oversize holes shall not be used in bearing-type connections.

*6.13.2.4.1c Short-Slotted Holes*

The following shall replace A6.13.2.4.1c.

Approval of Chief Bridge Engineer must be obtained before short-slotted holes can be used in any or all plies of slip-critical connections. Short-slotted holes are not permitted in diaphragms or cross frames of curved girder bridges. Short-slotted holes shall not be used in bearing-type connections.

*6.13.2.4.1d Long-Slotted Holes*

The following shall replace A6.13.2.4.1d.

Approval of Chief Bridge Engineer must be obtained before long-slotted holes can be used in any or all plies of slip-critical connections. Long-slotted holes are not permitted in diaphragms or cross frames of curved girder bridges. Long-slotted holes shall not be used in bearing-type connections.

**6.13.2.5 Size of Bolts**

The following shall supplement A6.13.2.5.

Fasteners shall be of the size shown on the contract plans, but generally shall be 7/8 in. in diameter.

**C6.13.2.1P**

When detailing bolted connections, tightening clearance between flange and web bolts need to be taken into account. Manual of Steel Construction, American Institute of Steel Construction, provides information on assembling clearances for threaded fasteners which can be used to avoid bolt interference problems.

**C6.13.2.5P**

Typically, high-strength bolts will be 7/8 in. diameter mechanically galvanized ASTM F3125 Grade A325 bolts. This is the typical high-strength bolt used in the past.

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**6.13.2.6 Spacing of Bolts***6.13.2.6.1 Minimum Spacing and Clear Distance***6.13.2.7 Shear Resistance**

The following shall replace the first bulleted item in the second paragraph of A6.13.2.8 (the definition of Class A surface).

- Class A surface: blast cleaned surfaces with Class A coatings

The following shall supplement A6.13.2.8.

For values of  $K_s$  in painted components, use Class A surface conditions for design, unless a paint is tested and proven to conform to Class B conditions. If Class B is used, field testing and controls must be specified in the contract drawings or construction specifications.

## COMMENTARY

*C6.13.2.6.1*

The following shall supplement AC6.13.2.6.1.

The preferred distance between centers of bolts in standard holes shall not be less than the values in Table C6.13.2.6.1-1:

Table C6.13.2.6.1-1 – Preferred Bolt Spacing

Bolt Diameter (in.)	Preferred Distance between Centers of Bolts (in.)
5/8	2 1/4
3/4	2 1/2
7/8	3
1	3 1/2

**C6.13.2.7**

The following shall supplement the first paragraph of AC6.13.2.7.

For steel plate girder flange splices greater than 38 in. in length, the nominal shear resistance of a bolt shall be taken as 0.83 times the value calculated using Eq. A6.13.2.7-1 and A6.13.2.7-2, because the axial force is parallel to the line of bolts. In such flange splices, the 38-in. length is to be measured between the extreme bolts on only one side of the connection. This 0.83 factor should not be applied for web bolts subjected to shear and moment.

**C6.13.2.8**

The following shall supplement AC6.13.2.8.

The revision to the definition of Class A and the requirement to blast clean all faying surfaces is based on results of research conducted jointly by the University of Texas at Austin and the FHWA in the early 1980's on weathering steel connections. An extensive testing program conducted in conjunction with the research showed that weathering steel connections with a mill scale surface had an average slip coefficient,  $K_s$ , less than the 0.33 value for Class A. Blast cleaned weathering steel achieved an average slip coefficient above the 0.50 value specified for a Class B contact surface. The testing program incorporated a wide range of variables, including exposure of test specimens to an open environment for periods up to 12 months.

The UT/FHWA research suggests that present LRFD design policy, which allows a mill scale surface for Class A, could result in weathering steel connections that do not meet



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Delete the fourth paragraph in A6.13.2.8 and replace it with the following.

The following note shall be placed on the contact drawings:

**BLAST CLEAN THE FAYING SURFACES OF SPLICES AND CONNECTIONS OF ALL STRUCTURAL ELEMENTS IN ACCORDANCE WITH PUBLICATION 408 SECTION 1060.3(b)3. REBLAST UNPAINTED ELEMENTS THAT REMAIN UNASSEMBLED FOR A PERIOD OF 12 MONTHS OR MORE FOLLOWING THE INITIAL CLEANING.**

**6.13.3 Welded Connections****6.13.3.1 General**

The following shall supplement A6.13.3.1.

Field welding is generally prohibited. Provisions may be made for attachment of stay-in-place forms, bearing plates and sole plates of pot bearings (but not the pot bearing itself). All areas where field welding is permitted shall be specifically designated on the contract plans. The fatigue provisions of this specification shall apply to the design of all affected members.

To reduce the potential for hydrogen cracking, undermatched weld metals shall be used for fillet welds joining HPS 70W to HPS 70W plates, unless required by design.

The engineer shall designate on the contract plans the location of undermatched fillet welds.

The regions of welded structures requiring non-destructive testing (NDT), along with the allowable types of NDT, shall be shown on the contract plans.

**6.13.3.8P Intersecting Welds**

Intersecting welds which provide a potential crack path into the web or flange of a girder from an attachment will not be permitted. The termination of the fillet weld to prevent the intersection shall provide a minimum clearance of 1 1/2 in., unless another clearance is required by other design documents. Transverse groove welds shall not be terminated to prevent the intersection.

**6.13.3.9P Intermittent Fillet Welds**

Intermittent fillet welds are prohibited, unless they are incorporated in the final weld in accordance with AASHTO/AWS D1.5M/D1.5 Bridge Welding Code.

## COMMENTARY

the slip coefficient value for a Class A contact surface. The revision to the definition of Class A and the requirements to blast clean all faying surfaces will add desired safety into Department projects.

Inherent factors of safety in the design of connections should ensure the serviceability of in-place weathering steel structures where the slip critical condition controlled the design.

Designers are directed to review Bulletin 15 (Publication 35) for current paint systems and corresponding slip coefficients.

**C6.13.3.1**

The following shall supplement AC6.13.3.1

The AASHTO/AWS D1.5M/D1.5 Bridge Welding Code describes the appropriate application of the types of NDT.

Use the AASHTO/AWS D1.1M/D1.1 Structural Welding Code for the welding of new tubular structures, pipes, piles and existing steel which are not covered by AASHTO/AWS D1.5M/D1.5 in accordance with Publication 408, Section 1105.

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**6.13.3.10P Minimum Edge Distance**

A minimum edge distance of 1 in. shall be maintained from a fillet weld termination to the edge of a base metal plate in the direction of the weld.

## COMMENTARY

**C6.13.3.10P**

An example of minimum edge distance is graphically shown in Fig. C6.13.3.10P-1.

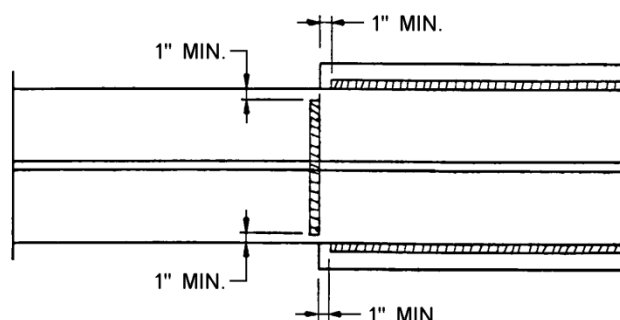


Figure C6.13.3.10P-1 – Minimum Edge Distance

**6.13.6 Splices****6.13.6.1 Bolted Splices**

The following shall supplement A6.13.6.1.

Bolted splices shall be designed at the strength limit state to satisfy the requirements specified in A6.13.1 and D6.13.1. Develop bolted field splices for steel beams and girders in accordance with Standard Drawing BD-616M.

*6.13.6.1.3 Flexural Members**6.13.6.1.3a General**C6.13.6.1.3a*

The following shall supplement AC6.13.6.1.3a.

Significant revisions to the bolted field splice design procedures for steel flexural members were incorporated into the *AASHTO LRFD Bridge Design Specifications, 8<sup>th</sup> Edition* (2017). The revisions significantly simplify the design of bolted splices for steel flexural members relative to the previous design procedures. The revisions are intended to obtain more consistent and cost-effective designs for these components. In general, the simplifications are realized by designing conservatively for 100 percent of the factored resistance of the web and flanges, and only designing the web splices for moment when the moment resistance provided by the flange splices is not sufficient to resist the factored moment at the point of splice. This will typically result in a few more bolts in the flange splices and significantly fewer bolts in the web splices than under the previous design provisions.

Complete design examples have been developed which illustrate these design procedures (Grubb et al., 2017), and NSBA has developed a spreadsheet design tool that can assist in the design of bolted splices for steel flexural members. The design examples and the spreadsheet design tool are available at NSBA's website.

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## 6.13.6.1.3b Flange Splices

The following shall supplement A6.13.6.1.3b.

For bolted flexural members, bolted splices in flange parts should not be used between field splices, unless approved by the Chief Bridge Engineer. In any one flange, not more than one part should be spliced at the same cross-section. If practicable, splices should be located at points where there is an excess of section.

## 6.13.6.1.3c Web Splices

In accordance with Errata for the *AASHTO LRFD Bridge Design Specifications* (May 2018), the following shall replace the second and third paragraph of A6.13.6.1.3c.

Should the moment resistance provided by the flange splices, determined as specified in A6.13.6.1.3b, not be sufficient to resist the factored moment at the strength limit state at the point of splice, the web splice plates and their connections shall instead be designed for a design web force taken equal to the vector sum of the smaller factored shear resistance and a horizontal force in the web that provides the necessary moment resistance in conjunction with the flange splices.

The horizontal force in the web shall be computed as the portion of the factored moment at the strength limit state at the point of splice that exceeds the moment resistance provided by the flange splices divided by the appropriate moment arm. For composite sections subject to positive flexure, the moment arm shall be taken as the vertical distance from the mid-depth of the web to the mid-thickness of the concrete deck including the concrete haunch. For composite sections subject to negative flexure and noncomposite sections subject to positive or negative flexure, the moment arm shall be taken as one-quarter of the web depth.

## COMMENTARY

## C6.13.6.1.3c

In accordance with Errata for the *AASHTO LRFD Bridge Design Specifications* (May 2018), the following shall replace AC6.13.6.1.3c.

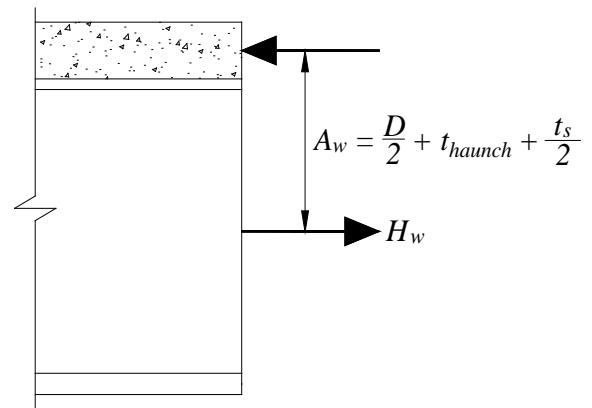
The factored shear resistance of the bolts should be based on threads included in the shear planes, unless the web splice-plate thickness exceeds 0.5 in. As a minimum, two vertical rows of bolts spaced at the maximum spacing for sealing bolts specified in A6.13.2.6.2 should be provided, with a closer spacing and/or additional rows provided only as needed.

Since the web splice is being designed to develop the full factored shear resistance of the web as a minimum at the strength limit state, the effect of the small moment introduced by the eccentricity of the web connection may be ignored at all limit states. Also, for all single box sections, and for multiple box sections in bridges not satisfying the requirements of A6.11.2.3, including horizontally curved bridges, or with box flanges that are not fully effective according to the provisions of A6.11.1.1, the effect of the additional St. Venant torsional shear in the web may be ignored at the strength limit state.

Figure DC6.13.6.1.3c-1 illustrates the computation of the horizontal force in the web,  $H_w$ , where necessary for composite sections subject to positive flexure. The web moment is taken as the portion of the factored moment at the strength limit state that exceeds the moment resistance provided by the flange splices.  $H_w$  is then taken as the web moment divided by the moment arm,  $A_w$ , taken from the mid-depth of the web to the mid-thickness of the concrete deck including the concrete haunch.

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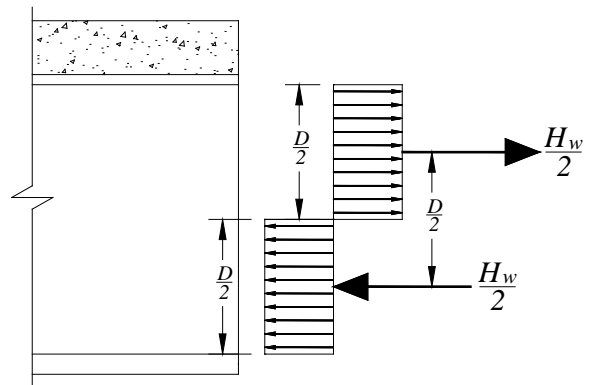


$$\text{Web Moment} = H_w A_w$$

$$H_w = \frac{\text{Web Moment}}{A_w}$$

Figure C6.13.6.1.3c-1 – Calculation of the Horizontal Force in the Web,  $H_w$ , for Composite Sections Subject to Positive Flexure

Figure DC6.13.6.1.3c-2 illustrates the computation of the horizontal force in the web,  $H_w$ , where necessary for composite sections subject to negative flexure and noncomposite sections. The web moment is again taken as the portion of the factored moment at the strength limit state that exceeds the moment resistance provided by the flange splices. In this case, however,  $H_w$  is taken as the web moment divided by  $D/4$ , as shown in Fig. DC6.13.6.1.3c-2.



$$\text{Web Moment} = \frac{H_w}{2} \left( \frac{D}{2} \right)$$

$$H_w = \frac{\text{Web Moment}}{D/4}$$

Figure C6.13.6.1.3c-2 – Calculation of the Horizontal Force in the Web,  $H_w$ , for Composite Sections Subject to Negative Flexure and Noncomposite Sections

## SPECIFICATIONS

## COMMENTARY

The required moment resistance in the web for the case shown in Fig. DC6.13.6.1.3c-1 is provided by a horizontal tensile force,  $H_w$ , assumed acting at the mid-depth of the web that is equilibrated by an equal and opposite horizontal compressive force in the concrete deck. The required moment resistance in the web for the case shown in Fig. DC6.13.6.1.3c-2 is provided by two equal and opposite horizontal tensile and compressive forces,  $H_w/2$ , assumed acting at a distance  $D/4$  above and below the mid-height of the web. In each case, there is no net horizontal force acting on the section.

Because the resultant web force in cases where  $H_w$  is computed is divided equally to all of the bolts in this approach, the traditional vector analysis for bolt groups subject to a concentric shear and a centroidal moment is not applied.

Since slip is a serviceability requirement, the effect of the additional St. Venant torsional shear in the web is to be considered for the box sections described above when checking for slip.

When checking the bearing resistance of the web at bolt holes for an inclined resultant design web force, the resistance of an outermost hole, calculated using the clear edge distance, can conservatively be checked against the resultant force assumed to be acting on the extreme bolt in the connection as shown on the left of Fig. DC6.13.6.1.3c-3. This check is conservative since the resultant force acts in the direction of an inclined distance that is larger than the clear edge distance. Should the bearing resistance be exceeded, it is recommended that the edge distance be increased slightly in lieu of increasing the number of bolts or thickening the web. Other options would be to calculate the bearing resistance based on the inclined distance or to resolve the resultant force in the direction parallel to the edge distance. In cases where the bearing resistance of the web splice plates controls, the smaller of the clear edge or end distance on the splice plates can be used to compute the bearing resistance of the outermost hole as shown on the right of Fig. DC6.13.6.1.3c-3.

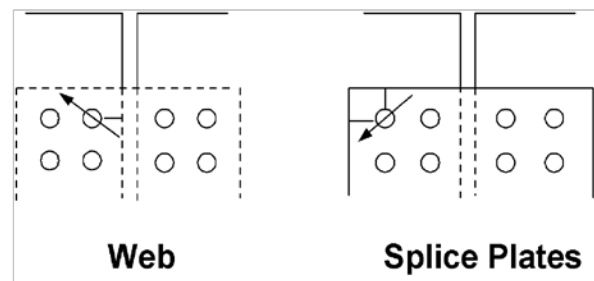


Figure C6.13.6.1.3c-3 – Critical Locations for Checking Bearing Resistance of Outermost Web Splice Bolt Holes for an Inclined Resultant Design Web Force

Required bolt assembly clearances are given in AISC (2011).

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6.13.6.1.4 *Fillers*

The following shall replace the third paragraph of A6.13.6.1.4.

Fillers 1/4 in. or more in thickness shall consist of not more than two plates, unless approved by the District Bridge Engineer.

The following shall replace the fourth paragraph of A6.13.6.1.4.

The specified minimum yield strength of fillers 1/4 in. or greater in thickness shall not be less than the larger of 70 percent of the specified minimum yield strength of the connected plate and 36 ksi unless approved by the District Bridge Engineer.

**6.13.6.2 Welded Splices**

The following shall replace the third paragraph of A6.13.6.2.

Welded field splices shall not be used without written approval of the Chief Bridge Engineer.

**6.14 PROVISIONS FOR STRUCTURE TYPES****6.14.2 Trusses****6.14.2.2 Truss Members****6.15 PILES****6.15.1 General**

The following shall replace A 6.15.1.

Piles shall be designed as structural members capable of safely supporting all imposed loads.

For a pile group composed of only vertical piles which is subjected to lateral load, the pile structural analysis shall include explicit consideration of soil-structure interaction effects using a COM624P analysis (Wang and Reese, 1993) or LPILE analysis via approved software.

Based on the parametric study conducted by the Department, which is described in the commentary, an abutment or retaining wall with a pile group composed of both vertical and battered piles which is subjected to lateral load shall be designed assuming that all lateral load is resisted by the horizontal component of the axial capacity of the battered piles. The vertical load shall be distributed

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**C6.13.6.2**

The following shall supplement AC6.13.6.2.

Use the AASHTO/AWS D1.1M/D1.1 Structural Welding Code for the welding of new tubular structures, pipes, piles, and existing steel, which are not covered by AASHTO/AWS D1.5M/D1.5 in accordance with Publication 408, Section 1105.

**C6.14.2.2**

The following shall supplement AC6.14.2.2.

Truss members should be evaluated for wind-induced vibrations in accordance with DC4.7.2.2.3.

**C6.15.1**

The following shall replace AC6.15.1.

To develop the recommended distribution of lateral load among piles supporting a typical bridge abutment or wingwall, a parametric study (Gannett Fleming, et al, 2013) was performed using the program GROUP (Reese, et al, 1994). A second purpose of this parametric study was to determine if the Department's lateral deformation criteria of 1/2 in. for the service limit state and 1 in. for the strength limit state were satisfied. These criteria were met for all analyses representative of the Department's practice. The variables evaluated in the parametric study included:

- HP10x57, HP12x74, HP14x73, and HP14x117 piles with two-pile diameters center-to-center minimum spacing

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among piles in the group using a simple elastic procedure. The use of the above design procedure with any of the following conditions requires the approval of the Chief Bridge Engineer:

- H-piles with a specified steel yield strength other than 50 ksi
- Piles with bending stiffness properties less than HP10X57
- Very soft clays or very loose sands as defined in Publication 222.3.6.3(f)
- Piles with bending stiffness properties less than HP12X53 in soft clays or loose sands as defined in Publication 222.3.6.3(f)
- Vertical load to horizontal load ratio less than 2.4 at the service limit state

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- Pile batters of 3:12 and 4:12 for battered piles
- Piles driven through a two layer c- $\phi$  soil with water 5'-0" below top of pile
- Pile lengths of 10, 20, 40, 60, and 80 ft.
- Vertical and horizontal load levels consistent with common Department designs
- Pile-head fixity conditions of fixed and pinned

For typical pile groups containing battered piles designed using the simplified procedure, the pile study indicates that:

- Combined stress ratios of the battered and vertical piles due to axial load and bending are generally less than 0.95
- The fraction of the total lateral load resisted by bending of the vertical piles is generally less than about 40 percent
- The check of structural pile capacity for combined axial load and flexure in the upper portion of the pile using the LRFD Interaction Equations in A6.9.2.2 controls the pile design
- Lateral deflections are well below acceptable magnitudes
- As pile stiffness increases, horizontal deformations and associated bending stresses decrease such that the simplified method remains applicable

In cases for which pile and soil conditions differ significantly from those conditions examined in the parametric study, a suitable analysis should be performed which incorporates the necessary soil-structure interaction factors. This analysis may comprise finite element analysis, p-y analysis, or other applicable methods.

Lateral deflections and maximum bending stresses for laterally-loaded pile groups generally occur within a depth below the pile cap equal to approximately 10 pile diameters. Therefore, the presence of poor material (very soft clays or very loose sands) within the upper 10 pile diameters invalidates use of the simplified method due to the potential for pile overstressing and excessive deformations under lateral loads. If these conditions exist, the designer may consider the following options:

- Improve in place or remove and replace the poor material. These may be viable options when the thickness of poor material is small and close to the ground surface
- Perform a more rigorous, problem specific analysis to define pile stress levels and pile group deformations. This type of analysis may be performed using software such as GROUP, Reese, et al (1994)

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## COMMENTARY

A thin seam or lens of poor material below the upper 10 pile diameters will not typically affect the applicability of the simplified method.

**6.15.2 Structural Resistance**

The following shall supplement A6.15.2.

For piles bearing on soluble bedrock (limestone, etc.), the  $\phi$  factor of 0.273 shall be applied to the axial capacity of the pile to provide pile group redundancy and limit the design stress to 9 ksi.

**C6.15.2**

The following shall supplement AC6.15.2.

The  $\phi$  factor of 0.273 for piles bearing on soluble bedrock (limestone, etc.) is intended to safeguard against the potential of the loss of geotechnical capacity in soluble bedrock.  $\phi = 0.273$  is to limit the design capacity to 9 ksi based on an assumed lower design strength of 36 ksi as compared to 50 ksi. For  $F_y = 50$  ksi,  $0.273(0.66F_y A_s) = A_s$  (9 ksi) and for  $F_y = 36$  ksi,  $0.379(0.66F_y A_s) = A_s$  (9 ksi).

Table 6.15.2-1 is provided for guidance regarding Factored Resistance and Resistance Factor information.

Typically, due to the lack of a detailed soil-structure interaction analysis of pile groups containing both vertical and battered piles, evaluation of combined axial and flexural loading will only be applied to pile groups containing no battered piles.

Table 6.15.2-1 – Pile Resistance References

Pile Type	To Determine Factored Resistance	Use Applicable Resistance Factor
Braced H-Piles	<p><u>D6.15.3 and D6.15.3.2</u>  <math>P_n</math> determined by Eq. D6.15.3-1:  <math>P_n = 0.66 F_y A_s</math>,</p> <p><math>M_{rx}</math>: for Compact pile section - <math>M_p = F_y Z_x</math>;  for Non-compact pile section - <math>M_n = F_y S_x</math>  <math>M_{ry} = 1.5 F_y S_y</math></p>	<p><u>D6.5.4.2 and A6.5.4.2</u>  <i>Axial Resistance:</i>  Severe Driving - <math>\phi_c = 0.50</math>  Good Driving - <math>\phi_c = 0.60</math>  Soluble Rock - <math>\phi_c = 0.273</math>  <i>Combined Axial and Flexural Resistance:</i>  Axial Resistance - <math>\phi_c = 0.70</math>  Flexural Resistance - <math>\phi_f = 1.0</math></p>
H-Piles with Unbraced Lengths*	<p><u>D6.15.3 and A6.9.4</u>  <math>P_n</math> determined by Eq. A6.9.4.1.1-1 or Eq. A6.9.4.1.1-2 and shall not exceed values determined by Eq. D6.15.3-1  <math>M_{rx}</math>: for Compact pile section - <math>M_p = F_y Z_x</math>;  for Non-compact pile section - <math>M_n = F_y S_x</math>  <math>M_{ry} = 1.5 F_y S_y</math></p>	<p><u>D6.5.4.2 and A6.5.4.2</u>  <i>Axial Resistance:</i>  Severe Driving - <math>\phi_c = 0.50</math>  Good Driving - <math>\phi_c = 0.60</math>  Soluble Rock - <math>\phi_c = 0.273</math>  <i>Combined Axial and Flexural Resistance:</i>  Axial Resistance - <math>\phi_c = 0.70</math>  Flexural Resistance - <math>\phi_f = 1.0</math></p>
Braced Filled Pipe or Tapertube Piles	<p><u>D5.12.9.6.1P, A6.9.5 and A6.12.2.3.2</u>  Eq. D5.12.9.6.1P-1:  <math>P_r = \phi_s A_{st} f_y + \phi_c 0.85 A_{gc} f'_c</math>  <math>M_n</math> based on Eq. A6.12.2.3.2-1 or Eq. A6.12.2.3.2-2</p>	<p><u>D5.5.4.2 and D6.5.4.2</u>  <i>Axial Resistance:</i>  Concrete Portion - <math>\phi_c = 0.55</math>  Steel Portion - <math>\phi_s = 0.35</math>  Soluble Rock - <math>\phi_c = 0.273</math>  <i>Combined Axial and Flexural Resistance:</i>  Axial Resistance - <math>\phi_c = 0.80</math>  Flexural Resistance - <math>\phi_f = 1.0</math></p>

table continues on next page



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Table 6.15.2-1 – Pile Resistance References (continued)

Pile Type	To Determine Factored Resistance	Use Applicable Resistance Factor
Filled Pipe or Tapertube Piles with Unbraced Lengths *	<u>D5.12.9.6.1P, A6.9.5 and A6.12.2.3.2</u> P <sub>n</sub> determined by Eq. A6.9.5.1-1 or Eq. A6.9.5.1-2 and shall not exceed Eq. D5.12.9.6.1P-1 M <sub>n</sub> based on Eq. A6.12.2.3.2-1 or Eq. A6.12.2.3.2-2	<u>A6.5.4.2, D5.5.4.2 and D6.5.4.2</u> <i>Axial Resistance:</i> Severe Driving - φ <sub>c</sub> = 0.60 Good Driving - φ <sub>c</sub> = 0.70 Soluble Rock - φ <sub>c</sub> = 0.273 <i>Combined Axial and Flexural Resistance:</i> Axial Resistance - φ <sub>c</sub> = 0.80 Flexural Resistance - φ <sub>f</sub> = 1.0
Braced Unfilled Pipe Piles	<u>D6.15.3 and A6.12.2.2.3</u> Eq. 6.15.3-1: P <sub>n</sub> = 0.66 F <sub>y</sub> A <sub>s</sub> , M <sub>n</sub> based on Eq. A6.12.2.2.3-1	<u>D6.5.4.2 and A6.5.4.2</u> <i>Axial Resistance:</i> Severe Driving - φ <sub>c</sub> = 0.60 Good Driving - φ <sub>c</sub> = 0.70 Soluble Rock - φ <sub>c</sub> = 0.273 <i>Combined Axial and Flexural Resistance:</i> Axial Resistance - φ <sub>c</sub> = 0.80 Flexural Resistance - φ <sub>f</sub> = 1.0
Unfilled Pipe Piles with Unbraced Lengths *	<u>D6.15.3, A6.9.4 and A6.12.2.2.3</u> P <sub>n</sub> determined by Eq. A6.9.4.1.1-1 or Eq. A6.9.4.1.1-2 and shall not exceed Eq. D6.15.3-1 M <sub>n</sub> based on Eq. A6.12.2.2.3-1	<u>D6.5.4.2 and A6.5.4.2</u> <i>Axial Resistance:</i> Severe Driving - φ <sub>c</sub> = 0.60 Good Driving - φ <sub>c</sub> = 0.70 Soluble Rock - φ <sub>c</sub> = 0.273 <i>Combined Axial and Flexural Resistance:</i> Axial Resistance - φ <sub>c</sub> = 0.80 Flexural Resistance - φ <sub>f</sub> = 1.0

\* - See DC6.15.3.2P for a description of unbraced lengths.

6.15.3 Compressive Resistance

C6.15.3P

The following shall supplement A6.15.3.

The design of steel piles shall follow A6.9, except as specified herein.

For braced H-piles and braced unfilled steel pipe piles, the nominal compressive resistance shall be taken as:

$$P_n = 0.66F_y A_s \quad (6.15.3-1)$$

For H-piles and unfilled steel pipe piles with unbraced lengths, the nominal compressive resistance shall be established in accordance with A6.9.4. For unbraced unfilled steel pipe piles, the values of P<sub>n</sub> computed from A6.9.4 shall not exceed P<sub>n</sub> = 0.66F<sub>y</sub>A<sub>s</sub>.

For H-piles, the computed values of P<sub>r</sub>, the factored resistance, shall not exceed those established in Tables D6.15.3.2-1 and D6.15.3.2-2.

For concrete filled steel pipe piles, see D5.12.9.6.1P for the factored resistance.

The factored compressive resistance for H-piles is established based on historically achievable pile capacities from dynamic testing results and the Compilation of Pile Load Test and Wave Equation Information, Publication 15A, an installed nominal compressive stress of 25.38 ksi, and engineering judgment. Various combinations of pile sizes, lengths, and hammers were evaluated to determine that a minimum installed nominal compressive stress of 25.38 ksi is needed to achieve the required resistance at the end of driving. The installed nominal H-pile compressive stress is determined by 0.33F<sub>y</sub>A<sub>s</sub>/0.65, with the resistance factor of 0.65 for the use of dynamic pile monitoring.

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## COMMENTARY

**6.15.3.1 Axial Compression**

The following shall replace A 6.15.3.1.

For piles under axial load, the factored resistance of piles in compression,  $P_r$ , shall be taken as specified in A6.9.2.1 using the resistance factor,  $\phi_c$ , specified in A6.5.4.2 except as specified herein.

**6.15.3.2 Combined Axial Compression and Flexure**

The following shall replace A 6.15.3.2.

Piles subjected to axial load and flexure shall be designed in accordance with A6.9.2.2 using the resistance factors,  $\phi_c$  and  $\phi_f$ , specified in A6.5.4.2.

Vertical H-pile foundations designed using COM624P or LPILE per D10.7.3.12.2P may use the values given in Tables 6.15.3.2-1 and 6.15.3.2-2.

where:

D	=	Depth of the pile (in.)
Area	=	Area of the pile (in. <sup>2</sup> )
$I_x, I_y$	=	Moment of inertia about their respective axis (in. <sup>4</sup> )
$P_{rSTR}$	=	Factored axial resistance (kips)
$P_r$	=	Factored axial resistance for combined axial and flexural resistance (kips)
$M_{rx}, M_{ry}$	=	Factored flexural resistance of the vertical pile in the x-axis and y-axis, respectively (kip-ft.)

**C6.15.3.2P**

The factored flexural resistance,  $M_{rx}$ , is based on either the plastic or elastic moment of pile considering web and compression flange slenderness requirements. The factored flexural resistance,  $M_{ry}$ , is based on the plastic moment per AC6.12.2.2.1.

For these tables the piles are considered as braced. If very weak soils, scour or voids are expected, the buckling requirements of D6.15.3.3 must be considered and the values shown in Tables 6.15.3.2-1 and 6.15.3.2-2 are not applicable. If these tables are not applicable, due to H-piles with unbraced lengths, the computed values for  $P_r$  shall not exceed those established in Tables 6.15.3.2-1 and 6.15.3.2-2.

Values for  $P_{rSTR}$  in Tables 6.15.3.2-1 and 6.15.3.2-2 are based on  $0.5 \cdot 0.66 F_y A_s$  for piles subject to damage due to severe driving conditions where use of a pile tip is necessary,  $0.6 \cdot 0.66 F_y A_s$  for piles under good driving conditions where use of a pile tip is not necessary, and  $0.273 \cdot 0.66 F_y A_s$  for piles bearing on soluble rock (limestone, etc.), respectively.

The section properties provided are for use in the COM624P or LPILE analysis. The combined axial compression and flexural requirements of A6.9.2.2 shall be evaluated considering the results of the COM624P or LPILE analysis and the resistances provided in the Tables 6.15.3.2-1 and 6.15.3.2-2.

The section properties may also be used in PennDOT's Integral Abutment Spreadsheet. However; since the capacities in the tables do not consider unbraced length, the structural pile capacity of vertical piles used in an Integral Abutment must be checked in accordance with DM-4 Appendix G using the Integral Abutment Spreadsheet.

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Table 6.15.3.2-1 – H-Pile Properties, Factored Axial and Flexural Resistances with Full Pile Section.  $F_y = 50$  ksi

HP	Depth D (in.)	Area (in. <sup>2</sup> )	$I_x$ (in. <sup>4</sup> )	$I_y$ (in. <sup>4</sup> )	Factored Axial Resistance $P_{r,STR}$ (kips)			Factored Combined Axial and Flexural Resistance		
					Severe Driving	Good Driving	Soluble Rock	$P_r$ (kips)	$M_{rx}$ (kip-ft)	$M_{ry}$ (kip-ft)
14 x 117	14.21	34.4	1220	443	568	681	310	795	711	372
14 x 102	14.01	30.0	1050	380	497	596	271	695	619	321
14 x 89	13.83	26.1	904	326	431	517	235	603	538	277
14 x 73	13.61	21.4	729	261	353	424	193	494	439	224
12 x 84	12.28	24.6	650	213	406	487	222	568	492	216
12 x 74	12.13	21.8	569	186	360	432	196	504	385	190
12 x 63	11.94	18.4	472	153	304	364	166	425	324	158
12 x 53	11.78	15.5	393	127	256	307	140	358	272	132
10 x 57	9.99	16.8	294	101	277	333	151	388	273	123

Table 6.15.3.2-2 – H-Pile Properties, Factored Axial and Flexural Resistance with 1/16" Section Loss.  $F_y = 50$  ksi

HP	Depth D (in.)	Area (in. <sup>2</sup> )	$I_x$ (in. <sup>4</sup> )	$I_y$ (in. <sup>4</sup> )	Factored Axial Resistance $P_{r,STR}$ (kips)			Factored Combined Axial and Flexural Resistance		
					Severe Driving	Good Driving	Soluble Rock	$P_r$ (kips)	$M_{rx}$ (kip-ft)	$M_{ry}$ (kip-ft)
14 x 117	14.09	28.73	1019	365	474	569	259	664	603	309
14 x 102	13.89	24.39	853	305	402	483	220	563	512	260
14 x 89	13.71	20.51	708	253	338	406	185	474	430	217
14 x 73	13.49	15.83	537	192	261	313	143	366	332	166
12 x 84	12.16	19.81	521	168	327	392	178	458	357	173
12 x 74	12.01	17.02	443	143	282	338	154	395	308	148
12 x 63	11.82	13.66	349	112	225	271	123	316	246	117
12 x 53	11.66	10.81	272	87.5	178	214	97	250	195	92
10 x 57	9.87	12.84	224	75.6	212	254	116	297	189	94

**6.15.3.3 Buckling**

The following shall replace the last sentence of A6.15.3.3.

The depth to fixity shall be determined in accordance with A10.7.3.13.4 for battered piles or COM624P or LPILE analyses for vertical piles per D10.7.3.13.4. Figure A6.15.2-1 illustrates the depth to fixity as determined by COM624P or LPILE.

**C6.15.3.3**

The following shall replace AC 6.15.3.3.

The use of an approximate method in lieu of a P- $\Delta$  analysis is allowed only if approved by the Chief Bridge Engineer.

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**6.15.4 Maximum Permissible Driving Stresses**

The following shall replace A6.15.4.

Maximum permissible driving stresses for top driven steel piles shall be taken as specified in D10.7.8.

**6.16 PROVISIONS FOR SEISMIC DESIGN**

**6.16.1 General**

The following shall replace the second paragraph of A6.16.1.

In addition to the requirements specified herein, minimum support length requirements specified in A4.7.4.4 and D4.7.4.4 shall also apply.

**6.16.3 Design Requirements for Seismic Zone 1**

The following shall replace A6.16.3.

For steel-girder bridges located in Seismic Zone 1, defined as specified in A3.10.6 and D3.10.6, the design of all support cross-frame or diaphragm members and their connections and the connections of the superstructure to the substructure shall satisfy the minimum requirements specified in A3.10.9 and D3.10.9, as well as A4.7.4.4 and D4.7.4.4.

**6.17 REFERENCES**

The following shall supplement A6.17.

AASHTO. 2013. *Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals*, Sixth Edition, American Association of State Highway and Transportation Officials, Washington, DC.

Albrecht, P., Coburn, S.K., Wattar, F.M., Tinklenberg, G.L. and W.P. Gallagher. Guidelines for the Use of Weathering Steel in Bridges. NCHRP Report 314. TRB, National Research Council, Washington, D.C., June 1989.

Brockenbrough, R. L. 1970. "Criteria for Heat Curving Steel Beams and Girders," *Journal of the Structural Division*. American Society of Civil Engineers, Vol. 96, October 1970.

Brockenbrough, R. L. 1972. "Fabrication Aids for Continuously Heat Curved Girders," U.S. Steel Corporation, January 1972.

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Grubb, M.A., K.H. Frank, and J.M. Ocel. "Bolted Field Splices for Steel-Bridge Flexural Members: Overview and Design Examples," National Steel Bridge Alliance, Chicago, IL. 2017.

Hopper, T., Manafpour, A., Radlinska, A., Warn, G., Rajabipour, F., Morian, D., Jahangirnejad, S., *Bridge Deck Cracking: Effects on In-Service Performance, Prevention, and Remediation, FHWA-PA-2015-006-120103*, Final Report Submitted to Pennsylvania Department of Transportation, Bureau of Planning and Research, August 5, 2015.

Kulicki, J. M., W. G. Wassef, D. R. Mertz, A. S. Nowak, N. C. Samtani, and H. Nassif. *Bridges for Service Life beyond 100 Years: Service Limit State Design*, Report S2-R19B-RW-1. Transportation Research Board, National Research Council, Washington, DC. 2015.

Mertz, D. R., "Displacement-Induced Fatigue Cracking in Welded Steel Bridges", Ph.D. dissertation, Lehigh University, 1984

Modjeski and Masters, Inc., and Lehigh University. 2011 "Stress Distribution in Heat-Curved Girders and Resulting Limits on Heat Curving Radius," Final Report Submitted to Pennsylvania Department of Transportation, Bridge Quality Assurance Division, December 23, 2011.

Yen, B., Huang, T., and VanHorn, D. 1995. "Final Report, Volume II, Field Study of a Steel Plate Girder Bridge," Lehigh University Fitz Engineering Laboratory Report No. 519.2. Final Report Submitted to Pennsylvania Department of Transportation, Office of Research and Special Studies under Research Project No. 86-05, Field Testing of a Steel Bridge and a Prestressed Concrete Bridge, May 1995.

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**APPENDIX B6 – MOMENT REDISTRIBUTION FROM INTERIOR-PIER I-SECTIONS IN STRAIGHT CONTINUOUS-SPAN BRIDGES**

Delete Appendix B in its entirety

The provisions of Appendix B correspond to the inelastic design procedures that are not allowed in Pennsylvania.

## APPENDIX E6P – SPECIAL TOPICS FOR SKEWED AND/OR CURVED I-GIRDER BRIDGES: GUIDELINES FOR METHODS OF ANALYSIS, IMPROVED ACCURACY OF 2-D ANALYSIS MODELS, CROSS-FRAME LAYOUT, AND FIT RECOMMENDATIONS

### E6.1P GUIDELINES FOR METHODS OF ANALYSIS

#### E6.1.1P Approved Methods of Analysis

The approved methods of analysis for curved and/or skewed steel girder bridges include:

- One-dimensional (1D), within the limits defined by AASHTO,
- Enhanced two-dimensional (2D) refined analysis, and
- Three-dimensional (3D) refined analysis.

Approved 1D methods of analysis must be conducted in accordance with A4.6.1.2.4, A4.6.2.2, and D4.6.2.2.1. Approved Enhanced 2D methods of refined analysis employ the finite element method, and include grid analyses, as well as plate and eccentric beam types of analyses; utilizing the girder cross sections modeled with beam type elements in both. In 3D refined methods of analysis the girder web and flanges are explicitly modeled using the finite element method.

For all refined methods of analysis, the Engineer of Record should determine the level of mesh refinement required for the particular bridge being analyzed. A mesh for a plate girder in a refined analysis model will typically have girder nodes at all cross frame locations, and at least one node centered between each cross frame location. For bridges with a smaller radius curvature, skew, or complexities such as bifurcated girders, additional nodes within the cross frame bay may be necessary. A single plate/shell element representing the depth of the web in a 3D refined analysis model is typically sufficient for elastic girder bridge analyses and general design purposes. Additional guidance is given in the AASHTO/NSBA Steel Bridge Collaboration *G13.1 Guidelines for Steel Girder Bridge Analysis* (2014), regarding the analysis methods, element types, and model discretization.

#### E6.1.1.1P 1D Line-Girder Analysis

A 1D Line-Girder Analysis is the most basic method used in the engineering and design of girder bridges. A 1D Line-Girder analysis is defined as a simplified representation of a single girder in the superstructure, and does not take into account the overall system behavior of the structure. Dead load force effects are typically determined using tributary area methods, and live load force effects are determined thru the use of approximate load distribution factors (as provided in Sections A4 and D4).

#### E6.1.1.2P Enhanced 2D Refined Analysis Methods

Enhanced 2D Refined Analysis Methods include Enhanced 2D Grid Analysis Methods and Enhanced 2D Plate and Eccentric Beam Analysis Methods, and are improvements to the traditional 2D grid analysis and plate and eccentric beam methods.

Both Enhanced 2D Refined Analysis Methods incorporate the same improvements resulting from the NCHRP Report 725 (2012) research work (referred to as Improved 2D Methods in the Report). Enhanced 2D Refined Methods of Analysis must include the following two improvements.

- Modeling of cross-frame stiffness by developing the equivalent beam stiffness using a shear-deformable beam (Timoshenko Beam) approach, as discussed in DE6.2.1.1P. This approach involves the calculation of an equivalent moment of inertia as well as an equivalent shear area for a shear-deformable (Timoshenko) beam element representation of the cross-frame, including consideration of the influence of end-connection eccentricities in single-angle and flange-connected tee cross-section members, as discussed in DE6.2.1.1.3P.
- Consideration of both the St. Venant torsion constant and the warping stiffness of the girder through the J equivalent term ( $J_{eq}$ ), which provides a reasonable estimate of warping stiffness as discussed in DE6.2.2P.

*E6.1.1.2.1P Enhanced 2D Refined Analysis Modeling Characteristics*

The following two sections provide details on additional modeling characteristics of Enhanced 2D Grid Analysis Methods and Enhanced 2D Plate and Eccentric Beam Analysis Methods. These details are in addition to the two improvements previously discussed: consideration of warping stiffness, and equivalent moment of inertia and shear area using a shear deformable beam element representation of the cross-frame.

Furthermore, the skew correction factors, per A4.6.2.2.3c and D4.6.2.2.3c, are not applicable to the Enhanced 2D Analysis. The skew correction factors are applicable to 1D Line Girder Analyses. The skew correction factors are not used in Enhanced 2D Analyses because the system behavior of these model types provides the appropriate distribution of load.

*E6.1.1.2.2P Enhanced 2D Grid Analysis*

This method is also referred to as plane grid or grillage analysis method. An Enhanced 2D Grid analysis models the girders and cross frames in a single horizontal plane using line elements; the deck is effectively modeled by adjusting the section properties of the line elements.

The vertical depth of the superstructure is not considered in Enhanced 2D Grid models. The girders and their cross-frames or diaphragms are connected together at a single common plane, implicitly taken as the centroidal axis of girders (i.e., the axes about which all the elements are assumed to bend without any longitudinal or lateral displacement even if the centroids of the different girders, cross-frames and diaphragms are at different depths). Beam elements are used to model the girders. A single beam element is used to represent each cross frame, where the cross frame equivalent stiffness is represented using a shear-deformable beam (Timoshenko Beam) approach (DE6.2.1.1P). All of the bearings are located at this same elevation in the model.

In this method the structure is divided into a plane of beam elements. If an Enhanced 2D grid analysis is performed using general FEM software, the elements will typically feature six degrees of freedom at each node (3 translations and 3 rotations). Modeling parameters should follow the guidelines provided in A4.6.3.3.1 and AC4.6.3.3.1. Live load distribution typically involves the use of live load distribution factors as provided in Sections D4 and A4.

*E6.1.1.2.3P Enhanced 2D Plate and Eccentric Beam Analysis Models*

This is a variant of the Enhanced 2D Grid Analysis Method. The deck is modeled using plate or shell elements, while the girders and cross frames are modeled using beam elements (as described above for the Enhanced 2D Analysis Methods) offset from the plate elements to represent the offset of the neutral axis of the girder or cross frame from the neutral axis of the deck. The offset length between the deck and steel elements is typically equal to the distance between the centroids of the girder and deck sections. A rigid link is typically employed to connect the nodes of the beam element representing the girder to the deck nodes above. (*AASHTO/NSBA, 2014*)

This method is more refined than the Enhanced 2D Grid Analysis Method in terms of both the stiffness model and the ability of the model to distribute live load based on relative stiffness rather than through live load distribution factors. For this modeling approach, beam and plate element internal forces need to be eccentrically transformed to obtain the composite girder internal forces (bending moment and shear) used in the bridge design. Live load forces effects are usually determined by means of relative stiffness, and typically through the use of an influence surface analysis. (*AASHTO/NSBA, 2014*)

*E6.1.1.2.4P Case Studies*

The following two case studies compare results of Traditional 2D Analysis Methods, Enhanced 2D Refined Analysis Methods, and 3D Refined Analysis Methods. Case Study I considers a straight, three-span steel I-girder bridge, and Case Study II considers a three-span curved and skewed steel I-girder bridge. Both of these bridges were part of the NCHRP Report 725 research work. The case studies demonstrate that the Enhanced 2D Refined Analysis results for major-axis bending and vertical displacements compare very favorably with the 3D Refined Analysis results

*E6.1.1.2.4.1P Case Study I for Enhanced 2D Analysis*

The bridge considered for Case Study I is a three-span continuous, straight and skewed steel I-girder bridge, as illustrated in plan view in Fig. E6.1.1.2.4.1P-1. The bridge has spans lengths of 120 ft, 150 ft, and 150 ft (spans 1, 2, and 3, respectively), and has a 9 girder cross section that measures 80 ft between the centerlines of the fascia girders. All supports are skewed at 20 degrees, measured from the centerline of the bridge



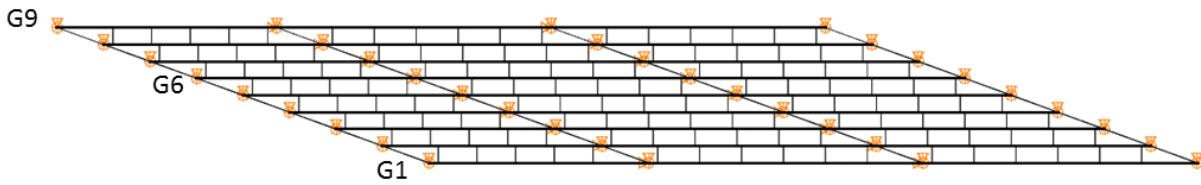


Figure E6.1.1.2.4.1P-1 – Case Study I Framing Plan

Shown in Fig. E6.1.1.2.4.1P-2 is a comparison of the major-axis bending stress along the length of girder G6 due to total noncomposite dead load applied to the superstructure. The graph shows that there is poor correlation between major-axis bending stresses predicted by the Traditional 2D Analysis and the 3D Refined Analysis. However, there is very good correlation between major-axis bending stresses predicted by the Enhanced 2D Refined Analysis and the 3D Refined Analysis.

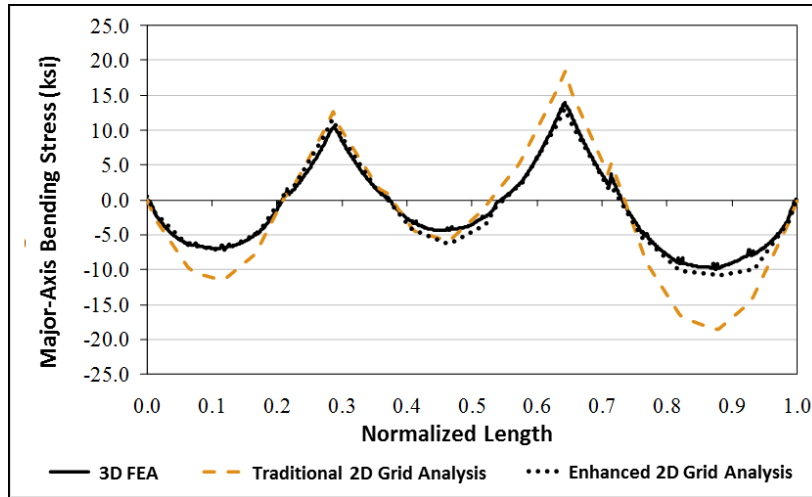


Figure E6.1.1.2.4.1P-2 – Case Study I: Girder G6 Major-Axis Bending Stress Comparison

Shown in Fig. E6.1.1.2.4.1P-3 is a comparison of the vertical displacements along the length of girder G6 due to total noncomposite dead load applied to the superstructure. The graph shows that there is poor correlation between vertical displacement predicted by the Traditional 2D Analysis and the 3D Refined Analysis, especially in Span 3. However, there is very good correlation between vertical displacements predicted by the Enhanced 2D Refined Analysis and the 3D Refined Analysis.

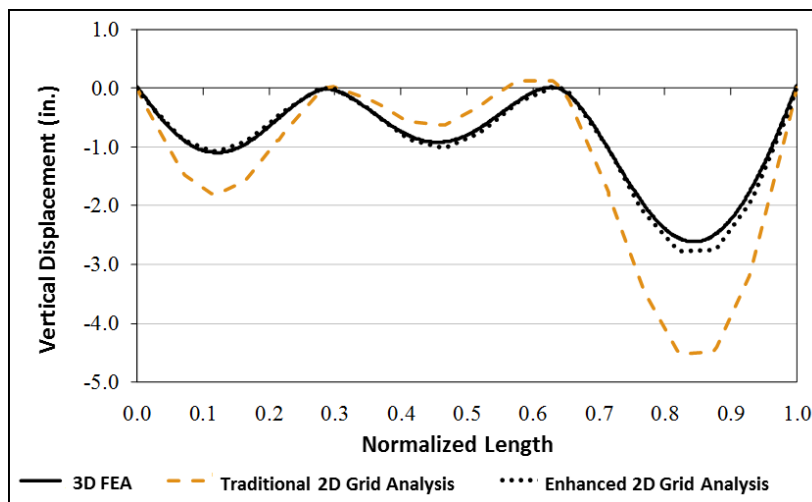


Figure E6.1.1.2.4.1P-3 – Case Study I: Girder G6 Vertical Displacement Comparison

E6.1.1.2.4.2P Case Study II for Enhanced 2D Analysis

The bridge considered for Case Study II is a three-span continuous, curved and skewed steel I-girder bridge, as illustrated in the plan view in Fig. E6.1.1.2.4.2P-1. The bridge has spans lengths of 160 ft, 210 ft, and 160 ft (spans 1, 2, and 3, respectively), and has a 4 girder cross section that measures 40.5 ft between the centerlines of the fascia girders. End supports are radial, and the interior supports are skewed at 30 degrees, measured from a tangent drawn parallel to centerline of the bridge at the support.

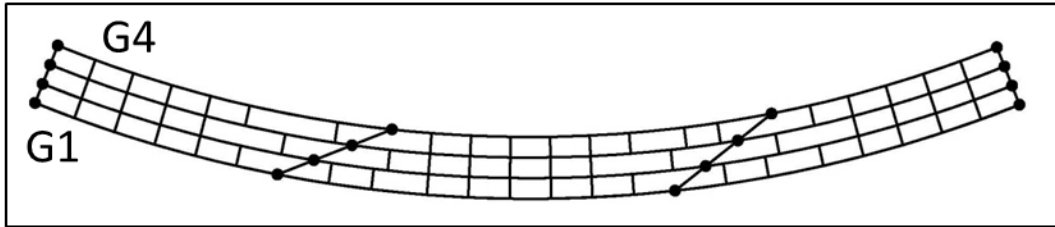


Figure E6.1.1.2.4.2P-1 – Case Study II Framing Plan

Figure E6.1.1.2.4.2P-2 shows a comparison of the major-axis bending stress along the length of girder G1 due to total noncomposite dead load applied to the superstructure. The graph shows that there is mostly good correlation between major-axis bending stresses predicted by the Traditional 2D Analysis and the 3D Refined Analysis. However, there is even better correlation between major-axis bending stresses predicted by the Enhanced 2D Refined Analysis and the 3D Refined Analysis.

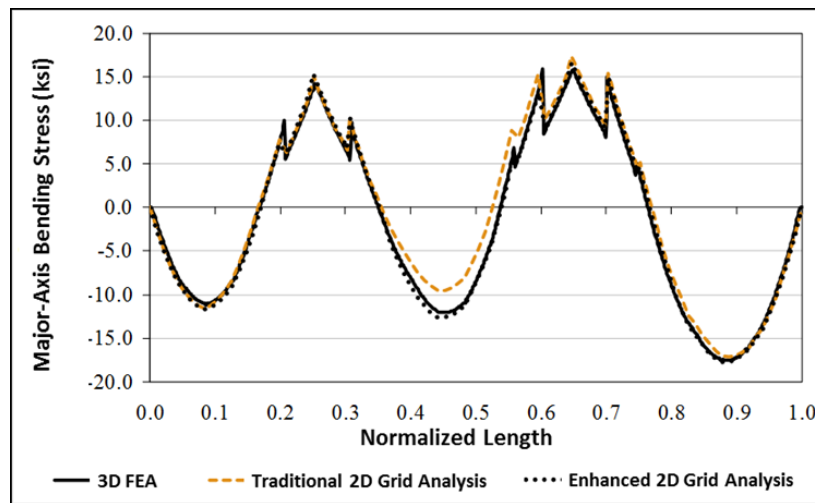


Figure E6.1.1.2.4.2P-2 – Case Study II: Girder G1 Major-Axis Bending Stress Comparison

Figure E6.1.1.2.4.2P-3 shows a comparison of the vertical displacements along the length of girder G1 due to total noncomposite dead load applied to the superstructure. The graph shows that there is poor correlation between vertical displacement predicted by the Traditional 2D Analysis and the 3D Refined Analysis, especially in Span 3. However, there is very good correlation between vertical displacements predicted by the Enhanced 2D Refined Analysis and the 3D Refined Analysis.

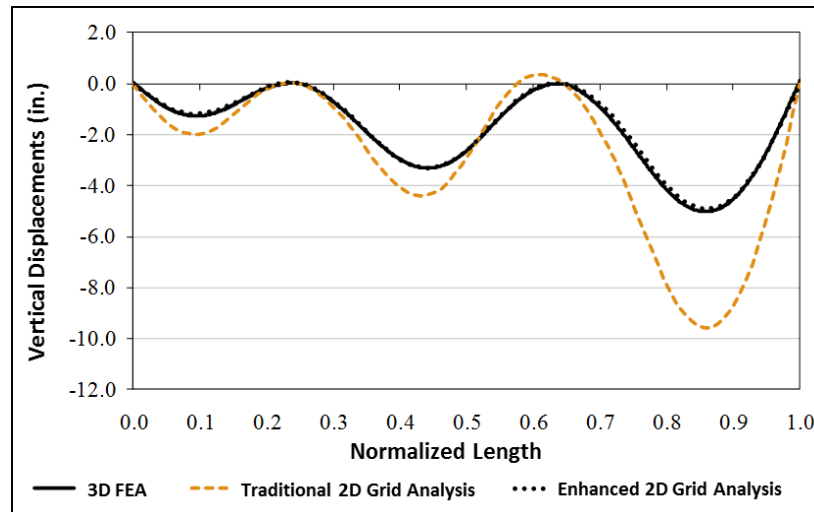


Figure E6.1.1.2.4.2P-3 – Case Study II: Girder G1 Vertical Displacement Comparison

### E6.1.1.3P 3D Linear Elastic Finite Element Analysis

A three-dimensional (3D) Linear Elastic Finite Element Analysis uses a model in which all major components of the structure are modeled, and the structural depth is included in the model. In a 3D model, the superstructure is modeled fully in three dimensions, including modeling of girder flanges using line/beam elements or plate/shell/solid type elements; modeling of girder webs using plate/shell/solid type elements; modeling of cross frames or diaphragms using line/beam, truss, or plate/shell/solid type elements (as appropriate); and modeling of the deck using plate/shell/solid elements. (AASHTO/NSBA, 2014) Typically, girder flanges are modeled with beam elements, girder webs are modeled with shell elements, cross frame members are explicitly modeled with beam or truss elements, and the deck is modeled with shell elements. A 3D Linear Elastic Finite Element Analysis is a first-order analysis and does not consider incremental loading of the model and considers all components to behave elastically. Live load force effects are determined by applying vehicle loads to the deck and thus accounts for the relative stiffness of the deck and supporting steel framing. Live load influence surface analyses are typically employed to find the maximum and minimum live load force effects in the various bridge components. Also, reference DE6.2.1.1.3P regarding member cross section reduction for the influence of connection eccentricities on diaphragm members

Furthermore, the skew correction factors, per A4.6.2.2.3c and D4.6.2.2.3c, are not applicable to the 3D Linear Elastic Finite Element Analysis. The skew correction factors are applicable to 1D Line Girder Analyses. The skew correction factors are not used in 3D Linear Elastic Finite Element Analysis because the system behavior of these model types provides the appropriate distribution of load.

### E6.1.1.4P 3D Geometric Nonlinear Finite Element Analysis

A three-dimensional (3D) Geometric Nonlinear Finite Element Analysis is a second-order analysis method that employs the same modeling concepts as a 3D Linear Elastic Finite Element Analysis, however the nonlinear analysis can take into account large deflection responses in a more appropriate fashion through incremental loading of the model. Additionally, this type of analysis still considers all components to behave elastically (i.e. no inelastic element properties). A 3D Nonlinear Finite Element Analysis is rarely needed for a typical straight skewed bridge, but could be required if the structure has large second-order deflection amplifications, such as a widening project or a project utilizing phased construction with a two-girder system.

**E6.1.2P Indices and Factors****E6.1.2.1P Skew Index**

The Skew Index,  $I_S$ , is a simple geometric parameter which can be used to differentiate bridges where the skew effects are expected to be more significant from those where the combined effects of skew are relatively small. The Skew Index,  $I_S$ , is defined as:

$$I_S = \frac{w_g}{L_s \tan(\theta_p)} \quad (\text{E6.1.2.1P-1})$$

where:

- $\theta_p$  = minimum skew angle of the bearing lines at the end of a given span, measured from a line taken parallel to the span centerline (degrees), as shown in Fig. E6.1.2.1P-1.
- $L_s$  = span length at the centerline (ft.).
- $w_g$  = maximum width between the girders on the outside of the bridge cross-section at the completion of the construction or at an intermediate stage of the steel erection (ft.).

In bridge spans with unequal skew of the bearing lines,  $\theta_p$  is taken as the smallest skew angle of the supports. In continuous-span bridges, one index is determined for each span. Figure E6.1.2.1P-1 illustrates the variables required to calculate the skew index.

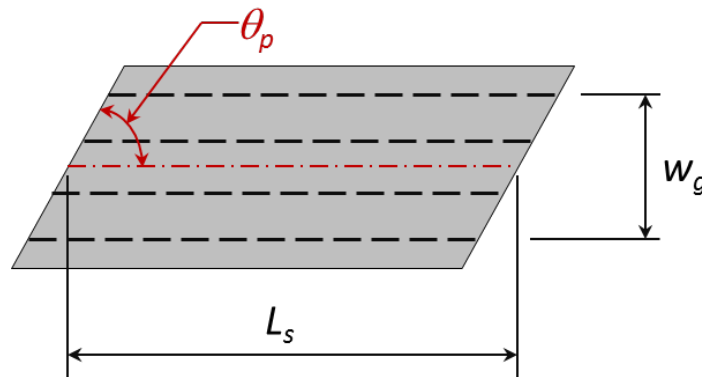


Figure E6.1.2.1P-1 – Parameters for Definition of Skew Index

The studies documented in NCHRP Report 725 show that the effects of skew, which are largely related to the bridge transverse stiffness and transverse load paths, tend to increase with a larger skew index. Specifically, the levels of flange lateral bending stresses, cross-frame forces, and girder layovers tend to increase with increases in the skew index.

**E6.1.2.2P Connectivity Index**

The Connectivity Index,  $I_C$ , is a simple geometric parameter which can be used to characterize when the analysis results from a Traditional 2D Grid Analysis or Traditional 2D Plate and Eccentric Beam Analysis may not be sufficiently accurate for a curved girder bridge. The Connectivity Index,  $I_C$ , is defined as:

$$I_C = \frac{15000}{R(n_{cf} + 1)m} \quad (\text{E6.1.2.2P-1})$$

where:

- $R$  = the minimum radius of curvature at the centerline of the bridge cross-section (ft.)
- $n_{cf}$  = number of intermediate cross-frames in the span
- $m$  = a constant taken equal to 1 for simple span bridges, and taken equal to 2 for continuous span bridges

In bridges with multiple spans,  $I_C$  is taken as the largest value obtained from any of the spans.

The studies documented in NCHRP Report 725 show that in curved radially supported I-girder bridges, the number of intermediate cross-frames within the span is a key indicator of the accuracy of the results obtained from Traditional 2D Analysis Methods (Grid and Plate-and-Eccentric Beam). In Traditional 2D Analysis Methods, the representation of the torsional stiffness of the I-girders is dramatically underestimated since the contributions of warping to the girder stiffness are neglected. If the bridge is significantly curved and/or the girders are not closely connected by cross-frames, the results obtained from these Traditional 2D Analysis Methods do not properly represent the structural behavior of the curved bridge.

### E6.1.2.3P Amplification Factor

In certain situations, steel I-girder bridges can be vulnerable to stability related failures during their construction. The noncomposite dead loads must be resisted by the steel structure prior to hardening of the concrete deck. I-girder bridge units with large span-to-width ratios may be susceptible to global stability problems at lower loads than the limits suggested by individual girder flange local buckling or lateral torsion buckling equations (*Yura et al., 2008*).

Furthermore, due to second-order lateral-torsional amplification of the displacements and stresses, the limit of the structural resistance may be reached well before the theoretical elastic buckling load. Therefore, in curved and/or skewed bridge structures sensitive to second-order effects, simply ensuring that the loads for a given configuration are below estimated global elastic buckling level is not sufficient. Large displacement amplifications can make it difficult to predict and control the structure's geometry during construction well before the theoretical elastic buckling load is reached.

Possible situations with the above characteristics include widening projects on existing bridges, pedestrian bridges with twin girders, phased construction involving narrow units, and erection stages where only a few girders of a bridge unit are in place. In all of these cases, the problem unit is relatively long and narrow.

The NCHRP Report 725 recommends a simple method that can be used to estimate response amplifications due to global second-order effects. The linear response prediction obtained from any of the first-order analyses can be multiplied by the following amplification factor,  $AF_G$ :

$$AF_G = \frac{1}{1 - \frac{M_{\max G}}{M_{gs}}} \quad (\text{E6.1.2.3P-1})$$

where:

- $M_{\max G}$  = the sum of all the factored girder positive moments across the width of the unit within the span under consideration.
- $M_{gs}$  = elastic global lateral-torsional buckling resistance computed in accordance with Eq. A6.10.3.4.2-1

Yura et al. (2008) provides a method of estimating the elastic global lateral-torsional buckling resistance of a given I-girder bridge span under noncomposite loading conditions. Two-girder and three-girder units are particularly susceptible to excessive global lateral-torsional amplification during the deck placement; however, units with large span/width ratios, particularly when the girders have large span/depth ratios also may be susceptible to significant global amplification in some cases even if there are three or more girders in the cross section.

Once a concrete deck is acting compositely with the steel girders, a given span of a bridge unit is practically always stable as an overall system; Eq. A6.10.3.4.2-1 is not intended for application to I-girder bridge spans in their composite condition.

In addition, Eq. A6.10.3.4.2-1 typically produces excessively conservative results for I-girder bridge units with more than three girders. While I-girder bridge units with more than three girders are typically not susceptible to excessive global lateral-torsional amplification during the deck placement, they may be under certain conditions (large span/width ratios and large span/depth ratios as mentioned above). In such cases, Eq. A6.10.3.4.2-12 may be considered for use as an initial screening check, understanding that it will produce conservative results. However, in cases where there might be legitimate concerns about global lateral-torsional buckling instability for I-girder bridge units with more than three girders, it is recommended that any final design decisions be based on a more rigorous analysis such as an eigenvalue or nonlinear buckling analysis performed using specialized finite element analysis software.

Eq. A6.10.3.4.2-1 was derived assuming prismatic girders and that all girder cross-sections in the unit are the same. For cases where the girders are nonprismatic and/or the girder cross-sections vary across the unit, it is recommended herein that length-weighted average moments of inertia within the positive-moment sections of all the girders in the span under

consideration be used for  $I_x$ ,  $I_y$ ,  $I_{yc}$  and  $I_{yt}$ , as applicable, in calculating the elastic global lateral-torsional buckling resistance from Eq. A6.10.3.4.2-1. Also, in cases where the girder spacing is less than the girder depth, it is recommended that the more general elastic global lateral-torsional buckling equation provided in Yura et. al. (2008) be used, as Eq. A6.10.3.4.2-1 becomes more conservative in this case. Yura et al. (2008) further indicates the adjustments that need to be made to the more general buckling equation for singly symmetric girders and/or for three-girder systems.

In addition to providing an estimate of the second-order amplification of the overall girder displacements,  $AF_G$  also can be used to predict potential increases in the girder stresses. Hence, to address potential second-order amplification concerns with narrow structural units, the results of a 1D Line-Girder or Enhanced 2D Analysis Method should be amplified, prior to conducting the constructability checks required by A6.10.3. The limit states in A6.10.3 are:

- Nominal initial yielding due to combined major-axis bending and flange lateral bending,
- Strength under combined major-axis and flange lateral bending,
- Bend buckling or shear buckling of the girder webs,
- Flange lateral bending stress exceeding  $0.6F_y$ , and
- Stresses in the concrete deck exceeding the factored tensile modulus of rupture in regions not adequately reinforced to control cracking.

The NCHRP Report 725 suggests that  $AF_G$  should be used to detect possible large response amplifications during preliminary construction engineering. If the amplification factor suggests that a structure will exhibit significant nonlinear behavior during the deck placement, then reconsideration of the construction scheme and/or resizing of the structural elements may be warranted.

When  $AF_G$  is greater than 1.25, or if it is absolutely necessary to construct a structure that has potentially large response amplification during the deck placement, the engineer should perform a refined analysis of the suspect stages using a 3D Nonlinear Finite Element Analysis. In addition, it will be necessary to ensure that the girder erection sequence and deck placement sequence do not deviate from the assumptions of the analysis in a manner that would increase the second order effects.

### **E6.1.3P Recommended Methods of Analysis for I-Girder Bridges**

#### **E6.1.3.1P Recommendations**

A quantitative assessment of the accuracy of 1D Line Girder, Traditional 2D Analysis Methods, and Enhanced 2D Analysis methods was developed in the NCHRP Report 725 (2012) research by calculating statistical measures of error (lack of accuracy) between these solutions to 3D Geometric Nonlinear Elastic Finite Element benchmark solutions. Using these quantitative assessments, the methods of analysis were graded using a scoring system developed to illustrate the accuracy of each analysis method with regard to its ability to predict various structural responses. The scoring system was summarized in Table 3-1 of NCHRP (2012), and is also provided in Table B-1 in AASHTO/NSBA (2014). This scoring system and summary serves as the basis for Table E6.1.3.1P-1 provided herein, which gives recommended methods of analysis for various bridge types, using the approved analysis methods discussed in DE6.1.1P. In Table E6.1.3.1P-1, the recommended 1D Line Girder and Enhanced 2D Analysis methods have a statistical measure of error of less than 6%, as compared to the 3D Geometric Nonlinear Elastic Finite Element benchmark solutions.

Table E6.1.3.1P-1 – Recommended Analysis Methods of Steel I-Girder Bridges

Bridge Geometry	Recommended Analysis Method			Notes
	1D (STLFRD)	Enhanced 2D	3D Linear Elastic FEA	
Straight & No Skew ( $\theta_p = 90^\circ$ )	X			
Straight & Skewed, $I_s < 0.30$ and $\theta_p \geq 70^\circ$	X			1
Straight & Skewed, $I_s < 0.30$ and $\theta_p < 70^\circ$	X	X		1, 2
Straight & Skewed, $I_s \geq 0.30$		X	X	1, 2
Curved & No Skew ( $\theta_p = 90^\circ$ )		X	X	3, 4
Curved & Skewed			X	4

Notes:

1. Additional requirements for skewed structures given in D4.6.2.2.1 must also be considered.
2. Flange lateral bending moments must be considered. See AC6.10.1, or NCHRP Report 725 (2012) for determining flange lateral bending moments in skewed I-girder bridges when using a 1D Line Girder or Enhanced 2D Analysis Method. Flange lateral bending moments for girders analyzed using 3D Linear Elastic Finite Element Analysis should be taken directly from the analysis.
3. Flange lateral bending moments must be considered. Flange lateral bending moments for Enhanced 2D Analysis Methods may be computed in accordance with AC4.6.1.2.4b, and in particular Eq. AC4.6.1.2.4b-1. Flange lateral bending moments for girders analyzed using 3D Linear Elastic Finite Element Analysis may be taken directly from the analysis, or computed in accordance with AC4.6.1.2.4b, and in particular Eq. AC4.6.1.2.4b-1.
4. If  $AF_G$  is greater than 1.25, a 3D Geometric Nonlinear Finite Element Analysis should be considered by the designer. This recommendation results from the studies presented in NCHRP Report 725 (2012).  $AF_G$  greater than 1.25 indicates that the bridge may have second order effects that have a significant influence on the structural responses, including effects on the bridge geometry.

**E6.1.4P Quality Assurance Specification Checking Procedure for Refined Analysis and Girder Design with STLFRD**

This section provides a flowchart illustrating the process that may be followed for the analysis of steel bridge using refined analyses and the girder specification checking using STLFRD as a Quality Assurance (QA) check. It should be noted that the analysis and design is an iterative process. As indicated in the flowchart, when the girder flange and/or web sizes change significantly, or when the diaphragm section sizes change significantly, the bridge should be reanalyzed using the refined analysis with the updated section properties. Changing the girder section and/or the diaphragm section significantly will result in changes to the system stiffness of the analysis model, and thus a change in the distribution of load and subsequent member design forces. The engineer must use judgment to determine if a reanalysis of the bridge is warranted.

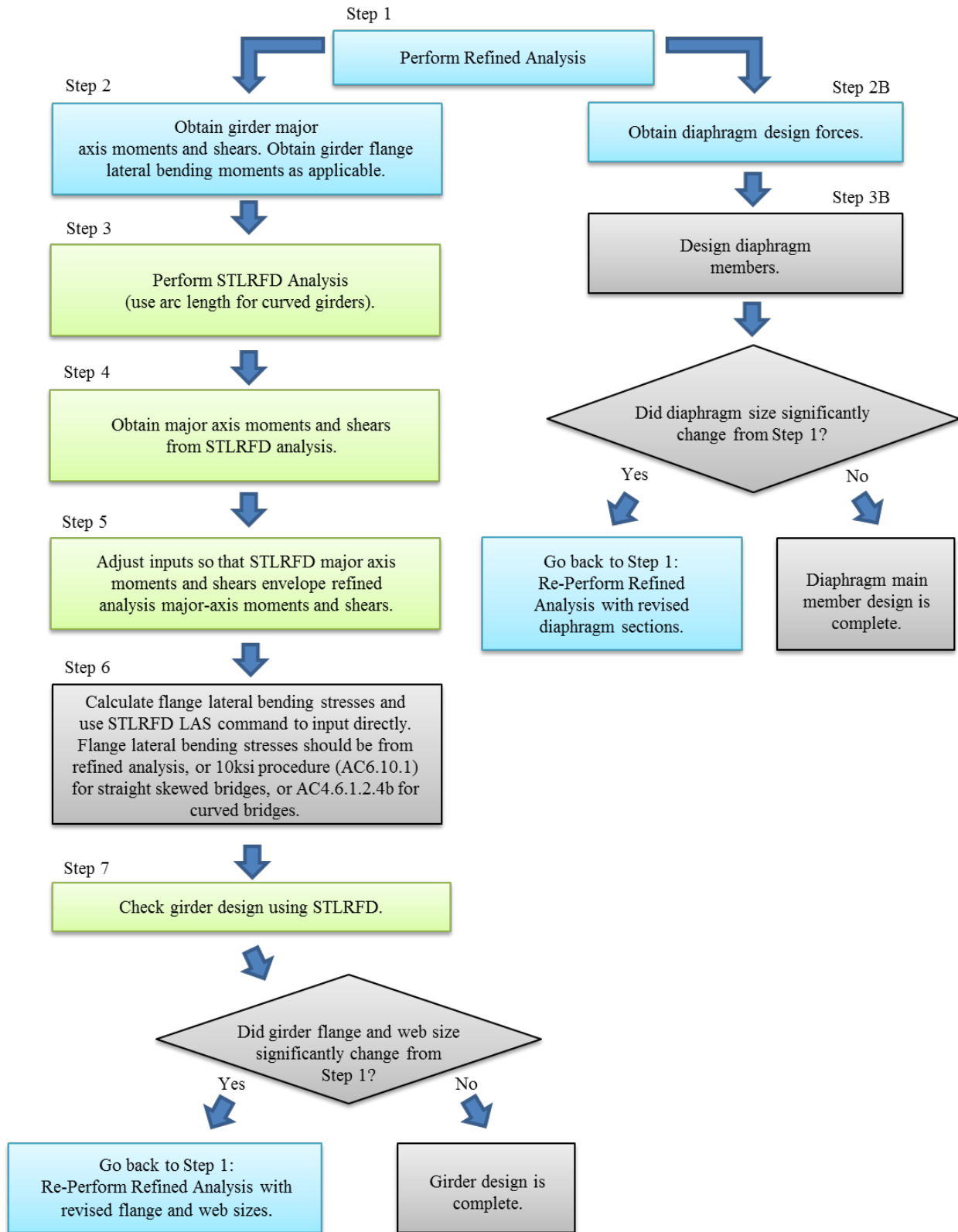


Figure E6.1.4P-1 – Flowchart for Refined Analysis and Girder Design Using STLRFD



**E6.2P IMPROVED ACCURACY OF 2-D ANALYSIS MODELS****E6.2.1P Improved Modeling of Cross-Frame Stiffness****E6.2.1.1P Improved Timoshenko Equivalent Beam Stiffness***E6.2.1.1.1P General*

Cross-frames generally exhibit substantial beam shear deformations when modeled using equivalent beam elements in a 2D structural analysis due to their predominant action as trusses. The modeling of cross-frames using Euler-Bernoulli beam elements, which neglect the effect of beam shear deformations, typically results in a substantial misrepresentation of their physical stiffness properties. Timoshenko beam elements, or other types of beam elements that include explicit modeling of beam shear deformations, provide a significantly improved approximation of the cross-frame stiffnesses (*NCHRP, 2012*).

As a result, A4.6.3.3.4 states that when modeling a cross-frame with a single line of equivalent beam elements, both the cross-frame flexure and shear deformation shall be considered in determining the equivalent beam element stiffness.

*E6.2.1.1.2P Timoshenko Beam Approach*

The more accurate shear-deformable (Timoshenko) beam approach for the calculation of an equivalent beam stiffness simply involves the calculation of an equivalent moment of inertia,  $I_{eq}$ , as well as an equivalent shear area,  $A_{seq}$ , for the beam element representation of a truss-type cross-frame. (*NCHRP, 2012*)

Figure E6.2.1.1.2P-1 illustrates the first step of the approach. In this step, the equivalent moment of inertia,  $I_{eq}$ , is determined by assuming a pure flexural deformation of the cross-frame (i.e. zero shear). The cross-frame model is supported as a cantilever at one end, and is subjected to a unit force couple applied at the corner joints at the other end, thus producing a constant bending moment. The associated horizontal displacements are determined at the free end of the cantilever from the analysis of this cross-frame model, and the corresponding end rotation is equated to the value of the rotation calculated from the beam pure flexure solution,  $M/(EI_{eq}/L)$ . The resulting  $EI_{eq}$  represents the “true” flexural rigidity of the cross-frame. (*NCHRP, 2012*)

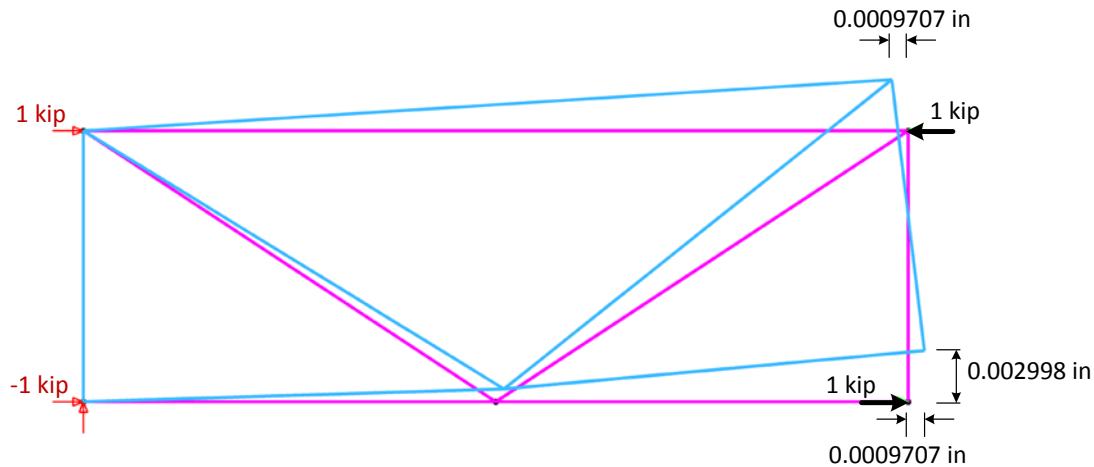


Figure E6.2.1.1.2P-1 – Timoshenko Beam Approach: Calculation of  $I_{eq}$  Based on Pure Bending (*AASHTO/NSBA, 2014; NCHRP, 2012*)

For the example case shown in Fig. E6.2.1.1.2P-1, assuming a cross-frame height of 34 inches and a cross-frame length of 105 inches:

$$2(0.0009707) / 34 = 0.0000571 = ML/EI_{eq} = 34(105) / 29000 I_{eq}$$

$$I_{eq} = 2156 \text{ in}^4$$

Figure E6.2.1.1.2P-2 illustrates the second step of the approach (*AASHTO/NSBA, 2014*). In this step, the equivalent shear area,  $A_{seq}$ , is determined. The cross-frame is still supported as a cantilever, but is subjected to a unit transverse shear at the right-hand corner. Figure E6.2.1.1.2P-2 shows the corresponding displacements and reactions from the analysis of this cross-frame model.

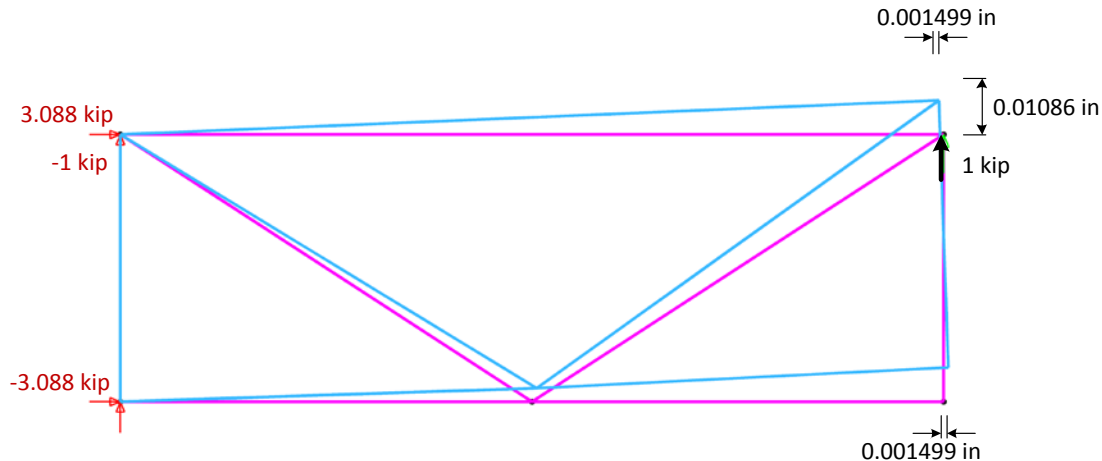


Figure E6.2.1.1.2P-2 – Timoshenko Beam Approach: Calculation of  $A_{seq}$  Based on a Unit Transverse Shear (AASHTO/NSBA, 2014; NCHRP, 2012)

For the example case shown in Fig. E6.2.1.1.2P-2, again assuming a cross-frame height of 34 inches and a cross-frame length of 105 inches:

$$\begin{aligned}\Delta &= 0.01086 \text{ in} = VL^3/3EI_{eq} + VL/GA_{seq} \\ &= 1 (105)^3 / 3 (29000) (2156) + (1) (105) (2.6) / 29000 A_{seq} \\ A_{seq} &= 2.008 \text{ in}^2\end{aligned}$$

The Timoshenko beam element provides a closer approximation of the physical model cross-frame behavior compared to the Euler-Bernoulli beam element for all other types of cross-frames typically used in I-girder bridges as well, including X and inverted V cross-frames with top and bottom chords, as well as X and V cross-frames without top chords. However, the Timoshenko beam model is unable to provide an exact match for all cases. (NCHRP, 2012)

#### E6.2.1.1.3P Influence of End Connection Eccentricities

The axial rigidity,  $EA$ , of single-angle and flange-connected tee-section cross-frame members is reduced due to end connection eccentricities. Battistini, et al. (2013) performed a range of experimental and analytical studies of different X, K, and Z-type cross-frames composed of single-angle members. Their experimental studies indicated physical cross-frame stiffness values ranging from 0.55 to 0.75 of the calculated stiffness values based on the analytical modeling of the cross-frames using truss elements. These reduced stiffnesses were due to the bending eccentricities at the connections of the single-angle cross-frame members. The behavior of flange-connected tee sections is similar, again due to the effect of the significant end connection eccentricities. Solid plate diaphragms were not examined as part of this study and are not typically subject to significant end connection eccentricities.

As a result, A4.6.3.3.4 states that the influence of end connection eccentricities shall be considered in the calculation of the equivalent axial stiffness,  $(AE)_{eq}$ , of single-angle and flange-connected tee-section cross-frame members. Article AC4.6.3.3.4 recommends that in lieu of a more accurate analysis,  $(AE)_{eq}$  of equal leg single angles, unequal leg single angles connected to the long leg, and flange-connected tee-section cross-frame members may be taken as  $0.65AE$ . In many bridges, the response is relatively insensitive to the specific value selected for  $(AE)_{eq}$ . More accurate values of  $(AE)_{eq}$  may be computed from equations given in Battistini, et al. (2014). Note, whenever the 0.65 factor is used to reduce  $AE$  the Engineer shall compensate to account for the weight difference.

Therefore, in the application of the Timoshenko beam approach for the calculation of the equivalent beam stiffness of truss-type cross-frames in 2D analysis models, the area of any single-angle or flange-connected tee-section members in the applicable separate cross-frame model(s) should be reduced by a factor of 0.65 for the analysis of the separate cross-frame model(s) used to determine  $I_{eq}$  and  $A_{seq}$ . The resulting  $A_{seq}$  for the equivalent beam should not be reduced further by this factor; the effect of the end connection eccentricities is already comprehended in the computation of both  $I_{eq}$  and  $A_{seq}$ . In 3D refined analysis models, the area of such cross-frame members should be reduced directly by the 0.65 factor.

## E6.2.2P Improved Modeling of the Torsional Stiffness of I-Girders

### E6.2.2.1P General

In a 2D grid analysis or a plate and eccentric beam analysis of a curved and/or skewed steel I-girder bridge subject to significant torsional effects, the use of only the St. Venant torsional stiffness,  $GJ/L_b$ , where  $L_b$  is the unbraced length between the cross-frames, can result in a substantial underestimation of the girder torsional stiffness. This is due to the neglect of the contribution from girder cross-section warping, or the corresponding lateral flange bending, to the torsional response. For I-girders, the torsional contribution from the girder warping rigidity,  $EC_w$ , is often substantial compared to the contribution from the St. Venant torsional rigidity,  $GJ$ . (NCHRP, 2012)

A 3D refined finite element analysis of a steel I-girder bridge, in which the girder webs are modeled using shell elements and the girder flanges are modeled separately using beam, shell or solid elements, is capable of directly capturing the contribution of the girder warping rigidity to the torsional stiffness. Such is not the case in a 2D analysis, unless the beam elements used to model the girders include an additional warping degree of freedom, which is often not the case.

For steel I-girder bridges under non-composite loading conditions, the behavior of 2D grid models and plate and eccentric beam models can be particularly sensitive to the contribution from the warping rigidity to the girder torsional stiffness. The use of an improved 2D model that includes the contribution of the warping rigidity can lead to significantly improved predictions of the girder displacements and cross-frame forces, particularly in cases where torsion is significant (NCHRP, 2012). The behavior tends to be a bit less sensitive to the girder warping rigidity under composite loading conditions.

An area where the neglect of the warping rigidity can have a significant effect on the accuracy of the analysis results is the case where an additional node is placed in-between the cross-frames in a 2D model, particularly in the case of a horizontally curved girder (Fig. E6.2.2.1P-1).

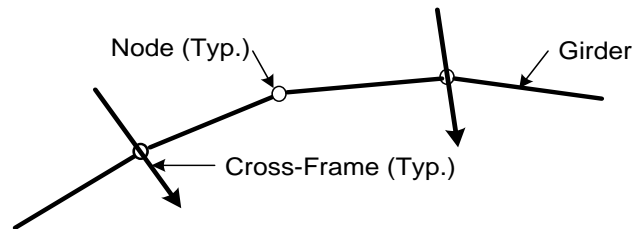


Figure E6.2.2.1P-1 – Additional Node Placed in-between the Cross-Frames in a 2D Model of a Horizontally Curved Girder

Because there is less resistance to the internal girder torsion due to curvature at the additional node due to the neglect of the warping rigidity and the absence of a cross-frame at that node, the girder vertical displacements will be affected and will tend to be significantly overestimated (depending on the degree of curvature) as a result of the coupling that exists between the torsional and flexural response.

As a result of these concerns, A4.6.3.3.2 states that for the analysis of curved and/or skewed steel I-girder bridges where either  $I_c > 1$  or  $I_s > 0.3$ , the warping rigidity of the I-girders shall be considered in 2D grid and in 2D plate and eccentric beam methods of structural analysis.

#### E6.2.2.2P Equivalent Torsion Constant, $J_{eq}$

An approximate method of considering the girder warping rigidity, applicable for I-girder bridges or bridge units in their final constructed condition, as well as for intermediate noncomposite conditions during steel erection, is described in NCHRP (2012) and also presented in AASHTO/NSBA (2014).  $J_{eq}$  is determined by equating the stiffness,  $GJ_{eq}/L_b$ , to the analytical torsional stiffness associated with assuming warping fixity at the intermediate cross-frame locations and warping free conditions at the simply-supported ends of a bridge girder. The use of  $J_{eq}$  results in significant improvements in the accuracy of 2D analyses for I-girder bridges.

By equating  $GJ_{eq}/L_b$  to the torsional stiffness,  $T/\phi$ , for an open-section thin-walled beam associated with warping fixity at each end of a given unbraced length,  $L_b$ , where  $T$  is the applied end torque and  $\phi$  is corresponding relative end rotation,  $J_{eq}$  for unbraced lengths in-between intermediate cross-frames is obtained as:

$$J_{eq(fx-fx)} = J \left[ 1 - \frac{\sinh(pL_b)}{pL_b} + \frac{[\cosh(pL_b) - 1]^2}{pL_b \sinh(pL_b)} \right]^{-1} \quad (\text{E6.2.2.2P-1})$$

in which:

$$p = \sqrt{\frac{GJ}{EC_w}} \quad (\text{E6.2.2.2P-2})$$

where:

- $C_w$  = warping torsional constant given by Eq. AC6.9.4.1.3-1 (in<sup>6</sup>)
- $E$  = modulus of elasticity of the structural steel (ksi)
- $G$  = elastic shear modulus of the structural steel = 0.385E (ksi)
- $J$  = St. Venant torsional constant given by Eq. AA6.3.3-9 (in<sup>4</sup>)

For the analysis of composite loading conditions using 2D plate and eccentric beam analysis models, it is sufficient to calculate the warping rigidity of the I-girders,  $EC_w$ , using solely the steel cross-section and without the consideration of any composite torsional interaction with the composite deck.

Similarly, by equating  $GJ_{eq}/L_b$  to the torsional stiffness,  $T/\phi$ , for an open-section thin-walled beam associated with warping fixity at one end and warping free boundary conditions at the opposite end of a given unbraced length,  $J_{eq}$  for unbraced lengths adjacent to simply-supported girder ends where the warping of the flanges is unrestrained at one end is obtained as:

$$J_{eq(s-fx)} = J \left[ 1 - \frac{\sinh(pL_b)}{pL_b \cosh(pL_b)} \right]^{-1} \quad (\text{E6.2.2.2P-3})$$

Appendix C, Section 6.1.2 of NCHRP (2012) shows a complete derivation of these equivalent torsion constants. NCHRP (2012) also provides examples showing the implementation of this methodology.

When implementing this approach, a different value of  $J_{eq}$  must be calculated for each unbraced length having a different value of  $L_b$ , or with any difference in the girder cross-sectional properties within that unbraced length. Furthermore, it is important to recognize that the use of a length less than  $L_b$  typically will result in a substantial overestimation of the torsional stiffness. Therefore, when a given unbraced length is modeled using multiple elements, it is essential that the unbraced length,  $L_b$ , be used in the equations for  $J_{eq}$ , and not the individual element lengths.

With the equivalent torsion constant,  $J_{eq}(fx-fx)$ , it is possible to simulate the torsional stiffness of an I-girder with warping-fixed ends. It is recommended that  $J_{eq}(fx-fx)$  be used to model the torsional rigidity of the interior girder segments, which are the segments defined between two intermediate cross-frames. The assumption of warping fixity at all of the intermediate cross-frame locations is certainly an approximation. 3D-frame analysis generally shows that some flange warping rotations occur at the cross-frame locations. Nevertheless, at least some degree of warping restraint to the flanges is provided by the adjacent girder segments. The assumption of warping fixity at the intermediate cross-frame locations leads to a reasonably accurate characterization of the girder torsional stiffness pertaining to the overall deformations of a bridge unit as long as:

- There are at least two I-girders connected together, and
- The girders are connected by enough cross-frames such that  $I_C < 20$ .

At the girder ends, the flanges typically are free to warp. For the girder end segments, defined as the segments between the discontinuous end of a girder and the first intermediate cross-frame, the equivalent torsion constant,  $J_{eq}(s-fx)$ , derived assuming that the warping boundary conditions are fixed-free at the segment ends, should be used.

So in summary, Eq. E6.2.2.2P-1 should be used to model the torsional rigidity of interior girder segments, or the segments between two intermediate cross-frames/diaphragms, and Eq. E6.2.2.2P-3 should be used to model girder end segments, or the segments between the discontinuous end of a girder where the girder flanges are free to warp and the first intermediate cross-frame/diaphragm adjacent to the girder end.

## E6.3P CROSS-FRAME LAYOUT

### E6.3.1P General

Judicious layout of the cross-frames/diaphragms can have a significant effect on the economy of I-girder bridges. Although the spacing of the cross-frames is important in controlling the number of cross-frames, their layout can influence the forces in the members and in the girders. The impact of layout is important particularly for I-girder bridges with skewed supports. Large cross-frame/diaphragm forces not only cause large members, they cause extremely expensive, even impractical connections in some cases.

Changing the number, size and arrangement of the cross-frames often has a significant effect on their forces. Hence, it is advisable to check the forces in these members early in the design, particularly for I-girder bridges with sharply skewed supports; that is, prior to resizing girders. If the forces are too large to design practical members or connections, their arrangement should be further investigated before proceeding with the resizing of the girders.

All skew angles herein correspond to the PennDOT skew angle defined as the angle measured relative to a line parallel to a local tangent to the longitudinal axis of the bridge.

### E6.3.2P Supports Skewed Less Than 70°

Cross-frames must be placed normal to the girder tangents where one or both supports within a span are skewed less than 70 degrees. Cross-frames may be placed in a contiguous pattern within the span, as shown in Fig. E6.3.2P-1, with the cross-frames opposing each other on both sides of the interior girders. At the bearings a different arrangement is typically recommended, as discussed below. This cross-frame arrangement provides the greatest transverse stiffness; hence, the largest cross-frame forces.

In addition, with this contiguous cross-frame arrangement, the girders have differing deflections at points along a line perpendicular to the girders. This is due to the longitudinal shift of the girders resulting from the skewed supports, which results in the girders having different vertical stiffnesses along the line perpendicular to the girders. As such, two adjacent girders that have the same cross-section size and load deflect different amounts along any perpendicular line between them.

The cross-frames along the perpendicular lines going to the bearings at skewed supports act to transfer load across the bridge in proportion to the relative longitudinal and transverse stiffnesses of the bridge. Thus, the stiffer the transverse load path, the greater the load transferred to the bearings that have the least distance from the applied load. Arrangements of cross-frames that inadvertently create stiff transverse load paths in certain portions of the structure are often referred to as “nuisance stiffness” load paths (*Krupicka and Poellot, 1993*). Nuisance stiffness can produce dramatically increased cross-frame forces and, combined with other attributes of the bridge geometry such as high span length to girder depth ratios, simply-supported spans, or poor span balance in continuous spans. Utilization of discontinuous cross-frames adjacent to skewed supports is one practice that can mitigate nuisance stiffness effects in these regions (*FHWA/NHI, 2010*) by eliminating cross-frames that inadvertently create stiff transverse load paths (e.g. perpendicular cross-frames that frame directly into the supports).

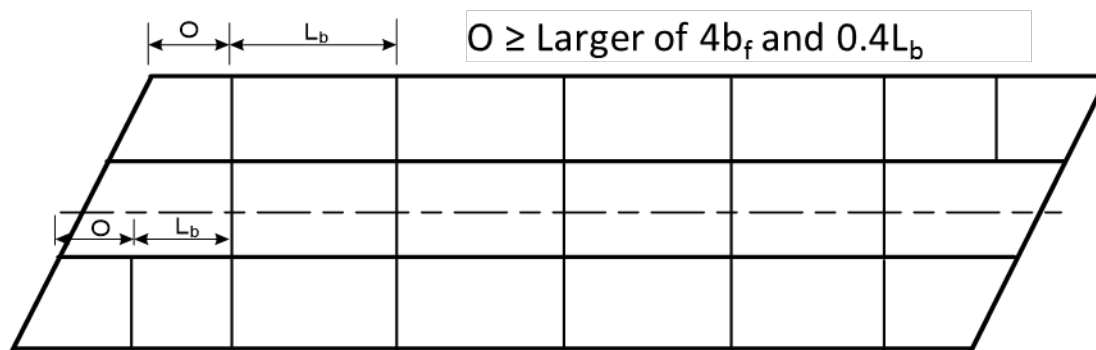


Figure E6.3.2P-1 – Contiguous Cross-Frame Lines (Within the Span) Normal to the Girder Tangents (for Skew < 70°)

AC6.7.4.2 recommends that when cross-frames are provided along a skewed support line, the first intermediate cross-frame placed perpendicular to the girders next to that support ideally be offset at least the distance,  $O$ , taken equal to the larger of  $1.5D$  or  $4b_f$  from the support (Fig. E6.3.2P-1), where  $D$  is the web depth of the girder under consideration and  $L_b$  is the unbraced length between the first and the second intermediate cross-frame connected to the girder under consideration.

Providing this minimum offset will reduce the potential for excessively large cross-frame forces adjacent to severely skewed supports in I-girder bridges resulting from “nuisance stiffness” effects (*NCHRP, 2012*). Elimination/reduction of such “nuisance stiffness” effects also tends to result in somewhat easier cross-frame installation along, and adjacent to, the skewed support line.

Where practicable, the smallest unbraced lengths between intermediate diaphragm or cross-frame locations within the bridge spans should not be less than  $4b_f$  or  $0.4L_b$ , where  $b_f$  is defined in the above paragraph and  $L_b$  is the smallest unbraced length adjacent to the unbraced length under consideration. The use of unbraced lengths smaller than  $4b_f$  or  $0.4L_b$  tends to result in the associated cross-frames working more like a contiguous cross-frame line rather than a discontinuous one. Similar to the selection of the offsets from the skewed supports, the limit of  $0.4L_b$  may be difficult to achieve in certain cases. In these situations, the value  $4b_f$  is the recommended lower limit for the smallest unbraced lengths, offsets or stagger distances.

It may be advantageous in some cases to consider the use of non-contiguous (or discontinuous) cross-frame lines along the entire span as shown in Fig. E6.3.2P-2, which is also permitted in A6.7.4.2. This pattern, which is often referred to as a staggered pattern, effectively reduces the transverse stiffness of the bridge. Alternatively, cross frames may be staggered only near the skewed supports while remaining contiguous in the middle of the span (see Fig. E6.3.2P-1).

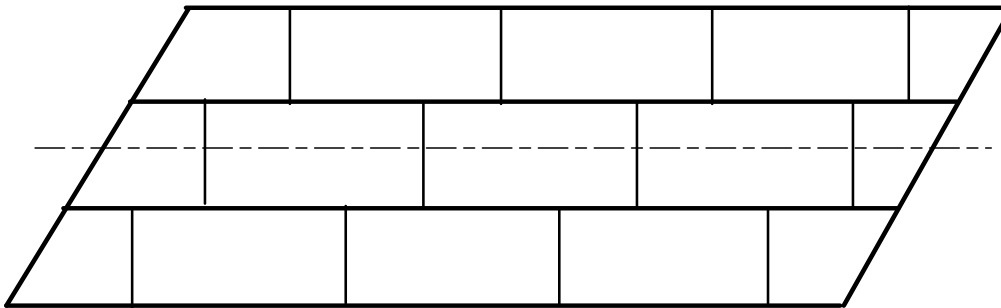


Figure E6.3.2P-2 – Discontinuous (Staggered) Cross-Frame Lines Along the Entire Span Normal to the Girder Tangents (for Skew <math>< 70^\circ</math>)

The reduction of transverse stiffness that results whenever a discontinuous cross-frame arrangement is employed is accomplished by the transverse flex that occurs in the flanges. This reduction of stiffness is accompanied by a reduction in the cross-frame forces and associated connection complexity (cost). However, the flex of the flanges must also be accompanied by lateral flange bending, particularly near the locations where the lines are discontinued. However, often the lateral bending is not critical, and the net result is a desirable reduction in the cross-frame/diaphragm forces and resulting costs. The vertical bending resistance of the flanges is reduced by the lateral bending as evidenced by the one-third rule resistance equation given throughout Section 6. As indicated in AC6.10.1, flange lateral bending effects due to skew should be considered in all regions of the girders where cross-frames/diaphragms are discontinuous. Lateral bending effects due to skew are typically less critical in regions where cross-frames/diaphragms are contiguous.

Exterior girders (i.e., fascia girders) always have cross-frames on one side, but since there are no opposing cross-frames/diaphragms on the other side, flange lateral bending due to skew effects is usually smaller in these girders, which is fortuitous since the outside girder often has critical major-axis bending moments compared to the other girders. Interior girders are generally subject to significantly larger lateral flange moments due to skew effects relative to exterior girders, in particular whenever a discontinuous cross-frame arrangement is employed along the entire length of the bridge (i.e., a staggered arrangement).

Simple methods to determine flange lateral bending moments and restoring forces in the cross-frames in skewed bridges do not currently exist. These actions are best determined by refined analysis. In the absence of calculated values, estimates for lateral bending stresses are provided in AC6.10.1. These estimates are based on a limited examination of refined analysis results for bridges with skews approaching 30 degrees and an average  $D/b_f$  ratio of approximately 4.0. As such, the flange lateral bending stress recommendations provided in AC6.10.1 represent, at best, a rough approximation of the actual flange lateral bending stresses, and as a result they should be used in a conservative, simplified manner.

NCHRP (2015) recommends framing of the diaphragms or cross-frames within straight skewed spans using arrangements such as that shown in Figure E6.3.2P-3 to both reduce the number of diaphragms or cross-frames required within the bridge as well as to reduce the overall transverse stiffness effects. In Figure E6.3.2P-3, the diaphragms or cross-frames adjacent to the bearing lines are all placed at the same offset distance relative to the skewed bearing lines, satisfying the above offset recommendations. The other intermediate diaphragms or cross-frames are placed at a constant spacing along the span length to satisfy the flange resistance requirements given in these specifications. In addition, every other diaphragm or cross-frame is intentionally omitted within the bays between the interior girders of the bridge plan. This relaxes the large

transverse stiffness that would otherwise be developed in the short diagonal direction between the obtuse corners of the span. This concept and other beneficial framing concepts are discussed further in AC6.7.4.2 and in NSBA (2016a).

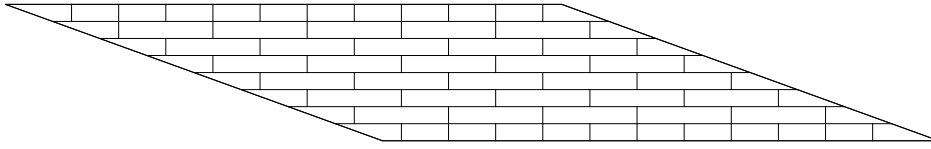


Figure E6.3.2P-3 – Beneficial Staggered Diaphragm or Cross-Frame Arrangement for a Straight Bridge with Parallel Skew (for Skew <math>< 70^\circ</math>)

The use of a “lean-on bracing system” is another option to consider for reducing the cross-frame forces in straight skewed I-girder bridges (*Herman et al., 2005*). In the “lean-on bracing system”, cross-frames perpendicular to the girders in selected bays are provided with only a top and bottom chord, but no diagonals. The selected cross-frames continue to function as bracing members for the girder compression flanges, but without the shear stiffness of typical cross-frames. When this system is used, a refined analysis should be considered to determine the influence of the “lean-on” cross-frames on the girder deflections (cambers), cross-frame forces and transverse deck stresses at various stages, and to check for any excessive differential deflections between girders that are braced in a “lean-on” fashion.

For curved and skewed spans, omitting diaphragms or cross-frames in the vicinity of skewed bearing lines can help to alleviate uplift at critical bearing locations; however, this is typically at the expense of larger diaphragm or cross-frame forces and larger bridge deflections compared to the use of contiguous intermediate diaphragm or cross-frame lines with the recommended offset provided at the skewed bearing lines. Contiguous diaphragm or cross-frame lines are necessary within the span of curved I-girder bridges to develop the width of the bridge structural system for resistance of the overall torsional effects. As such, the use of discontinuous diaphragm or cross-frame lines near a skewed bearing line in these bridge types involves competing considerations. Diaphragms or cross-frames can be omitted to alleviate uplift considerations at certain bearings, and potentially to relieve excessive diaphragm or cross-frame forces due to transverse stiffness effects in certain cases – for instance, if the horizontal curvature is relatively small and the skew is significant. However, omission of too many diaphragms or cross-frames may result in a larger than desired increase in the diaphragm or cross-frame forces and bridge system deflections due to the horizontal curvature effects when the bridge is significantly curved.

Additional options to reduce cross-frame forces in highly skewed bridges, such as leaving some cross-frames unconnected until after the deck has been cast, and/or providing vertical slotted holes in the cross-frame connections, are not recommended herein; but, will be allowed when authorized by the District Bridge Engineer. At odds, leaving some cross-frames unconnected can potentially lead to poorly braced girders until the deck hardens, as well as, loss of geometry control during the deck casting. The Erector will also have to return to the site after the deck is cast and work from underneath the deck to tighten the bolts. Holes usually need to be drilled or at least reamed. If vertical slotted holes are provided and the bolts are tightened prior to the deck casting, the slots must be of the proper size and location to allow the computed deflections to occur freely without binding (assuming it is desired that no forces should be induced in the cross-frames). The resistance of the bolts will also be less in the slotted holes for all loads that are applied after the bolts are tightened.

### E6.3.3P Skewed Interior Support Lines

A6.7.4.2 states that at the discretion of the Owner, cross-frames need not be provided along skewed interior support lines of I-girder bridges if cross-frames normal to the girders are provided at bearings that resist lateral forces. At severely skewed interior supports, e.g., with skews less than  $70^\circ$ , the detailing of the intersections with the cross-frames oriented normal to the girders is complex. As mentioned previously, welding of skewed connection plates to the girder may be problematic where the plate forms an acute angle with the girder. The cross-frames normal to the girders in such cases must be proportioned to transmit all the lateral components of force from the superstructure to the bearings that provide lateral restraint. Otherwise, the lateral bending in the bottom flange near the restrained bearings may be excessive.

Where discontinuous cross-frames are employed normal to the girders in the vicinity of skewed interior supports to help avoid/reduce “nuisance stiffness” effects, care should be taken to match at least one cross-frame with each bearing that resists lateral force. Otherwise, the effect of the lateral moment induced in the bottom flange due to the eccentricity between the intermediate cross-frame and the bearing should be considered. Also, whenever any bearing along the support line is not matched with a cross-frame, care must be taken to ensure that the bottom flange of the girder is adequately braced. For such cases, the provision of cross-frames along the skewed support line may be necessary, as shown in Fig. E6.3.3P-1. There are no rules for how to arrange bearing restraints and cross-frames at these locations. Ingenuity and trial-and-error are the only tools. In critical cases, often only a least bad arrangement is available. NCHRP (2015) found that transverse stiffness effects are alleviated most effectively by placing diaphragms or cross-frames along the skewed bearing line, and locating normal

intermediate diaphragms or cross-frames at greater than or equal to the minimum offset from the bearing lines discussed above. Framing of a normal intermediate cross-frame into or near a bearing location along a skewed support line is strongly discouraged unless the cross-frame diagonals are omitted (*NSBA, 2016a*).

As illustrated in Fig. E6.3.3P-1, the skewed cross-frame in this case braces the bottom flange of the inside and outside girders, and also matches up with the bearings on the two interior girders that resist lateral force. Note that the radial intermediate cross-frames are not framed into the bearing locations along the skewed support lines, and are instead offset from the bearings. The radial cross-frames are contiguous within the span as recommended above for horizontally curved I-girder bridges. Refined analysis is recommended to allow for a more detailed examination of cross-frame, lateral bearing reactions and lateral flange bending whenever removal of cross-frames along, and/or in the vicinity of, severely skewed interior support lines is considered.

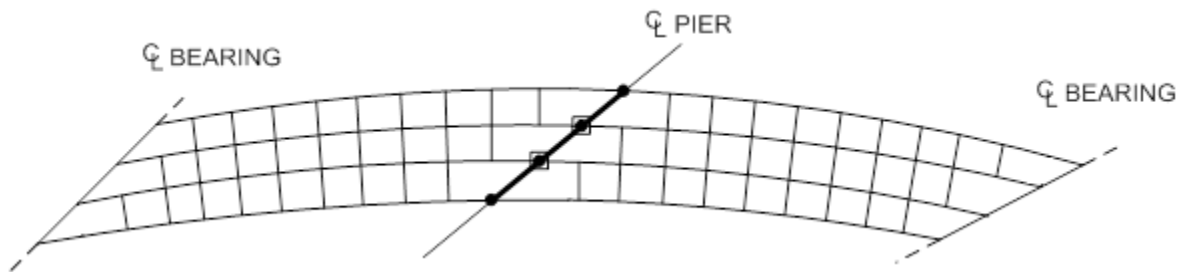


Figure E6.3.3P-1 – Skewed and Curved I-Girder Bridge with Discontinuous Cross-Frames: Cross-Frame along the Skewed Interior Support Line

For skews greater than or equal to  $70^\circ$ , cross-frames along the skewed support line alone may be sufficient. If cross-frames are also provided normal to the girder tangents, they may be spaced too close together along the girders, introducing significant lateral flange bending stresses into the girders.

Whatever the case, consideration should always be given to providing a means to allow jacking of the girders at the supports to replace or repair the bearings, as discussed in BD-619M.

For skewed cross-frames, connection plates should be oriented in the plane of the transverse bracing. The connection plates must be able to transfer the force between the girder and the bracing without undue distortion, as illustrated further in BD-619M.

#### E6.3.4P Skewed Support Lines at Abutments

At skewed abutments (simple supports), a row of cross-frames/diaphragms is always required along the support line to support the free edge of the deck. Thus, a missing intermediate normal (radial) cross-frame/diaphragm is not a concern.

End rotations of the girders create forces in these cross-frames/diaphragms. At cross-frames/diaphragms along skewed end support lines, tangential components of the skewed end support cross-frame/diaphragm forces act along each girder. In order to maintain static equilibrium, vertical bending moments and shears must develop in the girders at the end supports. Note that the larger the rotation and concomitant deflection of the girders, the larger the end moments. In certain cases, these end moments may be important. Since these end moments are usually negative, they can potentially introduce tensile stresses in the deck or subject the bottom flange to compression adjacent to the supports. Generally, these moments cannot be avoided altogether. However, by placing the deck at the ends of the bridge last, the tensile stresses in the deck can be minimized. A6.7.4.2 requires that the effect of the tangential components of force transmitted by the skewed end support members be considered.

The net components of the skewed end support cross-frame/diaphragm forces transverse to the girders introduce a torque at the girder ends. The effect of these transverse forces may need to be considered in the design of the transverse deck reinforcement, particularly when the end cross-frame/diaphragm forces are large.

#### E6.4P FIT

##### E6.4.1P General

A6.7.2 specifies that the contract documents should state the fit condition for which the cross-frames or diaphragms are to be detailed for the following I-girder bridges:

- Straight bridges where one or more support lines are skewed less than 70 degrees;



- Horizontally curved bridges where one or more support lines are skewed less than 70 degrees and with an  $L/R$  in all spans less than or equal to 0.03; and
- Horizontally curved bridges with or without skewed supports and with a maximum  $L/R$  greater than 0.03.

where:

$L$  = span length bearing to bearing along the centerline of the bridge (ft)

$R$  = radius of the centerline of the bridge cross-section (ft)

The intent of this provision is to ensure that the preferences of PennDOT and the Engineer of Record regarding the fit condition are clearly conveyed to those involved in the fabrication and construction of the bridge. The desired outcome, safe, easy and economical construction of skewed and/or curved steel I-girder bridges, is more likely to be achieved if all parties involved in the design and construction of the bridge communicate early to ensure that an appropriate fit decision is made for a particular bridge project.

The “fit” or “fit condition” of an I-girder bridge refers to the deflected girder geometry associated with a specific load condition in which the cross-frames or diaphragms are detailed to connect to the girders. The fit condition is selected to address the tendency of the I-girders to twist in skewed and curved I-girder bridges and must be selected with due consideration of the impact on the assembly of the steel during erection, the effect on the final constructed geometry, and the influence on the internal forces induced in the structure. (*NSBA, 2016*)

Consideration of the fit condition is important since the geometrical relationship between the girders and cross-frames changes for different loading conditions. In all bridge systems (trusses, arches, etc.), the steel components change shape between the fabricated condition, the erected condition, and the final condition. Therefore the associated relationship, or fitting, of the members also changes. When the changes are small, the fit choice can be inconsequential, but when the changes are large, the proper fit choice is essential for achieving a successful bridge project.

A fit decision always must be made so that the Fabricator/Detailer can complete the shop drawings and successfully fabricate the bridge components in a way that allows the Erector/Contractor to assemble the steel and achieve a desired geometry in the field. The fit decision also affects design decisions that must be made regarding the rotation demands on the bearings, as well as the internal forces for which the cross-frames and girders must be designed. The fit condition generally should be selected to accomplish the following objectives, in order of priority: 1) facilitate the construction of the bridge; 2) offset large girder dead load twist rotations and corresponding lateral movements at the deck joints and barrier rails, which occur predominantly at sharply skewed abutment lines; 3) in straight skewed bridges, reduce the refined analysis predicted dead load forces in the cross-frames or diaphragms and the flange lateral bending stresses in the girders, and in horizontally curved bridges, limit the magnitude of additive locked-in dead load force effects. Since the fit choice directly influences the cross-frame fabricated geometry, as well as the bridge constructability and subsequent internal forces, the fit choice should be selected by the Design Engineer, who knows the loads, with proper consideration of the bridge erection. The Design Engineer needs to understand how the bridge will respond to a specific fit condition, particularly how the fit decision may influence the erectability of the steel, how it influences the deflected geometry of the structure under its dead load, and how it affects the internal stresses in the various bridge components.

#### E6.4.2P Design and Analysis

Two different types of forces are influenced by the selected fit condition:

- The bridge internal dead load forces.
- The “fit-up” forces, which are external forces the Erector may need to apply to assemble the structural steel during erection.

These two force effects are discussed separately below in the context of straight skewed and horizontally curved bridges.

##### E6.4.2.1P Straight Skewed Bridges

For Steel Dead Load Fit (SDLF)/ Total Dead Load Fit (TDLF) on a straight skewed bridge, the cross-frame internal forces due to the SDLF/TDLF detailing are essentially equal and opposite to the internal Steel Dead Load (SDL)/ Total Dead Load (TDL) forces calculated by building an Enhanced 2D Analysis or 3D model and simply turning on the corresponding gravity loads (*NSBA, 2016*). These internal forces are not necessarily small; they are essentially equal and opposite to the corresponding internal cross-frame SDL or TDL forces one can estimate from the above type of analysis (or which are

nominally present in the cross-frames if the bridge were built with NLF detailing). However, since the forces due to the SDLF/TDLF detailing are essentially equal and opposite to the above SDL/TDL internal forces, the total internal dead load forces in the cross-frames of a straight skewed bridge detailed for SDLF are small under the SDL (at the completion of the steel erection), and the total internal dead load forces in the cross-frames of a straight skewed bridge detailed for TDLF are small under the TDL (at the completion of the bridge construction).

It is conservative to design the cross-frames in a straight skewed bridge using the results from an Enhanced 2D Analysis or 3D model and neglect the SDLF or TDLF effects (*NSBA, 2016*), which is the current common design practice when the engineer chooses to utilize more than a line girder analysis for the design. In I-girder bridges having a particularly large skew index,  $I_{ss}$  (see DE6.1.2.1P and Table DE6.4.3P-1 and DE6.1.2.1P), the cross-frame forces estimated in this way can be significantly conservative.

When a line girder analysis is employed for the design of a straight skewed I-girder bridge, the line girder analysis assumption that the cross-frames have zero force actually is approximately correct in the SDL condition for SDLF, or in the TDL condition for TDLF. However, it should be emphasized that line girder analysis does not provide any estimate of the non-zero cross-frame forces caused by other effects such as live loads, wind loads, and/or stability bracing effects. Also, it should be emphasized that the cross-frame forces are approximately zero only under the corresponding dead load condition (approximately zero forces under SDL for SDLF and approximately zero forces under TDL for TDLF).

Since the I-girder flange SDL/TDL lateral bending stresses are directly related to the cross-frame internal SDL/TDL forces, the above comments also apply to the girder flange lateral bending stresses. Also, it should be noted that the above comments do not apply to the internal cross-frame forces and girder flange lateral bending stresses due to eccentric overhang bracket loads on fascia girders; the effects of these internal forces can be handled separately from the above overall bridge dead load calculations.

For straight skewed bridges detailed for SDLF, since the internal cross-frame forces induced by SDLF detailing are essentially equal and opposite to the internal SDL forces obtained from an Enhanced 2D Analysis or 3D model (or nominally present in the cross-frames if the bridge were built with No Load Fit (NLF) detailing), little to no forcing is needed to fit the cross-frames and girders during the steel erection. That is, the required external “fit-up” forces are small. Stated more directly, since the cross-frames are detailed to fit to the elevations at which the girders are deflected under the full SDL of the bridge, the cross-frames fit to the girders, when the girders are deflected under their self-weight during the steel erection, without any significant force-fitting. Later, when final dead loads are applied, the girders deflect, the cross-frames resist differential deflections. As a result, the girders experience torsion and the cross-frames are subjected to internal dead load forces during deck placement and other subsequent composite loading. In straight skewed bridges detailed for TDLF, the cross-frames must be forced to fit to the girders during the erection of the steel, but the associated internal forces generally come back out when the final dead loads are applied and the system deflects to the TDLF condition. (*NSBA, 2016*)

As the skew approaches  $90^\circ$  in a straight I-girder bridge, both the internal forces due to SDLF or TDLF detailing, as well as the fit-up forces required to erect the steel, become small and inconsequential. As the differential deflections increase in a straight skewed bridge, all of the above effects become more important. (*NSBA, 2016*)

#### E6.4.2.2P Horizontally Curved Bridges

Curved girder bridges also have internal forces that are induced due to SDLF/TDLF detailing and require externally applied fit-up forces to erect the steel. However, there are important differences in the characteristics of both of these types of forces in curved bridges versus straight skewed bridges. The girders in curved bridges have radial forces introduced by the cross-frames to satisfy equilibrium with their major-axis bending moments and to restrain their tendency to twist. SDLF and TDLF detailing tends to increase these internal cross-frame forces, since the cross-frames are used to twist the girders back in the direction opposite to the direction they naturally roll under the dead loads. (*NSBA, 2016*)

The fundamental difference with respect to straight skewed bridges is that, in straight skewed bridges, internal dead load cross-frame forces are not required for the equilibrium of the girders. Further, curved girders are generally much stiffer than straight girders and the girder vertical and torsional deflections are generally coupled; therefore, curved bridges cannot be detailed for TDLF with the simple expectation that the girders and cross-frames can be forced together during the steel erection (*NSBA, 2016*). In fact, there is potentially no practical way to erect some curved bridges detailed using TDLF.

Curved I-girder bridges have been detailed successfully for SDLF in common practice. As discussed above, this results in some additional internal forces due to the SDLF fit-up effects; however, the additional internal cross-frame forces due to SDLF effects are relatively small in bridges for which SDLF detailing is recommended in Table E6.4.3P-2; i.e., curved bridges with a maximum  $L/R$  less than approximately 0.2. NCHRP (2015) and NSBA (2016a) provide guidance for when the force effects from SDLF detailing may be neglected, and provides simple scale factors that can be applied to the refined analysis results to approximate these effects when they should be considered. As indicated by Table E6.4.3P-2, for bridges with significant horizontal curvature (i.e., with a maximum  $L/R$  greater than or equal to approximately 0.2), NLF is recommended to limit these effects, unless the additive locked-in force effects associated with SDLF detailing are explicitly considered (*NCHRP, 2015; NSBA, 2016a*). These types of bridges are more likely to require significant shoring and support

during the erection as a matter of course – as such, the bridge can be erected in a “quasi” NL condition as the general practice and the cross-frames can be easily installed in this shored condition. (NSBA, 2016)

#### **E6.4.2.3P Calculation of Internal Forces due to SDLF and TDLF Detailing**

It is possible to directly calculate the internal “locked-in forces” associated with SDLF or TDLF detailing directly by analysis, but such an analysis is not customary in I-girder bridge design practice, and guidance for understanding the corresponding forces is lacking. NCHRP funded research has helped to close this knowledge gap, and some findings and recommendations are now published in NCHRP (2015). In lieu of requiring Enhanced 2D Analysis or 3D model that includes the lack-of-fit due to the DLF detailing, NCHRP (2015) also provides a range of simple reduction factors for straight skewed I-girder bridges that may be applied to the cross-frame forces and the flange lateral bending stresses from a refined analysis that does not otherwise account for these effects. For straight skewed I-girder bridges that are detailed for a TDLF, AC6.7.2 provides one of these suggested reduction factors, which may be conservatively applied to the unfactored total dead load cross-frame forces and flange lateral bending stresses determined from the analysis. This reduction is not applicable for straight skewed I-girder bridges detailed for a SDLF. Further discussion of these reduction factors may also be found in NSBA (2016a).

NCHRP (2015) indicates that the girder deflections calculated from an accurate refined analysis, without the consideration of the SDLF or TDLF effects, are sufficient in all cases for the straight and curved bridge characteristics where these detailing methods are recommended or allowed in Tables E6.4.3P-1 and E6.4.3P-2. The Design Engineer does not need consider the influence of the DLF detailing on the girder vertical deflections when setting the girder cambers and/or determining the cross-frame drops and the associated girder connection plate rotational orientations. In addition, NCHRP (2015) finds that the deviation from the targeted girder elevations and the girder plumb condition is small enough to be neglected in all cases that satisfy the recommendations in Tables E6.4.3P-1 and E6.4.3P-2 when the girder deflections are calculated using an accurate refined analysis. Furthermore, the girder layovers in the TDL condition can be estimated as the concrete dead load layovers from a refined analysis, for bridges detailed for SDLF, and the girder layovers in the SDL condition can be estimated as the negative of the concrete dead load layovers from a refined analysis, for bridges detailed for TDLF.

#### **E6.4.3P Recommended Fit Conditions**

I-girder bridges have been detailed for fit for as long as steel stringers, including rolled beams, have been used in bridges. However the challenge of making a good fit choice has increased as bridge geometries have become more complex, and as greater skews, longer span lengths, and sharper curves have resulted in greater differential deflections. Tables E6.4.3P-1 and E6.4.3P-2 provide general fit recommendations which reflect historic experience blended with improved understanding of fit-up forces from recent research:

- To facilitate fit-up (i.e., assembly of the steel) during erection;
- To limit bearing rotation demands and to facilitate deck joint alignment and barrier rail alignment at skewed bearing lines; and
- In horizontally curved bridges, to limit the magnitude of additive locked-in dead load force effects.

Table E6.4.3P-1 – Recommended Fit Conditions for Straight I-Girder Bridges (including Curved I-Girder Bridges with  $L/R$  in all spans less than  $0.03+/-$ )<sup>1</sup> (adapted from NSBA, 2016)

<b>Non-Skewed Bridges and Skewed Bridges with Skew <math>\geq 70</math> degrees +/-</b>			
	<i>Recommended</i>	<i>Acceptable</i>	<i>Avoid</i>
Any span length	Any		None
<b>Skewed Bridges with Skew <math>&lt; 70</math> degrees +/- and <math>I_s \leq 0.30 +/-</math></b>			
	<i>Recommended</i>	<i>Acceptable</i>	<i>Avoid</i>
Any span length	TDLF or SDLF		NLF
<b>Skewed Bridges with Skew <math>&lt; 70</math> degrees +/- and <math>I_s &gt; 0.30 +/-</math></b>			
	<i>Recommended</i>	<i>Acceptable</i>	<i>Avoid</i>
Span lengths $\leq 200$ feet +/-	SDLF	TDLF	NLF
Span lengths $> 200$ feet +/-	SDLF		TDLF & NLF

Note:

1. For the various recommended fit conditions presented, the span length, skew, and curvature limits should be considered approximate guidelines and should be evaluated in the full context of the geometric and structural complexity of the given bridge.

Table E6.4.3P-2 – Recommended Fit Conditions for Horizontally Curved I-Girder Bridges [ $(L/R)_{MAX} \geq 0.03 +/-$ ]<sup>1,2</sup> (adapted from NSBA, 2016)

<b>Radial or Skewed Supports</b>			
	<i>Recommended</i>	<i>Acceptable</i>	<i>Avoid</i>
$(L/R)_{MAX} \geq 0.2 +/-$	NLF <sup>3</sup>	SDLF	TDLF
All other cases	SDLF	NLF	TDLF

Notes:

1. For the various recommended fit conditions presented, the span length, skew, and curvature limits should be considered approximate guidelines and should be evaluated in the full context of the geometric and structural complexity of the given bridge.
2. The recommendation of SDLF for cases identified in the table is based on many years of practice and recent research. In practice the use of SDLF has been almost universal for curved I-girder bridges with  $(L/R)_{MAX} < 0.2$ . The recommendation transitions to NLF above the limit based on a study of these types of bridges (NCHRP, 2015) which shows the locked-in lac-of-fit forces can become significant in bridges with longer spans and smaller radii. NLF matches the normal analysis methods used in the design and will provide a better match between predicted forces and displacements than SDLF when the steel dead load displacements become large. Practice and the research has demonstrated that the use of a TDLF for curved bridges with or without skew and with a maximum  $L/R$  greater than 0.03, can potentially render the bridge unconstructable. Curved I-girders, in particular, resist the twisting required to fit the steel together via their coupled resistance to major-axis bending and twisting. This behavior tends to increase the difficulty of fitting the steel together during the steel erection. Therefore, A6.7.2 states that a TDLF should not be specified for curved I-girder bridges with or without skew and with a maximum  $L/R$  greater than 0.03.
3. The recommendation to use NLF detailing does not necessarily imply the need to use temporary shoring, nor does the use of SDLF detailing imply that temporary shoring cannot be used. As discussed in DE6.4.2P, the choice of detailing method affects the nature and magnitude of the bridge's internal dead load forces and of the "fit-up" forces which the Erector may need to apply to assemble the structural steel. The nature and magnitude of these forces are also influenced by the use of temporary shoring. Bridges erected without temporary shoring can be detailed for NLF and successfully erected if the fit-up forces are manageable. Likewise, bridges which are to be erected using some form of temporary shoring can be detailed for SDLF and successfully erected if the fit-up forces are manageable.

The generalized terms used in the preceding tables are defined as follows:

- $L$  = actual span length, bearing to bearing along the centerline of the girder
- $R$  = radius at bridge centerline
- The skew index,  $I_s$ , is defined in DE6.1.2.1P.

Both SDLF and TDLF are customary long-used industry practices for straight bridges, but they are not used universally for all situations. That is, there are trade-offs between the two approaches. TDLF results in a bridge whose webs are nominally plumb after construction and produces smaller rotation demands at the bearings. However, at the end of the steel erection there will be an initial girder layover (until final dead loads are applied), and the girders and cross-frames must be forced together during erection. The use of such force is common, but may not be workable in some cases for longer span highly-skewed bridges.

Conversely, SDLF makes straight skewed bridges easier to erect and results in webs that are plumb after erection; however, after the final dead loads are applied, some girder layover will be present. The bearings must be able to accommodate the associated girder rotations from SDLF to final condition. This final layover is not known to cause any particular girder behavior problems.

Generally NLF is not recommended for straight skewed bridges because NLF would lead to a need to accommodate girder twist rotations at the abutment bearings that can otherwise be avoided, and it does not facilitate fit-up or improve the final plumb condition. In the limiting condition of a bridge which is straight with no skew in any of the supports, (i.e., a “square” bridge), the effects of the fit condition become small and essentially inconsequential and the results of the different cross-frame detailing methods are all the same.

In horizontally curved bridges, the additional internal cross-frame due to SDLF effects, tend to be relatively small, and as such, these forces can be neglected in most cases. However, for longer span curved bridges with significant horizontal curvature, as quantified in Table E6.4.3P-2, the designer should evaluate the additive force effects from SDLF before specifying this method of detailing, as discussed above. The local twisting of I-girders to make connections also tends to become more difficult for bridges having longer spans and tighter curves. In these cases, NLF is recommended as a preferred option.

The recommendations in Tables E6.4.3P-1 and E6.4.3P-2 assume that the proper steps have been taken to ensure global stability of the bridge system during construction, such as discussed in DE6.1.2.3P.

#### **E6.4.4P Bearings at Skewed Supports**

At skewed bearing lines, the girder twist rotations can contribute substantially to the bearing rotation demands. A2.5.2.6.1 requires that the computed bearing rotations in skewed bridges be accumulated over the assumed construction sequence. The accumulated factored bearing rotations due to the dead loads at any construction stage (as affected by SDLF or TDLF detailing effects, when these types of detailing are used) are not to exceed the rotation capacities of the bearings.

“Positive” girder twist rotations (layovers) occur at skewed bearing lines due to the dead and live load effects. Furthermore, “negative” girder twist rotations are generated at these locations when SDLF or TDLF detailing is used. The “negative” twist rotations due to the SDLF or TDLF detailing effects offset the TDL rotations (partially or fully) once the TDL is in place on the bridge; however, before the various dead loads are in place, the girders can have twist rotations that are opposite in direction to that which they want to roll under the dead loads.

Meanwhile, the vertical load demand on the bearings is different at each stage of construction (structural steel alone in place, structural steel plus deck in place, etc.) as well as under in-service conditions (bridge open to traffic, subject to live load, thermal expansion/ contraction, wind loads, etc.). Therefore, designers should consider each of the bearing load and rotation demand conditions that may occur at various stages of construction and service, including consideration of both the maximum “negative” as well as the maximum “positive” twist rotations of the girders, when designing the bearings.

The designer should keep in mind that the “negative” rotational demands on the bearings are temporary. The bearings can be designed to accommodate these “negative” rotational demands, or if the “negative” twist rotations are a cause for concern, the girders can be “blocked” (supported on temporary blocking) to protect the bearings during construction. Meanwhile, if the “positive” rotational demands on the bearings are excessive under final conditions, one way to mitigate these effects and reduce long term rotational demand on the bearings is to use beveled sole plates, with the sole plate bevels determined so as to compensate for the girder layover and result in a level surface at the top of the bearing.

In addition, it should be noted that the girder twist rotations at interior piers of continuous spans are generally much smaller than at the end supports, and thus the bearing rotation demands at the interior bearing lines on continuous-span bridges are generally much smaller.

Listed below are some specific considerations related to bearing rotational demands, associated with the various fit conditions:

- (a) For TDLF detailing, where the bearings can be protected by blocking during the steel erection, the maximum “negative” rotation demand from the girder twisting occurs at the completion of the steel erection; the magnitude of this rotation is equal to the girder twist rotation caused by the TDL minus the girder twist rotation due to the SDL. Where the bearings are not protected by blocking during the steel erection, the “negative” girder twist rotation due to the TDLF detailing effects is the negative of the girder rotations caused by the TDL. These “negative” rotations can cause uneven seating or lift-off at the bearings. However, these rotations are temporary and will be removed when the TDL is applied and the girders rotate to an approximately plumb position. For TDLF detailing, the maximum “positive” rotation demand from the girder twisting occurs under live loads. However, this demand is generally small since the girders are approximately plumb at the skewed bearing lines under the nominal TDL. This is contrary to the assumption often made in design practice that the bearings are level and plumb under NL and “fully rotated” under the TDL and live load.
- (b) For SDLF detailing, there is essentially zero net “negative” twist rotation at the bearings at the completion of the steel erection. Negative rotations can occur prior to completion of the steel erection, and uneven seating or lift-off may be observed at the bearings during the erection at highly skewed end supports (since the vertical loads may not be large enough to maintain contact between the sole plates and the bearings). However, these are temporary conditions that will be relieved as the erection proceeds and the girders rotate to an approximately plumb position. As such, these rotations usually should not be a cause for concern. If there is concern, the bearings can be protected against these rotations by blocking. The “negative” girder twist rotations due to SDLF detailing effects are opposite to the girder rotations caused by the SDL.
- (c) For SDLF detailing, the maximum “positive” rotation demand from the girder twisting occurs due to a combination of the effects of the additional dead load applied after the steelwork is completed (i.e., the additional dead load associated with the changes from the SDL to the TDL condition) plus the subsequent live load effects; however, this rotation is smaller than if the bridge is detailed for NLF. The girders are approximately plumb at the skewed bearing lines at the completion of the steel erection, and they rotate out-of-plumb under the subsequent dead and live loads.
- (d) For NLF detailing, there are no “negative” girder twist rotations at the skewed bearing lines during the construction, since there are no compensating effects from the detailing of the cross-frames. The “positive” girder twist rotations from the TDL contribute additively to the “positive” rotation demands on the bearings. This is consistent with typical design approaches that ignore the “negative” rotations from SDLF or TDLF detailing. However, it is important to note that at highly skewed bearing locations, the use of NLF detailing and/or the neglect of SDLF or TDLF detailing effects can result in large dead load twist rotations for bearing design.
- (e) In all of the above cases, PennDOT requires that service load combinations be considered in determining the rotation demands for the design of the bearings. Although SDLF and TDLF detailing effects are technically “locked-in” force effects, these effects are closely tied to the corresponding dead loads. The “negative” rotations associated with the SDLF or TDLF detailing effects are to be added to the appropriate dead and live load effects to obtain the total twist rotation demands on the bearings.

The girder twist (layover) rotations,  $\phi_z$ , at skewed bearing lines due to the SDL or the TDL effects alone (unfactored or factored) may be estimated as

$$\phi_z = \frac{\phi_x}{\tan \theta} \quad (\text{E6.4.4P-1})$$

where  $\phi_x$  is the girder major-axis bending rotation due to the desired dead load effect, and  $\theta$  is the skew angle of the support measured with respect to the longitudinal axis of the girder (equal to  $90^\circ$  for no-skew). This equation is applicable as a reasonable approximation for both straight skewed and curved and skewed bridges.

The total rotational demands on the bearings at a skewed bearing line should consider both the twist and the major-axis bending rotational demands from the girders (i.e., the dead and live load rotations about the longitudinal axis of the girders as well as the dead and live load rotations about the transverse axis of the girders). It is important to recognize that the initial camber of the girders generally offsets the girder major-axis rotations at the bearings due to the Total Dead Load (TDL), much like the TDLF effects offset the girder twist rotations due to the TDL.

Depending on the type and configuration of the bearings, it may be appropriate to consider the vector sum of the two orthogonal rotational demands to determine the total rotational demand on the bearings, that is:

$$\text{Total Bearing Rotation Demand} = \sqrt{\Phi_x^2 + \Phi_y^2} \quad (\text{E6.4.4P-2})$$

One should keep in mind that, for skewed and/or curved bridges, the bearing vertical reactions for each girder at any given support will likely be different. In some cases (i.e., severe skew or severe curvature), one or more bearings at a given support may experience uplift under one or more loading conditions. An Enhanced 2D Analysis or 3D model may be appropriate or necessary to properly quantify the bearing reactions for some curved and/or skewed bridges.

In summary, it is critical that designers fully consider the vertical load, horizontal load, and rotational demands on bearings at all stages of construction and under final, in-service conditions. The choice of fit condition (NLF, SDLF, or TDLF) affects the magnitudes and directions of girder twist (layover) rotations at the various stages of construction and in the final constructed geometry. In addition, the girder cambers affect the magnitude of the bearing dead load major-axis rotations. An evaluation of the concurrent vertical and horizontal loads and the longitudinal and transverse rotations at each stage of construction and under final in-service conditions should be performed to identify potentially critical bearing design cases. In addition, designers should consider options to mitigate or adjust rotational demands on bearings, including the use of beveled sole plates (potentially beveled both longitudinal and transversely), and specifying that girders be blocked to protect bearings during the steel erection. The use of TDLF and SDLF reduces girder layover rotations at skewed bearing lines. Engineers should include this consideration as part of their decision-making process when choosing the method of detailing, but it is only one of a number of pros and cons that must be considered in making a decision. Fit-up during erection, when that may be an issue, is typically the overriding consideration.

### E6.5P STRENGTH AND STIFFNESS REQUIREMENTS FOR TORSIONAL STABILITY BRACING

The most common form of bracing in steel bridge systems are cross frames or diaphragms that restrain the twist of the girders and are thereby typically classified as torsional braces. Concrete bridge decks in composite systems also provide torsional resistance to the girders. Effective stability bracing must possess sufficient stiffness and strength. See BD-619M for additional requirements.

The stiffness requirement,  $\beta_T$ , for torsional stability bracing as presented in the FHWA Steel Bridge Design Handbook Volume 13 (2012) is:

$$\beta_T = \frac{2.4 L M_f^2}{\phi n E I_{\text{eff}} C_{\text{bb}}^2} \quad (\text{E6.5P-1})$$

The strength requirement,  $M_{\text{br}}$ , for torsional stability bracing as presented in the FHWA (2012) is:

$$M_{\text{br}} = \frac{(0.005) L_b L M_f^2}{n E I_{\text{eff}} C_{\text{bb}}^2 h_o} \quad (\text{E6.5P-2})$$

where:

$\beta_T$  = minimum required torsional stiffness (k-in/radian)

$M_{\text{br}}$  = additional torsional stability bracing force to be combined with other cross-frame force effects (k-in)

$L$  = span length (in.)

$M_f$  = ultimate major-axis moment within the span (kip-in). Load combinations for given Limit States are shown in BD-619M.

$\phi$  = 0.75

$n$  = number of torsional braces within the span

$E$  = modulus of elasticity of the structural steel (ksi)

$I_{\text{eff}}$  = effective moment of inertia, and is taken as  $I_{\text{yc}} + (t/c) I_{\text{yt}}$  (in<sup>4</sup>)

$I_{\text{yc}}$  = moment of inertia of the compression flange about the vertical centroidal axis of a single girder within the span under consideration (in<sup>4</sup>).

$I_{\text{yt}}$  = moment of inertia of the tension flange about the vertical centroidal axis of a single girder within the span under consideration (in<sup>4</sup>).

$t$  = distance from the centroid of the noncomposite steel section under consideration to the centroid of the tension flange (in.). The distance shall be taken as positive.

$c$  = distance from the centroid of the noncomposite steel section under consideration to the centroid of the compression flange (in.). The distance shall be taken as positive.

- $C_{bb}$  = moment modification factor for the full bracing condition, may be taken as  $C_{bb} = 12.5 M_{max} / (2.5 M_{max} + 3 M_A + 4M_B + 3M_C)$ , where  $M_A$  is at  $0.25L$ ,  $M_B$  is at  $0.5L$  and  $M_C$  is at  $0.75L$ . Refer to AISC, Equation (F1-1).
- $L_b$  = unbraced length (in.)
- $h_o$  = distance between the flange centroids (in.)

For a singly-symmetric section  $I_{yc}$  and  $I_{yt}$  are the out-of-plane moments of inertia of the compression and tension flanges, respectively. If the cross section is doubly symmetric,  $I_{eff}$  becomes  $I_y$ . All torsional bracing (nodal and continuous) use the same basic design formulas.  $\beta_T$  is defined as the torsional stiffness of the nodal bracing.  $M_{br}$  is the moment to be resisted by the nodal torsional brace (for continuous bracing  $L_b/n$  is taken as 1.0). For cross frames the moment,  $M_{br}$ , is converted to chord forces in the cross frame members by dividing the moment by the distance between the centroids of the top and bottom chords. When the values of the variables in the two unbraced segments adjacent to a nodal brace are different, the brace can be designed for the average of values of the strength and stiffness determined for both segments. It is conservative to take  $C_{bb}$  equal to 1.0.

For more guidance and commentary on Eqs. E6.5P-1 and E6.5P-2, the variables, and their implementation, see the FHWA (2012) and Coletti and Grubb (2016), which offers a full discussion of the stability bracing strength and stiffness provisions.

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**7.4 MATERIALS**

**7.4.1 General**

The following shall supplement A7.4.1.

The use of aluminum as bridge or other structural material is not allowed, except as depicted in Standard Drawings. If aluminum usage is prescribed by the Chief Bridge Engineer, applicable specifications will be determined or established at that time.

Aluminum appurtenances are allowable as per the BC Standard Drawings.

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**8.4 MATERIALS**

8.4.1 Wood Products

**C8.4.1**

Add the following sentence to the end of the second paragraph.

Reference values from the most current *National Design Specification (NDS) for Wood Construction* shall be used.

**8.4.2 Metal Fasteners and Hardware**

**8.4.2.2 Minimum Requirements**

*8.4.2.2.2 Prestressing Bars*

The following shall supplement A8.4.2.2.2.

For additional requirements on prestressing bars see A5.4.4.1 and D5.4.4.1.

**8.11 BRACING REQUIREMENTS**

**8.11.2 Sawn Wood Beams**

The following shall replace the third sentence of the first paragraph.

The spacing of intermediate bracing shall be based on lateral stability and load transfer requirements, but shall not exceed 20 ft.

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**9.2 DEFINITIONS**

The following shall supplement A9.2.

**Overhang Length** - The length measured normal to the exterior girder to the edge to the deck.

The following shall replace the skew angle definition in A9.2.

**Skew Angle** - Angular measurement between the bridge centerline (or tangent thereto) and a line parallel to the support; a 90° skew angle defining a right bridge (See PP3.2.2).

**9.4 GENERAL DESIGN REQUIREMENTS****9.4.3 Concrete Appurtenances**

The following shall replace A9.4.3.

Unless otherwise specified by the Chief Bridge Engineer, concrete curbs, barriers and dividers should be made structurally continuous.

Deflection joints in the concrete portion of the barrier shall be provided as shown in the modified deflection joint details on BC-752M. The spacing of the deflection joints shall comply with BD-660M. Longitudinal barrier bars shall be continuous through the deflection joints.

**9.5 LIMIT STATES****9.5.1 General**

The following shall replace the first paragraph of A9.5.1.

The structural contribution of a concrete appurtenance to the deck will be neglected for all limit states.

**9.5.2 Service Limit States****9.5.3 Fatigue and Fracture Limit State**

Delete “Open grid” from beginning of first sentence.

**9.5.5 Extreme Event Limit States**

The following shall replace A9.5.5.

Decks shall be designed for force effects transmitted by traffic, barriers and railings using loads, analysis procedures and limit states specified in A13 and D13.

For the barriers shown in the Standard Drawings, the deck and overhang designs provided on BD-601M are designed for the controlling condition.

**C9.4.3**

The following shall replace AC9.4.3.

Experience indicates that the interruption of concrete appurtenances at locations other than deck joints does not serve the intended purpose of stress relief. Large cracks, only 1 ft. or so away from open joints, have been observed in concrete barriers.

**C9.5.1**

Delete the first paragraph of AC9.5.1.

**C9.5.2**

The following shall supplement AC9.5.2.

Before any testing of the deck is begun (in order to determine the limits for excessive deck deformation), the Chief Bridge Engineer must review and approve the testing procedure. The results of this testing must also be approved by the Chief Bridge Engineer.

**C9.5.3**

PennDOT does not permit the use of open grid decks as stated in DC9.8.2.2.

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**9.6 ANALYSIS****9.6.1 Methods of Analysis**

The following shall replace A9.6.1.

Approximate elastic methods of analysis, specified in A4.6.2.1, shall be used for the various limit states in A9.5.

If approved by the Chief Bridge Engineer, refined methods, specified in A4.6.3.2, may be used for the various limit states in A9.5.

The empirical design of concrete slabs, specified in A9.7.2, will be used only if prescribed by the Chief Bridge Engineer.

**9.7 CONCRETE DECK SLABS****9.7.1 General****9.7.1.1 Minimum Depth and Cover**

The following shall replace A9.7.1.1.

The minimum depth of concrete deck is 8 in. which includes a 1/2-in. wearing surface. Therefore, the minimum structural depth of concrete deck is 7 1/2 in.

Minimum cover shall be in accordance with the provisions of D5.10.1.

For composite adjacent box beam superstructures, the deck slab thickness shall be 5 1/2 in. minimum, including a 1/2-in. integral wearing surface with one mat of reinforcement. Slab thickness may need to be increased to provide minimum required cover for bridges made continuous for live load.

When AASHTO I-beams, Type V or VI, or PA Bulb-Tee beams are placed adjacent, the deck slab thickness shall be 7 1/2 in., including a 1/2-in. integral wearing surface with two mats of No. 4 reinforcement.

For concrete decks where mechanical grinding is specified, provide an additional 1/4 in. of initial depth to ensure a 1/2-in. wearing surface after texturing.

**9.7.1.3 Skewed Decks**

The following shall replace A9.7.1.3.

If the skew angle of the deck is from 90° to 75°, the primary reinforcement shall be placed parallel to the skew. If the skew angle of the deck is less than 75°, the primary reinforcement shall be placed perpendicular to the main supporting components. BD-660M provides additional information.

**C9.7.1.1**

Delete the last paragraph of AC9.7.1.1.

**C9.7.1.3**

The following shall replace AC9.7.1.3.

The intent of this provision is to prevent extensive cracking of the deck, which may be the result of having no appreciable reinforcement acting in the direction of principal flexural stresses due to a heavily skewed reinforcement, as shown in Fig. AC9.7.1.3-1.

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9.7.1.5 Design of Cantilever Slabs

9.7.1.5.1P Overhang of Deck Slab on Concrete and Steel Girder Bridges

C9.7.1.5.1P

The maximum overhang length shall not exceed either:

- the girder depth,
- requirements in A4.6.2.2, or
- requirements given in Table 9.7.1.5.1P-1 based on the exterior girder deflection.

For overhangs greater than 0.5S, the overhang and girder spacing must be approved by the District Bridge Engineer at the type, size and location stage.

The overhang is measured from the centerline of the girder web for steel I beams. For P/S Box Beams the overhang is measured from the centerline of the web.

The study “Impact of Overhang Construction on Girder Design” by the University of Texas at Austin for the Texas Department of Transportation shows the effects of overhang construction on the behavior of concrete and steel systems. The maximum overhang length depends on overhang geometry, overhang loading, design methodology and construction approach. Both global and local stabilities of the fascia girder/beam during overhang construction need to be investigated to determine the maximum overhang length. Detailed discussion of maximum overhang for concrete and steel systems is presented in this study. The methodology presented in the study accounts for strength load combination as well as addressing the rotation of the fascia girder and subsequent effects on deck reinforcing steel clearances.

Table 9.7.1.5.1P-1 – Exterior Girder Deflection Versus Overhang

Maximum LL+I Deflection Exterior Girder $\Delta$	Maximum Overhang X
$L/800 = \Delta$	0.5 S
$L/1000 < \Delta < L/800$	Eq. 9.7.1.5.1P-1
$\Delta < L/1000$	0.625 S

$$X = S \left\{ 0.5 + 0.125 \left( \frac{0.00125L - \Delta}{0.00025L} \right) \right\} \quad (9.7.1.5.1P-1)$$

where:

X = maximum permitted overhang measured normal to the exterior girder from edge of deck to centerline of exterior girder (ft.)

S = Stringer spacing between the exterior girder centerline and adjacent interior girder centerline. When there is a variable stringer spacing, the stringer spacing is assumed to be the spacing between the exterior and interior girders at 1/3 of the span length measured from the narrow end of the stringer spacing (ft.)

L = span length (ft.)

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$\Delta$  = maximum deflection of the exterior girder caused by design live load (excluding permit load), plus impact (ft.)

Any exception to the above criteria is permitted only with approval of the District Bridge Engineer.

The designer shall design and detail one method to stabilize the exterior girder to prevent excessive rotation and/or rollover of the exterior girder. In addition, a note shall be placed on the contract plans alerting contractors that the contractor shall check the need for the temporary bracing between the exterior girder and adjacent interior girder to prevent exterior girder rotation during the deck placement. The contractor will be required to submit for Department approval the drawings and calculations of the temporary bracing scheme.

The deck slab overhanging the girder adjacent to a longitudinal median joint shall have the same overhang and temporary bracing requirements as provided for the exterior girder.

**9.7.1.6P Reinforcement Requirements**

No transverse reinforcement bars larger than No. 6 shall be used in the deck slab.

Reinforcement in the compression face of the deck slab shall not be considered in the design.

For steel girders and P/S concrete PA I-beams or PA bulb-tee beams without SIP forms, haunches with a depth greater than or equal to 3 in. shall be reinforced in accordance with BD-601M. For AASHTO I-beams, P/S concrete spread box beams and P/S concrete PA I-beams or PA bulb-tee beams with SIP forms, haunch reinforcement is only required if the haunch depth exceeds 5 in.

For deck protection guidelines, see D5.4.3.6P.

The minimum spacing of transverse bars shall not be less than 5 1/2 in.

**9.7.1.7P Deck Construction Joints**

Deck construction joints are permitted as shown on the plan. However, no material from any bulkhead type may remain in place.

## COMMENTARY

Stabilizing the exterior girder of a steel bridge involves bracing the top and bottom flanges of the girder. The stabilization consists of a tension tie connecting the top flanges in conjunction with compression struts bracing the bottom flanges of the girders in the cross section. Typically the bracing of the bottom flanges is constructed with timber struts and the restraint of the top flange is constructed with a structural shape such as an angle or even a reinforcing bar. The bracing and tension ties are typically placed at one-third points between cross frames. The flange tension tie can be embedded in the deck or placed below the deck as long as it does not interfere with the stay-in place deck forms. For top flanges in compression, a welded tension tie attachment to the top flange can be used. Tack welding a reinforcing bar to the stems of shear studs to provide a tension tie is not permitted. This note is required if the criteria in Table 9.7.1.5.1P-1 is violated and the District Bridge Engineer has given an exception.

**C9.7.1.7P**

Expanded polystyrene sheets have also been used at bridge deck construction joints. This is an undesirable detail if the sheets are left in the deck, since it introduces a formed crack which would be a potential maintenance problem. In addition, corrosion will eventually develop in this joint, even though a galvanized metal sheet is provided. However, this detail may be used if the expanded polystyrene sheet is removed after hardening of the concrete.

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## COMMENTARY

**9.7.1.8P Closure for Deck Placement**

When the project allows, consider short-term closure of structures during deck placement when staged construction is utilized.

**9.7.1.9P Staged Adjacent Box Beam Bridges**

Special consideration is required for adjacent box beam superstructures related to the grouting of the shear key between a completed construction stage and the active construction stage prior to post-tensioning the entire structure. The designer may need to incorporate independent post-tensioning ducts for each stage of construction and a secondary post-tensioning duct for the entire structure similar to the details shown on BC-775M. Preloading the active construction stage may achieve the construction tolerances to permit the shear key to be grouted and the entire structure to be post-tensioned prior to placing the deck concrete in the active construction stage. If preloading is not viable, a secondary closure pour between construction stages will need to be included in a conceptual construction sequence that is part of the contract documents.

**9.7.2 Empirical Design**

The following shall supplement A9.7.2.

NOTE: An empirical design is only to be used if prescribed by the Chief Bridge Engineer.

**9.7.2.2 Application****9.7.2.4 Design Conditions**

The following shall supplement A9.7.2.4.

The bulleted items in A9.7.2.4 are the minimum for an empirical design. For an empirical design to be valid in Pennsylvania, a deck must comply with PennDOT standards and these bulleted items.

**9.7.2.5 Reinforcement Requirements**

The following shall replace the last paragraph of A9.7.2.5.

If the skew is less than 75°, the specified reinforcement in both directions shall be doubled in the end zones of the deck. Each end zone shall be taken as a longitudinal distance equal to the effective length of the slab specified in A9.7.2.3.

**C9.7.1.9P**

The Department has previously implemented preloading and secondary deck closure pour requirements in contract documents due to the large differential vertical displacement between a completed stage of construction and the active stage of construction. A measure to reduce the deflection on the first stage is to specify a steel temporary bridge barrier instead of a temporary concrete barrier.

**C9.7.2.2**

Delete the second paragraph of AC9.7.2.2.

**C9.7.2.5**

The following shall replace the last paragraph of AC9.7.2.5.

The intent of this provision is crack control. Beam slab bridges with a skew less than 65° have shown a tendency to develop torsional cracks due to differential deflections in the end zone, OHBDC (1983). The extent of cracking is usually limited to a width that approximates the effective length.

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**9.7.4 Stay-in-Place Formwork****9.7.4.1 General**

The following shall replace the first bulleted item in the second paragraph of A9.7.4.1.

- 65% of the yield strength of steel, or

The following shall supplement A9.7.4.1.

The use of permanent metal deck forms shall be specified in all superstructure designs, unless it is not feasible. The use of removable forms should be called for on the plans as an alternative to the permanent metal deck forms.

Deck slab details and beam and diaphragm haunch details shall conform to details shown on the standards. The overall depth of forms and the support details shall not be shown on the design drawings.

There shall be no pay item for the forms.

If permitted by the Chief Bridge Engineer, prestressed concrete planks which form an integral part of the deck slab may be used in lieu of separate deck forms.

**9.7.4.2 Steel Formwork**

The following shall supplement A9.7.4.2.

Details of forms shall not be shown on the contract drawings, but applicable Standard Drawings for permanent metal deck forms shall be referred to on the supplemental drawings table on the contract drawings for details.

The maximum corrugation depth and width shall be such that the total dead load of the form and of the concrete in the form does not exceed 0.015 ksf and that the dead load deflection due to the weight of plastic concrete, deck steel reinforcement and form does not exceed the following:

- For design span lengths, S, less than or equal to 10 ft.,  $S/180$  or 1/2 in., whichever is less
- For design span lengths, S, greater than 10 ft.,  $S/240$  or 3/4 in., whichever is less.

The total of these loads, for design purposes, shall not be less than 0.180 ksf. The permissible form camber shall be based on the actual dead load condition. Camber shall not be used to compensate for deflections in excess of the foregoing limits. Some new forms are manufactured in such a way as to eliminate concrete in the valleys.

In using permanent metal deck forms, an additional dead load consisting of the weight of the metal forms and the weight of the concrete in the valley of the forms shall be taken into account in the design.

The quantity of Class AAAP cement concrete shall be computed to include concrete in the valleys of the metal forms (this may be approximated by adding an extra 1 inch thickness to the deck), plus compensation for deflection. A

## COMMENTARY

**C9.7.4.1**

The following shall supplement AC9.7.4.1.

It has been observed during construction that concrete placed by bucket or pumping operation may be 50% to 100% thicker than the design slab thickness at a particular location prior to vibrating and striking for finishing.

**C9.7.4.2**

Delete AC9.7.4.2.



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note stating “Quantity of Class AAAP Cement Concrete includes Concrete in the Valleys of the Metal Forms” shall be shown under the table of “Summary of Quantities”, where applicable.

**9.7.4.3 Concrete Formwork***9.7.4.3.2 Reinforcement*

The following shall supplement A9.7.4.3.2.

For prestressed concrete planks, prestressing tendons shall protrude from the plank a sufficient distance to develop anchorage in the cast-in-place portion of the deck slab between the ends of the planks.

*9.7.4.3.5P Additional Requirements*

Precast prestressed deck planks used as permanent forms spanning between stringers shall be designed compositely with the cast-in-place portion of the slabs to support additional dead loads and live loads.

The planks shall be analyzed assuming they support their self-weight, any construction loads, and the weight of the cast-in-place concrete, and shall be analyzed assuming they act compositely with the cast-in-place concrete to support moments due to additional dead loads and live loads.

Live load moments shall be computed in accordance with A4.6.2.1.

In calculating stresses in the deck planks due to negative moment near the stringer, no compression due to prestressing shall be assumed to exist.

Deck planks shall be prestressed with pretensioned strands. The strands shall be in a direction transverse to the stringers when the planks are on the supporting stringers.

Reinforcing bars, or equivalent mesh, shall be placed in the plank transverse to the strands to provide at least 0.11 in<sup>2</sup> per foot of the plank.

**9.7.5 Precast Deck Slabs on Girders****9.7.5.1 General**

The following shall replace A9.7.5.1.

Both reinforced and prestressed precast concrete slab panels may be used. The minimum depth of the slab shall be as specified in D9.7.1.1.

All reinforcing steel and accessories (prestressed anchorage, couplers, etc.) shall be epoxy-coated for the full-depth deck panels in accordance with AASHTO M 284. Special provisions concerning precast deck units shall be furnished by the designer, including the deck unit fastening systems, prestressing system corrosion protection, post-tension requirements at the deck panel joints, fabrication and erection requirements, and detailed information on deck unit joints, deck unit adjustment, and, if required, deck unit

## COMMENTARY

*C9.7.4.3.2*

The following shall supplement AC9.7.4.3.2.

Before any testing of epoxy-coated strands is begun (in order to determine transfer and development lengths), the Chief Bridge Engineer must review and approve the testing procedure. The results of this testing must also be approved by the Chief Bridge Engineer.

**C9.7.5.1P**

The requirements given in D9.7.5.2 and D9.7.5.3 for post-tensioning of the joints is to eliminate joint deterioration.

Precast deck may not be practical for:

- short spans or small bridges where the quantity of precast deck is very small,
- continuous bridges, or
- bridges on a curve.

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beam composite interaction. Note that an unbonded post-tensioning system will not be permitted.

**9.7.5.2 Transversely Joined Precast Decks**

The following shall replace A9.7.5.2.

Transversely joined precast decks shall have sufficient bonded longitudinal post-tensioning to cause the precast deck panels to behave as a continuous unit across the joints when no mild reinforcement is provided in the joints. No longitudinal post-tensioning is required if reinforcement and Ultra High Performance Concrete is used to create continuity between deck panels.

**9.7.5.3 Longitudinally Post-Tensioned Precast Decks**

The following shall replace the second paragraph of A9.7.5.3.

The transverse joint between the components and the block-outs at the coupling of post-tensioning ducts shall be specified to be filled with an epoxy non-shrink grout having a minimum compressive strength of 5.0 ksi at 24 hours.

**9.7.6 Deck Slabs in Segmental Construction****9.7.6.2 Joints in Decks**

The following shall replace A9.7.6.2.

Joints in the decks of precast segmental bridges may be epoxied match-cast surfaces, or cast-in-place concrete.

The strength of cast-in-place concrete joints shall not be less than that of the precast concrete. The width of the concrete joint shall permit the development of reinforcement in the joint or coupling of ducts, if used, but in no case shall it be less than 12 in.

Dry joints are not permitted in Pennsylvania.

**9.8 METAL DECKS****9.8.1 General**

## COMMENTARY

**C9.8.1P**

The use of steel beam flooring as currently manufactured, unless specifically designed for fatigue, should be avoided for projects whenever the anticipated total accumulative truck traffic will exceed 300,000 trucks, with a mass exceeding 6.0 kips per lane during the expected life of the flooring, unless the flooring is filled with concrete, either full-depth or half depth, as soon as possible after installation. Open steel beam bridge flooring has generally been a problem to maintain when subjected to heavy truck traffic, mainly as a result of the breaking of the welds and fatigue cracks (with ultimate fracture) of the cross bars, which are the most critical components of the grid floor. The flat-bar types appear to perform better relative to fatigue than the I-bar types.

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Concrete-filled steel beam flooring performs satisfactorily relative to fatigue if properly connected to the stringers and girders. However, problems have been encountered with some filled steel grids growing in length and with welds breaking due to corrosion. Also, in some cases, apparently associated with the use of filled steel grid, a significant number of rivets and bolts have failed in stringer-to-floorbeam connections.

The first preference for a bridge deck should always be a conventional reinforced concrete slab.

**9.8.2 Metal Grid Decks****9.8.2.1 General**

The following shall replace the third paragraph of A9.8.2.1.

Compute composite section properties for filled or partially filled decks as described in BD-604M. Where filled or partially filled grid decks are modeled for analysis as either an orthotropic plate, or an equivalent grillage, flexural and torsional rigidities may be obtained by other accepted and verified approximate methods or by physical testing which must be approved by the Chief Bridge Engineer.

**9.8.2.2 Open Grid Floors**

Delete A9.8.2.2.

**C9.8.2.2**

Delete AC9.8.2.2  
PennDOT does not allow open grid floors.

**9.8.2.3 Filled and Partially Filled Grid Decks***9.8.2.3.1 General*

The following shall replace the third paragraph of A9.8.2.3.1.

A 1 1/2-in.-thick structural overfill shall be provided.

The following shall supplement A9.8.2.3.1.

In the negative moment region, a welded connection of the grid deck to the beam or girder is not permitted.

Do not provide any deck joints, except as permitted at specific substructure locations permitted by the Chief Bridge Engineer.

*9.8.2.3.3 Fatigue and Fracture Limit State*

The following shall supplement A9.8.2.3.3.

The welded internal connection among those elements of the steel grid which are not within the connection fill shall be considered as Category "E" details.

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## COMMENTARY

**9.8.2.4 Unfilled Grid Decks Composite With Reinforced Concrete Slabs**

Delete all the articles under A9.8.2.4.

**9.8.3 Orthotropic Steel Decks****9.8.3.3 Wearing Surface**

The following shall supplement A9.8.3.3.

Before any testing of the orthotropic steel deck is begun (in order to determine long-term composite action between deck plate and wearing surface), the Chief Bridge Engineer must review and approve the testing procedure. The results of this testing must also be approved by the Chief Bridge Engineer.

**9.8.5 Corrugated Metal Decks**

Delete all the articles under A9.8.5.

**C9.8.5P**

Pennsylvania does not permit this type of deck.

**9.9 WOOD DECKS AND DECK SYSTEMS****9.9.3 Design Requirements****9.9.3.6 Skewed Decks**

The following shall replace the first sentence of A9.9.3.6.

Where the skew of the deck is greater than 65°, transverse laminations may be placed on the skew angle.

**9.9.4 Glued Laminated Decks****9.9.4.1 General**

The following shall supplement A9.9.4.1.

The minimum nominal deck thickness for glued laminated decks is 6 in.

**9.9.5 Stress Laminated Decks****9.9.5.1 General**

The following shall replace the second paragraph of A9.9.5.1.

Stress laminated decks shall not be used where the skew is less than 45°.

The following shall supplement A9.9.5.1.

The deck thickness shall not be less than 8 in. nominal and the deck supports shall be continuous at abutments and piers.

## SPECIFICATIONS

## COMMENTARY

**9.9.5.6 Stressing***9.9.5.6.1 Prestressing System*

The following shall replace the second paragraph of A9.9.5.6.1.

In stress laminated decks, with skew angles greater than 65°, stressing bars may be parallel to the skew. For skew angles between 45° and 65°, the bars should be placed perpendicular to the laminations and, in the end zones, the transverse prestressing bars should either be fanned in plan as shown in Fig. A9.9.5.6.1-1, or be in a stepped arrangement as shown in Fig. A9.9.5.6.1-2.

The following shall supplement A9.9.5.6.1.

Type C prestressing configuration, given in Fig. A9.9.5.6.1-3, is not permitted for soft wood laminations.

*9.9.5.6.3 Design Requirements*

The following shall supplement A9.9.5.6.3.

The shortest lamination must have at least two prestressing rods passing through. The spacing of the first rod from the lamination end should be generally equal to one-half the center-to-center spacing of prestressing rods and not less than the lamination thickness.

The camber for these decks shall be three times the dead load deflection.

*9.9.5.6.4 Corrosion Protection*

The following shall supplement A9.9.5.6.4.

Provide triple protection system for prestressing rods, i.e., plastic sleeves, grease and waterproof membrane.

**9.11P DECK PROTECTION SYSTEMS****9.11.1P General**

This section outlines provisions for deck systems in the design and construction of new bridge decks for Federal, State and locally sponsored projects.

Polypropylene fibers or steel fibers may be specified in Class AAAP concrete decks to control cracking. If used, the contract must include special provisions.

A Single Deck Protection System is the minimum acceptable level of protection for all decks. Provide one deck protection system listed below:

- Filled and partially-fill metal grid deck.
- Epoxy coated reinforcement.
- Galvanized reinforcement.
- Corrosion-resistant alloy steel reinforcement.

## SPECIFICATIONS

## COMMENTARY

**9.11.2P New Structures or Bridge Replacements**

A Dual Deck Protective System may be used on new Interstate bridges if approved by the District Bridge Engineer.

A Dual Deck Protection System or stainless steel reinforcement may be used for decks of new bridges on a project-by-project basis if approved by the Chief Bridge Engineer.

The dual deck protection system must be a combination of the following deck protection systems, with consideration of lowest life cycle cost:

- A. The use of epoxy-coated, galvanized or corrosion-resistant alloy steel reinforcement and the use of 1 1/4" of latex modified or micro silica modified concrete overlay over an 8" minimum thickness Class AAAP concrete deck. Provide a 2" minimum clear cover over the top mat of reinforcement to the top of Class AAAP Cement Concrete instead of the 2 1/2" clear cover indicated on BD-601M.
- B. The use of epoxy-coated, galvanized or corrosion-resistant alloy steel reinforcement and the use of 1 inch of Polyester Polymer Concrete overlay over an 8" minimum thickness Class AAAP concrete deck. Provide a 2-inch minimum clear cover over the top mat of reinforcement to the top of Class AAAP Cement Concrete instead of the 2 1/2" clear cover indicated on BD-604M.
- C. Filled or partially-filled galvanized metal grid deck system, overfilled 1" during initial placement (overfilled monolithically) and the use of 1 1/4 inches of latex modified or micro silica modified concrete overlay. Provide a 1" overfill instead of 1 1/2" as indicated on BD-604M.
- D. Filled or partially-filled galvanized metal grid deck system, overfilled 1" during initial placement (overfilled monolithically) and the use of 1 inch of polyester polymer concrete overlay. Provide a 1" overfill instead of 1 1/2" as indicated on BD-604M.

The following may be used in lieu of a dual deck protection system:

- E. Stainless steel (solid stainless steel) top mat reinforcement and bottom mat reinforcement used with an 8" minimum thickness Class AAAP concrete deck. All ties, chairs and hardware in contact with reinforcement must be stainless steel.

**C9.11.2P**

Approval to use Dual Deck Protection System on new Interstate bridges was agreed to at the Deck Preservation Strategy meeting in 2018.

SPECIFICATIONS

COMMENTARY

**9.11.3P Rehabilitation and/or Deck Replacements**

Dual deck protection should only be considered on rehabilitation projects and/or deck replacement projects at the discretion of the District Bridge Engineer, based on the cost benefit of such protection and expected life of the remaining structure (see D9.11.2P for dual protection system combinations).

If the expected life of the remaining structure is less than the expected life of a proposed new deck, a Single Deck Protection System is acceptable (see D9.11.1P for allowable single deck protection systems).

**9.12P REFERENCES**

Yang, S., “Impact of Overhang Construction on Girder Design”, Ph.D. dissertation, The University of Texas at Austin, 2009

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PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

DESIGN MANUAL  
PART 4

PART B: DESIGN SPECIFICATIONS

**SECTION 10 – FOUNDATIONS**

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## 10.2 DEFINITIONS

The following shall supplement A10.2.

**Competent Rock** - A rock mass with discontinuities that are open not wider than 0.13 inches.

**Design Load (DL)** - Anticipated maximum service load in the micropile.

**Driveability** - A measure of the ability of a hammer/pile system to economically provide an undamaged installed pile with the required capacity.

**End-Bearing Pile** - A pile transferring a majority of its load to the soil and/or rock through friction or adhesion forces along the lower 1/3 of the pile shaft and bearing on the pile tip. (Same as combination point bearing and friction pile.)

**Freeze** - A natural phenomenon resulting in a time-dependent increase in pile strength occurring after driving. Freeze results from an increase in soil shear strength due to the dissipation of excess porewater pressures which develop in some cohesive soils during pile driving.

**Karst** - A set of physical conditions, landforms and bedrock attributes that may be present in areas that are underlain by bedrock that is soluble in water.

**Overburden** - Non-lithified material, natural or placed, which normally requires cased drilling methods to provide an open borehole to underlying strata

**Pile Load Test** - A test to determine pile capacity by the application of a static load.

**Predetermined Pile Tip Elevation** - The tip elevation, determined by the Engineer, from the pile load tests or test piles. The predetermined tip elevation locates the intended bearing strata for the point bearing or end bearing piles, or to verify or adjust the estimated tip elevations indicated.

**Redriving** - The act of driving a previously driven pile at some time after initial installation was completed. Redriving (also known as “restriking”) is usually performed to evaluate the occurrence of freeze or relaxation. Evaluation may be made by comparison of driving resistances between the end of initial driving and the beginning of redriving, and/or the comparison of capacity estimates from dynamic monitoring at those times.

**Relaxation** - The time-dependent decrease in pile capacity occurring after driving, which typically occurs in relatively fine-grained soils and soft shales, claystones, or siltstones. Relaxation results from a decrease in soil or rock shear strength due to the dissipation of negative porewater pressures which develop in some very stiff cohesive soils and rocks (e.g., shales and claystones) during driving.

**Residual Movement** - The non-elastic (non-recoverable) movement of a micropile measured during load testing

**Test Load Pile** - A pile in a pile load test, also referred to as a load test pile.

**Test Pile** - A pile driven to verify the pile hammer's capability and to determine driving characteristics prior to driving test load and bearing piles. For micropiles, a pile constructed to determine installation characteristics, evaluate micropile capacity with depth, and establish contractor micropile order lengths.

The following shall replace the definition of Point-Bearing Pile in A10.2.

**Point-Bearing Pile** - A pile transferring a major portion of its load to the soil and/or rock through bearing on the pile tip. Only a minor portion of the load is transferred by friction or adhesion forces along the pile shaft.

## 10.3 NOTATION

The following shall supplement A10.3.

$C_o$	=	Uniaxial compressive strength of intact rock (ksf) (D10.6.3.2.2)
$D_s$	=	rock socket diameter (in.) (D10.8.1.1)(D10.8.1.3)(D10.8.3.5.4c)
$J$	=	Bearing capacity correction factor for footings on rock with widely spaced discontinuities (dim) (D10.6.3.2.3bP)
$k$	=	Lateral earth pressure coefficient (dim) (DC10.7.3.8.6c)
$\ell$	=	span between adjacent units (ft.) (D10.5.2.2)
$N_{cq}, N_{\gamma q}$	=	Modified bearing capacity factors for effects of footing on or adjacent to sloping ground (dim) (D10.6.3.1.2c)
$N_{ms}$	=	Coefficient factor to estimate $q_{ult}$ for rock (dim) (D10.6.3.2.2)
$n$	=	Exponential factor relating B/L or L/B ratios for inclined loading (dim) (A10.6.3.1.2a)
$Q_n$	=	nominal resistance (kips) (D10.9.3.5.2) (D10.9.3.7) (D10.9.3.8)
$Q_R$	=	factored resistance (kips) (D10.9.3.5.2) (D10.9.3.7) (D10.9.3.8)
$Q_s$	=	nominal micropile bond resistance (kips) (D10.9.3.5.2) (D10.9.3.7)
$Q_{ug}$	=	nominal uplift resistance of a micropile group (kips) (D10.9.3.8)
$q_{max}$	=	Maximum magnitude of footing contact pressure (ksf) (D10.6.5)
$q_{min}$	=	Minimum magnitude of footing contact pressure (ksf) (D10.6.5)
$R$	=	Resultant of pressure on base of footing (kips) (D10.6.5)
$RQD$	=	Rock Quality Designation (dim) (D10.6.3.2.2)
$z_w$	=	Depth from footing base down to the highest anticipated groundwater level (ft.) (D10.6.3.1.2gP)
$\delta'$	=	Differential settlement between adjacent footings (ft.) (D10.5.2.2)
$\gamma_m$	=	Moist unit weight of soil (kcf) (D10.6.3.1.2gP)
$\phi_m$	=	Angle of friction of rock mass (degrees) (D10.6.3.2.3aP)
$\phi_s$	=	Resistance factor for the bond capacity of a micropile (dim) (D10.5.5.2.5)
$\kappa$	=	shear strength ratio ( $c_2/c_1$ ) for two layered cohesive soil system below footing (dim) (A10.6.3.1.2e)
$\pi$	=	3.14
$\sigma'_v$	=	the effective vertical stress at midpoint of soil layer under consideration (ksf) (A10.7.3.8.6d)

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**10.4 SOIL AND ROCK PROPERTIES****10.4.2 Subsurface Exploration**

The following shall supplement A10.4.2.

Perform subsurface explorations in accordance with Chapter PP6 and Publication 293, Geotechnical Engineering Manual.

**C10.4.2**

The following shall supplement AC10.4.2

Areas of karst geology present special challenges because of the unique weathering, erosion, drainage and subsidence features that may be found there. Karst refers to a set of physical conditions, landforms, and bedrock attributes that may be present in areas that are underlain by bedrock that is soluble in water. In Pennsylvania, karst conditions are associated with carbonate rocks such as limestone and dolomite. The PA Geologic Survey (DCNR, 2000) has mapped the distribution of limestone and dolomite in Pennsylvania. Characteristics of karst areas include irregular and pinnacled bedrock surfaces; soil overburden mixed with rock fragments; and open cavities, conduits or caverns within the bedrock.

Sinkhole development is often associated with karst areas. Overburden soils are typically residual material resulting from weathering of the underlying bedrock. This residual soil can migrate or be washed into openings in the rock. As the soil continues to migrate into the openings in the rock a very soft zone or void develops in the overburden soil. When insufficient material remains to support the overlying soils, the roof collapses and a sinkhole develops. Sinkhole development is often associated with the movement of water. Sinkholes can be naturally occurring due to the percolation of surface water from natural drainage patterns. Sinkhole development can also be triggered by changes in drainage patterns due to development, construction activity that removes a portion of the overburden leaving insufficient material to bridge underlying voids, or dewatering and the associated drop in groundwater level. *For further description of sinkholes, sinkhole remediation and sinkhole prevention see the Ground Subsidence Management Guidelines (issued via SOL 421-08-05).*

Prior to planning a subsurface investigation in karst areas a thorough review of published and unpublished information should be performed in accordance with Publication 293. Carefully review historic aerial photographs to identify sinkhole scars, closed depressions and possible zones of bedrock fracturing. Stereoscopic aerial photographs are more effective than individual photos in identifying these features. Review available mapping of karst features and sinkholes (Kochanov).

During the review of published and unpublished information and when performing field reconnaissance (Pub. 293) particular attention should be paid to the presence of karst landforms such as sinkholes, closed depressions, resurgent springs and bedrock outcrops. Areas that farmers avoid could be pinnacles or sinkholes. Changes in vegetation sometimes indicate sinkhole activity. Forested areas in fully farmed lands may also indicate areas of shallow rock. Old sinkholes may have been used as dumps, and can be found below debris piles. Any trends in karst features should be

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noted (e.g. sinkhole alignment). Information on past sinkhole activity may be gained from interviews with local residents, municipal officials or local contractors.

Publication 293 provides guidance regarding selection of number and depth of borings, drilling techniques, sampling methods, in-situ testing and geophysical testing. Test borings with Standard Penetration Test (SPT) sampling in soil and rock coring are recommended for any subsurface investigation in karst areas. It is important that the boring logs include observations of such conditions as soft or wet zones in the soil overburden, drill water return (or the lack of), reaction of rock core samples to dilute HCL solution, and voids or soil-filled seams in bedrock. It is desirable to obtain SPT samples of soil seams in bedrock. In order to do this it will be necessary to advance casing below the top of rock or to use NX drilling tools. NX core barrels are large enough to accommodate a 2-inch split-barrel sampler for SPT sampling.

Test borings with SPT sampling and rock coring are relatively expensive and time consuming and provide data at the boring location only. Because subsurface conditions in karst areas are highly variable supplemental techniques such as pneumatic-powered, track-mounted percussion drilling (air-track), electronic cone penetrometer and geophysical methods can be valuable in obtaining a more complete understanding of subsurface conditions at the site. In all cases it is desirable to obtain data with the supplementary methods close to SPT/rock core borings so the results can be correlated.

Air-track drilling has the advantages of mobility, speed of drilling and relative economy. It is effective at penetrating boulders and ledges. An experienced operator can qualitatively detect voids, zones of broken rock and the soil/rock interface. However, when drilling rock, it is difficult to distinguish between raveling decomposed rock zones and zones of residual soil or between zones of soft soil and open cavities. Air-track drilling can be problematic through thick overburden or in intensely weathered bedrock with numerous clay-filled cavities and steeply sloping rock surface.

Use of an electric cone penetrometer can provide data on soft soils or cavities within the soil overburden, geotechnical data, and inferred top of rock at a relatively reasonable cost. Disadvantages are the inability to penetrate cobbles, boulders or ledges.

Since karst areas are characterized by highly variable subsurface conditions, geophysical investigations can be helpful to supplement and refine intrusive subsurface investigation programs, such as SPT, CPT, etc. See A10.4.5 for a general discussion of geophysical tests and references for detailed guidelines.

In karst areas, physical properties of interest include top of rock profile, voids or soil-filled seams in bedrock, voids in the overburden soils and soft zones in the overburden soils. Several geophysical methods can be used to obtain information on these properties.

Table C10.4.2-1P presents a summary of geophysical methods that are used in karst areas. The methods presented



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are not all inclusive, but represent the most commonly used methods. Table C10.4.2-1 is specific to the application of geophysical methods to karst areas.

Table C10.4.2-1 – Geophysical Methods Used In Karst Areas

<b>GEOPHYSICAL METHOD</b>	<b>INFORMATION OBTAINED</b>	<b>LIMITATIONS</b>
Seismic Refraction	<ul style="list-style-type: none"> <li>- Depth to bedrock</li> <li>- Depth to water table</li> <li>- Cave detection and mapping</li> <li>- Fault and fracture delineation</li> </ul>	<ul style="list-style-type: none"> <li>- Sensitive to acoustic noise and vibrations</li> <li>- Not effective if stiffness decreases with depth or if soft layer underlies stiff layer (including a frozen surface layer)</li> <li>- Works best when sharp stiffness discontinuity is present</li> <li>- Provides limited information below top of rock surface</li> </ul>
Electrical Resistivity	<ul style="list-style-type: none"> <li>- Depth to bedrock</li> <li>- Depth to water table</li> <li>- Dissimilar strata</li> <li>- Fault and fracture delineation</li> <li>- Clay seam detection and mapping</li> </ul>	<ul style="list-style-type: none"> <li>- Resolution decreases with increasing depth</li> <li>- Susceptible to interference from nearby metal pipes, cables, or fences.</li> <li>- Heavy surface vegetation complicates data collection.</li> </ul>
Electromagnetics (EM)	<ul style="list-style-type: none"> <li>- Delineate areas of shallow/deep bedrock</li> <li>- Voids in soil</li> </ul>	<ul style="list-style-type: none"> <li>- Qualitative estimate of depths; extra effort required to characterize depth of target</li> <li>- Resolution decreases with increasing depth</li> <li>- Susceptible to interference from nearby metal pipes, fences, vehicles, noise from power lines and atmospheric storms.</li> </ul>
Ground Penetrating Radar (GPR)	<ul style="list-style-type: none"> <li>- Depth to bedrock</li> <li>- Depth to water table</li> <li>- Void detection</li> </ul>	<ul style="list-style-type: none"> <li>- Not effective below the water table or in clay.</li> <li>- Depth of penetration about 33 feet</li> <li>- Susceptible to interference from metal reinforcement, guardrails, and power lines.</li> </ul>
Gravity	<ul style="list-style-type: none"> <li>- Voids in soil and rock</li> <li>- Fault and fracture delineation</li> </ul>	<ul style="list-style-type: none"> <li>- Susceptible to interference from vibrations</li> <li>- Results are non-unique (i.e. more than one subsurface condition can give the same result)</li> <li>- Primarily large scale reconnaissance tool.</li> <li>- For voids in rock another geophysical method may be needed to delineate the bedrock surface to aid in data interpretation.</li> <li>- Void detectability decreases rapidly with depth.</li> </ul>
Multichannel Analysis of Surface Wave (MSAW)	<ul style="list-style-type: none"> <li>- Depth to bedrock</li> <li>- Depth to water table</li> <li>- Cave detection and mapping</li> <li>- Clay seam detection and mapping</li> <li>- Fault and fracture delineation</li> </ul>	<ul style="list-style-type: none"> <li>- Method relatively new, therefore less industry experience with results</li> </ul>

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In addition to identifying methods that address physical properties of interest several additional considerations should be addressed when selecting a geophysical method, or combination of methods for use (Anderson, et al., 2003).

- What methods provide the required spatial resolution and target definition.
- What methods will perform well under the physical site constraints?
- What methods are cost effective?
- What methods provide complementary data?
- What non-geophysical control is required to refine the interpretation of the acquired geophysical data?
- Is the overall program, including intrusive subsurface investigations, cost effective?

While published guidelines referenced in A10.4.5 are helpful, the geophysical industry continues to develop and evolve. During the planning of any geophysical program it is recommended to consult an experienced geophysicist. Geophysical testing data should always be correlated with information from direct methods of exploration, preferably SPT/rock core borings. In addition, existing subsurface data should be shared with the geophysicist so that appropriate methods are selected and accurate interpretations are rendered.

**10.4.3 Laboratory Tests**

The following shall supplement A10.4.3

Soil and rock properties for use in the service limit state and strength limit state evaluation of foundations shall be based on the results of the field and/or laboratory testing. For additional information on field and laboratory testing, see Publication 293.

**10.4.6 Selection of Design Properties**

The following shall supplement A10.4.6.

Soil and rock properties for use in the service limit state and strength limit state evaluation of foundations shall be based on the results of the field and/or laboratory testing methods described in Publication 293.

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**10.4.6.1 General****10.4.6.2 Soil Strength***10.4.6.2.3 Drained Strength of Cohesive Soils***10.4.6.4 Rock Mass Strength**

The following shall supplement A10.4.6.4.

For spread footings in rock, the rock should be classified using the rock mass rating system (RMR) as described in Table D10.4.6.4-2. For each of the five parameters in the table, the relative rating based on the ranges of values provided should be evaluated. The rock mass rating (RMR) should be determined as the sum of all five relative ratings. The RMR should be adjusted in accordance with the criteria in Table D10.4.6.4-3. The rock classification should be determined in accordance with Table D10.4.6.4-4

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**C10.4.6.1**

The following shall supplement AC10.4.6.1.

Soil and rock properties used in the design of foundations must represent the soil and rock mass as it will behave when subjected to loading by the actual foundation (i.e., use of  $\gamma$ ,  $c$  and  $\phi_f$  for undrained loading, and  $\gamma'$ ,  $c'$  and  $\phi'_f$  for drained loading in equations for geotechnical resistance.). The depth of soil below a foundation which is within the zone of loading influence typically ranges from two to four times the minimum plan dimension of the foundation element. For soil or rock that is generally homogeneous within the zone of influence, properties associated with the intact material are appropriate. This condition, however, is not typical. Usually, soil or rock within the zone of influence varies highly in consistency and contains bedding planes or other depositional features, soft seams, joints, fractures, or other discontinuities which will govern the behavior of the ground mass under load. In such cases, it is the strength and deformation characteristics of these critical features which should be evaluated.

*C10.4.6.2.3*

The following shall supplement AC10.4.6.2.3.

Correlations for long-term effective strength parameters should not be used for bridges or retaining walls with an exposed height greater than 10 ft.

**C10.4.6.4**

The following shall supplement AC10.4.6.4.

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Table 10.4.6.4-2 – Geomechanics Rock Mass Rating System

Parameter		Ranges of Values							
1	Strength of intact rock material	Point load strength index	> 175 ksf	85–175 ksf	45–85 ksf	20–45 ksf	For this low range, uniaxial compressive test is preferred		
		Uniaxial compressive strength	> 4320 ksf	2160–4320 ksf	1080–2160 ksf	520–1080 ksf	215–520 ksf	70–215 ksf	20–70 ksf
	Relative Rating	15	12	7	4	2	1	0	
2	Drill core quality RQD		90% to 100%	75% to 90%	50% to 75%	25% to 50%	< 25%		
	Relative Rating		20	17	13	8	3		
3	Spacing of joints		> 10 ft	3–10 ft	1–3 ft	2 in.–1 ft	< 2 in.		
	Relative Rating		30	25	20	10	5		
4	Condition of joints		<ul style="list-style-type: none"> <li>Very rough surfaces</li> <li>Not continuous</li> <li>No separation</li> <li>Hard joint wall rock</li> </ul>	<ul style="list-style-type: none"> <li>Slightly rough surfaces</li> <li>Separation &lt; 0.05 in.</li> <li>Hard joint wall rock</li> </ul>	<ul style="list-style-type: none"> <li>Slightly rough surfaces</li> <li>Separation &lt; 0.05 in.</li> <li>Soft joint wall rock</li> </ul>	<ul style="list-style-type: none"> <li>Slicken-sided surfaces or</li> <li>Gouge &lt; 0.2 in. thick or</li> <li>Joints open 0.05–0.2 in.</li> <li>Continuous joints</li> </ul>	<ul style="list-style-type: none"> <li>Soft gouge &gt; 0.2 in. thick or</li> <li>Joints open &gt; 0.2 in.</li> <li>Continuous joints</li> </ul>		
	Relative Rating		25	20	12	6	0		
5	Groundwater conditions	Inflow per 30 ft tunnel length	None	< 400 gal./hr.	400–2000 gal./hr.	> 2000 gal./hr.			
		Ratio = joint water pressure/major principal stress	0	0.0–0.2	0.2–0.5	> 0.5			
	(use one of the three evaluation criteria as appropriate to the method of exploration)	General Conditions	Completely Dry	Moist only (interstitial water)	Water under moderate pressure	Severe water problems			
		Relative Rating	10	7	4	0			

Table 10.4.6.4-3 – Geomechanics Rating Adjustment for Joint Orientations

Strike and Dip Orientations of Joints		Very Favorable	Favorable	Fair	Unfavorable	Very Unfavorable
Ratings	Tunnels	0	–2	–5	–10	–12
	Foundations	0	–2	–7	–15	–25
	Slopes	0	–5	–25	–50	–60

Table 10.4.6.4-4 – Geomechanics Rock Mass Classes Determined from Total Ratings

RMR Rating	100–81	80–61	60–41	40–21	< 20
Class No.	I	II	III	IV	V
Description	Very good rock	Good rock	Fair rock	Poor rock	Very poor rock

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The shear strength of fractured rock masses should be evaluated using the Hoek and Brown criteria, in which the shear strength is represented as a curved envelope that is a function of the uniaxial compressive strength of the intact rock,  $q_u$ , and two dimensionless constants  $m$  and  $s$ . The values of  $m$  and  $s$  as defined in Table 10.4.6.4-5 should be used.

The shear strength of the rock mass should be determined as:

$$\tau = (\cot \phi'_i - \cos \phi'_i) m \frac{q_u}{8} \quad (10.4.6.4-5)$$

in which:

$$\phi'_i = \tan^{-1} \left\{ 4h \cos^2 \left[ 30 + 0.33 \sin^{-1} \left( h^{-\frac{3}{2}} \right) \right] - 1 \right\}^{-\frac{1}{2}}$$

$$h = 1 + \frac{16 (m\sigma'_n + sq_u)}{(3m^2 q_u)}$$

where:

$\tau$  = the shear strength of the rock mass (ksf)

$\phi'_i$  = the instantaneous friction angle of the rock mass (degrees)

$q_u$  = average unconfined compressive strength of rock core (ksf)

$\sigma'_n$  = effective normal stress (ksf)

$m, s$  = constants from Table 10.4.6.4-5 (dim)

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This method was developed by Hoek (1983) and Hoek and Brown (1988, 1997). Note that the instantaneous cohesion at a discrete value of normal stress can be taken as:

$$c_i = \tau - \sigma'_n \tan \phi'_i \quad (C10.4.6.4-1)$$

The instantaneous cohesion and instantaneous friction angle define a conventional linear Mohr envelope at the normal stress under consideration. For normal stresses significantly different than that used to compute the instantaneous values, the resulting shear strength will be unconservative. If there is considerable variation in the effective normal stress in the zone of concern, consideration should be given to subdividing the zone into areas where the normal stress is relative constant and assigning separate strength parameters to each zone. Alternatively, the methods of Hoek (1983) may be used to compute average values for the range of normal stresses expected.

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Table 10.4.6.4-5 – Approximate Relationship between Rock-Mass Quality and Material Constants Used in Defining Nonlinear Strength (Hoek and Brown, 1988)

Rock Quality	Constants	Rock Type				
		A	B	C	D	E
		A = Carbonate rocks with well developed crystal cleavage— <i>dolomite, limestone and marble</i> B = Lithified argillaceous rocks— <i>mudstone, siltstone, shale and slate (normal to cleavage)</i> C = Arenaceous rocks with strong crystals and poorly developed crystal cleavage— <i>sandstone and quartzite</i> D = Fine grained polyminerallic igneous crystalline rocks— <i>andesite, dolerite, diabase and rhyolite</i> E = Coarse grained polyminerallic igneous & metamorphic crystalline rocks— <i>amphibolite, gabbro gneiss, granite, norite, quartz-diorite</i>				
INTACT ROCK SAMPLES Laboratory size specimens free from discontinuities. CSIR rating: RMR = 100	m s	7.00 1.00	10.00 1.00	15.00 1.00	17.00 1.00	25.00 1.00
VERY GOOD QUALITY ROCK MASS Tightly interlocking undisturbed rock with unweathered joints at 3–10 ft CSIR rating: RMR = 85	m s	2.40 0.082	3.43 0.082	5.14 0.082	5.82 0.082	8.567 0.082
GOOD QUALITY ROCK MASS Fresh to slightly weathered rock, slightly disturbed with joints at 3–10 ft CSIR rating: RMR = 65	m s	0.575 0.00293	0.821 0.00293	1.231 0.00293	1.395 0.00293	2.052 0.00293
FAIR QUALITY ROCK MASS Several sets of moderately weathered joints spaced at 1–3 ft CSIR rating: RMR = 44	m s	0.128 0.00009	0.183 0.00009	0.275 0.00009	0.311 0.00009	0.458 0.00009
POOR QUALITY ROCK MASS Numerous weathered joints at 2 to 12 in.; some gouge. Clean compacted waste rock. CSIR rating: RMR = 23	m s	0.029 $3 \times 10^{-6}$	0.041 $3 \times 10^{-6}$	0.061 $3 \times 10^{-6}$	0.069 $3 \times 10^{-6}$	0.102 $3 \times 10^{-6}$
VERY POOR QUALITY ROCK MASS Numerous heavily weathered joints spaced <2 in. with gouge. Waste rock with fines. CSIR rating: RMR = 3	m s	0.007 $1 \times 10^{-7}$	0.010 $1 \times 10^{-7}$	0.015 $1 \times 10^{-7}$	0.017 $1 \times 10^{-7}$	0.025 $1 \times 10^{-7}$

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10.4.6.5 Rock Mass Deformation

C10.4.6.5

The following shall replace the first paragraph of A10.4.6.5.

The elastic modulus of a rock mass ( $E_m$ ) shall be taken as the lesser of the intact modulus of a sample of rock core ( $E_R$ ) and the following:

- for spread footings on rock:  
the lesser modulus based on RMR from Equations D10.4.6.5-1 and D10.4.6.5-2
- for all other applications:  
the modulus based on GSI from Table A10.4.6.5-1

The following shall supplement A10.4.6.5.

$$E_m = 145 \left( 10^{\frac{RMR-10}{40}} \right) \quad (10.4.6.5-1)$$

where:

$E_m$  = Elastic modulus of the rock mass (ksi)

$E_m \leq E_R$

$E_R$  = Elastic modulus of intact rock (ksi)

$RMR$  = Rock mass rating specified in D10.4.6.4

$$E_m = \left( \frac{E_m}{E_R} \right) E_R \quad (10.4.6.5-2)$$

where:

$E_m$  = Elastic modulus of the rock mass (ksi)

$E_m/E_R$  = Reduction factor determined from Table D10.4.6.5-2

$E_R$  = Elastic modulus of intact rock (ksi)

Table 10.4.6.5-2 – Estimation of  $E_m$  Based on  $RQD$  (after O’Neill and Reese, 1999)

$RQD$ (percent)	$E_m / E_R$	
	Closed Joints	Open Joints
100	1.00	0.60
70	0.70	0.10
50	0.15	0.10
20	0.05	0.05

The following shall supplement AC10.4.6.5.

Table 10.4.6.5-2 was developed by O’Neill and Reese (1999) based on a reanalysis of the data presented by Carter and Kulhawy (1988) for the purposes of estimating side resistance of shafts in rock.

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**10.4.7P Special Soil, Rock and Other Problem Conditions**

Geologic and environmental conditions can influence the performance of foundations and may require special consideration during design. To the extent possible, the presence and influence of such conditions shall be evaluated as part of the subsurface exploration program. A representative, but not exclusive, listing of problem conditions requiring special consideration is presented in Table 10.4.7P-1 for general guidance.

Table 10.4.7P-1 – Problem Conditions Requiring Special Consideration

PROBLEM TYPE	DESCRIPTION	COMMENTS
Soil	Organic Soil; Highly Plastic Clay	Low strength and high compressibility
	Sensitive Clay	Potentially large strength loss upon large straining
	Micaceous Soil	Potentially high compressibility (often saprolitic)
	Expansive Clay/Silt; Expansive Slag	Potentially large expansion upon wetting
	Liquefiable Soil	Complete strength loss and high deformations due to earthquake loading
	Collapsible Soil	Potentially large deformations upon wetting (caliche; loess)
	Pyritic Soil	Potentially large expansion upon oxidation, potentially corrosive environment
Rock	Laminated Rock	Low strength when loaded parallel to bedding
	Expansive Shale	Potentially large expansion upon wetting; degrades readily upon exposure to air/water
	Pyritic Shale	Expands upon exposure to air/water, degrades readily upon exposure, potentially corrosive environment
	Soluble Rock	Soluble in flowing and standing water (limestone, dolostone, gypsum)
	Weak Claystone (Red Beds)	Low strength and readily degradable upon exposure to air/water
	Gneissic and Schistose Rock	Highly distorted with irregular weathering profiles and steep discontinuities
Condition	Subsidence	Typical in areas of underground mining or high groundwater extraction
	Sinkholes/Solutioning	Karst topography; typical of areas underlain by carbonate rock strata
	Negative Skin Friction/Expansion Loading	Additional compressive/uplift load on deep foundations due to settlement/uplift of soil
	Corrosive Environments	Acid mine drainage; degradation of certain soil/rock types
	Permafrost/Frost	Typical in northern climates
	Capillary Water	Rise of water level in silts and fine sands leading to strength loss



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See Publication 293 for conditions typical of the Commonwealth of Pennsylvania for preliminary identification of the potential for special problem conditions at a site.

**10.4.7.1P Problem Soils***10.4.7.1.1P Organic Soils*

Organic soils, such as peats and organic silts and clays, are common to most lacustrine, estuarine, and fluvial environments. These soils exhibit low strength and excessive deformability. Excessive deformability can result in large settlements which may place additional downward forces (i.e., negative skin friction) on piles and drilled shafts.

*10.4.7.1.2P Sensitive Clays*

Sensitive clays exhibit significant loss of strength due to disturbance. Poor construction practice in sensitive clays can result in additional downward forces (i.e., negative skin friction) on piles and drilled shafts due to excessive settlement of the surrounding soil relative to the pile or shaft, and in reduced axial and lateral load capacity due to soil strength loss.

*10.4.7.1.3P Micaceous Soils*

Micaceous soils result from the in-place weathering of igneous and metamorphic rocks. The presence of mica in the soil matrix is indicative of lower strength and higher compressibility than similar soils without mica. If micaceous soils are present, laboratory and/or field testing shall be performed to evaluate the soil strength and compressibility.

**10.4.7.2P Problem Rocks***10.4.7.2.1P Shales*

Certain shales exhibit little frictional resistance along natural bedding planes and can be unstable if loaded other than normal to the bedding surfaces. Some shales expand markedly when unloaded and exposed to the air due to absorption of water by the clay minerals. Other shale types, pyritic shales for instance, expand during chemical weathering of the rock. In addition, sulfuric acid formed during the oxidation of the pyrite deteriorates concrete because of its deleterious effect on cement. When these conditions are anticipated or encountered, provisions shall be taken to minimize their impact on foundation performance, including extending foundations to greater depths, minimizing the time the foundation excavation remains open during construction, and using sulfate resistance cement.

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*10.4.7.2.2P Soluble Rocks*

Open channels and joints, caverns, sinkholes, discontinuities and irregular top of rock topography are characteristic of soluble carbonate rock types (e.g., limestone and dolostone) where special attention shall be given to the potential for solution features. When soluble rock formations are encountered, consideration shall be given to extending drilled shafts or micropiles below the soluble formations and to the potential for additional lateral and downward loading on the shaft or micropile due to collapsed rock. Publication 408 requires probing a minimum depth of ten times the shaft diameter below the tip of each drilled shaft prior to concreting.

*10.4.7.2.3P Gneissic and Schistose Rocks*

Gneissic and schistose rock formations are the consequence of metamorphic geologic processes that result in banded and distorted strata and irregular weathering profiles. In designing drilled shafts in these rock types, consideration shall be given to defining the top of rock, the depth of weathering and the potential for instability where the tip of the shaft is installed in steeply dipping strata.

*10.4.7.2.4P Claystone*

Piles bearing on claystone have the potential to experience long-term settlement. The District Bridge Engineer and/or District Geotechnical Engineer will make the determination for estimated pile tip elevation and bearing material due to the significant remedial effort required for piles bearing on claystone subject to long term settlement.

If claystone material is present at or near the estimated pile tip elevation, consideration should be given to driving through the claystone layer for piles to bear on competent rock. Pre-drilling of piles is recommended for penetrating claystone layers 2 ft. or more in thickness to ensure that the piles obtain refusal at the estimated pile tip elevation in the specified bearing material.

Foundations should not be terminated in claystone unless a slake test has been performed and indicates that the claystone is not subject to deterioration.

**10.4.7.3P Other Problem Conditions***10.4.7.3.1P Mine Voids*

Subsidence or caving of mine voids can lead to extreme and unpredictable settlements. Total collapse of a foundation may occur if an underlying mine void goes undetected during

*C10.4.7.2.4P*

Past experience in Allegheny County has shown long term settlement of bearing piles founded in claystone material.

Claystone is a fine-grained, dark gray, greenish-gray, pale green, pink, or purple sedimentary rock consisting primarily of compacted and hardened clay. Claystone is similar to shale but without laminations. Claystone can be susceptible to degradation when exposed to air or water, and this degradation may be initiated or aggravated by the installation of piles, caissons, or other deep foundations. When a claystone layer overlies the proposed bearing stratum, it is possible for piles to obtain refusal in the claystone layer. Note, a concern with deep foundations terminated in Claystone is the potential for long-term settlement.

Where claystone material may be present, sufficient core borings or exploratory holes will be helpful in determining the extent of pre-drilling required to ensure that the piles are being driven through the claystone strata and reaching refusal on competent rock.

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the site subsurface exploration. Slumping soil about a drilled shaft can cause additional loading on the shaft similar to the effects of negative skin friction where a shaft is installed through compressible soils.

*10.4.7.3.2P Corrosive Environments*

The oxidation of pyrite in pyritic shales can create a corrosive environment for concrete by formation of sulfuric acid. Other sources of sulfate species are soils, groundwater, coal and acid mine drainage or industrial runoff. Use of sulfate-resistant cement in the concrete or a high quality watertight concrete shall be considered when deterioration from sulfate is a potential problem.

Large concentrations of chlorides are sometimes present in groundwater, soils and industrial runoff, and may contribute to the corrosion of steel. When sulfur species are present in combination with chlorides, the corrosive process is accelerated. When these conditions are encountered, consideration shall be given to protecting the reinforcing steel with additional concrete cover, using a greater cross-sectional area of reinforcement to compensate for long-term loss, or using high-strength reinforcing which provides greater corrosion resistance than mild steel.

**10.5 LIMIT STATES AND RESISTANCE FACTORS****10.5.1 General**

The following shall supplement A10.5.1.

Foundations shall be designed to support the appropriate load combinations without structural failure of the foundation or a bearing resistance failure of the supporting soil and/or rock (strength limit state), or unacceptable settlements and associated structural deformations (service limit state). The foundation load combinations and tolerable structural deformations are controlled by the superstructure and substructure design. The resistances and movements of the selected foundation type shall be estimated using the procedures prescribed in D10.6 (Spread Footings), D10.7 (Driven Piles), D10.8 (Drilled Shafts), and D10.9 (Micropiles).

**10.5.2 Service Limit States****10.5.2.1 General**

## COMMENTARY

**C10.5.2.1**

The following shall supplement AC10.5.2.1.

Estimated allowable bearing pressures were developed for use with working stress design for shallow foundations on rock. These values may be used for preliminary sizing of foundations. See Appendix DB10P.

## SPECIFICATIONS

**10.5.2.2 Tolerable Movements And Movement Criteria**

The following shall supplement A10.5.2.2.

Allowable settlement criteria for footings on soil shall be developed by the structural designer consistent with the function and type of structure, the anticipated service life and the consequences of unacceptable settlements on the performance of the structure. Foundation settlement analyses shall be based on the results of in situ and/or laboratory testing to characterize the load deformation behavior of the foundation soils. Settlement analyses shall be performed to determine the relationship between estimated settlement and footing bearing pressure to optimize the footing size with respect to the loads to be supported.

The allowable settlement for shallow footings supporting bridge structures shall be based on the angular distortion ( $\delta'/\ell$ ) between adjacent support units (i.e., between piers or piers and abutments) where  $\delta'$  and  $\ell$  are the differential settlement and span between adjacent units, respectively. In addition, the maximum net settlement of a footing shall not exceed 1 inch. The dimensionless ratio  $\delta'/\ell$  shall be limited to 0.0025 and 0.0015 for simple and continuous span bridges, respectively. Special treatment shall be given to differential settlement in a rigid frame type of structure (e.g., pier bent, rigid frame bridge, etc.). Rigid frames shall be designed for anticipated settlements. The above allowable differential settlement limits do not apply to rigid frame structures.

**10.5.3 Strength Limit States****10.5.3.1 General****10.5.5 Resistance Factors****10.5.5.2 Strength Limit States***10.5.5.2.2 Spread Footings*

The following shall replace A10.5.5.2.2.

The resistance factors provided in Table 10.5.5.2.2-1 shall be used for strength limit state design of spread footings, with the exception of site specific considerations in A10.5.5.2.1.

## COMMENTARY

**C10.5.2.2**

The following shall supplement AC10.5.2.2.

Rockfill used to support abutments on sizeable embankments in excess of 40' are susceptible to settlement due to rock point to point contact. The project contract should include adequate time for settlement to occur and a complete settlement monitoring plan.

Differential settlement between substructure units results in stress redistribution in continuous beams. Large total settlements reduce vertical clearance and result in misalignment of approach roadway.

The net settlement of a footing is the settlement that occurs after the supported columns or beams are set and framed.

**C10.5.3.1**

The following shall supplement AC10.5.3.1.

Scour investigations shall be made in accordance with PP7.2.

*C10.5.5.2.2*

The following shall supplement AC10.5.5.2.2.

Regionally specific values have also been incorporated in to bearing resistance factors for theoretical methods in sand.

The resistance factors for sliding of shallow footings on sand are higher for precast footings than for cast-in-place footings, indicating that estimation of sliding resistance is more reliable for precast footings. However, as indicated by Eq. A10.6.3.4-2, the nominal resistance of a precast footing is only 80% of the nominal resistance of a cast-in-place footing, primarily because the precast footing has a formed base.

## SPECIFICATIONS

## COMMENTARY

Table 10.5.5.2.2-1 – Resistance Factors for Geotechnical Resistance of Shallow Foundations at the Strength Limit State.

METHOD/SOIL/CONDITION		RESISTANCE FACTOR	
Bearing Resistance	$\phi_b$	Sand	
		- Semi-empirical procedure using SPT data	0.45
		- Semi-empirical procedure using CPT data	0.45
		- Theoretical Estimation	
		using $\phi_r$ estimated from SPT data	0.45
		using $\phi_r$ estimated from CPT data	0.50
		using $\phi_r$ measured directly in lab or field tests	0.50
Clay			
- Semi-empirical procedure using CPT data	0.45		
- Theoretical Estimation			
using shear resistance measured in lab tests,	0.50		
using shear resistance measured in field vane tests,			
using shear resistance estimated from CPT data			
Rock			
- Semi-empirical procedure, Carter and Kulhawy (1988)	0.50		
Plate Load Test	0.55		
Sliding	$\phi_r$	- Precast concrete placed on sand	
		using $\phi_r$ estimated from SPT data	0.90
		using $\phi_r$ estimated from CPT data	0.90
		using $\phi_r$ measured directly in lab or field tests	0.90
		- Concrete cast-in-place on sand	
		using $\phi_r$ estimated from SPT data	0.80
		using $\phi_r$ estimated from CPT data	0.80
		using $\phi_r$ measured directly in lab or field tests	0.80
		- Precast concrete placed on rock	
		using $\delta$ from Table A3.11.5.3-1	1.00
using $\delta$ measured directly in lab or field tests	0.90		
- Concrete cast-in-place on rock			
using $\delta$ from Table A3.11.5.3-1	1.00		
using $\delta$ measured directly in lab or field tests	0.80		
- Precast or cast-in-place concrete on clay	0.85		
- Soil on soil	0.90		
$\phi_p$	Passive earth pressure component of sliding resistance	0.50	

## SPECIFICATIONS

## COMMENTARY

## 10.5.5.2.5 Micropiles

The following shall replace A10.5.5.2.5.

Resistance factors for micropile foundation systems at the strength limit state shall be taken as specified in Table 10.5.5.2.5-1. Resistance factors for the service limit state shall be taken as 1.0.

Table 10.5.5.2.5-1 – Resistance Factors for Geotechnical Resistance of Axially Loaded Micropiles

Limit State	Method / Ground Condition	Resistance Factor
Axial Compressive Resistance of Single Micropile, $\phi_s$	Side (Shaft) Resistance: Presumptive Values (1) Load Test (2)	Rock = 0.55 Rock = 0.70
Uplift Resistance of Single Micropile, $\phi_{up}$	Side (Shaft) Resistance: Presumptive Values (1) Load Test (2)	Rock = 0.55 Rock = 0.70
Group Uplift Resistance, $\phi_{ug}$	Side (Shaft) Resistance: Presumptive Values (1) Load Test (2)	Rock = 0.55 Rock = 0.70

- (1) Apply to Presumptive grout-to-ground bond values for preliminary design only in DC10.9.3.5.2
- (2) Apply where preproduction load tests are conducted to a load of 1.0 or greater times the factored design load on individual micropiles

Table 10.5.5.2.5-2 – Resistance Factors for Structural Resistance of Axially Loaded Micropiles

Section / Loading Condition		Resistance Factor
Pile Cased Length	Tension, $\phi_{TC}$	0.80
	Compression, $\phi_{CC}$	0.65
Pile Uncased Length	Tension, $\phi_{TU}$	0.80
	Compression, $\phi_{CU}$	0.65

## 10.5.5.3 Extreme Limit States

## 10.5.5.3.2 Scour

The following shall replace A10.5.5.3.2.

The foundation shall be designed so that the resistance (stability) remaining after the maximum scour, resulting from the scour design flood or the superflood, as defined in PP7.2.2 or PP7.2.3, respectively, has occurred, provides adequate foundation resistance to support the Service I limit state loadings.

The foundation shall resist not only the loads applied from the structure but also any debris loads occurring during the flood event.

## C10.5.5.3.2

The following shall replace AC10.5.5.3.2.

Stability of deep foundations, including unsupported length of piles, must be analyzed with the maximum scour depth at the Service I limit state, as specified in D3.7, to ensure the bridge can remain operational until the extent of damage can be evaluated and repaired.

For the analysis of foundations with water levels exceeding the scour design flood, the extreme event II limit state, utilizing corresponding water level, water loads, and scour depth, may be used.

## SPECIFICATIONS

## COMMENTARY

**10.6 SPREAD FOOTINGS****10.6.1 General Considerations****10.6.1.2 Bearing Depth**

The following shall supplement A10.6.1.2.

Where the potential for scour, erosion or undermining exists, spread footings shall be located to bear below the maximum anticipated depth of scour, erosion, or undermining as specified in A2.6.4.4, and PP7.2.

For footings constructed on slopes, a minimum horizontal bench 4 ft. wide shall be provided as shown in Fig. D11.1.1.1.1P-1. The actual bench width shall consider overall stability of the slope in accordance with D10.6.2.5. In no case shall the minimum embedment depth to the bottom of footings be less than 3 ft. or the expected depth of frost penetration, nor shall the soil cover over the footing be less than 1 ft.

Footing depths and scour protection must follow the provisions of PP7.2 when scour is a possibility. Scour investigations shall be made in accordance with PP7.2.

**10.6.1.4 Bearing Stress Distributions**

The following shall supplement A10.6.1.4.

The value of  $q_r$  obtained using the reduced footing dimensions represents an equivalent uniform bearing pressure and not the actual contact pressure distribution beneath the footing. This equivalent uniform bearing resistance shall be compared to the factored bearing pressure in accordance with D11.6.3.2. The actual contact pressure distribution shall be used for structural design of the footing as described in D10.6.5.

**10.6.1.5 Anchorage Of Inclined Footings**

The following shall replace A10.6.1.5.

Inclined footing bases shall not be used without the approval of the Chief Bridge Engineer.

**10.6.1.9P Replacement Of Unsuitable Material**

Where unsuitable material exists to a depth of 10 ft. or less below the footing bearing level, consideration shall be given to the use of spread footings on compacted structure backfill as an alternative to deep foundations. Where unsuitable material extends more than 10 ft. below the footing bearing level, deep foundations shall be used. Unsuitable material is defined as material which will not provide adequate bearing capacity with acceptable settlements as determined in accordance with sections A10.6.2, D10.6.2, A10.6.3, and D10.6.3.

To permit the use of footings, unsuitable material shall be removed and replaced as shown in Fig. 10.6.1.9P-1. For

**C10.6.1.4P**

Eccentric loads have the effect of reducing the bearing resistance of a footing. "Actual" footing contact pressures for eccentrically loaded footings are typically calculated assuming a rigid footing.

For non-rectangular sections, L may be estimated as follows:

- Abutment L = Bearing-to-bearing + 4 ft.
- Wing L = Construction Joint to End of Wing

**C10.6.1.5**

Delete AC10.6.1.5

**C10.6.1.9P**

OSHA regulations in regard to excavation must be followed in all cases of removal and replacement of unsuitable material.

Instances which require a relatively shallow depth of removal and replacement of unsuitable material may not

## SPECIFICATIONS

footings on clay soil which provide adequate bearing resistance, a minimum overexcavation of 6 in. shall be required. All unsuitable material removed below the footing bearing level shall be replaced with compacted structure backfill, and all unsuitable material above the footing bearing level shall be replaced with compacted embankment material in accordance with the Standard Drawings (see Standard Drawing RC-12M).

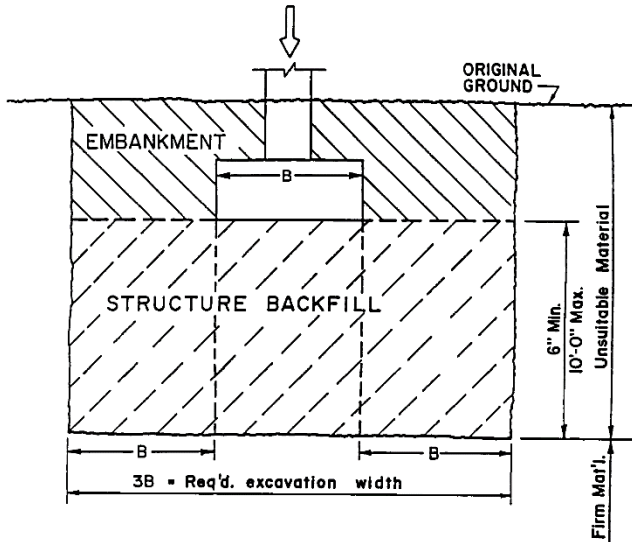


Figure 10.6.1.9P-1 – Unsuitable Material Replacement

## 10.6.2 Service Limit State Design

### 10.6.2.4 Settlement Analyses

#### 10.6.2.4.1 General

## COMMENTARY

require excavation width to be as wide as  $3B$ , as shown in Fig. 10.6.1.9P-1. A narrower excavation width will be acceptable provided engineering analysis shows that the factored bearing resistance will be adequate and the foundation settlement will be acceptable.

#### C10.6.2.4.1

The following shall supplement AC10.6.2.4.1.

Methods for determining the distribution of vertical stress below a loaded area are usually based on elastic theory. While most soils are not elastic, the approach is valid, provided the additional stress imposed by foundation loading is below about 75% of the failure stress.

For highway applications, the stress distributions of most value include those presented in Figs. C10.6.2.4.1-1 and C10.6.2.4.1-2. The charts presented in Fig. C10.6.2.4.1-1 present solutions for the cases of (a) the vertical stress increase below the corner of a uniformly loaded rectangular area and (b) the vertical stress increase at various locations below a uniformly loaded circular area. By applying superposition principles, the solution for the vertical stress below the corner of a uniformly loaded rectangular area may be used to determine the vertical stress increase below the center or point along the edge of a rectangular or square area. The charts presented in Fig. C10.6.2.4.1-2 provide solutions for the distribution of vertical stress increase below areas having a variable intensity of surface loading typical of an embankment.



COMMENTARY

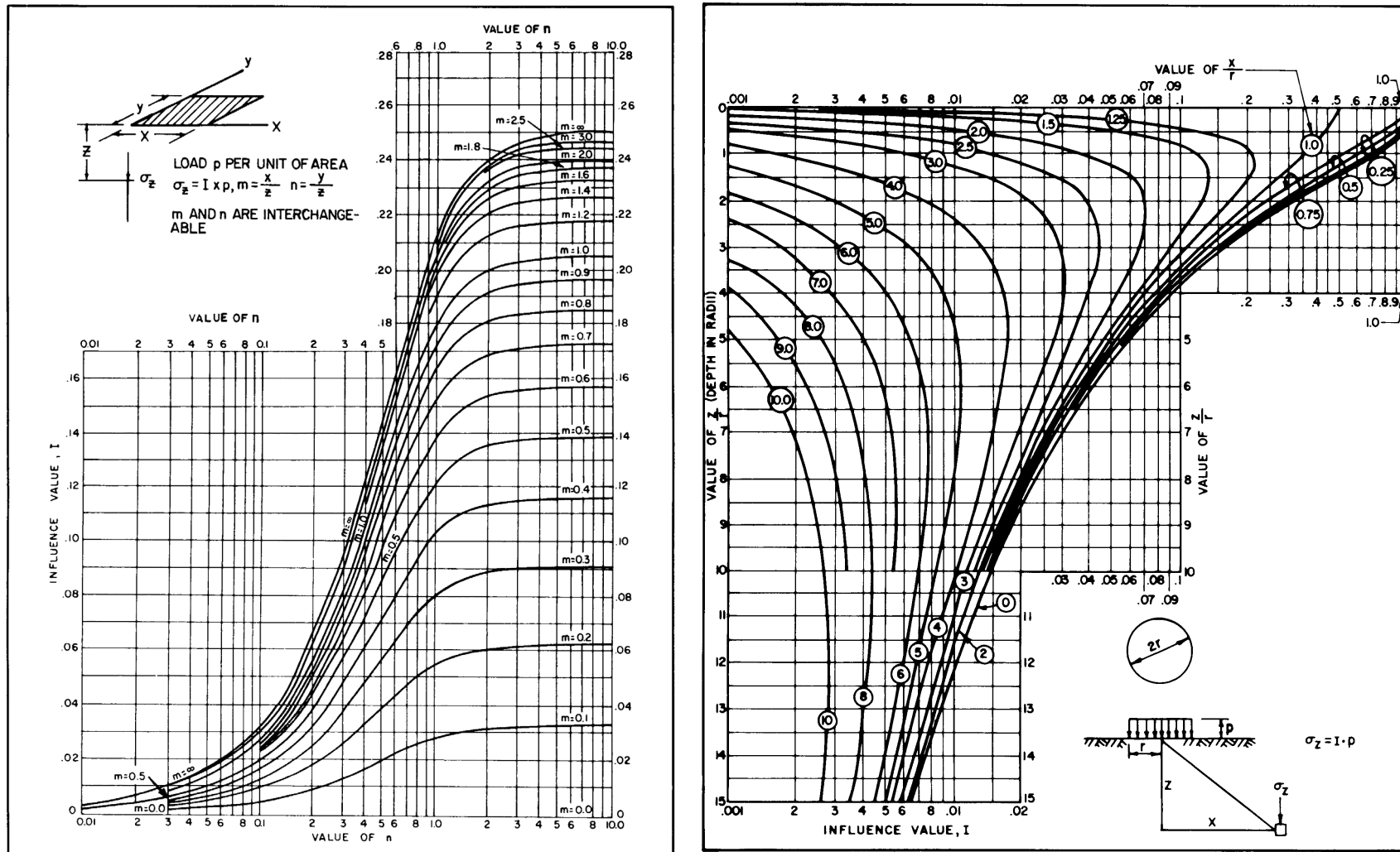


Figure C10.6.2.4.1-1 – Influence Coefficients for Vertical Stress Below Uniformly Loaded Rectangular and Circular Areas (U. S. Department of the Navy, 1986)

COMMENTARY

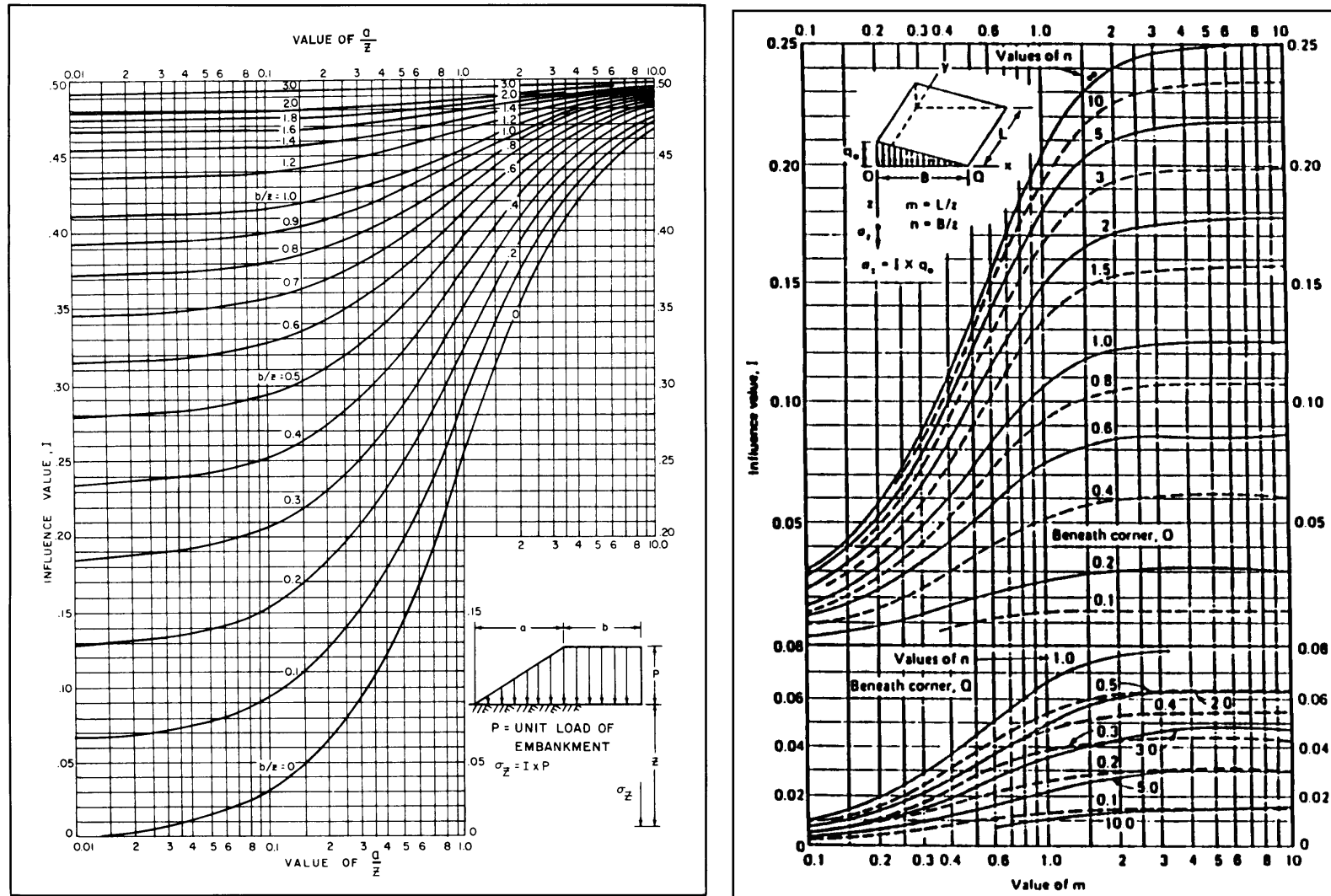


Figure C10.6.2.4.1-2 – Influence Coefficients for Vertical Stress Below Embankment and Triangular Areas (U. S. Department of the Navy, 1986)

SPECIFICATIONS

10.6.2.4.2 Settlement of Footings on Cohesionless Soils

The following shall replace the third paragraph of A10.6.2.4.2.

The average elastic settlement of footings on cohesionless soils and stiff cohesive soils may be estimated using the following:

$$S_e = \mu_0 \mu_1 \frac{q_o B'}{144E_s} \tag{10.6.2.4.2-1}$$

where:

- $\mu_0$  = depth factor taken as 1.0
- $\mu_1$  = layer thickness coefficient taken from Fig. 10.6.2.4.2-2
- $q_o$  = vertical stress at base of loaded area (ksf)
- $B'$  = effective footing width as specified in A10.6.1.3 (ft.)
- $E_s$  = Young's modulus of soil taken as specified in AC10.4.6.3 if direct measurements of  $E_s$  are not available from the results of in situ or laboratory tests (ksi)

COMMENTARY

C10.6.2.4.2

The following shall supplement AC10.6.2.4.2.

Elastic settlement is the principal component of the total settlement experienced by footings on granular soils and stiff cohesive soils.

When more than one layer of soil is encountered beneath a footing, the elastic settlement of each layer shall be calculated separately using the layer thickness coefficient for that layer. To determine the effective width  $B'$  for use in Fig. 10.6.2.4.2-2, the stress,  $q_n$ , at the top of a given layer is assumed to be distributed over an effective area which has been increased by the depth to the layer,  $H$ , resulting in an effective width of  $B' + H$ .

When calculating the settlement for piers on multi-layered soils, the length,  $L$ , should also be increased proportionately. The effective footing length  $L$  would be  $L + H$  and the effective footing width would be  $B' + H$ , when selecting the appropriate curve for the soil layer under consideration. The stress used in Eq. 10.6.2.4.2-1 would be calculated as per Eq. C10.6.2.4.2-1.

$$q_n = q_o [B' / (B' + H)] [L / (L + H)] \tag{C10.6.2.4.2-1}$$

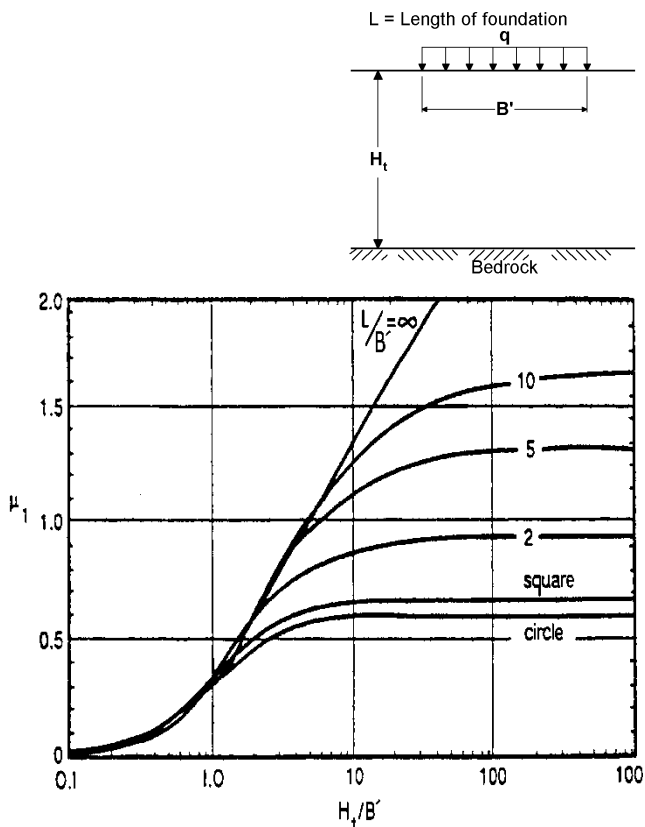


Figure 10.6.2.4.2-2 – Settlement Influence Factor  $\mu_1$  (after Christian and Carrier, 1978)

## SPECIFICATIONS

*10.6.2.4.3 Settlement of Footings on Cohesive Soils*

The following shall supplement A10.6.2.4.3.

For foundations on stiff cohesive soils, the elastic settlement may be determined using Eq. D10.6.2.4.2-1.

*10.6.2.4.4 Settlement of Footings on Rock*

The following shall supplement A10.6.2.4.4.

If soil-filled discontinuities are present below a footing, settlement of such layers should be estimated using the procedures for footings on soil.

The following shall replace the last sentence in the fourth paragraph of A10.6.2.4.4.

Determination of the rock mass modulus,  $E_m$ , shall be in accordance with D10.4.6.5.

**10.6.2.5 Overall Stability**

The following shall replace A10.6.2.5.

The overall stability of footings, slope and foundation soil or rock shall be evaluated using Load Combination Service I Limit State; the provisions of A3.4.1, D3.4.1, D3.4.1.1P, A10.5.2.3 and D11.6.2.3 and the resistance factors given in Table 10.6.2.5-1.

## COMMENTARY

*C10.6.2.4.3*

The following shall replace the third paragraph of AC10.6.2.4.3.

To account for the decreasing stress with increased depth below a footing and variations in soil compressibility with depth, the compressible layer should be divided into vertical increments, i.e., typically 5.0 to 10.0 ft. for most normal width footings for highway applications, and the consolidation settlement of each increment analyzed separately. The number and thickness of compressible layers will depend on the total depth of compressible soil below the footing and the desired accuracy of the settlement computations. In general, layers should be thinnest near the footing base to account for rapid changes in vertical stress distribution due to the applied stress, and variations in  $\sigma_p'$  with depth. The total value of  $S_c$  is the summation of  $S_c$  for each increment.

The following shall supplement AC10.6.2.4.3.

The use of spread footings when total consolidation settlement exceeds serviceability limitations is undesirable and another foundation type should be considered.

**C10.6.2.5P**

Overall stability refers to deep seated failures.

Until a computer program is developed to analyze overall stability which incorporates the LRFD methodology, the Department will use the factor of safety method where  $S.F. = 1/\phi$  and a slope stability analysis program included in the BDTD's list of [Accepted Commercially Available or Consultant Developed Software](#) which is available from the Bridge ["Design, Analysis and Rating"](#) page on the Department website.

## SPECIFICATIONS

## COMMENTARY

Table 10.6.2.5-1 – Minimum Resistance Factors,  $\phi$ , for Overall Stability at the Service Limit State

GEOMETRY	SPT* AND VISUAL CLASSIFICATION	SPT* AND LAB CLASSIFICATION	SPT* AND LAB STRENGTH TESTING
General Spread Footing	0.55	0.65	0.75
Abutment Supported Above Retaining Wall	Not Acceptable	0.55	0.65

\* Standard Penetration Test data from soil borings.

The overall stability shall be evaluated using limiting equilibrium methods of analysis. Depending on whether the anticipated mode of failure is circular or planar, the Modified Bishop Method (or equivalent) or the Janbu Method (or equivalent), respectively, shall be used to evaluate the overall stability of the slope. Line, point, or area loads due to shallow foundations located within the soil mass defined by the failure surface shall be included in the analysis.

The Modified Bishop Method is appropriate where the failure surface is expected to be circular. The Janbu Method is appropriate where the failure surface is expected to be planar.

If the foundation within the soil mass defined by the failure surface is supported by deep foundations, i.e. piles or drilled shafts, that bear in material below the failure surface, it is not necessary to include loads due to those foundations in the analysis.

### 10.6.2.6 Bearing Resistance At The Service Limit State

The following shall supplement A10.6.2.6.

The settlement of spread footings shall be estimated in accordance with A10.6.2.4 and D10.6.2.4 and compared to the movement criteria established in D10.5.2.2.

### 10.6.3 Strength Limit State Design

#### 10.6.3.1 Bearing Resistance Of Soil

##### 10.6.3.1.1 General

The following shall supplement A10.6.3.1.1.

The Department's preferred method for predicting bearing resistance of soils under footings is the theoretical method given in D10.6.3.1.2.

##### 10.6.3.1.2 Theoretical Estimation

###### 10.6.3.1.2a Basic Formulation

The following shall replace the first sentence of the fifth paragraph and Eqs. A10.6.3.1.2a-1 through A10.6.3.1.2a-4 of A10.6.3.1.2a.

The nominal bearing resistance at the strength limit state (for general shear failure) may be estimated using the following relationship for continuous footings (i.e.,  $L > 5B$ ):

$$q_n = cN_c + 0.5\gamma BN_\gamma + \gamma D_f N_q \quad (10.6.3.1.2a-1)$$

###### C10.6.3.1.2a

The following shall supplement AC10.6.3.1.2a.

The three modes of shear failure (general, local, and punching) are shown in Fig. C10.6.3.1.2a-2.

General shear failure is characterized by a well-defined failure surface extending to the ground surface and is accompanied by sudden rotation and tilting of the footing and bulging of soil on both sides of the footing. General shear failure occurs in relatively incompressible soil and in saturated normally consolidated clays in undrained loading.

Local shear and punching shear are described in AC10.6.3.1.2b.

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A modified form of the general bearing capacity equation may be used to account for the effects of footing shape, ground surface slope and inclined loading as follows:

$$q_n = cN_c s_c i_c + 0.5\gamma B N_\gamma s_\gamma i_\gamma + \gamma D_f N_q s_q i_q \quad (10.6.3.1.2a-10)$$

COMMENTARY

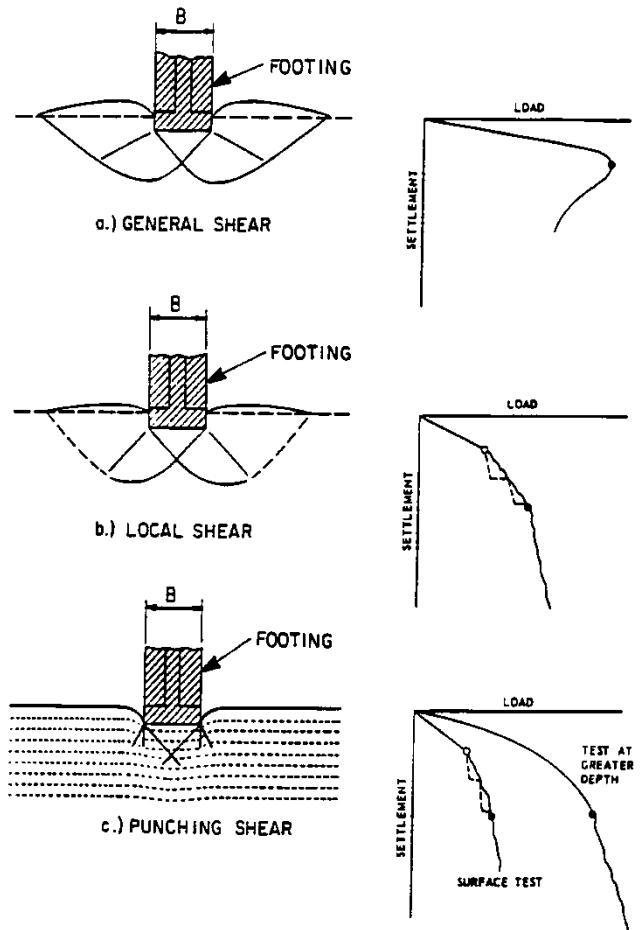


Figure C10.6.3.1.2a-2 Bearing Capacity Failure Modes for Footings on Soil (Vesic, 1963).

The failure mode for a particular footing depends primarily on the compressibility of the soil and the footing depth. The relationship between footing depth, mode of failure, and relative density for footings in sand is shown in Fig. AC10.6.3.1.2b-1.

The equation for the ultimate bearing capacity for the case of general shear (Eq. D10.6.3.1.2a-1) includes three separate terms. The first is a function of the soil shear strength ( $\phi_f$  and  $c$ ), the second is a function of the footing width ( $B$ ) and the third is a function of the footing depth ( $D_f$ ) and soil unit weight ( $\gamma$ ).

The general equation for theoretical estimation of ultimate bearing capacity (Eq. D10.6.3.1.2a-1) is an approximate, semi-empirical equation which assumes an infinitely long strip footing with a horizontal base carrying a concentric, vertical load, bearing well above the water table in a homogeneous, plastic soil with a horizontal ground surface.

Numerous investigators have developed bearing capacity factors ( $N_c$ ,  $N_\gamma$  and  $N_q$ ) for use in the general bearing

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$s_c, s_\gamma, s_q$  = For footing shapes other than continuous footings (i.e.,  $L < 5B$ ), footing shape correction factors as specified in Table A10.6.3.1.2a-3 (dim). For  $L \geq 5B$ , shape factors equal 1.0.

*10.6.3.1.2d Considerations for Two-Layer Soil Systems - Critical Depth*

The following shall supplement A10.6.3.1.2d.

If the soil profile is layered, the general bearing capacity equation shall be modified to account for differences in failure mode between the layered case and the homogeneous soil case assumed in Eq. D10.6.3.1.2a-10.

*10.6.3.1.2e Two-layered Soil System in Undrained Loading*

The following shall replace the first paragraph of A10.6.3.1.2e.

Where a footing is supported on a two-layered soil system subjected to undrained loading, the nominal bearing

## COMMENTARY

capacity equation. The indicated values are those developed by Prandtl and Reissner for  $N_c$  and  $N_q$ , and those developed by Caquot and Kerisel for  $N_\gamma$ , which are generally considered the most reliable and are currently the most widely used by practicing engineers, Hunt (1986). The values shown in Table A10.6.3.1.2a-1 can also be calculated using the following relationships:

$$N_q = \left( e^{\pi \tan \phi_f} \right) \tan^2 \left( 45^\circ + \phi_f / 2 \right) \quad (\text{C10.6.3.1.2a-1})$$

$$N_c = (N_q - 1) \cot \phi_f \quad (\text{for } \phi_f > 0^\circ) \quad (\text{C10.6.3.1.2a-2})$$

$$N_c = 2 + \pi \quad (\text{for } \phi_f = 0^\circ) \quad (\text{C10.6.3.1.2a-3})$$

$$N_\gamma = 2(N_q + 1) \tan \phi_f \quad (\text{C10.6.3.1.2a-4})$$

The shape factors are semi-empirical factors based on load tests of footings with various shapes.

Depth factors are not included in Eqs. D10.6.3.1.2a-1 or D10.6.3.1.2a-10, which treats all soil above the footing bearing level as a surcharge load, and neglects the shearing resistance of the overburden along the failure surface. Depth factors to account for overburden shearing resistance have been developed by several investigators and could be applied where the soil above the footing is expected to provide significant shear resistance. However, Vesic notes that there is evidence that the additional shearing resistance is negligible for backfilled footings or footings in compressible overburden and should, therefore, be neglected, Winterkorn and Fang (1975).

The effect of an inclined load is to induce a horizontal component in the foundation reaction, such that failure of the footing may occur by either general shear (bearing resistance) or sliding. Inclined loads have the effect of reducing the bearing capacity of a footing.

*C10.6.3.1.2dP*

Bearing failure of spread footing foundations on layered cohesive soils occurs by two principal modes depending on whether the bearing stratum is underlain by a stiffer or softer soil unit. For cases where the soft layer overlies a stiffer layer, failure partially occurs by lateral flow of the soft soil layer. For cases where the stiff layer overlies a soft layer, failure usually occurs by punching of the stiffer soil into the underlying softer soil.

## SPECIFICATIONS

resistance may be determined using Eq. D10.6.3.1.2a-1 with the following modifications:

$$q_n = c_1 N_m + \gamma D_f \quad (10.6.3.1.2e-4)$$

## 10.6.3.1.2gP Groundwater

Nominal bearing resistance shall be determined using the highest anticipated groundwater level at the footing location. The effect of ground water level on the ultimate bearing resistance shall be considered by using a weighted average soil unit weight in Eq. D10.6.3.1.2a-10. If  $\phi_f < 37^\circ$ , the following equations may be used to determine the weighted average unit weight:

$$\text{for } z_w \geq B: \text{ use } \gamma = \gamma_m \text{ (no effect)} \quad (10.6.3.1.2gP-1)$$

$$\text{for } z_w < B: \text{ use } \gamma = \gamma' + (z_w/B)(\gamma_m - \gamma') \quad (10.6.3.1.2gP-2)$$

$$\text{for } z_w \leq 0: \text{ use } \gamma = \gamma' \quad (10.6.3.1.2gP-3)$$

If  $\phi_f \geq 37^\circ$ , the following equations may be used to determine the weighted average unit weight:

$$\text{for } z_w \geq D: \text{ use } \gamma = \gamma_m \text{ (no effect)} \quad (10.6.3.1.2gP-4)$$

$$\text{for } z_w < D: \gamma = (2D - z_w)(z_w \gamma_m / D^2) + (\gamma' / D^2)(D - z_w)^2 \quad (10.6.3.1.2gP-5)$$

$$D = 0.5B \tan(45^\circ + \phi_f / 2) \quad (10.6.3.1.2gP-6)$$

$$\text{for } z_w \leq 0: \text{ use } \gamma = \gamma' \quad (10.6.3.1.2gP-7)$$

Refer to Fig. 10.6.3.1.2gP-1 for definition of terms used in these equations.

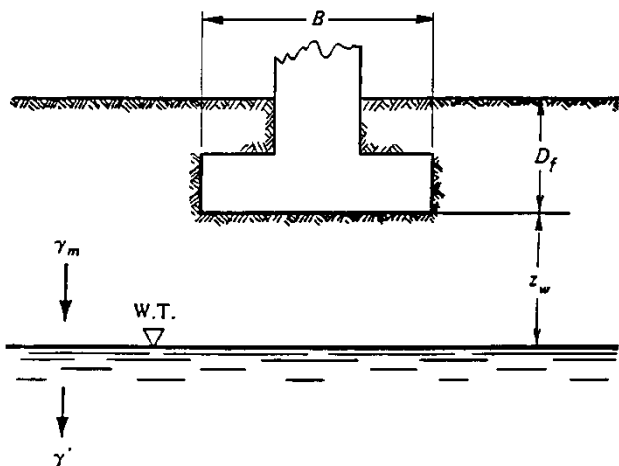


Figure 10.6.3.1.2gP-1 – Definition Sketch for Influence of Groundwater Table on Bearing Capacity

## COMMENTARY



## SPECIFICATIONS

## COMMENTARY

*10.6.3.1.2hP Footing Base Inclination*

Inclined footing bases shall not be used without the approval of the Chief Bridge Engineer.

**10.6.3.2 Bearing Resistance of Rock***10.6.3.2.1 General*

The following shall supplement A10.6.3.2.1.

Rock masses may also pose special problems that shall be considered in design. Typical examples of special problems include weathering, chemical effects, solutioning and subsidence. See Publication 293, “Geotechnical Engineering Manual”, to identify the presence and extent of these special problem conditions throughout the Commonwealth.

*10.6.3.2.2 Semiempirical Procedures*

The following shall replace A10.6.3.2.2.

The factored bearing stress of the foundation shall not be taken to be greater than the factored compressive resistance of the footing concrete.

The design of footings on rock shall account for the condition and spacing of joints and other discontinuities. The ultimate bearing resistance of footings on rock can be estimated using the following relationship:

$$q_n = N_{ms}C_o \quad (10.6.3.2.2-1)$$

Refer to Table 10.6.3.2.2-1 for values of  $N_{ms}$ . Values of  $C_o$  should be determined from the results of laboratory testing of rock core obtained within 2B of the base for square and circular footings and within 4B of the base of the footing for footing where  $L/B \geq 5$ . Where rock strata within this interval are variable in strength, the rock with the lowest capacity should be used to determine  $q_n$ . As a guide, Table 10.6.3.2.2-2P can be used to estimate  $C_o$ . For rocks defined by very poor quality, the value of  $q_n$  should be determined as the value of  $q_n$  for an equivalent soil mass.

*C10.6.3.2.2*

The following shall replace AC10.6.3.2.2.

The bearing resistance of a footing on jointed or broken rock is dependent on the relationship between the joint spacing, the footing geometry and the condition of the joints.

The bearing resistance of jointed or broken rock may be estimated using the semi-empirical procedure developed by Carter and Kulhawy (1988).

$$q_n = \left[ \sqrt{s} + (m\sqrt{s} + s)^{\frac{1}{2}} \right] C_o \quad (C10.6.3.2.2-1)$$

This procedure is based on the unconfined compressive strength of the intact rock core sample.

The terms  $s$  and  $m$  are constants from Table D10.4.6.4-5. Values of the term in brackets (designated as  $N_{ms}$ ) as a function of rock type and quality are presented in Table 10.6.3.2.2-1, such that  $q_n$  can be determined using Eq. C10.6.3.2.2-1.

## SPECIFICATIONS

## COMMENTARY

Table 10.6.3.2.2-1 – Values of Coefficient  $N_{ms}$  for Estimation of the Nominal Bearing Resistance of Footings on Broken or Jointed Rock, Modified after Hoek (1983)

ROCK MASS QUALITY	GENERAL DESCRIPTION	RMR <sup>(1)</sup> RATING	RQD <sup>(2)</sup> (%)	$N_{ms}$ <sup>(3)</sup>				
				A	B	C	D	E
Excellent	Intact rock with joints spaced >10 ft. apart	100	95 - 100	3.8	4.3	5.0	5.2	6.1
Very Good	Tightly interlocking, undisturbed rock with rough unweathered joints spaced 3 to 10 ft. apart	85	90 - 95	1.4	1.6	1.9	2.0	2.3
Good	Fresh to slightly weathered rock, slightly disturbed with joints spaced 3 to 10 ft. apart	65	75 - 90	0.28	0.32	0.38	0.40	0.46
Fair	Rock with several sets of moderately weathered joints spaced 1 to 3 ft. apart	44	50 - 75	0.049	0.056	0.066	0.069	0.081
Poor	Rock with numerous weathered joints spaced 1 to 20 in. apart with some gouge	23	25 - 50	0.015	0.016	0.019	0.020	0.024
Very Poor	Rock with numerous highly weathered joints spaced < 2 in. apart	3	< 25	Use $q_{ult}$ for an equivalent soil mass				

<sup>(1)</sup> Geomechanics Rock Mass Rating (RMR) System, in accordance with D10.4.6.4

<sup>(2)</sup> Range of RQD values provided for general guidance only; actual determination of rock mass quality should be based on RMR.

<sup>(3)</sup> Value of  $N_{ms}$  as a function of rock type; refer to Table 10.6.3.2.2-2 for typical range of values of  $C_o$  for different rock types in each category

## SPECIFICATIONS

## COMMENTARY

Table 10.6.3.2.2-2 – Typical Range of Uniaxial Compressive Strength (Co) as a Function of Rock Category and Rock Type

ROCK CATEGORY	GENERAL DESCRIPTION	ROCK TYPE	Co <sup>(1)</sup>
			ksf
A	Carbonate rocks with well-developed crystal cleavage	Dolostone	600 - 6,400
		Limestone	600 - 6,000
		Carbonatite	800 - 1,400
		Marble	800 - 5,000
		Tactite-Skarn	2,800 - 6,800
B	Lithified argillaceous rock	Argillite	600 - 3,000
		Claystone	30 - 170
		Marlstone	1,000 - 4,000
		Phyllite	600 - 5,000
		Siltstone	200 - 2,400
		Shale <sup>(2)</sup>	150 - 740
		Slate	3,000 - 4,400
C	Arenaceous rocks with strong crystals and poor cleavage	Conglomerate	600 - 4,600
		Sandstone	1,400 - 3,600
		Quartzite	1,200 - 8,000
D	Fine-grained igneous crystalline rock	Andesite	2,000 - 3,800
		Diabase	450 - 12,000
E	Coarse-grained igneous and metamorphic crystalline rock	Amphibolite	2,400 - 5,800
		Gabbro	2,600 - 6,400
		Gneiss	500 - 6,400
		Granite	300 - 6,800
		Quartzdiorite	200 - 2,000
		Quartzmonzonite	2,800 - 3,400
		Schist	200 - 3,000
		Syenite	3,800 - 9,000

<sup>(1)</sup> Range of Uniaxial Compressive Strength values reported by various investigations

<sup>(2)</sup> Not including oil shale

### 10.6.3.2.3 Analytic Method

The following shall replace A10.6.3.2.3.

The nominal bearing resistance of foundations on rock shall be determined using established rock mechanics principles based on the rock mass strength parameters determined in accordance with D10.4.6.4. The influence of discontinuities on the failure mode shall also be considered.

## SPECIFICATIONS

## COMMENTARY

The bearing capacity of a footing on jointed or broken rock is dependent on the relationship between the joint spacing and the footing geometry, and the condition of the joints as described below.

*10.6.3.2.3aP Footings on Closely-Spaced Joint Sets*

Closely-spaced joints are discontinuities with a spacing less than the minimum plan dimension of the footing. Footings on closely spaced joint sets may fail either by uniaxial compression or shear, depending on the condition and orientation of the joints.

- Open Joints

Open joint sets are defined as discontinuities across which load cannot be transferred due to the presence of an open space or soft joint filler. For open joints, failure is likely to occur by uniaxial compression of the rock columns. The nominal bearing resistance of the rock mass may be determined for this case by the following relationship:

$$q_n = 2K_e c \tan(45 + \phi_m/2) \quad (10.6.3.2.3aP-1)$$

In determining  $q_n$ , strength parameters representing rock mass shall be used. For cases in which the parameters are determined from intact samples rather than the rock mass, the value of  $c$ , obtained from intact rock, shall be reduced by the factor  $K_e$ , using the following relationship from Gardner (1987):

$$K_e = 0.0231(\text{RQD}) - 1.32 \geq 0.15 \quad (10.6.3.2.3aP-2)$$

Values of the rock mass angle of friction ( $\phi_m$ ) are typically 50 to 75% of those of the intact material, Kulhawy and Goodman (1980). Values of  $c$  and  $\phi_m$  for the intact rock can be determined from the results of triaxial compression tests on rock core samples. For poor quality rock in which intact samples cannot be obtained, use of the pressuremeter test may be considered for determining the in situ rock properties. When in situ testing or triaxial compression testing is not or cannot be performed, the nominal bearing capacity of the rock mass can be estimated by assuming  $c$  equal to approximately 5 to 10% of  $C_o$ , obtained from the results of uniaxial compressive strength or point load tests, and assuming  $\phi_m$  equal to zero as presented in Kulhawy and Goodman (1980).

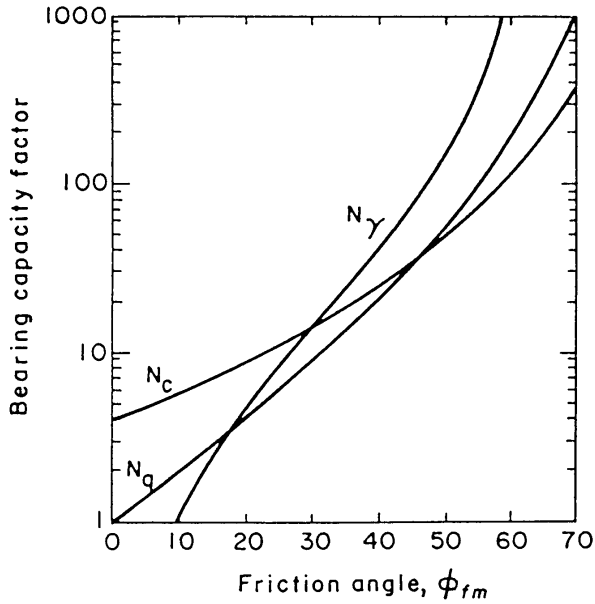
- Closed Joints

Closed joint sets are defined as discontinuities across which load can be transferred because of contact between rock surfaces on either side of the joints. For closed joints, failure is likely to occur by general shear failure of the rock across the joint sets. For this case, the nominal bearing

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capacity shall be determined using Eq. D10.6.3.1.2a-1 and the bearing capacity factors as defined in Fig. 10.6.3.2.3aP-1. Where applicable, terms in this equation shall be modified by factors described in A10.6.3.1.2e, A10.6.3.1.2f, D10.6.3.1.2e and D10.6.3.1.2gP. Bearing capacity factors shall be developed using a value of  $\phi_{fm}$  adjusted to account for rock mass characteristics.



Note:  
 $\phi_{fm}$  = angle of internal friction  
of rock mass

Figure 10.6.3.2.3aP-1 – Bearing Capacity Factors for Development of General Wedge Shear Zone for Footings on Rock with Closed Joints

10.6.3.2.3bP Footings on Widely-Spaced Joint Sets

Widely-spaced joints are discontinuities with a spacing greater than the minimum plan dimension of the footing. Where wide joint sets are present, failure occurs by splitting of rock below the footing, which ultimately leads to general shear. For square and circular footings, the nominal bearing capacity can be determined by the following relationship, Kulhawy and Goodman (1980):

For circular footings:

$$q_{ult} = J(K_e c)N_{cr} \tag{10.6.3.2.3bP-1}$$

For square footings:

$$q_{ult} = 0.85J(K_e c)N_{cr} \tag{10.6.3.2.3bP-2}$$

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See Fig. 10.6.3.2.3bP-1 for values of  $J$  and  $N_{cr}$  to use in the equations. The bearing capacity factor shall be developed using a value of  $\phi_{fm}$  adjusted to account for rock mass characteristics as discussed in D10.6.3.2.3aP. If the shear strength of the rock is not or cannot be determined by in-situ testing or triaxial testing of rock core samples, the bearing capacity can be conservatively estimated by assuming  $\phi_{fm}$  equal to zero and  $c$  equal to approximately 5 to 10% of  $C_o$ .

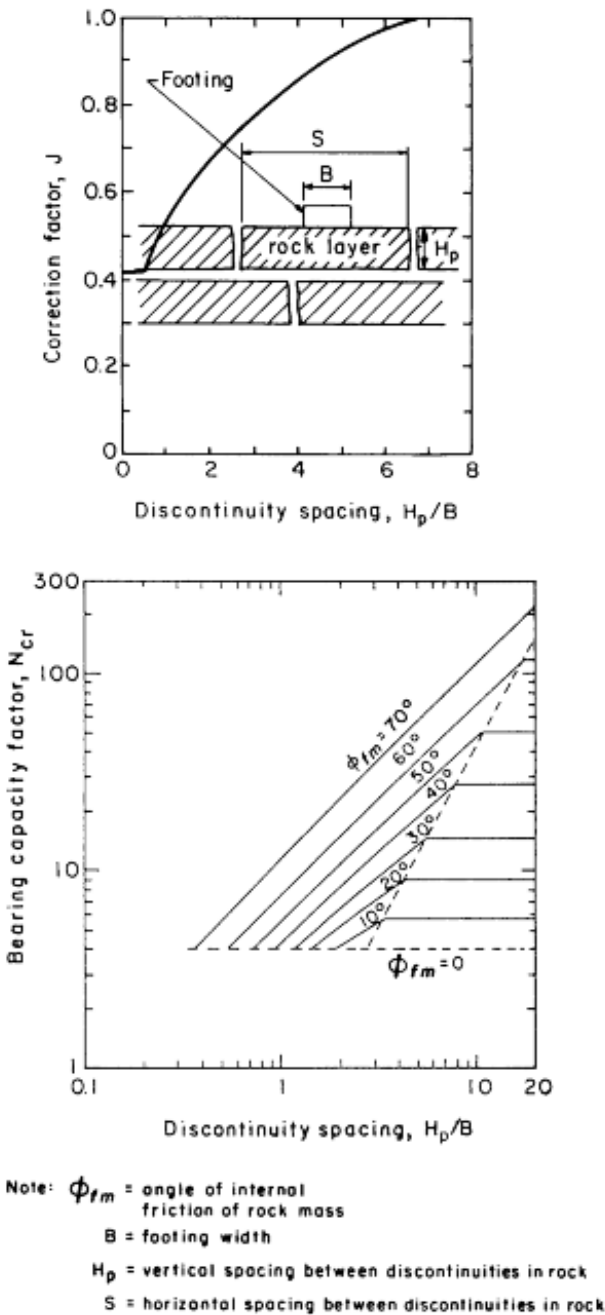


Figure 10.6.3.2.3bP-1 – Bearing Capacity Factors for Footings on Rock with Widely-Spaced Joint Sets

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*10.6.3.2.3cP Footings on Rigid Layer Over Weaker Layer*

For a thick rigid layer overlying a weaker layer, failure will probably occur by flexure of the upper layer where the flexure strength of unfractured rock is approximately 10 to 20% of  $q_n$ . For a thin rigid layer overlying a weaker layer, failure will probably occur by tensile failure of the upper layer where the tensile strength of unfractured rock is approximately 5 to 10% of  $q_n$ .

**10.6.3.4 Failure by Sliding**

The following shall replace Eq. 10.6.3.4-1 in A10.6.3.4.

$$R_r = \phi R_n = \phi_\tau R_\tau \quad (10.6.3.4-1)$$

The following shall supplement A10.6.3.4.

The nominal resistance for sliding for foundations on soils exhibiting both frictional and cohesive shear strength components, i.e., “c- $\phi$ ” soils, may be taken as:

$$R_\tau = V \tan \delta + c_a B' \quad (10.6.3.4-3)$$

where:

V = total vertical force per unit width (kips/ft)

$\tan \delta = \tan \phi_f$  for concrete cast against soil  
 =  $0.8 \tan \phi_f$  for a precast concrete footing

$c_a$  = adhesion between footing and soil, taken as  $c(0.21 + 0.54/c \leq 1.0)$ , unless better data is available (ksf)

B' = effective footing width as specified in A10.6.1.3 (ft.)

Passive resistance shall be neglected in evaluation of sliding failure, unless the base of the footing extends below the depth of maximum scour, freeze-thaw or other disturbances. In the latter case only, the embedment below the greater of these depths may be considered effective.

The passive resistance should be neglected if the soil providing passive resistance is soft, loose or disturbed, or if the contact between the soil and footing is not tight.

**10.6.5 Structural Design**

## COMMENTARY

**C10.6.3.4**

The following shall supplement AC10.6.3.4.

Engineering judgment should be exercised when making the determination of whether or not to count on the cohesive shear strength of a c- $\phi$  soil. A c- $\phi$  analysis should only be performed on soils which exhibit a true effective stress cohesion strength under long-term, drained conditions. The drained, effective stress strength parameters for this condition should be determined using a minimum of three shear strength tests or three undrained tests with pore pressure measurements.

In cases where the passive pressure is used, the resultant force shall be applied at  $0.4 H$ , where  $H$  is the height of the effective soil in front of the footing.

Unacceptable deformations may occur before passive resistance is mobilized.

**C10.6.5**

The following shall supplement AC10.6.5

In reality, the contact pressure is nonlinear due to the flexibility of the footing which tends to reduce the value of  $q_{max}$  to a value less than the high toe contact pressure associated with a rigid footing.

## SPECIFICATIONS

The following shall supplement A10.6.5.

The actual distribution of contact pressure for a rigid footing with eccentric loading about one axis is shown in Fig. 10.6.5-1.

## COMMENTARY

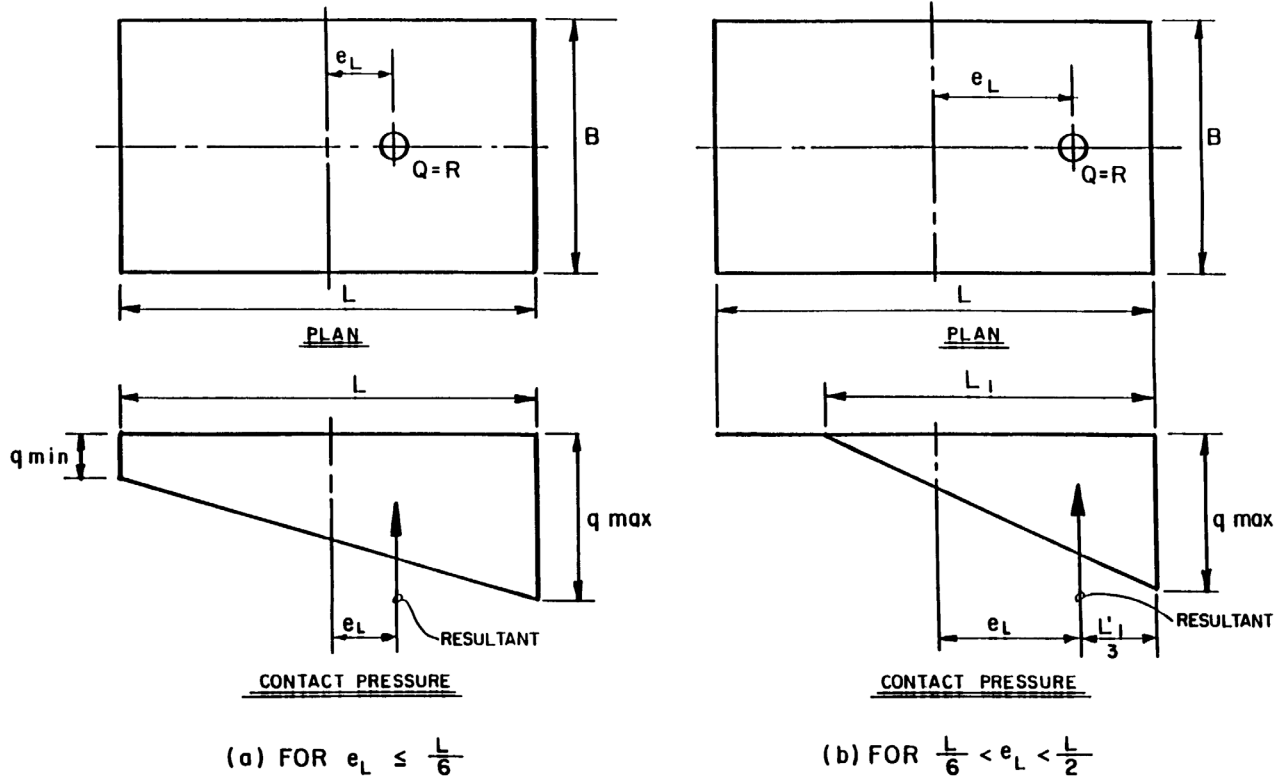


Figure 10.6.5-1 – Contact Pressure for Footing Loaded Eccentrically about One Axis

For an eccentricity ( $e_L$ ) in the L direction, the actual maximum and minimum contact pressures may be determined as follows:

for  $e_L < L/6$ :

$$q_{\max} = V[1 + (6e_L/L)]/BL \quad (10.6.5-1)$$

$$q_{\min} = V[1 - (6e_L/L)]/BL \quad (10.6.5-2)$$

for  $L/6 < e_L < L/2$ :

$$q_{\max} = 2V/[3B[(L/2) - e_L]] \quad (10.6.5-3)$$

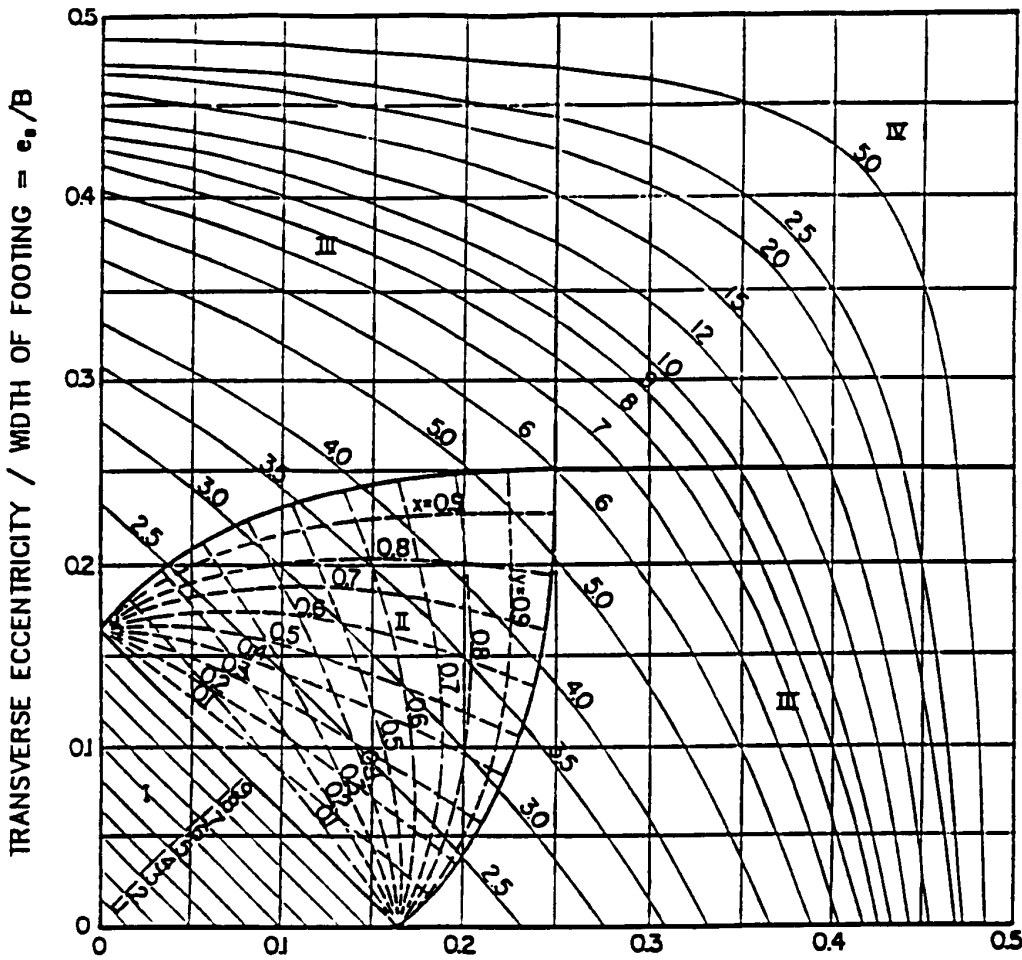
$$q_{\min} = 0 \quad (10.6.5-4)$$

$$L_1 = 3[(L/2) - e_L] \quad (10.6.5-5)$$

For an eccentricity ( $e_B$ ) in the B direction, the maximum and minimum contact pressures may be determined using Eqs. 10.6.5-1 through 10.6.5-5 by replacing terms labeled L by B, and terms labeled B by L.

The actual distribution of contact pressure for rigid footings with eccentric loading about both axes are shown in Fig. 10.6.5-2.





LONGITUDINAL ECCENTRICITY / LENGTH OF FOOTING =  $e_l/L$   
 SOLID CURVES GIVE VALUES OF K.  
 MAXIMUM PRESSURE  $q_{max} = K \times R/BL$

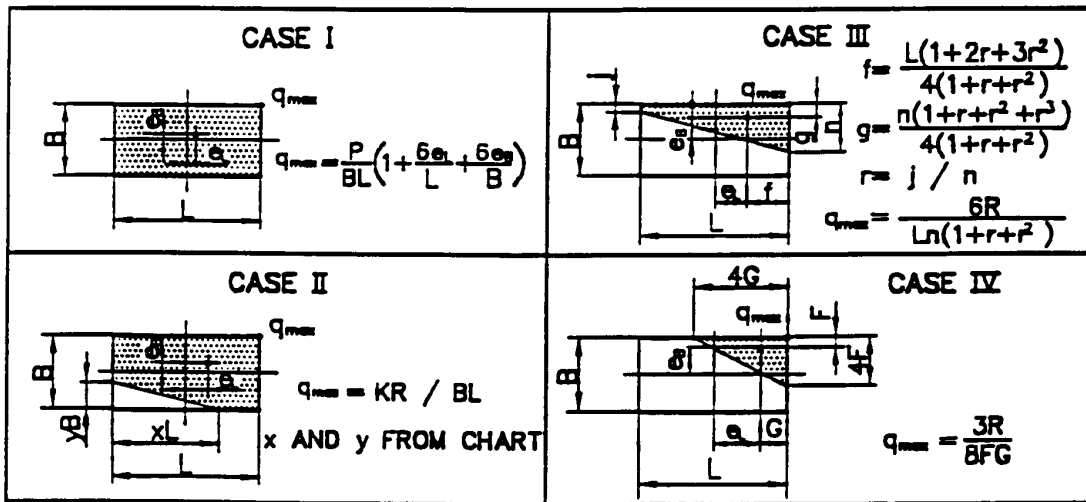


Figure 10.6.5-2 – Contact Pressure for Footing Loaded Eccentrically about Two Axes (modified after AREA, 1980)

## SPECIFICATIONS

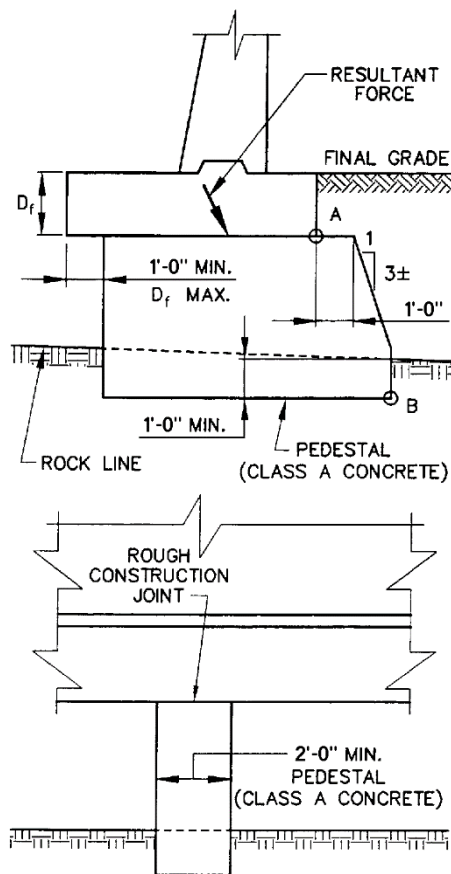
## COMMENTARY

**10.6.5.1P Unreinforced Concrete Footing**

Special approval from the Chief Bridge Engineer is needed to permit plain cement concrete footings.

**10.6.5.2P Foundation Pedestals**

The thickness of foundation pedestals shall be a minimum of 24 in. Sufficient longitudinal reinforcement shall be provided at the top and bottom faces of the footing slab for continuous beam action between pedestals. Additional dowels may be required for integral action between the stem and footing. If required to ensure integral action between footings and pedestals, transverse shear keys and dowels (No. 6 x 4 ft. at approximately 18 in. c/c each face) shall be provided. See Fig. 10.6.5.2P-1 for other design details.



- (1) FOOTING AND PEDESTAL DIMENSIONS SHALL SATISFY THE FOLLOWING REQUIREMENTS:
- EVALUATION OF OVERTURNING (ABOUT A FOR FOOTING AND ABOUT B FOR PEDESTALS) SHALL BE IN ACCORDANCE WITH A11.6.3.3.
  - THE RATIO OF SERVICE I VERTICAL LOADS TO THE SERVICE I HORIZONTAL LOADS SHALL NOT BE LESS THAN 2.0.
  - THE EFFECT OF LATERAL EARTH PRESSURE ON THE PEDESTAL CAN BE IGNORED.
- (2) THE MINIMUM CLEAR DISTANCE BETWEEN PEDESTALS SHALL BE APPROXIMATELY 10 ft.

Figure 10.6.5.2P-1 – Foundation Pedestal

## SPECIFICATIONS

## COMMENTARY

**10.6.6P Foundation Submission**

As part of the foundation approval process, a foundation submission letter shall be submitted to the Department for use in foundation review in compliance with PP1.9.4 and D11.4.4P. The letter shall include the basis for foundation capacity determination and the relevance of field conditions and construction procedures to develop the foundation capacity.

**10.7 DRIVEN PILES**

The following shall supplement A10.7.

This article presents design specifications for driven piles. Refer to Article A10.9 and D10.9 for design specifications for micropiles.

**10.7.1 General****10.7.1.1 Application**

The following shall supplement A10.7.1.1.

Piles must be sufficiently embedded below theoretical scour depth (refer to PP7.2 to determine the estimated scour depth) to properly support the structure. Where unsuitable material is less than 10 ft. in depth, consideration shall be given to the economics of spread footings supported on compacted structure backfill material as an alternate to piles.

Preloading of compressible soil by embankment surcharge may be used to reduce settlement to permit use of spread footings, or to reduce negative friction loading on piles. The cost of preloading compared to pile foundations shall be evaluated and submitted with the Foundation Design Report.

**10.7.1.2 Minimum Pile Spacing, Clearance, and Embedment into Cap**

The following shall replace A10.7.1.2.

Footings shall be proportioned so the center-to-center pile spacing is not less than 3 ft. or

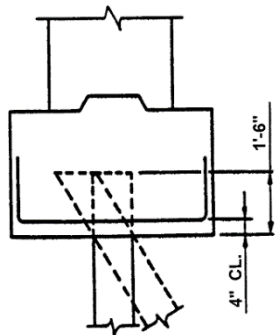
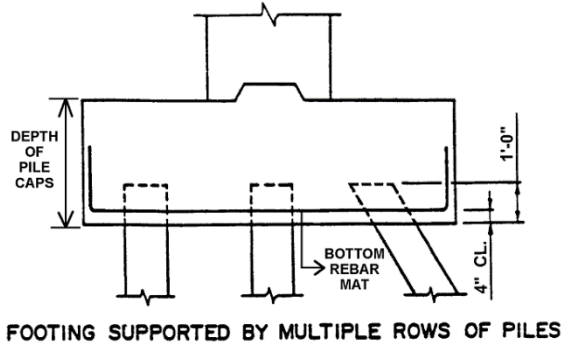
- 2.5 times the pile diameter for round or octagonal piles
- 2.5 times the diagonal dimension for H-piles used in integral abutments
- 2.0 times the diagonal dimension for square piles or H-piles (not used in integral abutments)

Maximum pile spacing shall be 15 ft. The distance from the edge of the footing to the nearest side of any pile shall be a minimum of 9 in., and not less than 1'-6" from the centerline of pile.

## SPECIFICATIONS

Piles shall be embedded at least 1 ft. into footings, or 1'-6" into stub abutments supported by a single row of piles. For reinforcement bar locations, see Fig. 10.7.1.2-1. Minimum footing thickness shall be 2'-6".

## COMMENTARY



NOTE : FOR ABUTMENT REBAR CONFIGURATION SEE BD - 621M

Figure 10.7.1.2-1 – Minimum Projection of Piles into Cap and Clearance to Bottom Reinforcement Bars

Reinforcement bar and pile locations shall be as follows:

- Middle and/or rear piles aligned with the front row piles for ease of construction
- Reinforcement bars placed evenly between piles and hooked for the reinforcement provided transversely in between piles
- Cutting of flanges or rebars to accommodate reinforcement shall not be allowed (except that holes may be burned through piles within the embedment zone to accommodate steel reinforcement required for seismic loading)
- For main reinforcement bars near piles in the footing, a clearance of 1 in. is recommended. Reinforcement bar spacing near piles should be adjusted accordingly.

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If piles are out of position more than 6 in. preventing proper placement of reinforcement bars, the Contractor will have the option of either placing the reinforcement bars on top of the piles and providing additional thickness at no additional cost to the Department, or providing bottom reinforcement bars in such a way (splayed or spliced) to provide adequate structural strength, if approved by the District Bridge Engineer.

Contractors may be permitted to redesign pile footings to provide the bottom reinforcement bars above piles at no additional cost to the Department, provided the following requirements are met:

- Meet the same strength and serviceability requirements appropriate for the original design
- Minimum 3-ft.-thick footing
- Minimum earth cover above the top of the footing, as shown on the original plan
- Maintain the original design bottom of footing elevation in a scour environment
- Meet seismic requirements in accordance with AASHTO Appendix A11.

For integral abutments, refer to Appendix G and BD-667M.

**10.7.1.3 Piles Through Embankment Fill**

The following shall supplement A10.7.1.3.

The minimum penetration length of piles shall be 10 ft. unless otherwise approved by the Chief Bridge Engineer for a specific project.

For piles through embankment fill, the plans shall specify that select fill be placed and compacted to the footing elevation before pile driving. The stiffest cost-effective pile with tip reinforcement shall be used to facilitate embankment penetration without auguring or predrilling. Auguring to the original groundline will be permitted, if necessary. Where point-bearing or end bearing piles extend through fill and an underlying compressible soil deposit, the effects of negative friction (downdrag) on the pile shall be considered (see A10.7.3.7)

**10.7.1.4 Batter Piles**

The following shall supplement A10.7.1.4.

Where ground settlements of greater than 1/4 in. are estimated, batter piles should be avoided or installed after the settlement is substantially complete. Otherwise, the effects of pile bending due to downdrag forces shall be evaluated during design.

## COMMENTARY

**C10.7.1.3**

The following shall supplement AC10.7.1.3.

See D10.7.1.6.5P for further discussion of predrilling.

For integral abutments 10-ft.-minimum pile penetration must neglect predrilled portion.

**C10.7.1.4**

The following shall supplement AC10.7.1.4.

Batter piles attract lateral load in groups which include vertical piles due to their greater resistance to lateral deformation. Therefore, where a combination of batter and vertical piles is subjected to seismic loading, special

## SPECIFICATIONS

Batter piles may be used in pile groups to reduce bending in vertical piles and thereby maximize their axial load capacity. Batter piles are recommended for abutments and retaining walls. The bearing resistance of a pile group containing batter piles may be determined by treating the batter piles as vertical piles.

Layout of batter piles shall be arranged so that batter piles will not interfere with each other below the pile cap, or with piles below adjacent pile caps.

In general, a pile batter of 1 (horizontal) on 4 (vertical) is considered desirable, but in cases where sufficient lateral resistance is not otherwise attainable, a batter of 1 on 3 may be specified. In no case shall the batter exceed 1 on 3. The Engineer should consider the slope of top of bedrock when setting pile batter.

**10.7.1.5 Pile Design Requirements**

The following shall supplement A10.7.1.5.

The load supporting resistance shall be determined using current Department practice according to applicable general notes in PP1.7.5 and Pub 408, Section 1005. The pile type, load resistance and driving method shall be as approved by the Chief Bridge Engineer. Refer to A10.7.3 and D10.7.3 for methods to determine pile resistance

**10.7.1.6 Determination of Pile Loads***10.7.1.6.2 Downdrag*

The following shall supplement A10.7.1.6.2.

The effects of negative skin friction can be ignored for point bearing piles if effective measures are taken to reduce effects of negative skin friction.

Negative skin friction loads that cause excessive settlement may be reduced by measures such as:

- application of bitumen or other viscous coating to the pile surfaces before installation,
- inducing or permitting consolidation settlement to occur prior to pile installation, or
- isolating pile from surrounding settling soil by installing the pile through casing.

## COMMENTARY

consideration should be given to the distribution of load among piles and the design of the pile-cap connection.

Settlement induces bending moments in the shafts of batter piles (Tomlinson, 1987). No documented procedure is available to analyze the behavior of batter piles subjected to downdrag forces. A rational method of analysis for bending of batter piles should evaluate the piles as beams on an elastic foundation and that the piles assume deflected shape of the soil mass. The analysis should consider the effects of pile type and geometry, the length of pile within the compressible soil zone, the initial vertical and lateral loading at the pile cap, the pile fixity, and the lateral subgrade reaction between the soil and pile.

It is the Department preference that no more than 50 percent of the back row of piles be battered if it is economical.

*C10.7.1.6.2*

The following shall supplement AC10.7.1.6.2.

Although the use of bituminous material coating is permitted, environmental concerns and practical application (bitumen loss during driving) often prevent this option from being feasible.

## SPECIFICATIONS

*10.7.1.6.3 Uplift Due to Expansive Soils*

The following shall supplement A10.7.1.6.3.

Piles driven in swelling soils may be subjected to uplift forces in the zone of seasonal moisture change. Uplift loads can be reduced by application of bitumen or other viscous coatings to the pile surface in the swelling zone.

Tension in piles is not permitted at Service Limit states.

At Strength Limit States, the uplift capacity may be taken as 10 percent of the axial structural capacity.

*10.7.1.6.4 Nearby Structures**10.7.1.6.5P Predrilling for Driven Piles*

Predrilling for driven piles shall be categorized as Mandatory Predrilling or Predrilling for Unforeseen Obstructions.

*10.7.1.6.5aP Mandatory Predrilling*

Mandatory Predrilling shall be specified in situations that require drilling to obtain the necessary 10-foot pile length, or to obtain a required pile tip elevation by penetrating through upper inadequate rock layers, or vibration mitigation or other situations that require mandatory predrilling to obtain a required tip elevation. Predrilled piles shall be indicated on the pile layout plans. The contract documents shall include Standard Item 1005-xxxx, Mandatory Predrilling for Driven Piles. This is a bid item that includes all operations necessary to perform the work including mobilization, access to the foundations, drilling, maintaining an open hole, casing and backfilling with aggregate.

This item shall not be used as a contingency item in the contract.

The item uses a granular material to backfill the hole. For situations that require any special backfill material this material shall be specified in the contract documents.

## COMMENTARY

*C10.7.1.6.3*

The following shall supplement AC10.7.1.6.3.

Based on Department experience, uplift on piles due to swelling soils is generally not a problem in Pennsylvania.

*C10.7.1.6.4*

The following shall supplement AC10.7.1.6.4.

A pre-construction survey of nearby structures to document conditions prior to driving should also be considered.

*C10.7.1.6.5P*

Pile driving is a very economical construction method. For limited situations, it will be necessary to predrill piles to reach the predetermined tip elevations. However, many geotechnical reports and construction contracts specify predrilling of piles because of anticipated or perceived difficulties in driven piles obtaining predetermined tip elevations. In the past these construction contracts have included substantial predrilling quantities as a contingency. With the utilization of the special provisions in D10.7.1.6.5aP and D10.7.1.6.5bP in construction contracts, the Department should realize an improvement in bid consistency and resolution of construction issues associated with predrilling.

*C10.7.1.6.5aP*

Special backfill material may include slurry to be used in limestone formations.

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If permanent casing is required, the construction plans shall indicate the required type, wall thickness, and length of the casing. Permanent casing is incidental to mandatory predrilling.

*10.7.1.6.5bP Predrilling for Unforeseen Obstructions*

Predrilling for Unforeseen Obstructions shall be specified in situations where it is uncertain if piles can be driven to the predetermined tip elevation due to unforeseen obstructions. Potential obstructions include but are not limited to reinforced concrete footings and slabs, timber, boulders, buried obstacles and debris, rock pinnacles or existing piles, whether indicated on the plans or not. The contract documents shall include the following standard items:

- Item 1005-xxxx, Predrilling for Unforeseen Obstructions, Earth Drilling
- Item 1005-xxxx, Predrilling for Unforeseen Obstructions, Obstruction Drilling
- Item 1005-xxxx, Pile Extraction and Redriving
- Item 1005-xxxx, Mobilization for Predrilling of Unforeseen Obstructions

Items for predrilling for unforeseen obstructions, pile extraction and redriving, and mobilization are bid as Dollar (DOLLA). The proposal shall indicate a dollar value for predrilling based on \$100/LF x 10% of the total length of piles at each substructure unit for earth drilling and \$500/LF x 1% of the total length of piles at each substructure unit for obstruction drilling.

## COMMENTARY

Permanent casing may be used to eliminate downdrag loads on piles.

*C10.7.1.6.5bP*

Various scenarios may exist in the field regarding the payment under this item. The following four scenarios provide guidance relative to the use of this item:

- 1.1 A production pile (with tip reinforcement) is driven but hangs up above tip elevation. [Paid as specified in Pub 408, Section 1005.]
  - 1.2 It is extracted. [Paid for by the item for Pile Extraction and Redrive.]
  - 1.3 The hole is drilled to the predetermined pile tip elevation. [Paid for by the items for Predrilling for Unforeseen Obstructions, Earth Drilling and/or Obstruction Drilling]
  - 1.4 Original pile (accepted by engineer) is placed in the hole, backfilled, and driven to refusal at tip elevation. [Driven pile is paid for by the item for Pile Extraction and Redrive.]
- 2.1 A production pile is driven but hangs up above tip elevation. [Paid as specified in Pub 408, Section 1005.]
  - 2.2 It is extracted and discarded. [Paid for by the item for Pile Extraction and Redrive. The material cost of the discarded pile is in addition to the pile extraction and redrive operations.]
  - 2.3 The hole is drilled to the predetermined pile tip elevation. [Paid for by the items for Predrilling for Unforeseen Obstructions, Earth Drilling and/or Obstruction Drilling]
  - 2.4 New pile is placed in the hole, backfilled, and driven to refusal at tip elevation. [Driven pile is paid for by the item for Pile Extraction and Redrive.]
- 3.1 A production pile is driven but hangs up above tip elevation. [Paid as specified in Pub 408, Section 1005.]
  - 3.2 It is extracted. [Paid for by the item for Pile Extraction and Redrive.]
  - 3.3 The hole is drilled to an elevation above the predetermined pile tip elevation. [Paid for by the items for Predrilling for Unforeseen Obstructions, Earth Drilling and/or Obstruction Drilling]
  - 3.4 Original pile is placed in the hole, backfilled, but does not reach drill hole elevation. It is extracted and discarded. [No payment is made for the extraction and discarded pile.]



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- 3.5 The hole is redrilled to the original drill hole elevation. [No payment is made for redrilling.]
- 3.6 A new pile is placed in the hole, backfilled and driven to refusal at tip elevation. [Redriven pile is paid for by the item for Pile Extraction and Redrive to the drill hole elevation. Driven pile is paid in accordance with Pub 408, Section 1005 for the pile length from bottom of drill hole to pile tip elevation.]
- 4.1 A production pile is driven but hangs up above the tip elevation. [Paid as specified in Pub 408, Section 1005.]
- 4.2 It is extracted. [Paid for by the item for Pile Extraction and Redrive.]
- 4.3 The hole is drilled to the predetermined pile tip elevation. [Paid for by the items for Predrilling for Unforeseen Obstructions, Earth Drilling and/or Obstruction Drilling]
- 4.4 The hole is filled with aggregate (less than 20ft.) and then the pile is set up and redriven but does not reach predetermined tip elevation. [No payment is made for the redrive since the contractor elected to backfill the hole prior to redriving the pile.]
- 4.5 The pile is extracted. [No payment is made for the extraction since the contractor elected to backfill the hole prior to redriving the pile.]
- 4.6 The hole is redrilled to the predetermined pile tip elevation. [No payment is made for the redrilling since the contractor elected to backfill the hole prior to redriving the pile.]
- 4.7 The pile is placed in the hole, then backfilled, and driven to tip elevation. [Driven pile is paid for by the item for Pile Extraction and Redrive.]

A pile placed in a predrilled hole is paid for by the item for Pile Extraction and Redrive to the predrilled hole elevation. A pile driven below the predrilled hole elevation is paid in accordance with Pub 408, Section 1005.

**10.7.2 Service Limit State Design**

**10.7.2.2 Tolerable Movements**

The following shall supplement A10.7.2.2.  
Design horizontal movements shall not exceed 1/2 in. at the Service Limit State or 1 in. at any Strength or Extreme Limit State (refer to D10.7.2.4).

**C10.7.2.2**

The following shall replace AC10.7.2.2.  
See AC10.5.2.2 and DC10.5.2.2.

## SPECIFICATIONS

## COMMENTARY

**10.7.2.3 Settlement***10.7.2.3.1 Equivalent Footing Analogy**C10.7.2.3.1*

The following shall supplement AC10.7.2.3.1.

Settlement predictions for a pile group using an equivalent footing approximation at a depth of  $2/3 D_b$  can be very conservative, and do not explicitly account for the effects of length to diameter ratio,  $L/d$ , relative pile spacing,  $s/d$ , and the number of piles in the group. Elastic solutions have been derived for this problem (Poulos and Davis, 1980; Poulos, 1988) which account for all of these variables. The soil modulus used in these solutions should be chosen, such that it is representative of the general range of the expected load deformation behavior, and may be estimated using applicable correlations with in-situ test results.

**10.7.2.4 Horizontal Pile Foundation Movement****C10.7.2.4**

The following shall supplement A10.7.2.4.

The provisions of D10.7.3.12.2P and D10.7.3.12.3P shall apply.

The following shall supplement AC10.7.2.4.

The lateral displacement of pile groups may also be estimated using soil-structure methods of analysis such as Reese, et. al., (1987) and Poulos and Davis (1980). The FHWA computer program FB-Pier may also be used.

**10.7.3 Strength Limit State Design****10.7.3.2 Point Bearing Piles On Rock***10.7.3.2.1 General**C10.7.3.2.1*

The following shall supplement AC10.7.3.2.1.

Certain geologic conditions within the state pose driveability, long-term stability and pile length predictability problems. Such geologic conditions are typically associated with the following characteristics:

- a. Greatly varying depth to bedrock over small areas
- b. Greatly varying quality of bedrock over small areas
- c. Presence of voids, soil-filled seams and/or other discontinuities within bedrock

*10.7.3.2.2 Piles Driven to Soft Rock**C10.7.3.2.2*

The following shall supplement A10.7.3.2.2.

If bearing in weak rock, the unit bearing resistance shall be estimated by treating the soft rock as soil in accordance with D10.7.3.8, or by geotechnical analysis to determine the limiting resistance as either the structural resistance or the geotechnical resistance.

The following shall supplement AC10.7.3.2.2.

Soft and weak rock may be considered rock with uniaxial compressive strength less than 500 tsf.

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*10.7.3.2.4P Piles Bearing on Soluble Bedrock*

Where variations in the elevation, quality and discontinuities are present to an appreciable degree in limestone, or other soluble bedrock, the following measures shall be considered:

- a. Use of steel HP 10 x 57 piles designed with axial resistance factor for piles bearing on soluble bedrock as per D6.5.4.2. The piles shall be driven to Case 1 Absolute Refusal (see Pub 408, Section 1005).
- b. Tip protection
- c. Allowance for variations in pile location of a minimum of 6 in.
- d. Allowance for deviation from plumbness greater than normally specified
- e. Design of pile caps to withstand loss of up to 35% of piles in a pile group, considered as a localized loss
- f. Use of combined footings where feasible
- g. Relative feasibility and cost of using drilled shaft or micropile foundations in lieu of driven piles

*10.7.3.2.5P Piles Bearing on Sloping Bedrock*

When piles are driven to end or point bearing on sloping bedrock, special pile tips and driving procedures are appropriate to minimize deflection of piles along the bedrock surface.

## COMMENTARY

*C10.7.3.2.4P*

Although some limestone formations do not exhibit irregularities and discontinuities to such a degree that pile foundations are adversely affected, comprehensive subsurface exploration, as described in DC10.4.2 is required to evaluate pertinent conditions.

*C10.7.3.2.5P*

The severity of installation problems increases with increasing hardness of the bedrock surface and decreasing strength of laterally supporting soils above bedrock. These conditions often occur in karst areas. A special driving procedure has been used successfully to promote secure seating.

Piles which are anticipated to bear on sloping bedrock and to experience driving difficulties are to be clearly identified on the bridge plans. A note is to be included on the plans indicating that the specified piles are to be driven in accordance with the procedure delineated below. A special provision is to be included to present the special driving procedure.

The driving procedure for piles seated on sloping bedrock is as follows: Stop driving the pile when the pile tip is at or slightly above bedrock. Continue driving with the stroke of the hammer reduced to 6 inches or to the minimum practical value. For Air or Steam hammers reduce the stroke by reducing the pressure. For Diesel hammers, reduce the stroke by shutting off the fuel and operating the hammer as a drop hammer. When the penetration for 10 to 20 blows is zero, double the stroke and continue driving until the pile is properly seated, or until the maximum energy is obtained from air or steam hammers, or until the stroke becomes limited by the trip device for diesel hammers. Drive the pile

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**10.7.3.8 Determination of Nominal Bearing Resistance for Piles***10.7.3.8.1 General*

The following shall supplement A10.7.3.8.1.

For piles bearing on rock, determine the nominal resistance in accordance with A10.7.3.2 and D10.7.3.2.

In general, the Department prefers the use of the semi-empirical methods ( $\alpha$ -method,  $\beta$ -Method,  $\lambda$ -Method, Nordlund/Thurman Method) in A10.7.3.8.6 to estimate the axial resistance of piles in soil.

The nominal axial resistance of a pile shall be determined in accordance with the following procedure.

1. Performance and evaluation of a subsurface exploration.
2. Static analysis of pile capacity using the procedures in A10.7.3.2.3 and A10.7.3.8.6, and delivery of the Foundation Submission to the Department for review, in accordance with PP1.9.4.
3. Review of the Foundation Submission by the District Bridge Engineer. The Foundation Approval shall stipulate requirements for pile type, estimated length, bearing resistance and stratum, test pile requirements and driving criteria as per PP1.7.5.
4. Based on the proposed pile hammer system, the Department shall perform a wave equation analysis and provide a Pile Hammer Approval.
5. Based on the monitored performance of test piles driven to absolute refusal in accordance with PP1.7.5 and Pub 408, Section 1005, and other testing (i.e., pile load test and/or dynamic monitoring) and analyses (i.e., wave equation analysis), the Department may revise the Foundation Approval and/or the Pile Hammer Approval.

## COMMENTARY

to absolute refusal, following the specified driving procedure, unless otherwise directed by the Engineer.

The Engineer may order additional piles to be driven if driving records suggest that any of the piles are not properly seated. The number of piles which are to be properly seated on bedrock must conform to the number shown on the drawings. Payment for the seating of test and bearing piles on sloping bedrock will be in accordance with Pub 408, Sections 1005.4(a) and 1005.4(b) regardless of any additional piles ordered driven so that the specified number of seated piles matches the drawings. Piles driven in conformance with the above requirements, but determined by the Engineer to be inadequately seated, will be considered acceptable for payment.

*C10.7.3.8.1*

The following shall supplement AC10.7.3.8.1.

In the case of steel H-piles, the structural capacity of the pile will usually control the design for piles bearing on rock.

The bearing resistance of a pile in soil is derived from the tip resistance and/or shaft resistance, i.e., skin friction. Both the tip and shaft resistances develop in response to foundation displacement. The maximum values of each are unlikely to occur at the same displacement. The shaft resistance is typically fully mobilized at displacements of about 0.1 to 0.4 in. The tip capacity, however, is mobilized after the pile settles about 8 percent of its diameter (*Kulhawy et al. 1983*).

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*10.7.3.8.3 Dynamic Testing**10.7.3.8.3aP General*

For friction piles, dynamic testing shall be conducted in accordance with Pub 408, Section 1005. For high-capacity major structures, erratic bearing strata, or unusual foundation conditions, dynamic testing shall be conducted in accordance with Pub 408, Section 1005, where economically feasible for any or all of the following:

- a. To provide estimates of nominal axial pile resistance under actual field conditions
- b. To provide estimates of pile freeze and pile relaxation through redrive testing of previously monitored piles, and/or comparison with static-load test results
- c. To provide, in conjunction with CAPWAP analysis, accurate quake and damping factors for use in refined wave equation analyses and/or further dynamic monitoring
- d. To measure hammer energy transmitted to the pile, to permit evaluation of driving stresses, pile damage and other driveability factors

Dynamic testing may be performed in conjunction with test piles and static load testing of selected test piles to verify resistance estimates or provide a basis for adjusting wave equation input data.

*10.7.3.8.3bP Input Factors*

Pile property and geologic input factors for dynamic testing shall accurately reflect pile, soil and rock properties. Input factors for pile properties shall be obtained from pile manufacturer literature. Preliminary soil and rock input factors (i.e., damping and quake) can be obtained from Table D10.7.3.8.4dP-1. Refined soil and rock input factors resulting from CAPWAP analysis shall be used as they become available.

*10.7.3.8.3cP Correlation with Static Load Tests*

When dynamic testing is performed in conjunction with static load testing, the strengths obtained by both wave equation analysis and dynamic testing shall be calibrated with the load test results as described in A10.7.3.8.2. Correlation shall consist of tabulating the difference between static load test strengths, wave equation analysis, and

## COMMENTARY

*C10.7.3.8.3aP*

Dynamic testing entails measurement and evaluation of force and acceleration of the pile during driving to estimate pile axial resistance, hammer energy, driving stresses and other related parameters. Manipulation of the measured quantities is performed rapidly in the field using a portable minicomputer, which applies the measured input data to the solution of a dynamic equilibrium analysis of the pile. Detailed discussion of dynamic data acquisition and analysis is presented in the Dynamic Monitoring Manual.

The dynamic testing equipment presently used estimates the mobilized soil resistance and equates it to the nominal pile resistance. When pile sets are equal to or less than the quake value of the bearing strata, dynamic estimates of pile capacity tend to be conservative because full soil resistance is not mobilized. While conservative strength estimates are typical at small sets under normal conditions, dynamic capacity estimates may be unconservative where relaxation or bearing materials with high damping are present. This emphasizes the importance of redrive testing (D10.7.3.8.3dP) as a means of adjusting initial dynamic strength estimates to allow for unusual conditions.

*C10.7.3.8.3bP*

The greatest source of inaccuracy in dynamic testing input is typically the quake and damping factor input. To provide the most accurate values of quake and damping for use in dynamic testing, CAPWAP analyses should be performed as soon as dynamic data acquisition begins. CAPWAP analyses involve digitalization of the measured force and velocity traces and subsequent modeling of the measured force trace by iterative application of progressively refined values of quake, damping, and load distribution to match the measured velocity trace. Detailed discussion of CAPWAP analyses is presented in the Dynamic Monitoring Manual.

*C10.7.3.8.3cP*

A correlation between dynamic capacity estimates and static load test capacities of 10% (where correlation % = [(Dynamic Test Capacity - Static Load Test Capacity) / Static Load Test Capacity] x 100) is considered accurate. When this correlation is achieved, an abbreviated static load testing

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dynamic monitoring strength estimates, and assessing the consistency of overprediction or underprediction of static test nominal strengths by dynamic methods. If re-driving is performed to evaluate time-dependent strength changes, the dynamic monitoring strength obtained at the beginning of re-driving shall also be correlated with static load test results. The designer shall evaluate the consistency of dynamic monitoring strength estimates with regard to their reliable use for strength determination after initial static load testing has been completed. If no acceptable consistent correlation is determined, continued dynamic monitoring during the remainder of pile installation shall serve the primary purpose of verifying of acceptable hammer performance and driving stresses.

*10.7.3.8.3dP Redriving*

Pile freeze or relaxation can be determined by re-drive testing of previously installed piles. A minimum of three days shall elapse between the end of initial driving and re-drive testing, unless otherwise approved by the District Bridge Engineer. Care shall be taken to minimize hammer energy fluctuations because at small pile sets, differences in hammer energy between the end of initial driving and the beginning of re-drive testing will affect dynamic capacity estimates.

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program may be applied to those remaining portions of the project involving similar soil and rock conditions.

When pile driving criteria involve final sets of less than 0.05 to 0.1 in. per blow (i.e., driving resistances greater than 10 to 20 blows per in.) load testing should be performed in conjunction with dynamic monitoring.

*C10.7.3.8.3dP*

Generally, the factors most affecting the validity of re-driving results (with respect to real pile strength changes which have occurred) relate to differences in hammer performance between the end of initial driving and the start of re-driving. Fluctuations in hammer energy between initial driving and re-driving complicate the comparison of driving resistances and, in most cases, dynamically monitored strengths. Driving resistances observed at one hammer energy may not easily be compared to driving resistances obtained at other energies. Therefore, it is often difficult to draw meaningful conclusions regarding pile freeze or relaxation when hammer energies vary. In the case of dynamic capacity estimates at relatively small pile sets per blow (generally sets less than the quake value of the soil or rock supporting the pile), the full capacity of the pile is not mobilized and the capacity determined by dynamic monitoring tends to reflect the hammer energy expended on the pile rather than the actual pile capacity. Thus, when piles are driven or re-driven at relatively high driving resistances, hammer energy fluctuations may be reflected as pile strength changes which have not actually occurred.

The problems described above illustrate the importance of consistent hammer performance for evaluation of re-drive testing. Most hammers (e.g., diesel, air-steam) have certain operating characteristics which tend to introduce some degree of variation between the end of initial driving performance and the beginning of re-driving performance. Double-acting hammers generally perform at optimum levels during moderately hard driving (i.e., 5 to 15 blows per 1 in.), but may experience cylinder lift at higher driving resistances which necessitates some throttle reduction. Most double-acting hammers must be raised up to full throttle in several steps; thus, the first several hammer blows at the start of re-driving usually occur at much less than optimum energy. Single-acting diesel hammers may experience some loss of transmitted energy during hard driving due to increased frictional losses related to heating of the hammer. All of these hammer performance characteristics may influence the

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*10.7.3.8.3eP Capacity Prediction*

Nominal axial pile resistances shall be estimated for monitored piles throughout the range of driving resistances appropriate for the type of pile(s) and support mechanism(s). Resistance estimates based on dynamic monitoring shall be representative of an average value of at least five hammer blows.

*10.7.3.8.4 Wave Equation Analysis**10.7.3.8.4aP General*

The constructability of the pile foundation design shall be evaluated using GRLWEAP 2010. Wave equation analyses shall be performed on all pile/hammer/soil/rock combinations pertaining to the foundation design. The wave equation shall be used to confirm that the design pile section can be installed to the designed depth, nominal axial resistance, and within the driving stress levels specified in D10.7.8 using the resistance factors specified or referred to in Table A10.5.5.2.3-1. The wave equation analyses will be performed by the Department based on hammer data submitted by the contractor. Revised wave equation analyses incorporating actual field conditions (e.g., as determined by pile installation, static load tests, dynamic monitoring, or CAPWAP analyses) shall be performed during the design phase if directed by the Department. Each analysis shall include a completed “Hammer Approval” form. Analyses shall reflect optimized driveability as set forth in D10.7.8.

*10.7.3.8.4bP Pile Driving Systems*

Wave equation analyses shall incorporate appropriate hammer performance parameters which are furnished by the contractor when properly completed pile hammer data sheets are submitted. For hammers with variable throttle settings and strokes, the settings and strokes to be used shall be identified. Cushion, capblock and drive helmet materials, and the associated weights and stiffness and restitution

## COMMENTARY

execution and/or interpretation of redrives, depending upon the differences in driving resistances and hammer condition between the end of initial driving and re-driving.

The different hammer types may be approximately ranked with respect to the amount of performance variation and resultant difficulty in interpreting re-drive data. Ranked from least to most difficult, the following sequence is indicated: single-acting air/steam, single-acting diesel, double-acting air/steam and, double-acting diesel. The designer should recognize the potential difficulties in using a particular hammer type for re-driving operations and, where appropriate, should restrict hammer types to those which will minimize problems in obtaining usable information.

*C10.7.3.8.3eP*

Use of an average capacity value over a range of at least five blows per inch is suggested to minimize the effect of the variations in hammer performance and capacity estimation, which typically occur between hammer blows during driving.

*C10.7.3.8.4aP*

Detailed discussion of the wave equation analysis program background and use are presented in the various user manuals that are commercially available. Goble and Rausche (1987) and the Department's Wave Equation Analysis Manual, Publication 15A, provide a compilation of historic wave equation analyses conducted by the Department in conjunction with previous work. In 2012, an evaluation was conducted to compare the Department's GRLWEAP analysis to CAPWAP analysis. The evaluation resulted in refined input variables for the GRLWEAP analysis as further discussed herein.

Static pile strengths are usually predicted with more varying degrees of accuracy, depending upon the reliability of quake and damping factors and the load carrying mechanism assumed in the analysis. The wave equation analyses are usually more useful in estimating pile driving stresses than in estimating nominal axial resistance.

*C10.7.3.8.4bP*

Where dynamic monitoring or field observations indicate appreciable differences between driving system parameters used in wave equation analyses and those actually occurring in the field, the analyses should be rerun using the revised input, representative of field conditions, or operating procedures should be made to achieve the appropriate relationship between driving resistance and pile capacity.

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coefficients shall be identified.

*10.7.3.8.4cP Pile Characteristics*

The analyzed pile shall be modeled with respect to the anticipated soil and rock strata penetrated, length of pile above and below ground, and cross-sectional variations. Input data shall accurately reflect the presence of splices, tip protection, soil plugs (in open-end pipe piles) and similar features. The properties and dimensions of the mandrel shall be used for analysis of mandrel-driven piles.

*10.7.3.8.4dP Quake and Damping Factors*

Wave equation analyses shall incorporate quake and damping factors appropriate to the anticipated character and relative position of the soil and rock strata penetrated. Quake and damping factors suitable for preliminary analyses are given in Tables 10.7.3.8.4dP-1 and 10.7.3.8.4dP-2. If available, values of quake and damping factors based on dynamic monitoring and/or CAPWAP analysis shall be used.

## COMMENTARY

The values of hammer efficiencies used in the current wave equation programs generally reflect optimum hammer performance, whereas, actual hammer performance is typically less efficient. Therefore, the magnitude of transmitted hammer energy predicted by wave equation analyses typically exceeds that observed in the field. The lower efficiency results in lower driving stresses compared to those predicted by wave equation analyses.

*C10.7.3.8.4dP*

Quake and damping factor(s) are used in wave equation analyses to model the elasto-plastic behavior and dynamic impedance of the soil and rock profile through and into which the pile is driven. Variations in the values used in analyses, particularly for damping factors, may exert appreciable influence on the static pile strength predicted as a function of driving resistance. The higher the values of quake and damping factor used in the analysis the lower the capacity predicted at a particular driving resistance. In cases where the pile is driven through layers of greatly differing damping characteristics (e.g., granular and cohesive layers, or granular material overlying soft rock), effects of soil layering should be considered in the prediction of pile performance.



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## COMMENTARY

Table 10.7.3.8.4dP-1 – Preliminary Quake Factors for Impact Driven Piles (Pile Dynamics, Inc. 2010).

SOIL TYPE	PILE TYPE OR SIZE	SKIN QUAKE***	TOE QUAKE
All soil types	Non-displacement piles* i.e. driving unplugged	0.10 in	0.10 in
Very dense or hard soils	Displacement piles** of diameter or width D	0.10 in	D/120
Loose or soft soils	Displacement piles** of diameter or width D	0.10 in	D/60
Soft Rock	Non-displacement piles* i.e. driving unplugged	0.10 in	0.10 in
Hard Rock	All types	0.10 in	0.05 in

\* Non-displacement piles are sheet piles, H-Piles, or open-ended pipe piles which are not plugging during driving. Normally it can be assumed that pipe piles with diameters of 30 inches or more will not plug during driving while H-Piles and pipe piles of diameter 20 inches or less will plug during driving into a bearing layer. Between 20 to 30 inches, pipe piles may or may not plug.

\*\* Displacement piles are closed-ended pipe piles, pipe piles, or H-Piles that are plugged during driving and solid concrete piles. Normally, H-Piles and pipe piles with diameters 20 inches or less would be modeled as displacement piles.

\*\*\* For piles which require a residual stress analysis this value shall be 0.05 in.

Table 10.7.3.8.4dP-2 – Preliminary Damping Factors for Impact Driven Piles (Pile Dynamics, Inc. 2010).

SOIL TYPE	SKIN DAMPING*	TOE DAMPING
Non-cohesive soils	0.05 sec/ft	0.15 sec/ft
Cohesive soils	0.20 sec/ft	0.15 sec/ft
Rock (End or Point Bearing Pile)	0.05 sec/ft	0.10 sec/ft

\* For mixed soils, intermediate values may be appropriate.

*10.7.3.8.4eP Skin Friction Distribution*

Wave equation analysis for friction piles shall incorporate the skin friction distribution based on a semi-empirical analysis ( $\alpha$ -Method,  $\beta$ -Method,  $\lambda$ -Method, Nordlund/Thurman Method) including an accurate representation of the soil profile and soil properties, as well as the pile type and appropriate batter.

The wave equation analysis for point bearing and end bearing piles shall incorporate the skin friction distribution between 20% and 30% unless a semi-empirical analysis ( $\alpha$ -Method,  $\beta$ -Method,  $\lambda$ -Method, Nordlund/Thurman Method) is performed during the design process. If available, a skin friction distribution value based on dynamic monitoring and/or CAPWAP analysis shall be used.

*C10.7.3.8.4eP*

In 2012, an evaluation was conducted to compare the Department's GRLWEAP analysis to CAPWAP analysis in an effort to improve the accuracy of GRLWEAP results for point bearing and end bearing piles. The evaluation considered standard variables used for Department GRLWEAP analysis: quake and damping factors, hammer pressure and skin friction distribution. The quake and damping factors do affect the GRLWEAP output; however, these factors are not accurately determined until CAPWAP data is provided after driving. Quake and damping factors will continue to be used as described in D10.7.3.8.4dP. The hammer pressure has a negligible difference in the GRLWEAP output; the standard value of 100% will continue to be used. The skin friction distribution has an effect on the GRLWEAP output and can be modified to improve the accuracy of GRLWEAP results while continuing to provide a conservative wave equation analysis. For point bearing and

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*10.7.3.8.4fP Nominal Axial Resistance*

The nominal axial pile resistance can be predicted from the relationship between driving resistance and nominal axial resistance developed from the wave equation analysis. Wave equation analyses used for nominal axial resistance prediction shall meet the optimized driveability requirements of D10.7.8 at the driving resistances specified for the various pile support mechanisms (point bearing, end bearing or friction).

*10.7.3.8.5 Dynamic Formula*

The following shall replace A 10.7.3.8.5.

A Dynamic Formula shall not be used to establish the driving criterion unless pre-approved by the Chief Bridge Engineer.

*10.7.3.8.6 Static Analysis**10.7.3.8.6a General**10.7.3.8.6c  $\beta$ -Method*

## COMMENTARY

end bearing piles, a skin friction distribution between 20% and 30% shall be used except as specified in D10.7.3.8.4eP.

*C10.7.3.8.6a*

The following shall supplement AC10.7.3.8.6a.

The nominal axial resistance of piles in cohesive soils may be calculated using a total stress method (e.g., Tomlinson (1957)) for undrained loading conditions, or an effective stress method (e.g., Meyerhof (1976)), for drained loading conditions. The nominal axial resistance may also be calculated from in situ testing methods, such as the cone penetration (e.g., Schmertmann (1978)).

The nominal axial resistance of piles in cohesionless soils may be calculated using an empirical effective stress method (e.g., Nordlund) or from in-situ testing methods and analysis, such as the cone penetration (e.g., Schmertmann (1978)).

*C10.7.3.8.6c*

The following shall supplement AC10.7.3.8.6c.

The term  $\beta$  implicitly includes the effects of variations in interface angle of shearing resistance and the in-situ horizontal stress state, and may be taken as:

$$\beta = k \tan \delta \quad (\text{C10.7.3.8.6c-1})$$

where:

k = post-construction lateral earth pressure coefficient (dim)

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*10.7.3.8.6e Tip Resistance in Cohesive Soils*

The following shall supplement A10.7.3.8.6f.

The Department's preferred method for predicting side resistance of piles in cohesionless soils is the Nordlund/Thurman Method.

*10.7.3.8.6g Using SPT or CPT in Cohesionless Soils***10.7.3.9 Resistance of Pile Groups in Compression**

The following shall supplement A10.7.3.9.

The resistance factor for an equivalent pier or block failure shall be as given in Table A10.5.5.2.3-1. The resistance factors for the group resistance calculated using the sum of the individual resistances are the same as those for the single pile resistance as given in Table A10.5.5.2.3-1.

**10.7.3.10 Uplift Resistance of Single Piles**

The following shall supplement A10.7.3.10.

Uplift resistance at the Service Limit State shall not be used without approval by the Chief Bridge Engineer.

**10.7.3.11 Uplift Resistance of Pile Groups**

The following shall supplement A10.7.3.11.

Uplift resistance shall not be used without approval by the Chief Bridge Engineer.

## COMMENTARY

$\delta$  = effective stress angle of shearing resistance between soil and pile (deg)

*C10.7.3.8.6eP*

Equation A10.7.3.8.6e-1 is a simplified expression for the nominal unit tip resistance of a pile for undrained loading which is applicable only when the following criteria are met:

- the weight of the pile is approximately equal to the weight of soil it displaces,
- $D_f/D \geq 5$ , and
- $E_s/3S_u \geq 8$ .

*C10.7.3.8.6g*

The following shall supplement AC10.7.3.8.6g.

CPT is typically only used in fine sands and silts. It is not practical for coarse sands and gravels.

**C10.7.3.9**

The following shall supplement AC10.7.3.9.

The additional resistance of the cap shall be ignored.

The efficiency of pile groups in cohesive soil may be diminished from the individual pile due to overlapping zones of shear deformation in the soil surrounding the piles.

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**10.7.3.12 Nominal Lateral Resistance of Pile Foundations***10.7.3.12.1P Batter Piles*

The batter piles in a pile group shall resist the entire lateral load through the lateral component of their axial capacity, unless an alternate method is approved by the Chief Bridge Engineer.

Refer to D6.15.1 for design procedures for pile groups containing battered piles.

*10.7.3.12.2P Vertical Piles*

The nominal resistance of pile foundations to lateral loads shall be evaluated based on both geomaterial and structural properties. The lateral soil resistance along the piles should be modeled using  $P$ - $y$  curves developed for the soils at the site.

The applied loads shall be factored loads and they must include both lateral and axial loads. The analysis may be performed on a representative single pile with the appropriate pile top boundary condition or on the entire pile group. Minimum embedment of piles into the pile footing shall be in accordance with D10.7.1.2 and Standard Drawing BD-621M.

For this embedment, the piles shall be designed assuming both full pile-head fixity and 50% pile-head fixity. The 50% pile-head fixity condition shall be simulated by application of one-half of the fixed-head moment (as a negative moment) to the top of a free-head pile.

The passive resistance of soil in front of the footing shall be neglected.

Contractors shall be required to replace any disturbed soil or fill voids created during driving of the pile with compacted granular material.

The final design of laterally loaded vertical piles (i.e., no batter piles in the pile pattern) shall be based on the results of COM624P computer analyses (see Wang and Reese, (1993); and Reese, (1984)), LPILE (see ENSOFT, Inc. 2004 for LPILE), or other methods of analysis (e.g., Borden and Gabr (1987), for the case of a sloping ground surface), if approved by the District Bridge Engineer, which account for the effects of soil/rock-structure interaction between the pile and ground. Other methods of analysis to evaluate the nominal horizontal resistance or deflection of laterally loaded piles may be used for preliminary design only as a means to determine approximate shaft dimensions.

Design of axially- and laterally-loaded piles using COM624P, Wang and Reese (1993), or LPILE shall be

## COMMENTARY

*C10.7.3.12.1P*

This method is used in the Department's computer programs.

*C10.7.3.12.2P*

The negative moment used to model partial pile-head fixity acts in a direction opposite that of the actual moment.

The degree of pile-head fixity is a function primarily of the pile-head embedment into the pile footing. Based on analytical studies and full-scale load test results, an embedment length of two to four pile diameters is required to provide full fixity, Shahawy and Issa, (1992); Castilla, et al, (1984).

The lateral loading of pile groups containing vertical and/or batter piles may be analyzed using soil structure methods of analysis, such as Reese, et al, (1994) and Poulos and Davis (1980).

When this analysis is performed, the loads are factored since the strength limit state is under consideration, but the resistances as represented by the  $P$ - $y$  curves are not factored since they already represent the ultimate condition.

COM624P or LPILE requires the engineer to make a decision as to whether the applied loading is static or cyclic in nature. This decision affects the  $P$ - $y$  curves generated internally by the program in determining the level of soil resistance. The following guideline is suggested for typical applications encountered on Department projects:

- When the predominate lateral load on the pile/caisson is sustained and non-transient in nature (e.g. earth pressure on retaining walls, wingwalls and abutments), use static soil moduli and static loading condition;
- When the predominate lateral load on the pile/caisson is transient in nature (e.g. wind, centrifugal and braking

## SPECIFICATIONS

performed according to the following steps (for integral abutments, refer to Appendix G):

1. Select a preliminary pile section based on settlement and axial load considerations (D10.7.2.3 and D10.7.3).
2. Using factored axial and lateral loads, compute the maximum groundline lateral deflection and the maximum factored moment in the pile section using COM624P or LPILE.
3. If the groundline lateral deflection exceeds 1 in. or the maximum factored moment exceeds the factored moment resistance of the pile obtained from D5.12.9 and A5.13.4, and D6.15, select a new trial section, and repeat Step 2.
4. If neither the groundline lateral deflection nor the factored moment criteria in Step 3 is exceeded, compute the maximum groundline lateral deflection of the pile for the service limit state using COM624P or LPILE.
5. If the groundline lateral deflection exceeds 1/2 in., select a new trial section and repeat Step 2.

For all COM624P or LPILE analyses, lateral load deflection relationships used to determine deflections should be unfactored, whether input or default relationships are used.

The minimum penetration of the piles below ground (see D10.7.6) required in the contract should be established such that fixity is obtained. For this determination, the loads applied to the pile are factored as specified in Sections A3 and D3, and a soil resistance factor of 1.0 shall be used as specified in Table A10.5.5.2.3-1.

If fixity cannot be obtained, additional piles should be added, larger diameter piles used if feasible to drive them to the required depth, or a wider spacing of piles in the group should be considered to provide the necessary lateral resistance. Batter piles may be added to provide the lateral resistance needed, unless downdrag is anticipated. If downdrag is anticipated, batter piles should not be used. The design procedure, if fixity cannot be obtained, should take into consideration the lack of fixity of the pile.

Lateral resistance of single piles may be determined by static load test. If a static lateral load test is to be performed, it shall follow the procedures specified in ASTM D 3966.

#### *10.7.3.12.3P Group Lateral Load Resistance*

Laterally loaded pile groups containing battered piles shall be designed assuming that all lateral load is resisted by the horizontal component of the axial resistance of the battered piles. Laterally loaded pile groups containing only vertical piles shall be designed based on lateral load analysis

## COMMENTARY

loads on piers), use cyclic soil moduli and cyclic loading condition.

The strength limit state for lateral resistance is only structural (see Sections A5, A6, D5 and D6 for structural limit state design requirements), though the determination of pile fixity is the result of soil-structure interaction. A failure of the soil does not occur; the soil will continue to displace at constant or slightly increasing resistance. Failure occurs when the pile reaches the structural limit state, and this limit state is reached, in the general case, when the nominal combined bending and axial resistance is reached.

For information on analysis and interpretation of load tests, see A10.7.2.4 and D10.7.2.4.

Refer to Publication 15A, *Compilation of Pile Load Test and Wave Equation Analysis* (1989).

#### *C10.7.3.12.3P*

Driven piles in a group are considered to act individually when the center-to-center spacing is greater than 3D in the direction perpendicular to the applied lateral load, and greater than or equal to 8D parallel to the direction of loading. For the case of closely-spaced piles in a group, the interaction

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of individual vertical piles in accordance with A10.7.3.12, assuming that the lateral load on the pile group is evenly distributed among the piles. The distribution of vertical loads within both mixed and all vertical pile groups shall be determined based on elastic theory in accordance with the Department's computer programs.

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behavior is typically accounted for indirectly, using empirical procedures (e.g., Reese, et al, (1994) and Prakash and Sharma (1990)). One such procedure assumes a reduction in the coefficient of lateral subgrade reaction for a pile in a group from that of a single pile, using the following ratios, Prakash and Sharma (1990):

Table C10.7.3.12.3P-1 – Ratio of Lateral Resistance of Pile in Group to Lateral Resistance of Single Pile

Center-to-Center Pile Spacing [parallel to direction of applied load]	Ratio of Lateral Resistance of Pile in Group to Single Pile	
	Cohesive Soil	Cohesionless Soil
8D	1.00	1.00
6D	0.65	0.70
4D	0.50	0.60
3D	0.40	0.50

For typical Department designs, in which the center-to-center spacing is 3D or greater in the direction parallel to the loading, and the lateral displacement is limited to 1 inch at the strength limit state, the factors in Table C10.7.3.12.3P-1 need not be applied because there is no significant stress overlap between adjacent piles for this condition. Reductions of the magnitudes indicated in Table C10.7.3.12.3P-1 are consistent with displacements at passive soil failure (i.e., about 3 in. to 5 in.).

**10.7.3.13 Pile Structural Resistance**

*10.7.3.13.4 Buckling and Lateral Stability*

The following shall supplement A10.7.3.13.4.

For a pile group composed of only vertical piles, which is subject to lateral loads, the pile structural analysis shall include explicit consideration of soil-structure interaction using a COM624P or LPILE analysis, as specified in D10.7.3.12.

*10.7.3.13.5P Point Attachments on Steel H-Piles*

If pile penetration through cobbles, boulders, debris fill or obstructions is anticipated and for all piles driven to bedrock, pile tips shall be reinforced with structural shapes or with prefabricated cast steel points. Cast steel points shall meet the requirements of ASTM A 27.

See Standard Drawing BC-757M and Pub 408, Section 1005, for details.

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**10.7.5 Corrosion and Deterioration****10.7.5.1P General**

Evaluation of protective measures shall include consideration of the soil and groundwater conditions surrounding the pile and the loading characteristics of the pile. The evaluation of protective measures shall be performed for each situation based on the level of deterioration anticipated, the practicality of applying a particular protective measure and cost.

See D10.7.5.6P for the definition of conditions indicative of potentially corrosive soil and groundwater.

**10.7.5.2P Steel Piles**

The following measures shall be compared for protection of steel piles against deterioration by corrosion.

- a. Deduct 1/16 in. (minimum) from the exposed surface of the pile used to compute section capacity if anticipated corrosion losses will be less than 1/16 in.
- b. Apply a coating which has good dielectric strength, is resistant to abrasive forces during driving, and has a proven service in the type of corrosive environment anticipated. Electrostatically applied epoxies have proven to be effective in many cases.

## COMMENTARY

**C10.7.5.1P**

Soil and groundwater characteristics, such as pH, resistivity, sulfate content, chloride content and bacteria level are necessary for determining the deterioration potential of a pile.

Methods of pile deterioration prevention should be compared for practicality and cost. For a small job in which piles are driven through a layer of mildly corrosive soil, the deduction of 1/16 in. in determining the pile capacity may be practical and the cost of excess material in the non corrosive area insignificant. On a large job, applying a protective coating to only that section of the pile exposed to the corrosive layer may result in cost savings. In some cases, the choice of pile type (i.e., steel vs. concrete) may be made on the basis of deterioration considerations.

High velocity water flows containing suspended sediments can abrade piles and remove protective coatings above the scour depth.

**C10.7.5.2P**

A steel pile foundation design should consider that steel piles may be subject to corrosion, particularly in fill soils, low ph soils (acidic) and marine environments. A field electric resistivity survey, or resistivity testing and ph testing of soil and groundwater samples should be used to evaluate the corrosion potential.

Corrosion rates for piles in undisturbed soil are generally negligible, Schwerdtfeger and Romanoff (1972). In fills, the corrosion rates range from negligible to severe (averages range from 2 to 8 mils per year) depending on the various factors. Corrosion usually takes place in the form of pitting which is not as serious as a uniform reduction in thickness over a considerable area of the pile. The rate of corrosion slows up considerably as the steel takes on a film of corrosion products which tends to protect the steel from further corrosion. Where steel piles are driven into sand, conditions are particularly favorable to the formation of an impervious, insoluble coating of ferrosilicate as soon as the steel corrodes slightly, U. S. Steel (1986).

Steel piles in fresh water have a slow initial corrosion rate of 1 to 3 mils per year, decreasing with time as a protective coating forms, U. S. Steel (1986). The corrosion rate of steel piles in polluted water is highly variable.

Although coal-tar epoxies are commonly used on piles, the Department has experienced some problems with their use. Plain epoxy coatings have proven to be more successful. Other coatings, such as metalized zinc and aluminum with top coats, are usually more expensive, but may be applicable in some cases. Coatings, such as vinyls, epoxies, urethanes

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- c. Place a minimum 4-in.-thick concrete encasement jacket around the pile of the same quality concrete as that recommended for concrete piles. The portion of the steel embedded in the bottom few feet of the concrete jacket shall be coated with an electrostatically applied epoxy.
- d. Install a cathodic protection system, and coat the pile with a coating resistant to cathodic disbondment to reduce cost of the system. Piles exposed to unpolluted fresh water shall be electrically connected so that a cathodic protection system can be easily installed if corrosion is discovered during future inspections.

**10.7.5.3P Concrete Piles**

In any corrosive medium, a dense, impervious concrete shall be used. The following measures shall be taken on all concrete piles used in corrosive environments:

- Minimum concrete cover as follows:
  - (1) Cast-in-place reinforced concrete, 4 in.
  - (2) Precast reinforced concrete, 3 in.
  - (3) Prestressed concrete - Prestressed strands, 2 1/2 in.; secondary reinforcement, 1 1/2 in.
- Maximum water/cement ratio of 0.45 (by weight)
- Air entrainment
- No concrete additives containing chlorides

The following protective measures may also be required in particular cases.

- Sulfate resistant cement as follows:

Water Soluble Sulfate in Soil (%)	Sulfate in Water (ppm)	Cement Type
0.10 - 0.20	150 - 1,500	II
0.20 - 2.00	1,500 - 10,000	V
> 2.00	> 10,000	V plus Pozzolan

- Epoxy-coated reinforcement
- Cathodic protection with electrical continuity between all reinforcement. Cathodic protection should not be used for prestressed piles.

COMMENTARY

and coal tar epoxies have been found to be effective in controlling corrosion in water.

Cathodic protection systems are very expensive due to required maintenance. These systems, in combination with coatings, are used in buried pipeline applications where the effects of small corrosion pits at defects in the coating can lead to leaks. In piles, however, small pitting is not as critical, and a good coating without cathodic protection is generally effective in preventing significant uniform corrosion loss on the pile section.

**C10.7.5.3P**

A concrete pile foundation design should consider that deterioration of concrete piles can occur due to sulfates in soil, groundwater or sea water, chlorides in soils and chemical wastes, acidic groundwater and organic acids. Laboratory testing of soil and groundwater samples for sulfates and ph is usually sufficient to assess pile deterioration potential. A full chemical analysis of soil and groundwater samples is recommended when chemical wastes are suspected.

Sulfates are present in groundwater in fills containing blast furnace slag, cinders, or pyritic shale. Sulfates react with chemicals present in the concrete, such as hydrated lime and gypsum. These reactions result in an increase in solid volume, with a subsequent spalling of concrete.

The use of admixtures is preferred over an increased water content. Provide a concrete mix that is workable and able to be consolidated. For severely corrosive environments, a water/cement ratio of 0.40 (by weight) should be considered.

The principle cause of reinforcing steel corrosion is chloride ion. Good corrosion protection in concrete piles can be accomplished by limiting the amount of chloride ion in the concrete mix. ACI Committee 222 has suggested the following limits for chloride ion in concrete prior to service exposure, expressed as a percent by weight of cement:

- Prestressed concrete 0.06%
- Reinforced concrete exposed to chloride in service 0.10%
- Reinforced concrete in a moist environment, but not exposed to chloride 0.15%

The use of accelerating admixtures containing calcium chloride is discouraged.



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**10.7.5.4P Timber Piles**

Untreated timber piles shall be used only for temporary construction. Timber piles for permanent construction shall be protected as follows:

- a. Treatment with creosote in accordance with Pub 408, Section 1005, or
- b. Concrete jacketing, in accordance with recommendations for concrete piles

**10.7.5.5P Preliminary Testing**

If driven pile foundations are anticipated, the soils investigation shall provide the following minimum information to determine pile deterioration potential:

- Soil pH, sulfate content in soil and groundwater and moisture content
- General soil profile, including type, variation, depth and layering of fill and undisturbed natural soils, and groundwater level
- Previous land use
- Soil resistivity (laboratory test on soil samples) - If evaluation of data with respect to criteria in D10.7.5.6P indicates a potential corrosion problem, a field resistivity survey may be performed.

If piles extend through open water, the water shall be tested for chlorides, sulfates, bacteria and pH, and its velocity shall be measured.

**10.7.5.6P Corrosive Environments**

Conditions which are indicative of potentially corrosive soil and groundwater and require consideration of protective measures:

- Resistivity less than 2000 ohm-cm in soil
- Resistivity between 2000 and 5000 ohm-cm and combined with:
  - sulfate concentration greater than 200 ppm, or
  - chloride concentration greater than 100 ppm
- pH less than 5.5

**C10.7.5.4P**

The principle causes of deterioration of timber piles are decay, insect attack, and marine-borer attack. Deterioration of timber piles typically occurs in areas where oxygen and moisture are present. Therefore, piles driven below the permanent groundwater table are generally unaffected by decay and insect attack. Treatment with creosote is the most common method of protecting timber piles. The advantages of creosote as a preservative are its high toxicity to wood-destroying organisms, relative insolubility, availability, good depth of penetration and good performance record.

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- pH between 5.5 and 8.5 in soils with high organic content
- Sulfate concentration greater than 1000 ppm in soil or greater than 150 ppm in groundwater
- Landfills and cinder fills
- Soils subject to mine or industrial drainage
- Mixtures of high resistivity soils and low resistivity high-alkaline soils

Conditions which are low in corrosion potential and which generally do not require protective measures include:

- Undisturbed natural soils with no free draining layers, regardless of conditions, noted above as indications of high corrosion potential
- pH greater than 5.5 with no organic content
- Soils with resistivities greater than 5000 ohm-cm and uniform in profile
- Well-aerated loose soils of uniform composition (i.e., sand)

Water shall be considered corrosive if it contains any of the following:

- Chloride content greater than 1000 ppm
- Sulfate content greater than 150 ppm
- Mine or industrial runoff
- High organic content
- pH less than 5.5

Water with high velocity is generally more damaging than standing water.

Piles exposed to air containing sulfur dioxide, chlorine concentrations, or other pollutants require protection against deterioration.

#### 10.7.5.7P Stray Currents

Steel and concrete piles located near sources of direct currents (i.e., electric transit systems, welding shops, cathodic protection systems) may be subject to damage from stray currents. To protect against stray current damage, steel

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piles shall be electrically connected and grounded to the current source. Concrete piles shall be similarly grounded with electrical continuity between all reinforcement. The effects of stray currents on prestressed piles can lead to pile failure and prestressed piles should not be used in areas of potential stray currents.

**10.7.6 Determination of Minimum Pile Penetration**

The following shall supplement A10.7.6.

In general, unless refusal is encountered, the design penetration for any pile should be not less than 10.0 ft. into hard cohesive or dense granular material and not less than 20.0 ft. into soft cohesive or loose granular material.

Unless refusal is encountered, piles for trestle or pile bents shall penetrate a distance equal to at least one-third the unsupported length of the pile.

Piling used to penetrate a soft or loose upper stratum overlying a hard or firm stratum, shall penetrate the firm stratum by a distance sufficient to limit movement of the piles and attain sufficient bearing capacities.

Penetration shall be controlled so that pile damage during driving is avoided. A maximum blow count limited by driving stresses shall be determined using a Wave Equation analysis (see D10.7.3.8.4 and DC10.7.3.8.4). The maximum blow count shall not be exceeded.

Although the minimum design length of piles in hard or dense soils is generally 10 ft., reduced penetrations as low as 6 ft. may be permitted for special conditions. The minimum penetration length of pile shall be 10 ft. unless otherwise approved by the District Bridge Engineer for a specific project.

For friction and end bearing piles, the designer shall require predrilling through the resisting soil layer to the bottom of the estimated scour depth prior to the pile driving.

**10.7.8 Driveability Analysis****10.7.8.1P General**

Driveability shall be optimized using the procedure specified in D10.7.3.8.4 when the design resistance is achieved with the least expensive pile and most efficient hammer sized for maximum set without damaging the pile.

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**C10.7.6**

The following shall supplement AC10.7.6.

Driving points or shoes may be necessary to achieve penetration or to provide adequate lateral tip restraint.

The generally acceptable minimum length of 10 ft. is based upon driveability and lateral resistance concerns. As pile length decreases, the potential for damage during driving increases, particularly for point bearing and end bearing piles. Because very short piles are nearly always point bearing or end bearing piles, damage potential is a prime consideration. Lateral resistance is severely lessened in short piles due to reduced tip fixity and decreased soil resistance adjacent to the pile.

Because of these concerns, the designer shall conduct a thorough analysis of driveability (A10.7.8 and D10.7.8) and lateral load resistance (D10.7.2.4 and D10.7.3.12) during design to evaluate the feasibility of short piles for a particular application.

Predrilling will reduce side resistance through the scour zone during pile driving so as to reduce the probability of obtaining a false indication of adequate pile capacity.

**C10.7.8.1P**

Because dynamic resistance to pile penetration must be overcome during driving, but does not influence subsequent static capacity, the highest stress levels experienced by a pile will occur during driving.

Optimized pile design generally results in piles being driven at near-maximum permissible stresses to the driving criteria for the various load carrying mechanisms. Some exceptions include the cases of friction/displacement piles where pile length reductions in conjunction with less than maximum possible loads may provide an economically

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The establishment of the installation criteria for driven piles should include a drivability analysis. Except as specified herein, the drivability analysis shall be performed by the Engineer using a wave equation analysis, and the driving stresses ( $\sigma_{dr}$ ) anywhere in the pile determined from the analysis shall be less than the limits contained herein:

The following permissible driving stresses, as determined by wave equation analysis at 20 blows per 1 in., are specified for particular pile types.

## a. Driven Steel Piles Driven without Mandrel

$$\sigma_{dr} = 0.9 \phi_{da} f_y$$

where:

$f_y$  = yield strength for steel (ksi)

$$\phi_{da} = 1.0$$

## b. Steel Piles Driven with Mandrel - Driving stresses will be controlled by shell damage, dependent on geologic conditions and obstructions

## c. Concrete Piles

Compression:

$$\sigma_{dr} = \phi_{da} (0.85 f'_c - f_{pe}) \quad (10.7.8.1P-1)$$

Tension:

$$\sigma_{dr} = \phi_{da} (0.095 \sqrt{f'_c} + f_{pe}) \quad (10.7.8.1P-2)$$

where:

$f'_c$  = compressive structural design strength of concrete at 28 days (ksi)

$f_{pe}$  = concrete compression stress due to prestressing after all losses (ksi)

For reinforced concrete piles (non-prestressed piles),  $f_{pe}$  equals zero.

## d. Timber Piles - See Pub 408, Section 1005

For routine pile installation applications where significant local experience can be applied to keep the risk of pile installation problems low, a project specific drivability analysis using the wave equation may be waived.

This drivability analysis shall be based on the maximum driving resistance needed:

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attractive combination. Such cases are relatively rare, however, and are difficult to anticipate during the design phase of a project without field testing.

Wave equation analyses should be conducted during design using a range of likely hammer/pile combinations, considering the soil and installation conditions at the foundation site. See D10.7.3.8.4 for additional considerations for conducting wave equation analyses. These analyses should be used to assess feasibility of the proposed foundation system and to establish installation criteria with regard to driving stresses to limit driving stresses to acceptable levels.

Drivability analyses may also be conducted as part of the project construction phase prior to the pile hammer submission. When conducted during the construction phase, the drivability analysis shall be conducted using the contractor's proposed driving system. This information should be supplied by the contractor with the pile hammer submission. This drivability analysis should be used to determine if the contractor's proposed driving system is capable of driving the pile to the maximum resistance anticipated without exceeding the factored structural resistance available, i.e.,  $\sigma_{dr}$ .

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- To obtain minimum penetration requirements specified in D10.7.6,
- To overcome resistance of soil that cannot be counted upon to provide axial or lateral resistance throughout the design life of the structure, e.g., material subject to scour, or material subject to downdrag, and
- To obtain the required nominal bearing resistance.

Maximum allowable stress values recommended by various engineers, manufacturers and contractors may differ considerably, sometimes by a factor of 2. The values of maximum permissible driving stress presented reflect, where possible, past experience in the Commonwealth regarding driving stresses, and, in general, tend to fall in the median area within the range of recommended values for each pile type.

The designer should be aware that under certain conditions pile driveability tends to be controlled by phenomena not accurately predicted by wave equation analysis of driving stress. Piles driven through extremely loose or soft soil to point bearing on competent rock may experience localized buckling due to lack of lateral support and strong wave reflection from the pile tip. Also, piles driven into or through buried debris or boulders may experience damage due to high localized stresses where obstructions are first encountered.

**10.7.8.2P Evaluation of Driveability**

Preliminary evaluation of driveability shall be made by wave equation analysis using the procedure specified in D10.7.3.8.4. Driving stresses, transmitted hammer energy and developed pile capacity shall be verified during test pile construction. Changes in driving equipment, procedures, or driving criteria may be directed by the Department if monitored driving parameters vary appreciably from those assumed in the preliminary analyses.

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**C10.7.8.2P**

Wave equation analysis provides the most accurate evaluation of driving stresses, hammer energy and static pile strength available to the designer prior to the actual field testing and/or dynamic monitoring. Although appreciable predictive inaccuracies may occur (depending upon the particular program used, accuracy of assumed hammer efficiencies, damping factors) in wave equation analyses, they generally provide suitable information for near-optimization of pile driveability. The most common cause of inaccuracy in predicting pile driveability by wave equation analysis is use of inaccurate hammer efficiencies. Currently available wave equation programs incorporate optimistic values of hammer efficiency (typical values are 95% for diesel and 80% for air/steam hammers), which in turn lead to higher predicted transmitted hammer energies and driving stresses than are observed in the field. Use of more realistic hammer efficiencies in wave equation analyses will provide more accurate evaluation of pile driveability, and is, thus, recommended. A FHWA report, Vanikar (1985), presents average measured efficiencies of 72% for diesel, 67% for single-acting air/steam and 50% for double-acting air/steam hammers.

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A driveability analysis begins with the selection of a pile type (or types) which is suitable for the soil and rock conditions present at the job site(s), and which has a structural capacity (at the time of driving) approximately 10 to 20% greater than the design capacity. A hammer is then selected which should develop optimum driving stresses in the pile. As a starting point, the following guidelines may be used to select a rated hammer energy for preliminary analysis:

- Steel H-Piles: 12,000 ft-lbs
- Concrete Piles (solid section): 12,000 ft-lbs
- Timber Piles: 7000 ft-lbs

After choosing a pile/hammer combination, an initial wave equation analysis should be performed in accordance with D10.7.3.8.4 to evaluate the feasibility of the preliminary pile/hammer combination. The results of the initial wave equation analysis will probably indicate that pile driveability is not optimized. Successive analyses are then conducted altering the relevant parameters as required to meet the criteria for optimized driveability.

**10.7.8.3P Driving Criteria**

Driving shall be in accordance with Pub 408, Section 1005. Test piles shall be driven to absolute refusal for point bearing and end bearing piles and end of driving criteria for friction piles. If a point bearing or end bearing test pile does not achieve absolute refusal within 2 ft. of the estimated tip elevation, driving should be stopped and the Chief Bridge Engineer shall be contacted. If absolute refusal is not obtained for point bearing or end bearing piles, special studies may be required during construction. If a friction test pile does not reach the required resistance at the predetermined pile tip elevation (or after redrive, if specified), a 10-foot extension shall be spliced on and the test pile shall continue to be driven until the required resistance is attained. Past experience, actual driving data, wave equation analyses and possible load tests shall be correlated to obtain driving parameters.

**10.7.8.4P Geologic Conditions Affecting Driveability**

The presence of boulders or construction debris, buried concrete slabs, or hard layers (above a required bearing strata) may either damage piles or hinder advancement to a required elevation or bearing stratum. Such geologic conditions shall be disclosed by the subsurface investigation. Measures to increase pile driveability shall be taken in accordance with D10.7.8.5P appropriate to the location, size, or thickness of the obstructing feature(s).

**C10.7.8.4P**

In most cases, geologic conditions which will influence pile driveability are readily discernible from boring records; however, in some instances subsurface obstructions are more difficult to recognize. For example, the presence of boulders immediately overlying bedrock may be misinterpreted as a layer of fractured rock overlying sound rock. The presence of buried foundation slabs may be missed, or misinterpreted as cobbles, boulders, etc., if the exploratory drilling personnel and recovered samples are not closely monitored.

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**10.7.8.5P Methods Of Increasing Driveability**

Increasing driveability is generally achieved by either increasing the strength or stiffness of the pile (or portions thereof) or by penetrating an obstruction prior to pile installation. Steel tip protection shall be used to increase the strength of pile tips where moderate or severe damage potential conditions exist. Tip protection shall be required for all point bearing and end bearing piles driven into bedrock. Where piles must penetrate a dense layer of appreciable thickness to obtain a specified tip elevation or bearing stratum, the layer can be penetrated by jetting during pile installation or by predrilling a pilot hole prior to pile installation.

**10.7.9 Probe Piles**

The following shall supplement A10.7.9.

When piles are specified, each substructure unit must have at least one test pile and no less than one test pile for each 50 ft. of footing length. Additional test piles may be specified if test borings indicate that irregular pile lengths could be anticipated. In special cases in which the soil conditions are relatively uniform, one test pile for each 100 ft. of footing length will be acceptable. The specified length of test piles shall be the same as the estimated lengths of bearing piles when driven to bedrock or dense end bearing strata. For friction piles, test pile lengths shall be based on driving to end of driving criteria. Test piles may be used as bearing piles, if approved.

The lengths of test piles shall be based on geotechnical data and analysis and/or previous experience (e.g., actual driving and/or load test data), if available. See D10.7.8.3P for driving criteria.

**10.7.10P Evaluation of Predetermined Tip Elevations****10.7.10.1P General**

Predetermined tip elevations shall be determined in accordance with PP1.7.5 and Pub 408, Section 1005.

## COMMENTARY

**C10.7.8.5P**

Increasing the stiffness of the pile section is the most common method of increasing driveability when wave equation analysis indicates overstressing will occur with a particular hammer/pile combination. When potentially damage-causing obstructions such as boulders, foundation slabs, or construction debris must be penetrated, steel tip protection will generally provide adequate protection. However, predrilling may be necessary in cases in which obstructions are unusually massive or located relatively near the ground surface where piling will have little lateral support when they are encountered. Because extensive predrilling through rock/obstructions adds considerably to foundation expense, consideration should be given to eliminating predrilling in conjunction with lower pile strengths to allow for some damage or using drilled shaft foundations.

**C10.7.10.1P**

Predetermined tip elevations are determined after driving test and/or load test piles at the foundation location. These elevations, thus determined, reflect an estimate of the length of pile embedment required to develop the nominal axial pile resistance used in design. The pile embedment length is based on the load carrying mechanism (point-bearing, end-bearing, or friction) used to develop the resistance of the pile. Because of variations in soil and rock conditions existing across a project site, tip elevations of installed piles will vary from the predetermined tip elevation. It is, therefore, necessary to interpret the data obtained from the driving and/or load testing of piles, and to evaluate the

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acceptability of bearing piles attaining the specified driving criterion above the predetermined tip elevation.

Guidelines are presented below for evaluating predetermined tip elevations from test and load test piles and for evaluating bearing piles which do not attain the predetermined tip elevation. Because each piling project and the subsurface conditions encountered are unique, the following guidelines should be applied with an understanding of the special conditions relating to the particular projects.

- (a) Point-Bearing Piles - Predetermined tip elevations for point bearing piles should be readily apparent by the behavior of the hammer and the observed driving resistance. The hammer will quickly approach optimum performance levels as the bearing layer is reached and may experience cylinder lift or other erratic behavior if refusal is achieved very quickly at full throttle.

If boulders are known or suspected to be present at a piling location, care shall be taken to ensure that a valid predetermined tip elevation is established. If the boulders are located close to the bearing stratum, it is often difficult to determine whether a pile has reached the bearing stratum or has encountered a boulder. The number of test and/or load test piles should be increased in areas where boulders overlie the bearing stratum. The engineer shall evaluate the driving and/or testing results to determine if bearing piles may be expected to penetrate the boulders and reach the bearing stratum. If a significant number of piles fail to penetrate the boulders, the engineer shall evaluate several factors before proceeding with piling installation. This may require reduction of the design resistance or revision of the driving criteria.

- (b) End Bearing Piles - End bearing piles typically reach refusal more gradually than point bearing piles. End bearing piles are typically driven to rock through a relatively thin layer of dense soils or driven a relatively short distance into a layer of very dense soil or soft rock. In the case of end bearing piles driven to competent rock, the driving resistance will typically increase to refusal quickly upon reaching bedrock. In this case, the predetermined tip elevation usually reflects the estimated top of rock. End bearing piles driven into very dense soil layers or soft rock will exhibit driving resistances which increase gradually to refusal. In these cases, the predetermined tip elevation reflects the minimum penetration into the bearing stratum needed to develop the required resistance. If load testing is performed, the piles penetrating the least into the bearing stratum shall be tested. This will allow strength verification for piles representative of the least bearing stratum embedments to be anticipated during driving of bearing piles. If boulders are encountered above or



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**10.7.10.2P Evaluation of Bearing Piles Not Reaching the Predetermined Tip Elevation**

The resistance of piles not reaching the predetermined tip elevation shall be reevaluated based on available subsurface information and driving records.

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within the bearing stratum, refer to the guidelines above for point bearing piles.

- (c) Friction Piles - The driving resistance for friction piles increases gradually as the pile penetrates into the bearing stratum. Typically, the predetermined tip elevation reflects the elevation of the top of the bearing stratum minus the length of bearing stratum embedment at which test or load test piles achieve the required resistance.

Monitoring hammer performance during installation of test and/or load test piles provides a basis of comparison useful in evaluating piles which attain the specified driving criterion above the predetermined tip elevation. Thus, it is important that as much information as possible regarding hammer performance be obtained during the installation of test and load test piles.

**C10.7.10.2P**

Very few project sites exhibit such uniform soil and rock conditions, and few pile hammers operate at such uniform levels that all bearing piles driven at the site to a particular criterion will attain the predetermined tip elevation.

The following procedures can be used to evaluate the suitability of piles not reaching the predetermined tip elevation.

**a. Point Bearing Piles**

1. Review Subsurface Information - Review subsurface information to determine the variation in the top of rock elevation. The pile may be acceptable if the tip elevation is within the variation in rock elevations noted during the investigation. If boulders are present, the pile may be unacceptable, pending the results of additional considerations below.
2. Review Driving Record of Suspect Pile - The driving resistance of the suspect pile should be compared to the driving resistance of adjacent piles. If the driving resistance increased rapidly over the last few feet of driving for the suspect pile, as well as adjacent piles, the driving record of the suspect pile would indicate cause for special concern. If the suspect pile exhibited a gradually increasing driving resistance in contrast to adjacent piles, it is likely that the suspect pile did not reach the same bearing stratum.
3. Review Driving Records of Adjacent Piles - Check the driving records of nearby piles with regard to the tip elevations achieved. If a trend toward higher tip

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elevations has occurred in the direction of the suspect pile, the top of bearing stratum elevation may be increasing in elevation, such that the suspect pile may have reached the intended stratum.

4. Drive Additional Piles - It may be prudent to reserve judgment on the suspect pile until several piles have been driven adjacent to it in locations which place the suspect between piles previously driven and the additional piles. If the additional piles behave similarly to most previously driven piles, the suspect pile is likely not acceptable. If the additional piles compare closely to the suspect pile, the suspect pile may be acceptable.

b. End Bearing Piles

1. Review Subsurface Information - If appreciable variations in elevation of the bearing stratum are indicated, the suspect pile tip elevation may be reflecting such a variation. Where end bearing piles obtain a relatively large proportion of their axial resistance from skin friction in the lower portion of the pile, tip elevations may be sensitive to variations in the density or stiffness of the bearing stratum which may result in axial resistance development at lesser embedments (i.e., higher tip elevations).
2. Review Driving Record of Suspect Pile - Compare the driving resistance of the suspect pile with those of other piles. An end bearing pile usually exhibits relatively low driving resistances until the bearing stratum is reached. As the pile advances into the bearing stratum, driving resistance increases rapidly, which is an indicator of the top of bearing stratum elevation. If the driving resistance of the suspect pile increased at a higher elevation than adjacent piles, the suspect pile may have an embedment length in the bearing stratum similar to adjacent piles which attained the predetermined tip elevation.
3. Review Driving Records of Adjacent Piles - Check for a trend towards higher tip elevations.
4. Drive Additional Piles - Observe the behavior of several additional piles driven.
5. Check Hammer Performance - Review the records of hammer performance kept during driving of the suspect pile. If hammer performance (e.g., bounce chamber pressure, blow rate, stroke, etc., depending on hammer type and degree of instrumentation) was appreciably lower during driving of the suspect pile than during driving of adjacent piles, then the higher tip elevation may be a result of low energy input.

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The pile shall be redriven at optimum hammer performance to achieve the predetermined tip elevation.

6. Check Suspect Pile Axial Resistance by Dynamic Monitoring - If the suspect pile was monitored during initial driving, the estimated axial resistance may be compared to the estimated axial resistance of piles reaching the predetermined tip elevation. If the pile was not monitored when first driven, it may be monitored while being redriven. When monitoring piles being redriven, make certain that hammer performance has reached optimum levels before stopping redriving, since less than optimum hammer performance will likely be reflected by reduced nominal strength estimates (see D10.7.3.8.3dP, Redriving). A favorable comparison between the nominal strength of the suspect pile and the strength of piles driven to the predetermined tip elevation indicates the acceptability of the suspect pile.
7. Check Potential for Temporary Increase in Driving Resistance - When piles are driven into dense silts or glacial tills below the water table, or into soft shales, siltstones or claystones, the driving resistance may be temporarily increased due to the behavior of the bearing stratum. After a 24-hour period has elapsed following initial driving, driving resistances have been observed to decrease by half as piles are redriven. It is possible that a pile failing to achieve the predetermined tip elevation in soil or rock conditions, as described above, encountered temporary resistance, rather than actual bearing. Suspect piles may achieve the predetermined tip elevation if redriven a day or more following initial driving.

c. Friction Piles

1. Check Hammer Performance - Compare the level of performance to that observed during test pile driving and driving of nearby bearing piles. If the suspect pile was installed at lower hammer energies, it should be redriven at optimum energy to attain the predetermined tip elevation. Embedment lengths of friction piles are often very sensitive to fluctuations in hammer performance.
2. Review Subsurface Information - Where the bearing stratum is encountered at a higher elevation than at previous piling locations, or where a greater density was indicated during subsurface investigation, friction piles may be expected to attain a specified driving criterion at corresponding higher elevations.

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3. Review Driving Record of Suspect Pile - If the suspect pile encountered appreciable driving resistance at a higher elevation than piles which attained the predetermined tip elevation, the suspect pile may have an embedment length in suitable material similar to piles driven to the predetermined tip elevation.
4. Drive Additional Piles - Observe the driving behavior and tip elevations of additional piles to evaluate the possible continuation of conditions encountered by suspect pile.
5. Review Driving Records of Adjacent Piles - Check for a trend toward higher tip elevations.
6. Check Suspect Pile Axial Resistance by Dynamic Monitoring - If dynamic monitoring equipment is being used on the project, check the axial resistance of the suspect pile.
7. Check Potential for Temporary Increase in Driving Resistance - If soil conditions “artificially” elevate, driving resistances at the end of initial driving, re-driving the suspect pile after a waiting period may advance the pile to the predetermined tip elevation.
8. Representative friction angles based on laboratory testing and/or SPT data should generally be used for the design of cast-in-place pipe piles terminating in soil. Utilizing conservative friction angle values in design has led to significantly underestimated pile tip capacities and/or overestimated pile lengths. Preliminary findings from a Department study of cast-in-place concrete piles has shown a wide variance in friction angles required to accurately estimate pile length and capacity. In dense, well-graded granular soils, friction angles greater than or equal to 40° for both skin friction and tip resistance calculations were required to correlate model data to dynamic testing results. A project in poorly-graded granular soils also showed that reduced friction angles less than or equal to 26° were required to accurately model skin friction, varying from the representative friction angle used for tip resistance by as much as -10°. Dynamic pile load testing has shown that skin friction and tip resistance can each contribute from less than 10% to greater than 90% of the total capacity of the pile depending on the type and density of the soil(s). Whenever available, dynamic load testing results from similar projects should be used as a comparison to check the validity of a model. The District Bridge Engineer, Geotechnical Engineer and/or Structure Control

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Engineer may also be consulted during the design of cast-in-place pipe piles.

**10.7.11P Foundation Submission**

As part of the foundation approval process, a foundation submission letter shall be submitted to the Department for use in foundation review, in compliance with PP1.9.4 and D11.4.4P. The letter shall include the basis for the pile capacity (e.g., load tests, wave equation analyses, dynamic monitoring, past experience) and the relevance of field conditions and construction procedures used to develop the pile capacity. In addition to the basic requirements of PP1.9.4 and D11.4.4P, the foundation submission letter shall include the following, as a minimum:

- a. Pile type and size (including alternates),
- b. Geotechnical axial pile capacity,
- c. Structural pile capacity,
- d. Basis for pile capacity determination,
- e. Bottom of pile cap elevation,
- f. Estimated tip elevations and maximum pile lengths,
- g. Description of anticipated bearing stratum,
- h. Anticipated load carrying mechanism (point bearing, end bearing, or friction),
- i. Relevant soil and/or rock conditions,
- j. If requested, in special and/or unusual situations, preliminary wave equation analysis, for a trial driving system including soils and driving system input parameters,
- k. Where applicable, foundation type of existing structure and other pertinent information,
- l. Downdrag analysis, if anticipated,
- m. COM624P or LPILE analysis results and lateral pile capacities, and
- n. Evaluation of corrosion potential and design measures for protection against deterioration.
- o. Indicate if soils are classified as Site Class E or F.

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**10.8 DRILLED SHAFTS**

**10.8.1 General**

**10.8.1.1 Scope**

The following shall supplement A10.8.1.1.

Drilled shafts shall be considered for foundation support when spread footings cannot be founded on suitable soil or rock strata within a reasonable depth (e.g., 10 ft.), in areas of karst conditions, and when piles are not economically feasible due to high loads or obstructions to driving. Drilled shafts shall also be considered when high lateral or uplift loads must be resisted and deformation tolerances are small, or as a direct support element for columns used as pier bents. As an alternate to drilled shafts, foundation pedestals or columns may be considered when suitable rock bearing is within 10 ft. of the ground surface (see D10.6.5.2P).

Drilled shafts not founded on or socketed into rock are generally not permitted by the Department and, if used, must be approved by the Chief Bridge Engineer.

The terminology used in the design of drilled shafts is shown in Fig. 10.8.1.1-1.

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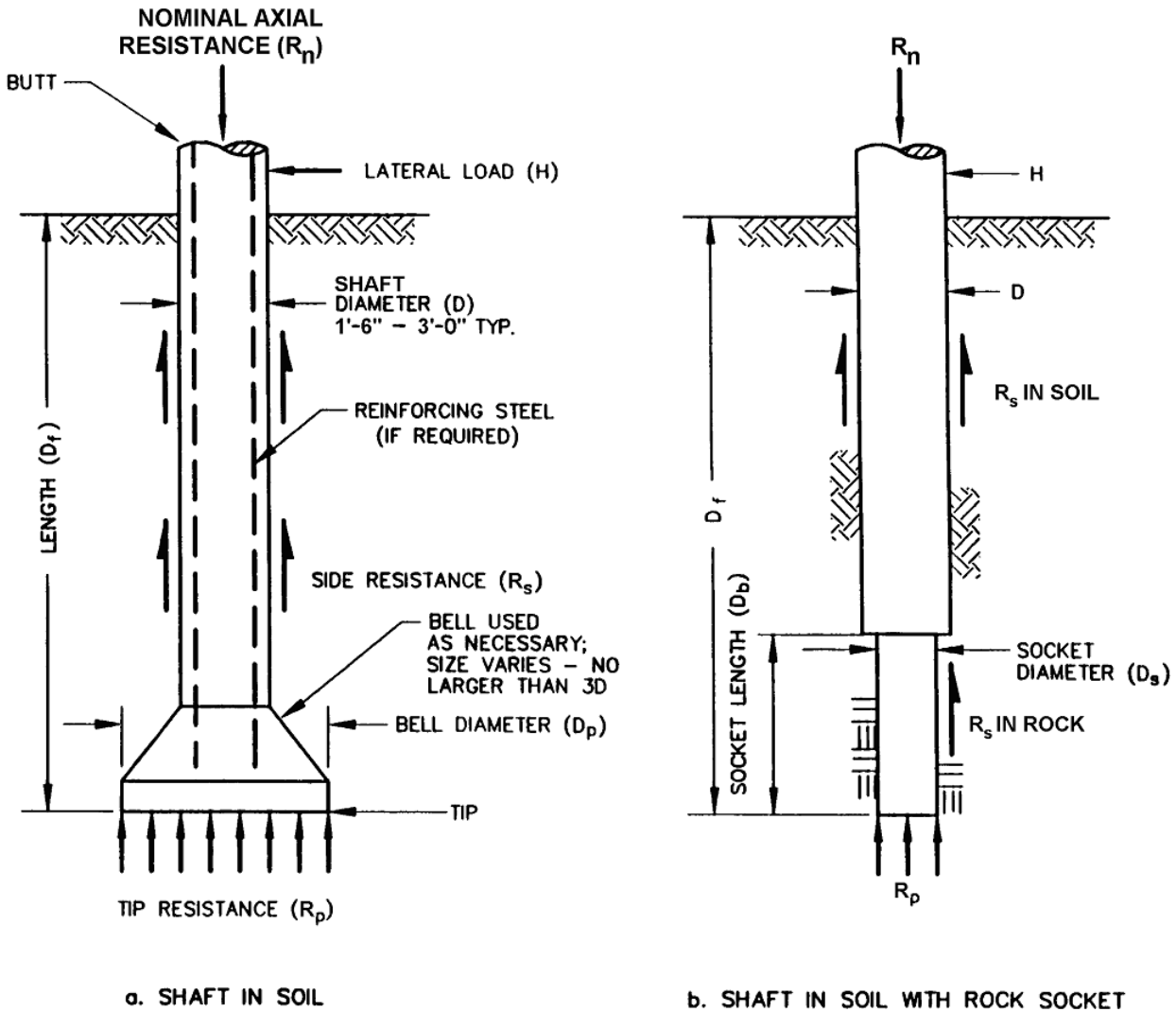


Figure 10.8.1.1-1 – Design Terminology for Drilled Shaft Foundations

**10.8.1.2 Shaft Spacing, Clearance, and Embedment into Cap**

The following shall supplement A10.8.1.2.

Shaft reinforcement shall extend sufficiently into the cap to overlap horizontal cap reinforcement in order to develop the required stress transfer.

**10.8.1.3 Shaft Diameter and Enlarged Bases**

The following shall supplement A10.8.1.3.

For drilled shaft requiring inspection, the shaft dimensions shall not be less than 3-feet. All shafts shall be sized in 6-inch increments with a minimum shaft diameter of 1'-6". Inclined or battered shafts shall not be used without the prior approval of the Chief Bridge Engineer. The diameter of shafts with rock sockets shall be sized a minimum of 6-inch larger than the diameter of the socket. The diameter of

**C10.8.1.3**

The following shall supplement AC10.8.1.3.

Most drilling tools and casings used in the United States are sized in 6-inch size intervals. Therefore, unless special project requirements dictate the use of unconventional shaft dimensions, it is most economical to size shaft diameters in 6-inch increments.

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columns supported by shafts shall be less than  $D$ . See Fig. 10.8.1.3-1 for dimensional guidelines.

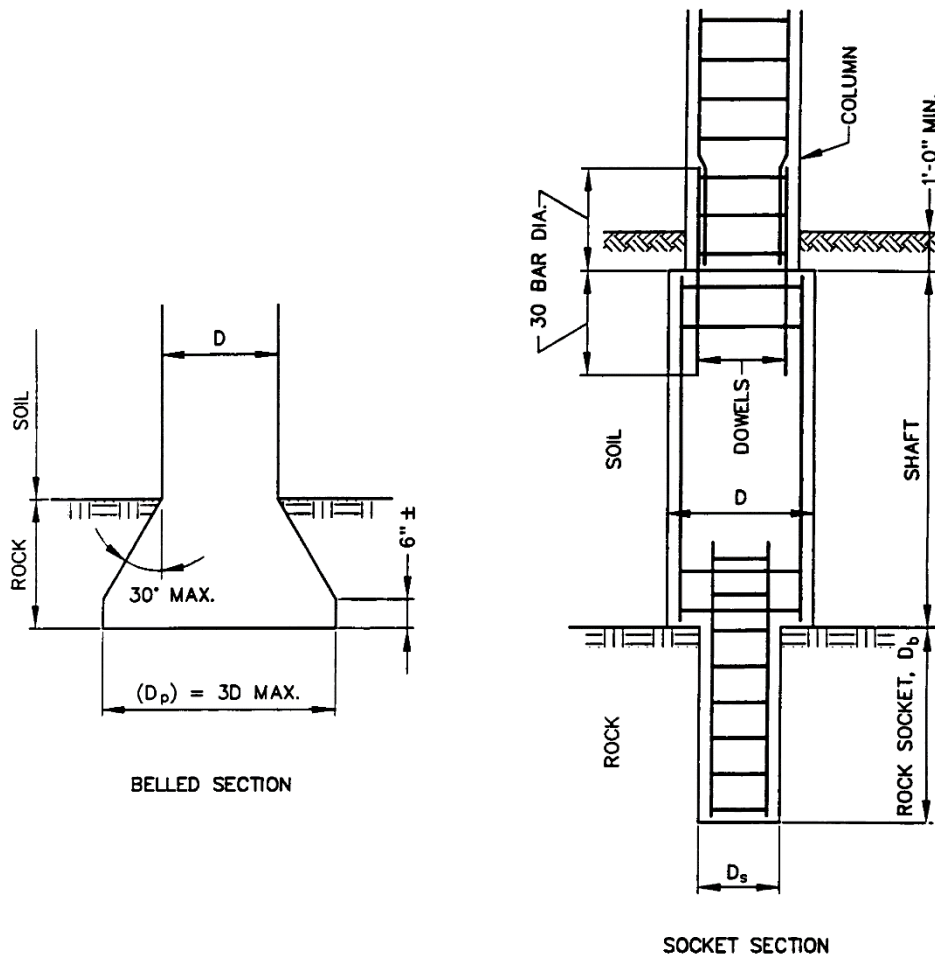


Figure 10.8.1.3-1 – Dimensional Guidelines for Drilled Shafts

**10.8.1.5 Drilled Shaft Resistance**

**C10.8.1.5**

The following shall supplement A10.8.1.5.

The following shall supplement AC10.8.1.5.

Drilled shafts shall be constructed using the dry, casing or wet method of construction or a combination of these methods.

Past practice in the Commonwealth is that temporary or permanent casing is used to support the sides of the drilled shaft hole.

In every case, hole excavation, concrete placement and all other aspects of shaft construction shall be performed in conformance with the provisions of the specifications, Publication 408 and applicable Special Provisions.

**10.8.1.6 Determination of Shaft Loads**

*10.8.1.6.3 Uplift*

The following shall supplement A10.8.1.6.3.

Tension in drilled shafts is not permitted at Service Limit States. At Strength Limit States, the uplift capacity may be taken as 10 percent of the axial structural capacity.



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**10.8.3 Strength Limit State Design****10.8.3.3 Scour**

The following shall supplement A10.8.3.3.

Scour investigations and design of bridge structure foundations to resist scour shall be in accordance with PP7.2.

**10.8.3.5 Nominal Axial Compression Resistance of Single Drilled Shafts****C10.8.3.5**

The following shall supplement AC10.8.3.5.

The load transfer and deformation characteristics of drilled shafts are a function of the ratios of shaft depth to diameter ( $D_f/D$ ), the shaft diameter ( $D$ ) to base diameter ( $D_p$ ), and the relative stiffness between the shaft and the soil. The following observations are applicable:

1. As  $D_f/D$  and soil stiffness decrease, the proportion of load supported by the tip ( $R_p$ ) increases.
2. Shafts with large values of  $D_f/D$  develop appreciable  $R_s$  before mobilizing any  $R_p$ .
3. Butt displacements of the order of 8 to 10% of  $D$  are necessary to mobilize  $R_p$  in cohesionless soils and stiff clays.
4. The ultimate shaft resistance ( $R_s$ ) is typically fully mobilized at displacements of about 0.2 to 0.4 in.

Drained analyses using effective soil shear strengths ( $c'$  and  $\phi'_i$ ) are appropriate for cohesionless soils and most rock types, and for cohesive soils which are permitted to drain and consolidate under loading. Such analyses are appropriate for bridge pier foundations which are subjected to large dead loads and relatively small live loads. Undrained loading should be considered where very high live loads are anticipated in cohesive soils. Live loads are of short duration, and do not provide sufficient time for draining of cohesive soils.

*10.8.3.5.1 Estimation of Drilled Shaft Resistance in Cohesive Soils**10.8.3.5.1c Tip Resistance**C10.8.3.5.1c*

The following shall supplement AC10.8.3.5.1c.

Use of enlarged bases requires the prior approval of the Chief Bridge Engineer. The tip resistance of an enlarged base shall be determined assuming that the entire base area is effective in transferring load. Allowance of full effectiveness of the enlarged base shall be permitted only when cleaning of the bottom of the drilled excavation is specified and can be acceptably completed before concrete placement.

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10.8.3.5.2 Estimation of Drilled Shaft Resistance in Cohesionless Soils

An enlarged base may be used at the tip of a shaft to increase the tip bearing area, or to provide additional resistance to uplift loads. Due to the difficulty of excavation and support of enlarged bases, consideration should be given instead to extending the shaft to a greater depth to provide additional resistance. This avoids the construction difficulties and high additional cost of shafts with enlarged bases relative to straight-sided shafts.

10.8.3.5.2b Side Resistance

The following shall supplement A10.8.3.5.2b.

A correlation between  $N_{60}$  blow count, friction angle and unit weight of material is provided in Table 10.8.3.5.2b-1.

Table 10.8.3.5.2b-1 – Friction Angles and Unit Weights of Sands

CONSISTENCY	$\phi_f$	$N_{60}$	$\gamma$ (kcf)
Very Loose	25°- 30°	0 - 4	0.070-0.100
Loose	27°- 32°	4-10	0.090-0.115
Medium	30°- 35°	10-30	0.110-0.130
Dense	35°- 40°	30-50	0.110-0.140
Very Dense	38°- 43°	> 50	0.130-0.150

10.8.3.5.3 Shafts in Strong Soil Overlying Weaker Compressible Soil C10.8.3.5.3

The following shall supplement A10.8.3.5.3.

Where the tip of a shaft could bear on a thin firm soil layer underlain by a softer soil unit, the shaft shall be extended through the softer soil unit to eliminate the potential for a punching shear failure into the softer soil deposit.

The following shall supplement AC10.8.3.5.3.

Punching shear failure is a failure mode typically associated with drilled shafts bearing on soils which behave plastically, but it is also of concern where shafts bear on a thin firm soil layer underlain by a softer deposit. In such cases, the influence of the bearing load at the surface of the soft layer shall be analyzed.

10.8.3.5.4 Estimation of Drilled Shaft Resistance in Rock

10.8.3.5.4a General

The following shall supplement A10.8.3.5.4a.

The side resistance from overlying soil deposits and weak rock shall be ignored.

C10.8.3.5.4a

The following shall supplement AC10.8.3.5.4a.

Rock stratification should be considered in the design of rock sockets as follows:

- Sockets embedded in alternating layers of weak and strong rock should be designed using the strength of the weaker rock.

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*10.8.3.5.4c Tip Resistance*

The following shall replace Eqs. A10.8.3.5.4c-1 and A10.8.3.5.4c-2 as follows:

$$q_p = [0.5'' / (0.04 D_s)] (2.5q_u) \quad (10.8.3.5.4c-1)$$

$$q_p = [0.5'' / (0.04 D_s)] (A + q_u [m_b (A/q_u) + s]^a) \quad (10.8.3.5.4c-2)$$

The following shall replace the second paragraph of A10.8.3.5.4c.

Equation. 10.8.3.5.4c-1 should be used as an upper-bound limit to base resistance calculated by Eq. 10.8.3.5.4c-2, unless local experience or load tests can be used to validate higher values and if reviewed and approved by the Chief Bridge Engineer.

*10.8.3.5.6 Shaft Load Test*

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- The side resistance provided by soft or weathered rock should be neglected in determining the required socket length where a socket extends into more competent underlying rock. Rock is defined as soft when the uniaxial compressive strength of the weaker rock is less than 20% of that of the stronger rock or weathered when the RQD is less than 20%.
- Where the tip of a shaft would bear on thin rigid rock strata underlain by a weaker unit, the shaft should be extended into or through the weaker unit (depending on load capacity or deformation requirements) to eliminate the potential for failure due to flexural tension or punching failure of the thin rigid stratum.
- Shafts designed to bear on strata in which the rock surface is inclined should extend to a sufficient depth to ensure that the shaft tip is fully bearing on the rock.
- Shafts designed to bear on rock strata in which bedding planes are not perpendicular to the shaft axis should extend a minimum depth of 2B into the dipping strata to minimize the potential for shear failure along natural bedding planes and other slippage surfaces associated with stratification

*C10.8.3.5.4c*

The following shall supplement AC10.8.3.5.4c.

For evaluating the load transfer behavior of rock socketed shafts, Turner (2006) and Brown et al. (2010) state that in order to mobilize the full side resistance a displacement of 0.4 in. to 0.6 in. is needed and in order to mobilize the full base resistance in cohesive soils/rock a displacement of 4% of the shaft diameter is needed. The allowable base resistance to be utilized is determined by these guidelines.

*C10.8.3.5.6*

The following shall supplement AC10.8.3.5.6.

For large diameter shafts, where conventional reaction frames become unmanageably large, load testing using Osterberg load cells (O-Cells) may be considered. An advantage of an O-Cell load test is that the load is applied from the bottom of the rock socket and data on the load carrying capacity of the rock socket can be directly obtained. O-Cell load tests were performed on large diameter technique shafts at different site locations with different rock strata

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providing bearing for the test shafts. A summary of the drilled shaft designs and test results are summarized in Tables C10.8.3.5.6-1 through C10.8.3.5.6-3.

Table C10.8.3.5.6-1 shows the maximum test load on the rock socket in side shear was 11,486 kips, over 2.6 times the anticipated maximum factored axial load. The estimated average ultimate net unit side shear over the full 20-foot-long rock socket was on the order of 20.6 ksf. This is in good agreement with the design average ultimate unit side resistance of 19.2 ksf. The O-Cell results indicated that the ultimate net unit side shear of the stronger siltstone at the top and bottom of the rock socket was higher than the calculated design value. However, the O-Cell results indicated that, as the test load increased, no load was carried in the weaker argillaceous siltstone sandwiched between the stronger siltstone strata.

Table C10.8.3.5.6-1 – Summary of Drilled Shaft Design and Osterberg Cell Load Test Results, Fayette and Somerset Counties

<b>SHAFT DATA</b>			
Shaft Diameter = 9 ft.			
Rock Socket Diameter = 8.5 ft.			
Rock Socket Length = 20 ft.			
Maximum Factored Axial Load = 4347 kips			
- Design socket length controlled by lateral capacity			
- Design capacity is based on side resistance only; no end bearing			
Rock Stratum	Upper Siltstone	Argillaceous Siltstone	Lower Siltstone
Approximate Thickness in Socket of Test Shaft, ft.	8.0	4.0	8.0
Average RQD, %	71	89	90
Average RMR	56	65	64
Design Compressive Strength, psi	3500 <sup>(1)</sup>	1018	3500 <sup>(1)</sup>
Design Ultimate Unit Side Resistance, ksf	21.2	11.4	21.2
Design Factored Unit Side Resistance <sup>(2)</sup> , ksf	11.6	6.2	11.6
Estimated Ultimate Unit Side Shear from Load Test, ksf	27.0	0	24.5
(1) Rock compressive strength is greater than concrete compressive strength of 3500 psi. 3500 psi used in design.			
(2) Resistance Factor = 0.55.			

Tables C10.8.3.5.6-2 and C10.8.3.5.6-3 in Forest County and Fayette County respectively, are examples of drilled shafts socketed full depth into rock. The O-Cell results also show the design side resistance is in good agreement with the

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average ultimate unit side resistance from the the load tests performed. The drilled shaft in Forest County used a conservative average RQD in design due to the varying rock quality and strength found in the surrounding boring samples. The conservative average RQD can account for why the ultimate side resistance was over 3 times the anticipated design factored side resistance.

Table C10.8.3.5.6 2 – Summary of Drilled Shaft Design and Osterberg Cell Load Test Results, Forest County, District 1-0

<b>SHAFT DATA</b>	
Shaft Diameter = 11 ft. Rock Socket Diameter = 10.5 ft. Rock Socket Length = 16.5 ft.	
Maximum Factored Axial Load = 6847 kips - Design capacity is based mostly on side resistance; only 10.5% end bearing	
Rock Stratum	Siltstone with Shale Interbeds
Average RQD, %	50
Design Compressive Strength, psi	3000 <sup>(1)</sup>
Design Ultimate Unit Side Resistance, ksf	11.8
Design Factored Unit Side Resistance <sup>(2)</sup> , ksf	6.5
Estimated Ultimate Unit Side Shear from Load Test, ksf	20.5
(1) Concrete compressive strength controlled design.	
(2) Resistance Factor = 0.55.	

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Table C10.8.3.5.6 3 – Summary of Drilled Shaft Design and Osterberg Cell Load Test Results, Fayette County, District 12-0

<b>SHAFT DATA</b>	
Shaft Diameter = 9.17 ft. Rock Socket Diameter = 8.5 ft. Rock Socket Length = 29 ft.	
Maximum Factored Axial Load = 8090 kips - Design capacity is based on side resistance only; no end bearing	
Rock Stratum	Interbedded Shaley Limestone and Sandstone
Average RQD, %	> 90
Design Compressive Strength, psi	3000 <sup>(1)</sup>
Design Ultimate Unit Side Resistance, ksf	30.3
Design Factored Unit Side Resistance <sup>(2)</sup> , ksf	16.7
Estimated Ultimate Unit Side Shear from Load Test, ksf	25.5
(1) Concrete compressive strength controlled design. (2) Resistance Factor = 0.55.	

**10.8.3.7 Uplift Resistance**

The following shall supplement A10.8.3.7.

Uplift resistance shall not be used without approval of the Chief Bridge Engineer.

*10.8.3.7.2 Uplift Resistance of Single Drilled Shaft*

*C10.8.3.7.2*

The following shall supplement AC10.8.3.7.2.

The effect of an enlarged base on uplift displacements is usually ignored because mobilization of any uplift resistance associated with enlarged bases typically occurs at displacements outside the tolerable limits of shaft displacement.

**10.8.3.8 Nominal Horizontal Resistance of Shaft and Shaft Groups**

**C10.8.3.8**

The following shall supplement A10.8.3.8.

The design of laterally loaded drilled shafts shall account for the effects of soil layering, variable groundwater level, loss of lateral ground support (e.g., scour), cyclic loading, combined axial and lateral loading and sloping ground.

The final design of laterally loaded drilled shafts shall be based on the results of COM624P computer analyses, Wang

The following shall supplement AC10.8.3.8.

Refer to O'Neill and Reese (1999) for methods of analysis to estimate nominal resistance of laterally loaded drilled shafts for preliminary design.

The major portion of lateral load resistance is mobilized within a depth equal to the five to eight shaft diameters from the ground surface.

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and Reese (1993), and Reese (1984) or LPILE (see ENSOFT, Inc. 2004 for LPILE). Other methods of analysis to evaluate the nominal horizontal resistance or deflection of laterally loaded shafts may be used for preliminary design only as a means to determine approximate shaft dimensions.

The effects of group action shall be considered in the design of laterally loaded drilled shafts. Refer to D10.7.3.12.3P for additional information on group lateral load resistance

**10.8.3.9 Shaft Structural Resistance***10.8.3.9.3 Reinforcement*

The following shall supplement A10.8.3.9.3.

The minimum clear distance between reinforcement shall not be less than 1.5 times the bar diameter nor 1.5 times the maximum aggregate size, provided the concrete can be vibrated. If the concrete cannot be vibrated, the minimum distance between reinforcement shall not be less than three times the bar diameter nor three times the maximum aggregate size. See Fig. D10.8.1.3-1 for guidelines for layout of steel reinforcement including minimum bar lap.

Permanent steel casing, if used, shall have a thickness sufficient to withstand installation stresses, stresses due to lateral earth pressure and groundwater, and corrosion.

**10.8.5P Foundation Submission**

As part of the foundation approval process, a foundation submission letter shall be submitted to the Department for use in foundation review, in compliance with PP1.9.4 and D11.4.4P. The letter shall include the basis for the drilled shaft resistance (e.g., load tests, resistance analyses and past experience) and the relevance of field conditions and construction procedures used to develop the shaft resistance. In addition to the basic requirements of PP1.9.4 and D11.4.4P, the foundation submission letter shall include the following, as a minimum:

- a. Shaft type and size (including alternates)
- b. Geotechnical axial shaft resistance
- c. Structural shaft resistance
- d. Basis for shaft resistance determination
- e. Bottom of cap elevation
- f. Estimated tip elevations and maximum shaft lengths
- g. Description of anticipated bearing stratum

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- h. Anticipated load carrying mechanism (point bearing, end bearing, or friction)
- i. Relevant soil and/or rock conditions
- j. Where applicable, foundation type of existing structure and other pertinent information
- k. Downdrag analysis, if anticipated
- l. COM624P or LPILE analysis results and lateral shaft resistances
- m. Evaluation of corrosion potential and design measures for protection against deterioration.
- n. Indicate if soils are classified as Site Class E or F.

**10.9 MICROPILES****10.9.1 General**

The following shall replace A10.9.1.

In Pennsylvania, micropiles are constructed by placing a sand-cement mortar or neat cement grout in the pile under a gravity head only.

Micropiles are to utilize materials as specified in Publication 408, Section 1007. Micropiles may range from 5 inches to 12 inches in diameter. The designer shall refer to the Master Items list in ECMS for standard micropile sizes to be used.

**10.9.1.2 Minimum Micropile Spacing, Clearance, and Embedment into Cap**

The following shall replace A10.9.1.2.

Micropile spacing, clearances and embedment into the foundation is in accordance with D10.7.1.2. Group effects must be considered for micropiles spaced closer than 30 in. center to center.

The center to center spacing of micropiles should be greater than 3.0 micropile diameters or the spacing required to avoid interaction between adjacent micropiles. Larger spacings may be required where drilling operations are anticipated to be difficult.

If closer spacings are required, the sequence of construction shall be specified in the contract documents, and the interaction effects between adjacent micropiles shall be evaluated.

The connection between micropiles and footings shall be designed to distribute structure loads and overturning moments to all micropiles in a group. Where a reinforced concrete beam is cast-in-place and used as a bent cap supported by micropiles, the concrete cover at the sides of the micropiles shall be greater than 6 inches.

**C10.9.1.2P**

The factored load effect acting on any micropile in a group may be estimated using the traditional elastic strength of material procedure for a cross-section under thrust and moment.



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**10.9.1.3 Micropile through Embankment Fill**

The following shall supplement A10.9.1.3.

Required micropile penetration should be determined based on the resistance to vertical and lateral loads and the displacement of both the micropile and the subsurface materials.

Micropiles for trestle or pile bents shall penetrate a distance equal to at least one-third the unsupported length of the micropile.

Micropiles used to penetrate a soft or loose upper stratum overlying a hard or firm stratum, shall penetrate the firm stratum by a distance sufficient to limit movement of the micropiles per D10.5.2.2 and attain sufficient bearing resistance.

**10.9.1.4 Battered Micropiles****C10.9.1.4**

The following shall supplement AC10.9.1.4.

Use of vertical micropiles to resist lateral loads shall only be considered with the approval from the Chief Bridge Engineer.

**10.9.1.5 Micropile Design Requirements****C10.9.1.5**

The following shall supplement A10.9.1.5.

The resistance of micropiles should be determined by static analysis methods based on soil structure interaction. The resistance of micropiles should be determined through a subsurface investigation, laboratory and/or in-situ tests, analytical methods, micropile load tests, and reference to the past performance of micropiles in similar ground conditions. Consideration shall also be given to:

The following shall supplement AC10.9.1.5.

Micropiles which develop capacity in soil shall only be considered with approval from the Chief Bridge Engineer.

- the difference between the resistance of a single micropile and that of a group of micropiles;
- the capacity of the underlying strata to support the load of the micropile group;
- the effects of groundwater level consistent with that used to calculate load effects. The effect of hydrostatic pressure shall be considered;
- the possibility of scour and its effect; and
- the transmission of forces, such as negative skin friction or downdrag forces, from consolidating soil.

Micropiles are to transfer their load through grout to ground friction in the bonded length without contribution of end bearing.

Micropiles shall develop capacity in rock.

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Micropile foundations designed to resist uplift forces should be checked for resistance to pullout and structural ability to carry tensile stress in accordance with D10.7.1.6.3 and D10.7.3.10.

**10.9.1.7P Estimated Micropile Lengths**

Estimated micropile lengths for each substructure shall be shown on the plans in accordance with PP1.6.4.11, and shall be based on careful evaluation of available subsurface information, static and lateral capacity calculations, and/or past experience.

**10.9.1.8P Estimated and Minimum Tip Elevations**

See A10.7.6 and D10.7.6.

Estimated and minimum micropile tip elevations for each substructure should be shown on the contract plans.

**10.9.1.9P Micropiles Notes and Sketches**

The following notes shall be placed on the General Notes sheet of the contract drawings:

- Each individual pile bond zone must contain an accumulation of [X] ft. of rock.
- Each bond zone must be a minimum of [Y] ft. in length.
- No one soil seam in excess of 5 ft. will be acceptable.
- No one rock seam less than 5 ft. will be acceptable.
- No bond zone shall be terminated without 2.0 ft. (min.) of rock at the bottom of the bond zone.
- Each bond zone must be extended as necessary to a length that includes an accumulation of [Z] ft. of rock.

The X, Y and Z values are based on calculations and subsurface conditions and are defined as follows:

X = minimum rock length (for seamed rock)

Y = minimum bond length

Z = total rock socket length (can equal X if solid rock condition, but may not if rock is seamed)

## COMMENTARY

Uplift forces can be caused by lateral loads, buoyancy effects, and expansive soils. The connection of the micropile to the footing is part of its structural ability to resist uplift and should also be investigated.

**C10.9.1.9P**

Figure C10.9.1.9P-1 below provides examples of the development of values X, Y, and Z. Case 1 shows a micropile with one soil seam and rock at the termination of the bond zone. Case 2 illustrates a solid rock condition. Case 3 illustrates multiple layers of soil with the bond zone terminating on a soil seam. All conditions are for a required rock bond of 10 ft.

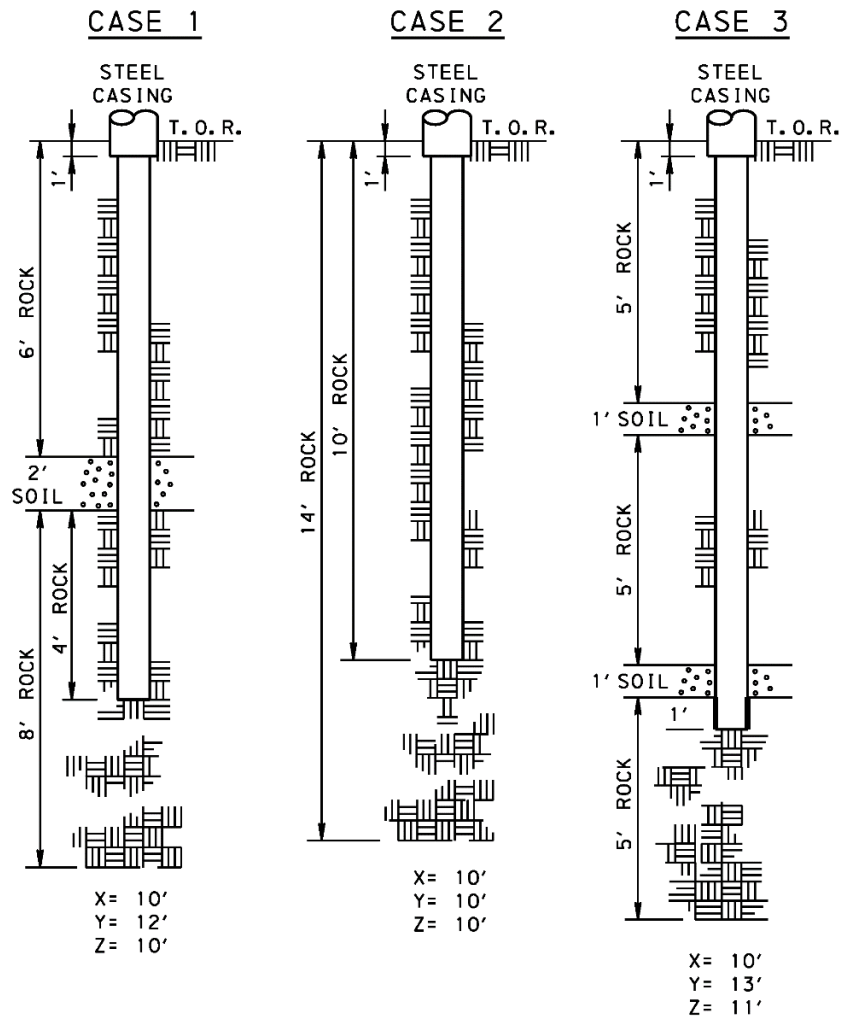


Figure C10.9.1.9P-1 – Example development of micropile values X, Y, and Z for different subsurface conditions

Figures 10.9.1.9P-1 and 10.9.1.9P-2 illustrate the typical micropile designs to be shown on the contract plans.

The designer shall anticipate the type of drilling method used to construct the micropiles based on the soil/geologic conditions on site. Depending on the drilling method used, the micropile casing can either be drilled to the top of rock bond zone with a minimum 1'-0" plunge length into rock as shown in Fig. 10.9.1.9P-1 or the casing can be drilled utilizing a uniform diameter for the entire length of the borehole with the casing withdrawn to the bottom of the required plunge length as shown in Fig. 10.9.1.9P-2.

The designer shall subsequently design for the minimum bond zone diameter to sustain the anticipated loading conditions.

The designer shall specify the following minimum typical section requirements as per design:

- Bond zone diameter
- Outer pipe diameter
- Pipe wall thickness
- Reinforcing bar size details

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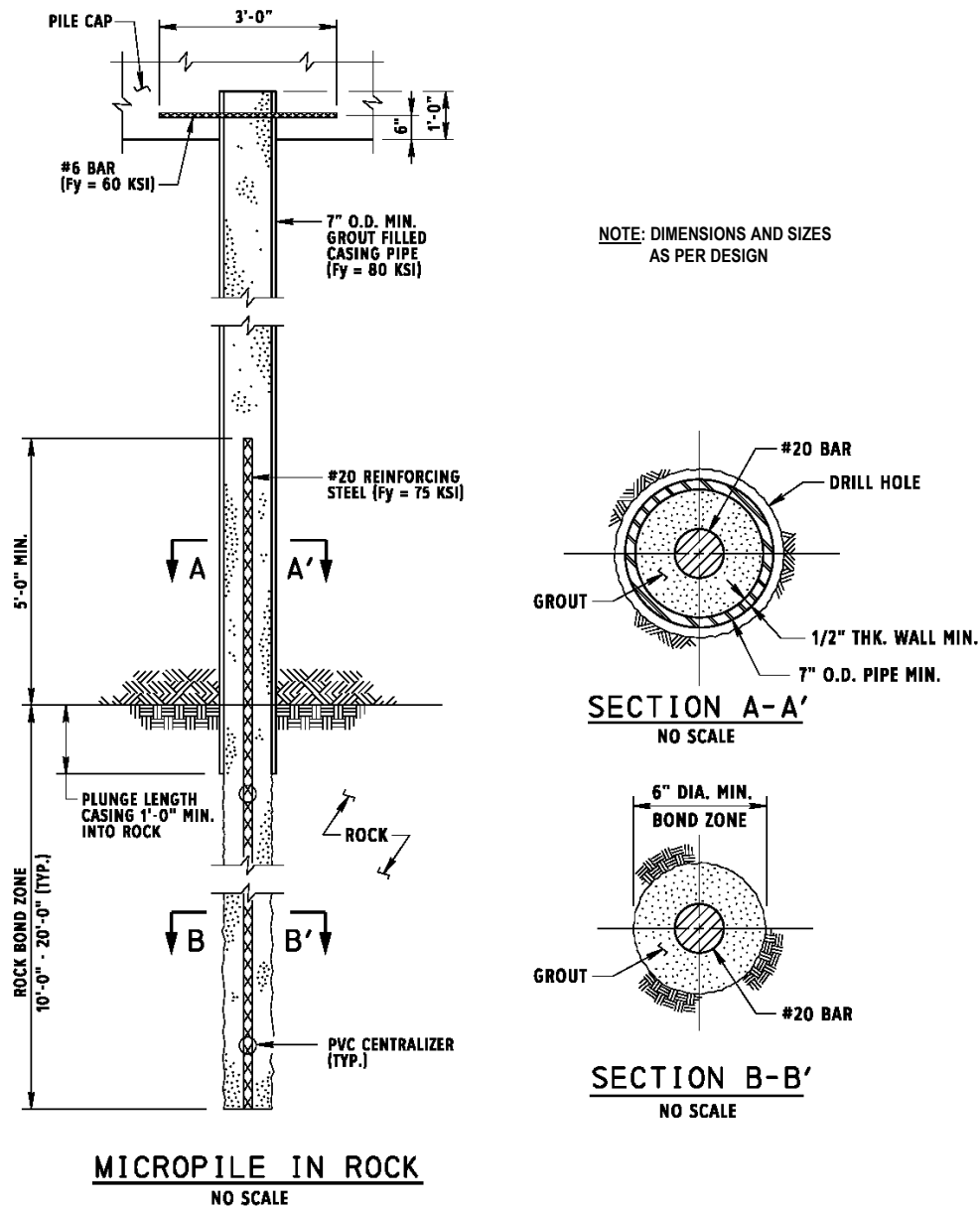


Figure 10.9.1.9P-1 – Typical micropile design with casing advanced to rock plunge length

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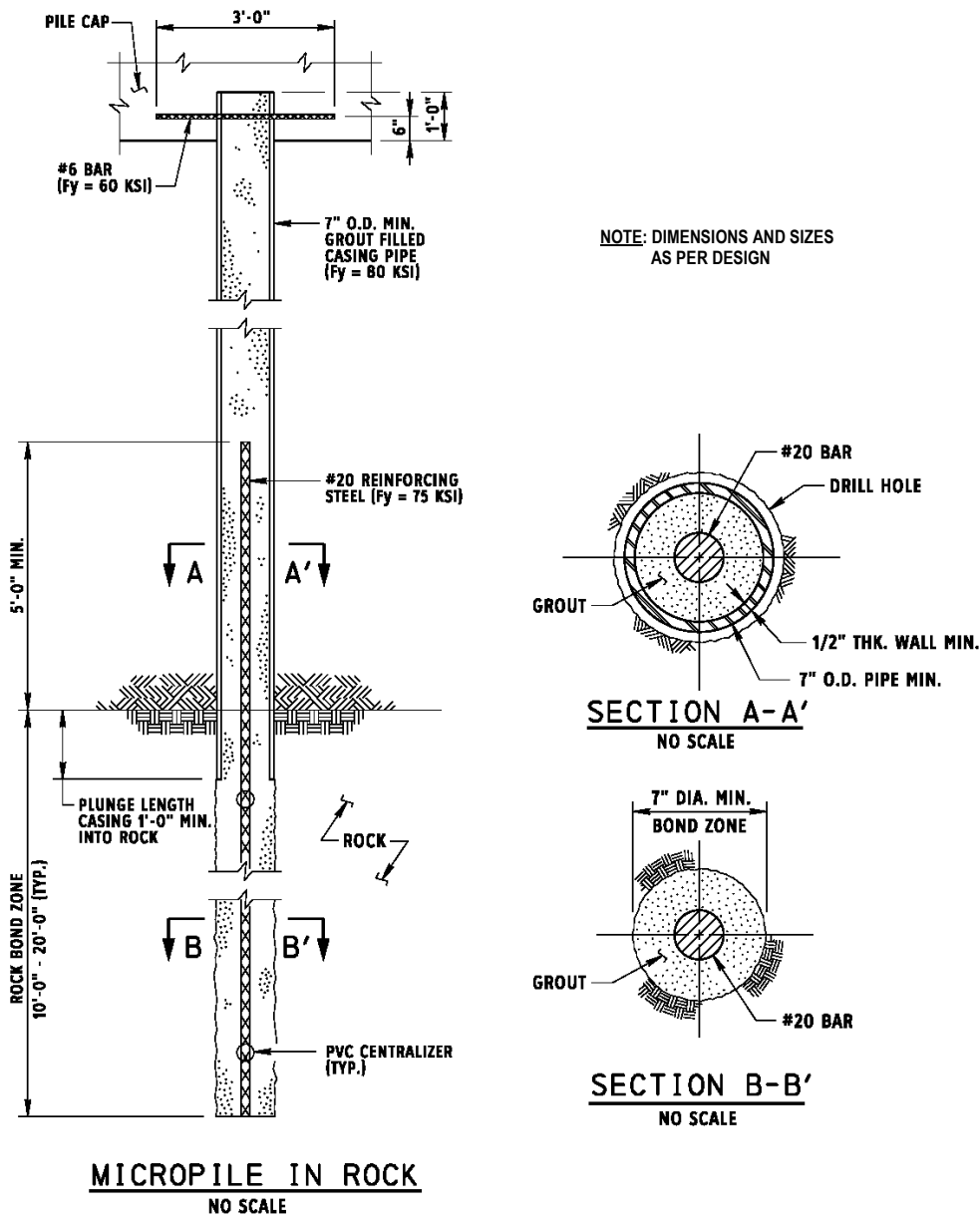


Figure 10.9.1.9P-2 – Typical micropile design with uniform diameter through rock bond zone

10.9.2 Service Limit State Design

10.9.2.3 Settlement

The following shall supplement A10.9.2.3.

The settlement of a micropile foundation shall not exceed the tolerable settlement, as selected according to DM-4. Refer to D10.7.2.2 for criteria for horizontal displacement.

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**10.9.2.4 Horizontal Micropile Foundation Movement**

The following shall supplement A10.9.2.4.  
See provisions of D10.7.2.4.

**10.9.2.7P Uplift**

Tension in micropiles is not permitted at the service limit state.

**10.9.3 Strength Limit State Design****10.9.3.1 General**

The following shall supplement A10.9.3.1.  
Tip resistance shall be neglected for micropile design.  
Structural resistance (compression strength) of the bonded zone generally controls the maximum load.

**10.9.3.5 Nominal Axial Compression Resistance of a Single Micropile***10.9.3.5.1 General*

The following shall replace A10.9.3.5.1.  
Micropiles shall be designed to resist failure of the bonded length in rock. The resistance factors for the shaft resistance (grout-to-ground bond) are specified in Table D10.5.5.2.5-1.

*10.9.3.5.2 Estimation of Grout-to-Ground Bond Resistance*

The following shall replace A10.9.3.5.2.  
The bond resistance over the uncased, bonded length below casing tip of a micropile is computed as:

$$Q_R = \phi Q_n = \phi_s Q_s = \phi_s (\pi d_b \alpha_b D_b) \quad (10.9.3.5.2-1)$$

where:

$Q_s$  = nominal micropile bond resistance (kips).

$d_b$  = diameter of micropile drill hole through bonded length (in.).

$\alpha_b$  = nominal micropile grout-to-ground bond strength (ksi).

$D_b$  = micropile bonded length (in.).

$\phi_s$  = resistance factor for bond resistance specified in Table D10.5.5.2.5-1

## COMMENTARY

**C10.9.2.4**

The following shall supplement AC10.9.2.4.  
The lateral displacement of micropile groups shall be estimated using procedures that consider soil structure interaction, in accordance with DC10.7.2.4.

*C10.9.3.5.1*

The following shall replace AC10.9.3.5.1.  
In Pennsylvania, micropiles are designed considering only grout-to-ground bond (shaft) resistance.

*C10.9.3.5.2*

The following shall replace AC10.9.3.5.2.  
The value of nominal unit grout-to-ground bond strength, either estimated empirically or determined through load testing, is typically taken as the average value over the entire bond length.

Micropile grout-to-ground bond strength is influenced by soil and rock conditions, method of micropile drilling and installation, and grouting pressure. As a guide, Table C10.9.3.5.2-1 may be used to estimate the nominal (ultimate) unit grout-to-ground bond strength.

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The bond resistance of micropiles may be based on the results of micropile load test; estimates based on a review of geologic and boring data, soil and rock samples, laboratory testing and previous experience; or estimated using published grout to ground bond guidelines. For final design, micropile capacity shall be verified through the performance of micropile load tests as described in D10.9.3.5.4.

Table C10.9.3.5.2-1 – Summary of Typical  $\alpha_b$  Values (Grout-to-Ground Bond) for Preliminary Micropile Design (modified after Armour, et al. 2000)

Rock Description	Typical Range of Grout-to-Ground Bond Strength (ksi)
Soft Shales (fresh-moderate fracturing, little to no weathering)	0.03 – 0.08
Slates and Hard Shales (fresh-moderate fracturing, little to no weathering)	0.08 – 0.20
Limestone (fresh-moderate fracturing, little to no weathering)	0.15 – 0.30
Sandstone (fresh-moderate fracturing, little to no weathering)	0.08 – 0.25
Granite and Basalt (fresh-moderate fracturing, little to no weathering)	0.20 – 0.61

10.9.3.5.3 Estimation of Micropile Tip Resistance in Rock

The following shall replace A10.9.3.5.3.  
 Tip resistance in rock shall not be considered.

10.9.3.5.4 Micropile Load Test

The following shall supplement A10.9.3.5.4.  
 Test micropiles shall be installed at each substructure to determine micropile installation characteristics, evaluate micropile capacity with depth, and establish contractor micropile order lengths. One verification load test per substructure unit is to be performed. The maximum test load shall be two (2) times the Design Load (DL). The pile must meet the acceptance criteria as set forth in Publication 408, Section 1007.3(j)1.

The number of test micropiles required may be increased in non-uniform subsurface conditions to include the performance of verification tests and proof load tests (Case 2 Load Testing in accordance with Publication 408, Section 1007). Proof load testing is conducted to confirm adjusted micropile details, such as bond length from the verification testing. The maximum test load for proof load testing shall be 1.6 DL. Proof load testing shall be performed and accepted in accordance with Publication 408, Section 1007.3(j)2.b. Proof load testing shall only be specified when approved by the District Bridge Engineer. If proof load tests are approved

C10.9.3.5.4

The following shall supplement AC10.9.3.5.4.  
 Proof load testing is a non-standard practice and should only be used in cases where measurable savings can be shown. The past experiences of the Department indicate that the savings, if any, from modification of the as-designed micropile details are negligible when compared to the costs of the proof load tests.

Nonuniform subsurface conditions (i.e., varied layers or varied rock quality in the bond zone) are different than the typical classification of complex or highly variable geology. As designers are evaluating core borings per substructure unit, if the type of rock varies across the substructure unit within the bond zone, proof load testing should be recommended as part of the foundation report for that substructure unit. Additionally, if the rock quality within the bond zone varies between the core borings at a substructure unit, proof load testing should be recommended as part of the foundation report for that substructure unit.

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for sites with nonuniform subsurface conditions, the Designer should specify the number and locations of proof load tests on the contract plans.

The number of test micropiles may be reduced where previous experience exists with the same micropile type and ultimate micropile capacity, similar subsurface conditions, similar installation methods and contractor personnel experience. However, the number of test micropiles and load test may only be reduced with the District Bridge Engineer's approval.

The test pile for verification load testing shall be a production pile. Selection of the location for a test pile should be a vertical pile and not in the first row of piles for abutments or on the outside perimeter of piles for piers where possible. Load testing of a micropile in compression involves the test pile and two reaction piles. According to ASTM D1143 the reaction piles shall be eight feet from the test pile. Therefore, the designer shall lay out the pile pattern to accommodate the test pile and reaction piles.

Tension load tests for verification can be permitted on battered piles or on piles where the DL is under 200 kips. Indicate on the contract drawings if a tension load test is permissible. Perform tension testing according to ASTM D3689.

**10.9.3.7 Nominal Uplift Resistance of a Single Micropile**

The following shall supplement A10.9.3.7.

The uplift resistance of a single micropile shall be estimated based on the bond resistance of micropiles specified in D10.9.3.5.2.

Factored uplift resistance shall be taken as:

$$Q_R = \phi Q_n = \phi_u Q_s \quad (10.9.3.7-1)$$

where:

$\phi_u$  = resistance factor for uplift capacity specified in Table D10.5.5.2.5-1

$Q_s$  = nominal micropile bond resistance (kips)  
(D10.9.3.5.2)

**10.9.3.8 Nominal Uplift Resistance of Micropile Groups**

The following shall replace A10.9.3.8.

Micropile group factored uplift resistance shall be taken as:

$$Q_R = \phi Q_n = \phi_{ug} Q_{ug} \quad (10.9.3.8-1)$$

where:

$\phi_{ug}$  = Resistance factor specified in Table D10.5.5.2.5-1

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**C10.9.3.7**

The following shall supplement AC10.9.3.7.

The preliminary design of micropiles subjected to tension loading may be based on the estimated nominal unit grout-to-ground bond strengths presented in Table DC10.9.3.5.2-1.



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$Q_{ug}$  = Nominal uplift resistance of the group (kips)

The uplift resistance,  $Q_{ug}$  of a micropile group shall be taken as the lesser of:

- The sum of the individual micropile uplift resistances, or
- The uplift capacity of the micropile group considered as a block.

### 10.9.3.9 Nominal Horizontal Resistance of Micropiles and Micropile Groups

The following shall replace the first paragraph in A10.9.3.9.

Micropiles subject to lateral loads are to be designed in accordance with D10.7.3.12.2P and D6.15.1. Lateral resistance of micropile groups is to be in accordance with D10.7.3.12.3P.

### 10.9.3.10 Structural Resistance

#### 10.9.3.10.2 Axial Compressive Resistance

The following shall replace A10.9.3.10.2.

The upper, cased section of a micropile subjected to compression loading shall be designed structurally to support the full factored load on the micropile.

For micropiles extending through a weak upper soil layer, extending above ground, subject to scour, extending through mines/caves or extending through soil that may liquefy, the effect of any laterally unsupported length shall be considered in the determination of axial compression resistance.

#### 10.9.3.10.2a Cased Length

The following shall supplement A10.9.3.10.2a.

A portion of the cased length of the micropile will consist of the casing and grout. The lower portion will contain the reinforcing bar which extends through the bonded zone.

The following shall replace the definition of  $f'_c$  in A10.9.3.10.2a.

$f'_c$  = specified compressive strength of micropile grout at 28 days unless another age is specified. Maximum for design purposes is 5 ksi, regardless of actual grout compressive strength. (ksi)

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*10.9.3.10.2b Uncased Length*

The following shall supplement A10.9.3.10.2b.

The uncased length consists of the bonded zone of the micropile and contains grout and reinforcing bar.

*10.9.3.10.3 Axial Tension Resistance*

The following shall replace A10.9.3.10.3

The upper, cased section of a micropile subjected to tension loading shall be designed structurally to support the full factored load on the micropile. The lower uncased section of a micropile subjected to tension loading shall be designed structurally to support the full factored load on the micropile.

*10.9.3.10.3a Cased Length**C10.9.3.10.3a*

The following shall supplement AC10.9.3.10.3a.

Micropiles used to resist axial tension loads in excess of 20 percent of the pipe/casing thread strength generally incorporate a full-length reinforcement bar designed to support the full factored load.

*10.9.3.10.4 Plunge Length Transfer Load**C10.9.3.10.4*

The following shall replace A10.9.3.10.4.

A one foot plunge length (embedment of casing into bond length) is to be provided. However, no additional load transfer due to the plunge length may be incorporated into the design.

Delete AC10.9.3.10.4.

*10.9.3.10.6 Buckling and Lateral Stability*

The following shall replace A10.9.3.10.6.

Micropiles that extend through water or air shall be checked for buckling in accordance with D5.12.9.6.4P.

**10.9.5 Corrosion and Deterioration**

The following shall supplement A10.9.5.

As a minimum, the following types of deterioration shall be evaluated:

- Corrosion of steel, particularly in fill soils, low pH soils, and marine environments;
- Sulfate, chloride, and acid attack of concrete and cement grout.

Refer to D10.7.5.6P for determination of corrosive environment. Minimum corrosion protection/sacrificial thickness for micropiles shall be in accordance with D10.7.5.2P Steel Piles. For measures to protect piles against deterioration, refer to D10.7.5.

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## APPENDIX B10P – ESTIMATED VALUES FOR ALLOWABLE BEARING PRESSURE

## B10.1P SCOPE

Estimated values for allowable bearing pressure on rock developed for working stress design are presented in Table B10.1P-1. These values may be used for preliminary sizing of foundations.

Table B10.1P-1 Summary of Allowable Bearing Values for Rock

Lithology	Uniaxial Compressive Strength $C_o$ (tsf)	Range of Allowable Bearing Pressure, $q_{all}$ (tsf)				
		RQD %				
		$\leq 60$	70	80	90	100
Sandstone	720 - 1,800	5 - 15	15 - 46	30 - 75	40 - 80	55 - 100
Siltstone	145 - 575	2 - 5	4 - 15	6 - 25	8 - 35	12 - 50
Shale	70 - 370	1 - 4	2 - 10	3 - 15	5 - 25	6 - 30
Claystone	15 - 70	0.1 - 0.6	0.4 - 2	0.5 - 3	1 - 4	1 - 6
Limestone	1,080 - 2,160	8 - 15	25 - 50	45 - 90	65 - 100	100
Gneiss	720 - 2,160	6 - 15	15 - 50	30 - 90	40 - 100	40 - 100
Schist	145 - 720	1 - 6	4 - 15	6 - 30	8 - 40	12 - 55

## Notes:

1. The allowable bearing values are applicable for rock core having recoveries of 90 percent or greater. Lower recoveries could indicate the presence of clay seams, very weak rock zones or voids which may control the bearing capacity of the rock mass. If the recovery is less than 90 percent, lower bearing values shall be used to reflect these conditions.
2. The range of allowable bearing values corresponds to the range in uniaxial compressive strength of the rock, with lower bearing values corresponding to the lower rock strength, and higher bearing values corresponding to the higher rock strength limited to the allowable bearing stress in the concrete. The bearing values were developed by assuming a rock mass cohesion,  $c$ , equal to 10 percent of  $C_o$ , a rock mass angle of internal friction,  $\phi_m$ , equal to zero, and a factor of safety of 2.5.
3. The allowable bearing values shall be determined based on the condition of material within 2B below isolated rectangular footings and within 4B below strip footings (i.e.,  $L > 5B$ ). Where rock strata within these zones of influence of footings are variable, the material having the weakest capacity will control the allowable bearing pressure of footings.

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PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

DESIGN MANUAL  
PART 4

PART B: DESIGN SPECIFICATIONS

**SECTION 11 – WALLS, ABUTMENTS, AND PIERS**

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## SPECIFICATIONS

## COMMENTARY

**11.1 SCOPE**

The following shall replace A11.1:

Provisions of this section shall apply for the design of abutments, piers and retaining walls. Retaining wall types addressed include:

- Rigid gravity and semi-gravity walls
- Anchored walls
- Mechanically-stabilized earth (MSE) walls
- Prefabricated modular walls
- Nongravity cantilevered walls

Abutments, piers and retaining walls shall be designed for all applicable loads, including, but not limited to, lateral earth and water pressures, including any live and dead load surcharge, impact loads, the self weight of the wall and temperature and shrinkage effects.

Retaining walls shall be designed considering the potential long-term effects of corrosion, seepage, stray currents and other potentially deleterious environmental factors on each of the material components comprising the wall. Retaining walls are considered permanent if the service life is more than 36 months. Permanent retaining walls shall be designed for a minimum service life of 100 years to retain an aesthetically pleasing appearance, and be essentially maintenance free throughout their design service life. Retaining walls for temporary applications are designed for a service life of 36 months or less.

**11.1.1P Use**

Selection of wall type shall be based on an assessment of the magnitude and direction of loading, depth to suitable foundation support, presence of deleterious environmental factors, proximity of physical constraints, tolerable and differential settlements, facing appearance, and ease and cost of construction and maintenance.

Only approved MSE and prefabricated modular wall systems shall be used. For approved wall systems, see Bulletin 15 and the online document [“Approved Bridge and Structure Products”](#) available from the Bridge [“Plans, Standards and Specifications”](#) page on the Department website.

**11.1.1.1P Abutments***11.1.1.1.1P Stub Abutment*

Stub abutments are located at or near the top of approach fills, with a backwall depth sufficient to accommodate the structure depth and bearings which sit on the bearing seat.

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COMMENTARY

In general, a stub abutment without a slope wall shall have a minimum 4-ft.-wide bench in the fill immediately in front of the abutment. At locations where a slope wall is desirable, the bench shall be omitted, and construction of the slope wall shall conform to the requirements of the Department's standard specifications and standard drawings.

See Fig. 11.1.1.1.P-1 for typical bench details.

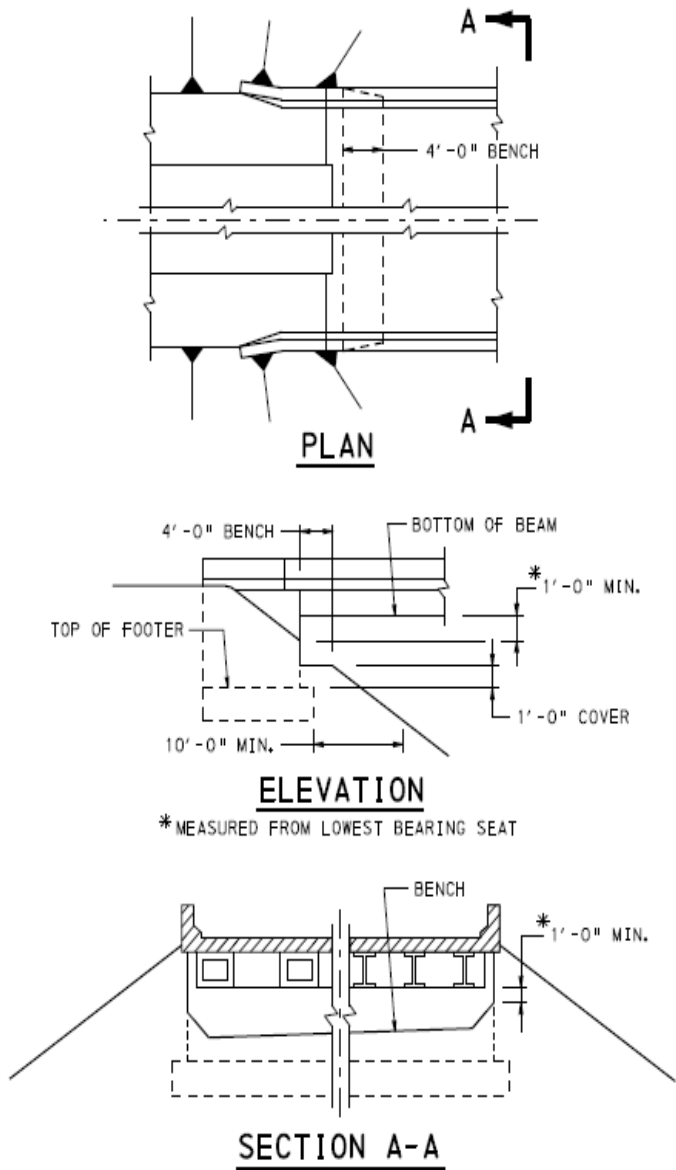


Figure 11.1.1.1.P-1 – Recommended Details for Stub Abutments

11.1.1.1.2P Partial Depth Abutment

Partial depth abutments are located approximately at mid-depth of the front slope of the approach embankment. The higher backwall and wingwalls may retain fill material, or the embankment slope may continue behind the backwall.

## SPECIFICATIONS

## COMMENTARY

In the latter case, a structural approach slab or end span design must bridge the space over the fill slope, and curtain walls are provided to close off the open area. Inspection access should be provided for this situation.

*11.1.1.1.3P Full-Depth Abutment*

Full-depth abutments are located at the approximate front toe of the approach embankment, restricting the opening under the structure.

*11.1.1.1.4P Integral Abutment*

Integral abutments are rigidly attached to the superstructure and are supported on a deep foundation capable of permitting necessary horizontal movements.

**11.1.1.2P Piers***11.1.1.2.1P Solid Wall Piers*

Solid wall piers are designed as columns for forces and moments acting about the weak axis and as piers for those acting about the strong axis. They may be pinned, fixed or free at the top, and are conventionally fixed at the base. Short, stubby types are often pinned at the base to eliminate the high moments which would develop due to fixity. Earlier, more massive designs were considered gravity types.

*11.1.1.2.2P Double Wall Piers*

More recent designs consist of double walls, spaced in the direction of traffic, to provide support at the continuous soffit of concrete box superstructure sections. These walls are integral with the superstructure and must also be designed for the superstructure moments which develop from live loads and erection conditions. The use of double wall piers shall be subject to the approval of the District Bridge Engineer.

*11.1.1.2.3P Bent Piers*

Bent-type piers consist of two or more transversely spaced columns of various solid cross-sections, and these types are designed for frame action relative to forces acting about the strong axis of the pier. They are usually fixed at the base of the pier and are either integral with the superstructure or with a pier cap at the top. The columns may be supported on a spread- or pile-supported footing, or a solid wall shaft, or they may be extensions of the piles or shaft above the ground line.

## SPECIFICATIONS

*11.1.1.2.4P Single Column Piers*

Single column piers, often referred to as “T” or “Hammerhead” piers, are usually supported at the base by a spread- or pile-supported footing, and may be either integral with, or provide independent support for, the superstructure. Their cross-section may be of various shapes and the column can be prismatic or flared to form the pier cap or to blend with the sectional configuration of the superstructure cross-section. This type pier can avoid the complexities of skewed supports if integrally framed into the superstructure and their appearance reduces the massiveness often associated with superstructures.

*11.1.1.2.5P Tubular Piers*

The configuration may be as described in D11.1.1.2.1P through D11.1.1.2.4P. Because of their vulnerability to lateral loadings, tubular piers shall be of sufficient wall thickness to sustain the forces and moments for all loading situations as are appropriate. Prismatic configurations may be sectionally precast or prestressed as erected. Tubular piers of hollow core section may be of steel, reinforced concrete or prestressed concrete, of such cross-section to support the forces and moments acting on the elements. The use of tubular piers shall be subject to the approval of the District Bridge Engineer.

**11.1.1.3P Rigid Gravity and Semi-Gravity Walls**

Rigid retaining walls of stone masonry or concrete construction may be used for bridge substructures to support earth slopes adjacent to roadways, or for grade separations. Rigid retaining walls include gravity, semi-gravity, cantilevered and counterfort walls. These wall types shall be used for permanent applications.

**11.1.1.4P Anchored Walls**

Anchored walls are applicable for temporary and permanent support of stable and unstable soil and rock masses. Anchors are usually required for support of both temporary and permanent nongravity cantilevered walls higher than about 15 ft., depending on soil conditions, and for stabilizing gravity structures, where applicable.

Anchored walls are typically constructed in cut situations in which construction occurs from the top down to the base of the wall. Anchored walls in fill situations require

## COMMENTARY

*C11.1.1.2.5P*

When reinforced concrete tubular piers are subjected to seismic loading, the pier stem may not provide adequate confinement of the vertical reinforcing steel.

**C11.1.1.4P**

Anchored walls may be used for widening roads or construction grade separations in stable ground masses and for stabilizing landslides in unstable ground masses.

Anchored walls are not applicable for all ground conditions, and consideration should be given to limitations when evaluating the feasibility of using an anchored wall for a particular site. In general, poor wall performance has been associated with unsatisfactory behavior of anchors installed in caving materials (if casing is not used), organic soils, and cohesive soils with a Plasticity Index greater than 20%, which may be susceptible to creep. The feasibility of using anchors bonded in creep-sensitive soils should be evaluated in a precontract test program. Anchors should not be bonded in organic soils.

Anchored walls have been used to support earth fills. However, because of the difficulties which arise in constructing anchored walls to support earth fills, their use is

## SPECIFICATIONS

the approval of the District Bridge Engineer.

Anchors may be prestressed ground anchors or dead-man-type elements comprised of tendons or bars extending from the wall face to a grouted zone or mechanical anchorage located beyond the zone of soil applying load to the wall.

Anchors can be installed in existing rigid gravity and semi-gravity retaining walls to provide additional resistance to sliding and/or overturning.

**11.1.1.5P Mechanically Stabilized Earth Walls**

MSE walls may be used where conventional gravity, cantilever, or counterforted concrete retaining walls are feasible. These walls are particularly well suited where substantial total and differential settlements are anticipated. The allowable settlement of MSE walls is limited by the longitudinal deformability of the facing and the ultimate purpose of the structure.

The proprietary mechanically stabilized earth wall systems which are approved for use, subject to the design requirements and limitations contained in this manual, are given in the online document [“Approved Bridge and Structure Products”](#) available from the Bridge [“Plans, Standards and Specifications”](#) page on the Department website.

When constructed on fills, the embankment between original ground and the leveling pad shall be composed of a granular fill meeting the requirements of Publication 408, Section 206.2(a)1.1.b Granular Material, Type 1, 206.2(a)1.1.c Granular Material, Type 2, or 206.2(a)1.1.d Rock.

The backfill requirements must be per Standard Special Provision c80201.

**11.1.1.6P Prefabricated Modular Walls**

Prefabricated modular wall systems, whose elements may be proprietary, generally employ interlocking soil-filled reinforced concrete or steel modules or bins, which resist earth pressures by acting as gravity retaining walls. Prefabricated modular systems may be used where conventional gravity, cantilever or counterfort concrete retaining walls are considered.

The proprietary precast modular systems which are

## COMMENTARY

restricted and normally other wall types are used. The design of anchored walls for fill application must include provisions for protection of the anchors from damage during backfill operations or due to subsequent backfill and foundation soil settlements. This can be accomplished by providing ungrouted protective casing or pipe around the anchors through their unbounded length to isolate the anchors from the surrounding soil.

To prevent excessive lateral wall deflections due to anchor stressing prior to the completion of backfill placement (i.e., when the backfill does not provide sufficient passive resistance to prevent undesirable wall deflections), grouted casing or struts can be used between the wall and natural ground or rock as a reaction mechanism to prevent distress.

**C11.1.1.5P**

All designs must be based on equal, sound and compatible design principles. MSE walls are subject to the same external stability design criteria as conventional retaining walls, independent of the type of reinforcing system utilized. The structure must be stable with respect to sliding, overturning, foundation bearing failure and overall slope stability.

In spite of some unique design features associated with each proprietary system, several design similarities exist among all systems. A mechanically stabilized retaining wall system has three major components: reinforcements, backfill and facing elements. The reinforcement is described by the type of material used and the reinforcement geometry. The backfill used within the reinforced zone is granular to meet stress transfer, durability and drainage requirements. Facing elements are provided to retain fill material at the face. Typical facing elements include precast concrete panels with or without architectural treatments.

**C11.1.1.6P**

Concrete modular systems are designed as conventional gravity retaining walls developing lateral resistance primarily from self weight. In general, the full weight of the soil in the module cannot be relied upon in estimating resistance against overturning. The portion of soil weight effective in resisting overturning is limited to that weight which can be transferred in friction to the surrounding modules. Concrete modular retaining walls approximate the elements of solid gravity

SPECIFICATIONS

approved for use, subject to the design requirements and limitations contained in this manual are given in Appendix K.

Metallic modular systems shall not be used.

The backfill requirements must be per Standard Special Provision c80221.

11.1.1.7P Nongravity Cantilevered Walls

Nongravity cantilevered walls may be used for the same applications as rigid gravity and semi-gravity walls, as well as temporary or permanent support of earth slopes, excavations, or unstable soil and rock masses. Nongravity cantilevered walls are generally limited to a maximum height of 15 ft., unless they are provided with additional support by means of anchors. For these cases, a complete structural analysis is required. Use of permanent nongravity cantilevered walls in fill situations requires the approval of the District Bridge Engineer.

Permanent nongravity cantilevered walls may be constructed of reinforced concrete and/or metals. Temporary nongravity cantilevered walls may be constructed of reinforced concrete, metal and/or timber. Suitable metals generally include steel and galvanized steel for components, such as piles, anchor head assemblies, brackets and plates, lagging and concrete reinforcement.

11.1.1.8P Temporary Excavation Support for Structures

The following are some guidelines for preparing the contract documents for projects that will require temporary excavation support for structures.

- The engineer shall verify that shoring is required and that a shoring system can be designed and constructed at the locations indicated.
- The engineer shall show the approximate locations of the shoring with a simple line diagram (i.e. do not show as sheet piling). Do not show stations and offsets for the wall limits, lengths or heights or other dimensions regarding the wall. The plans must show constraints that the contractor must follow in designing and detailing the wall such as R.O.W., horizontal clearances to highway or railroad, etc.
- To facilitate necessary construction activities such as installing formwork, the engineer shall provide adequate working clearances when locating temporary support structures. See Fig. C11.1.1.8P 1 for guidelines.
- The engineer shall provide the applicable soil properties in the standard special provision “TEMPORARY EXCAVATION SUPPORT AND PROTECTION SYSTEM.” For soil properties that are not applicable indicate as “Not Applicable”.

COMMENTARY

walls in their usual proportions, and satisfy Coulomb's lateral earth pressure criteria which require that the failure wedge be bounded on one side by the pressure surface and on the other side by the surface of rupture.

C11.1.1.7P

Typical nongravity cantilevered walls include soldier-pile and lagging and sheet pile walls.

Stiffer wall elements, such as concrete posts or large steel beams up to 15 ft. in height and embedded properly in concrete caissons of sufficient designed diameter in very stiff substrates such as dense sand and gravel or stiff clays or rock have been performing satisfactorily

C11.1.1.8P

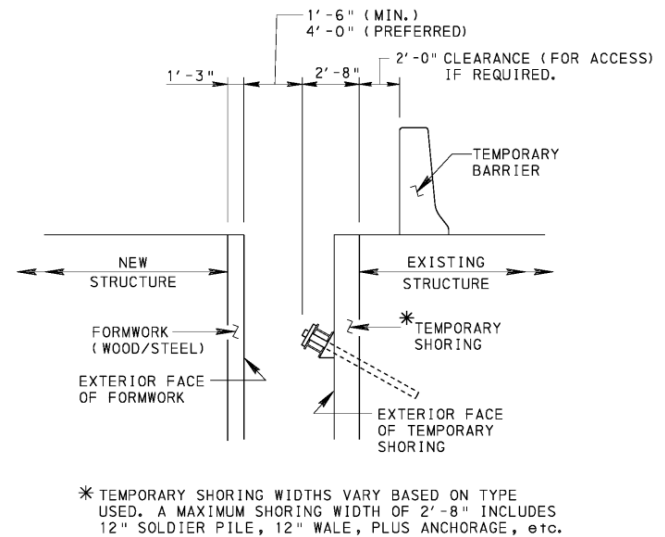


Figure C11.1.1.8P-1 – Dimensional Guidelines for Locating Temporary Support Structures

The amount of working clearance will vary by structure and should be based on the environment of the related structure(s). Common practices have established that allowing for a minimum of 1'-6", the preferred value is 4'-0", clear between temporary support construction and any adjacent structure/feature, is considered adequate for construction of formwork and the movement of equipment.



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- The contractor is responsible for the design, limits, location, structure type, details, etc. (essentially this is a design-build item). The contractors should be given the freedom to install the most economical shoring system based on safe and economical methods and operations.

**11.2 DEFINITIONS**

The following shall replace the fourth bullet under Abutment.

**Integral Abutment** – Integral abutments are rigidly attached to the superstructure and are supported on deep foundations capable of permitting necessary horizontal movements.

**11.4 SOIL PROPERTIES AND MATERIALS****11.4.1 General**

The following shall replace A11.4.1.

Cohesionless soils with a maximum fines content of 5% by weight shall be used for backfill. This criteria can be met by AASHTO No. 57 coarse aggregate or open graded subbase (OGS) conforming to the requirements of Publication 408, Section 703.

**11.4.3P Subsurface Exploration and Testing Programs**

The provisions of A10.4 and D10.4 shall apply.

For major retaining walls (i.e.,  $H > 30$  ft.), borings shall be taken at approximately 100-ft. intervals along their alignment and at selected locations in back of the wall face to determine the nature and strength of the soils encountered. For anchored walls, borings must include sampling of soil or rock into which the anchors will be bonded.

**11.4.4P Foundation Submission**

Sufficient information shall be developed to comply with PP1.9.4. As a minimum, the foundation submission letter shall address the following:

- Interpretation of all subsurface and laboratory investigation results to develop foundation and earth support design parameters
- Basis for estimation of all soil/rock strengths and other design parameters

## COMMENTARY

Special circumstances may increase this clear distance.

Conventional practices for the construction of temporary support structures located near or adjacent to railroad facilities indicate clearances of no less than 12-ft. clear from centerline of tangent trackage up to 15-ft. clear from centerline for non-tangent trackage. The distance of temporary support structure should be maximized to prevent effects of the foundation constructions impact on the support structure. The vibration of a drill shaft casing should be done before the excavation behind the shoring to reduce the risk of horizontal moment in the support structure.

**C11.4.1**

Delete AC11.4.1.

## SPECIFICATIONS

- Suitable type and depth of foundations and bearing resistance of foundation soil and rock, and method used to estimate ultimate bearing resistance
- Required foundation improvement(s) and recommended method(s) (e.g., extent of unsuitable material to be removed)
- Drainage requirements
- Acceptable alternative retaining wall systems
- Maximum estimated settlement during construction and service life
- Scour depth for each substructure unit at stream crossings
- Presence of corrosive soil or groundwater conditions

**11.5 LIMIT STATES AND RESISTANCE FACTORS****11.5.1 General**

The following shall supplement A11.5.1.

The design service life for retaining walls, abutments and piers is 100 years.

**11.5.2 Service Limit States**

The following shall replace A11.5.2.

Abutments, piers and walls shall be investigated for excessive displacement at the service limit state in accordance with A10.6.2, A10.7.2, A10.8.2, A10.9.2, A11.10.4, A11.11.3, D10.6.2, D10.7.2, D10.9.2, D11.6.2, and D11.9.3. For design, the horizontal movement at the top of abutment footings shall not exceed 1/2 in.

**11.5.5 Resistance Requirement**

The following shall replace the first paragraph of A11.5.5.

Abutments, piers, retaining structures, their foundations and other supporting elements shall be proportioned, as specified in A11.6, A11.7, A11.8, A11.9, A11.10, A11.11, D11.6, D11.7, D11.8, D11.9, D11.10, D11.11 and D11.13P, so that their resistance satisfies A11.5.6.

## COMMENTARY

**C11.5.2**

Delete the last sentence of the third paragraph of AC11.5.2.

The following shall supplement AC11.5.2.

A MSE wall with welded wire or geosynthetic facing is not permitted for permanent walls.

**C11.5.5**

The following shall replace AC11.5.5.

Procedures for calculating nominal resistance are provided in A11.6, A11.7, A11.8, A11.9, A11.10, A11.11, D11.6, D11.7, D11.8, D11.9, D11.10, D11.11 and D11.13P for abutments and retaining walls, piers, nongravity cantilevered walls, anchored walls, mechanically-stabilized earth walls, prefabricated modular walls, and gabion walls.

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COMMENTARY

**11.5.7 Resistance Factors – Service and Strength**

**C11.5.7**

The following shall replace Table A11.5.7-1 in A11.5.7. Abutments, piers, retaining structures, their foundations and other supporting elements shall be proportioned, as specified in A11.6, A11.7, A11.8, A11.9, A11.10, A11.11, D11.6, D11.7, D11.8, D11.9, D11.10, D11.11, and D11.13P, so that their resistance satisfies A11.5.6.

The following shall supplement AC11.5.7. Refer to Appendix A of LRFD, Section 11, in Barker, et al, (1991) regarding the selection of performance factors as a function of reliability. Discrete vertical elements, such as soldier piles, should be treated as individual deep foundation elements. Continuous vertical elements, such as tangent piles and slurry trench concrete walls, should be treated as shallow strip footings.

Table 11.5.7-1 – Resistance Factors for Retaining Walls

WALL TYPE AND CONDITION		RESISTANCE FACTOR
<b>Abutments and Conventional Walls</b>		
Bearing resistance		D10.5.5 applies
Sliding resistance		D10.5.5 applies
Sliding Resistance (Construction Condition Only)	Precast concrete placed on sand <ul style="list-style-type: none"> <li>• using <math>\phi_r</math> estimated from SPT data</li> <li>• using <math>\phi_r</math> estimated from CPT data</li> </ul>	1.00 1.00
	Concrete cast-in-place on sand <ul style="list-style-type: none"> <li>• using <math>\phi_r</math> estimated from SPT data</li> <li>• using <math>\phi_r</math> estimated from CPT data</li> </ul>	1.00 1.00
	Sliding on clay is controlled by the strength of the clay when the clay shear is less than 0.5 times the normal stress, and is controlled by the normal stress when the clay shear strength is greater than 0.5 times the normal stress.	
	Clay (where shear resistance is less than 0.5 times normal pressure) <ul style="list-style-type: none"> <li>• using shear resistance measured in lab tests</li> <li>• using shear resistance measured in field tests</li> <li>• using shear resistance estimated from CPT data</li> </ul>	0.95 0.95 0.90
	Clay (where the resistance is greater than 0.5 times normal pressure)	0.95

(1) Proprietary wall types or wall components on conventional wall types must be approved in accordance with PP1.14 “System Approval” prior to incorporation into any project.

*[table continues on following page]*

## SPECIFICATIONS

## COMMENTARY

Table 11.5.7-1 – Resistance Factors for Retaining Walls (continued)

WALL TYPE AND CONDITION		RESISTANCE FACTOR
<b>Nongravity Cantilevered and Anchored Walls<sup>(1)</sup></b>		
Axial compressive resistance of vertical elements		D10.5.5 applies
Passive resistance of vertical elements	Passive resistance of vertical elements in soil or rock	0.75
Pullout resistance of anchors	Anchor pullout resistance	
	• Cohesionless Soil	
	correlation with SPT resistance – corrected for overburden pressure	0.55
	pullout load tests	0.65
	• Cohesive Soil	
	correlation with unconfined compressive strength	0.55
	using shear strength from lab tests	0.55
	using shear strength from field tests	0.55
	pullout load tests	0.55
	• Rock	
presumptive values	0.45	
using minimum shear resistance measured in lab tests - soft rock only	0.50	
laboratory rock-grout bond tests	0.60	
pullout load tests	0.65	
Tensile resistance of anchors		A6.5.4.2 and A6.5.5 apply
Flexural resistance of vertical elements	• Reinforced Concrete (A5.5.4.2)	0.90
	• Steel (A6.5.4.2)	1.00
	• Timber (A8.5.2.2)	0.85
<b>Mechanically Stabilized Earth Walls<sup>(1)</sup></b>		
Bearing resistance		D10.5.5 applies
Sliding (Soil on Soil)		1.00
Tensile resistance of metallic reinforcement	Strip reinforcements	
	• Yielding of gross section less sacrificial area	0.75
	• Fracture of net section less sacrificial area	0.70
	Grid reinforcements	
	• Yield of gross section less sacrificial area	0.65
	• Fracture of net section less sacrificial area	0.60
	Connectors	
• Yielding of gross section less sacrificial area	0.75	
• Fracture of net section less sacrificial area	0.60	
Ultimate pullout resistance		0.9
<b>Prefabricated Modular Walls<sup>(1)</sup></b>		
Bearing		D10.5.5 applies
Sliding (Concrete on Soil or Rock)		D10.5.5 applies
Sliding (Soil on Soil)		1.00
Passive resistance		D10.5.5 applies

(1) Proprietary wall types or wall components on conventional wall types must be approved in accordance with PP1.14 "System Approval" prior to incorporation into any project.

## SPECIFICATIONS

## COMMENTARY

**11.6 ABUTMENTS AND CONVENTIONAL  
RETAINING WALLS****11.6.1 General Considerations****11.6.1.2 Loading**

The following shall replace the first paragraph of A11.6.1.2.

Abutments and retaining walls shall be investigated for all applicable load combinations from A3.4.1, including, as a minimum:

- lateral earth and water pressures, including any live and dead load surcharge
- the self weight of the wall
- temperature and shrinkage deformation effects

The following shall supplement A11.6.1.2.

The magnitude of lateral earth pressure appropriate for evaluating safety against structural and soil failure is controlled by the geometry of the soil backfill as illustrated in Fig. 11.6.1.2P-1. In some instances (e.g., Case 3 in Fig. 11.6.1.2P-1), structural design of the stem is controlled by the backfill, whereas evaluation of soil failure is controlled by the in-situ soil. Where a wall is located in front of a rock face (e.g., Case 1 in Fig. 11.6.1.2P-1), the magnitude of lateral earth pressure may be less than that determined using the methods in A3.11.5 and D3.11.5. For such cases, Culmann's graphical procedure may be used to determine the magnitude and location of the lateral earth pressure resultant (Terzaghi and Peck, 1967).

For temporary (construction) conditions, wind load on the abutment may be neglected, and loads considered shall include the following:

- Dead load of abutment up to bridge seat elevation
- Dead load of backfill up to bridge seat elevation
- Lateral earth pressure and live load surcharge

Walls shall be designed for a minimum live load surcharge (LS) equal to 3 ft. of soil, or the actual surcharge determined in accordance with A3.11.6.4, whichever is greater.

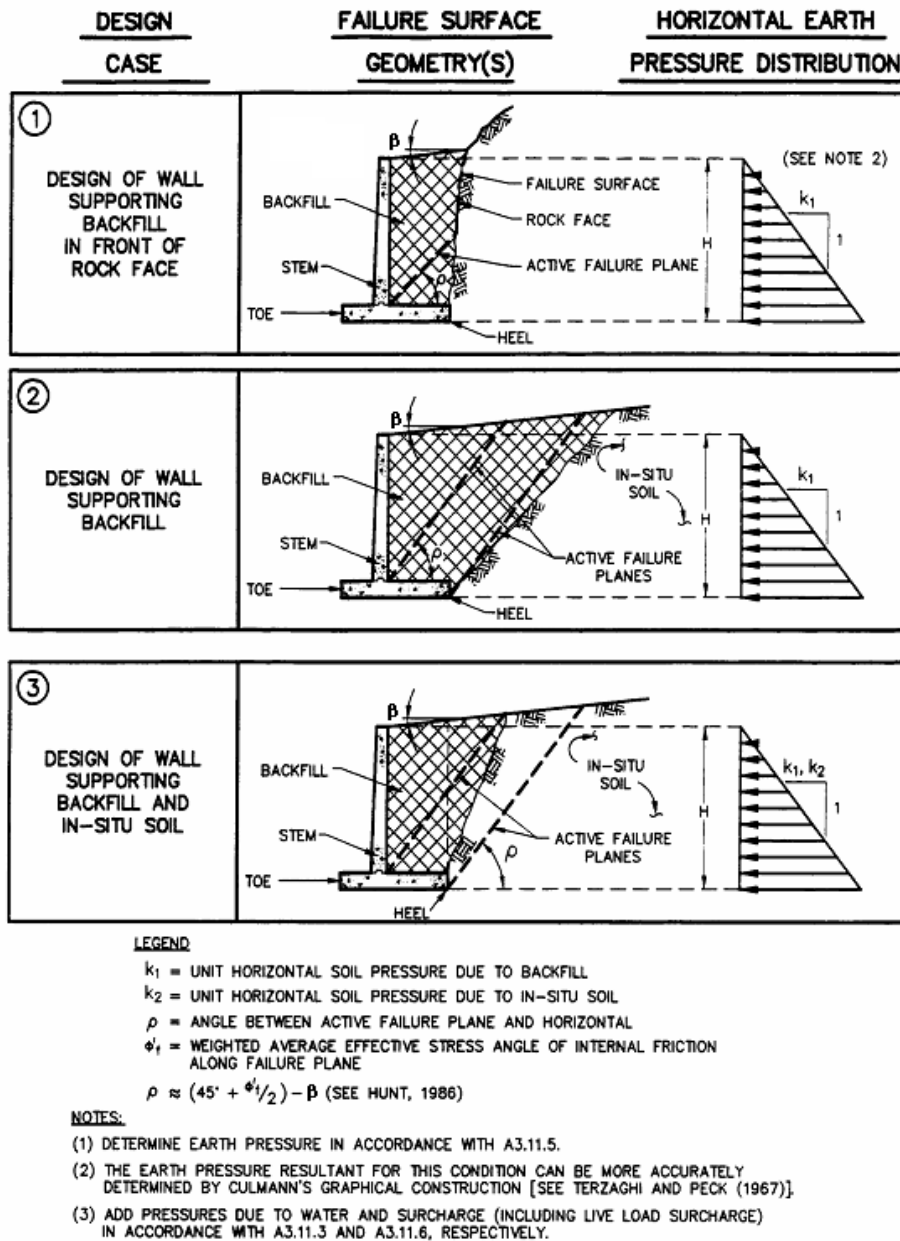


Figure 11.6.1.2P-1 – Failure Surface and Horizontal Earth Pressure Distribution for Cantilever Retaining Walls

### 11.6.1.3 Integral Abutments

The following shall supplement A11.6.1.3.

The design of integral abutments, including applicable limits is to be in accordance with D11.6.4.6P. Construction specifications for integral abutments shall preclude placement of backfill until the superstructure is erected and connected to the abutments.

For additional information, refer to Appendix G.

## SPECIFICATIONS

## COMMENTARY

**11.6.1.5 Reinforcement***11.6.1.5.2 Wingwalls*

Delete A11.6.1.5.2

A keyed joint is not required between the wingwall and abutment wall per the Standard Drawings.

**11.6.1.6 Expansion and Contraction Joints**

The following shall replace A11.6.1.6

Construction joints shall be provided at intervals not exceeding 45 ft. and expansion joints at intervals not exceeding 90 ft. for gravity or reinforced concrete walls. All joints shall be filled with approved filling material to ensure the function of the joint. Joints in abutments shall be located approximately midway between the longitudinal members bearing on the abutments.

**11.6.1.7P Backwalls and End Diaphragms**

Backwalls shall be provided as follows:

- For each abutment where the girder depth exceeds 6 ft;
- For the fixed end abutment if the top of deck movement caused by rotation due to live and impact loads exceeds 0.5 in.; or
- For the expansion end abutment if the top of deck movement caused by temperature change relative to fall only from 68°F, plus rotation due to live and impact loads, exceeds 0.5 in.

Provide full-depth concrete end diaphragms where backwalls are not required.

Deck deflections shall be estimated in accordance with D2.5.2.6.2.

For structures with a joint (i.e. strip seal dam or tooth expansion dam) between the deck slab and backwall, the construction specifications shall require that deck slab concrete be placed up to the blockout limits prior to construction of the full-depth concrete end diaphragms or top of the backwall to permit compensation for the beam end rotation caused by the weight of the deck.

Cast full-depth concrete end diaphragms a minimum of two hours prior to the placement of the portion of deck slab above the end diaphragm when the diaphragm is greater than 3 feet in depth.

**C1.6.1.7P**

A 0.5-in. (maximum) crack between the full-depth diaphragm and approach flexible pavement or approach slab is easily maintainable if there is a crack sealing program.

Generally, a 6 ft. girder depth (approximately 7 ft. total superstructure depth) with a 30-degree skew will result in an approximate 0.5-in. movement at the fixed end. Similarly, a 90-ft. steel span with a 5-ft. superstructure depth and a 30° skew will result in an approximate 0.5-in. movement at the expansion end. For a prestressed concrete bridge, an approximate 0.5-in. movement at the expansion end will control for a bridge having a superstructure depth of 7 ft., span of 150 ft., and skew of 30°.

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## COMMENTARY

**11.6.2 Movement at the Service Limit State**

The following shall replace A11.6.2.1 and A11.6.2.2.

Criteria for tolerable movement of abutments and retaining walls shall be developed based on the function and type of wall, anticipated service life and consequences of unacceptable movements. Vertical displacements shall be estimated in accordance with the provisions of A10.6.2.4, A10.7.2.3, A10.8.2.2, and D10.6.2.4 as applicable, and the maximum vertical displacement shall be limited to 1.0 in. Horizontal displacements at the top of the foundation shall be estimated in accordance with the provisions of A10.7.2.4, A10.8.2.3, and D10.7.2.4 as applicable, and the maximum horizontal displacement shall be limited to 0.5 in. Tilting or translation of walls above the foundation level may be estimated using information provided in AC3.11.1.

**11.6.2.3 Overall Stability**

The following shall supplement A11.6.2.3.

The provisions of D10.6.2.5 shall apply.

**11.6.3 Bearing Resistance and Stability at the Strength Limit State****11.6.3.1 General**

The following shall replace A11.6.3.1.

Abutments and retaining walls shall be proportioned to ensure stability against bearing capacity failure, overturning and sliding. Where a wall is supported by clayey foundation, safety against deep-seated foundation failure shall also be investigated.

When considering temporary conditions during construction (i.e., backfill placed prior to superstructure erection), cantilevered abutments may be evaluated for stability against overturning and sliding failure using the reduced loadings and increased resistance factors defined in D11.5.7, D11.6.1.2, D11.6.3.3, and D11.6.3.6.

**C11.6.3.1P**

Common dimensions for conventional retaining walls are shown in Fig. C11.6.3.1P-1.



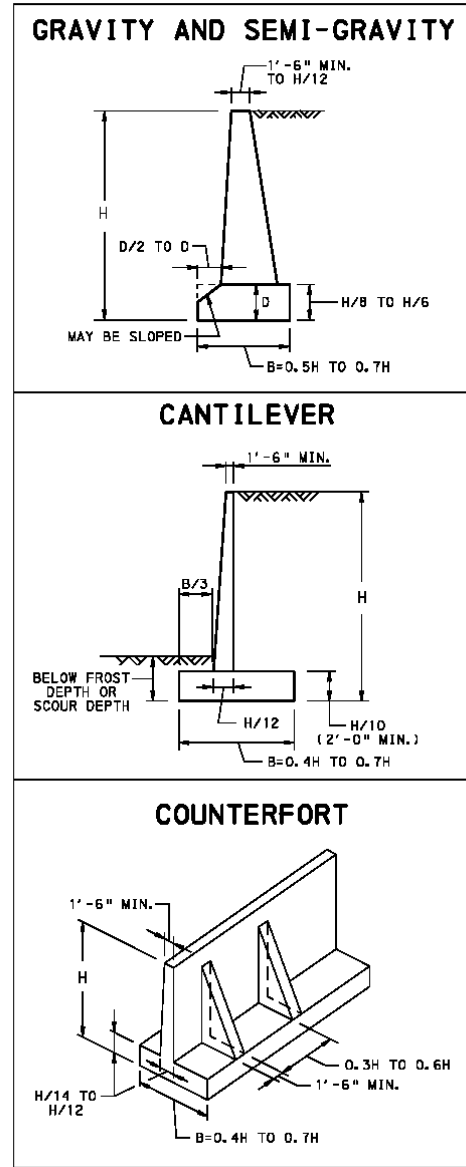


Figure C11.6.3.1P-1 – Common Dimensions for Conventional Retaining Walls (after Hunt, 1986)

**11.6.3.2 Bearing Resistance**

The following shall replace A11.6.3.2.

Bearing resistance shall be investigated at the strength limit state, assuming the following soil pressure distributions:

If the wall is supported by a soil foundation, or rock modeled as soil:

- a uniformly distributed pressure over the effective base area, as shown in Fig. 11.6.3.2-1.

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If the wall is supported by a hard rock foundation:

- a linearly varying distribution of pressure over the effective base area, as shown in Fig. D10.6.5-1.

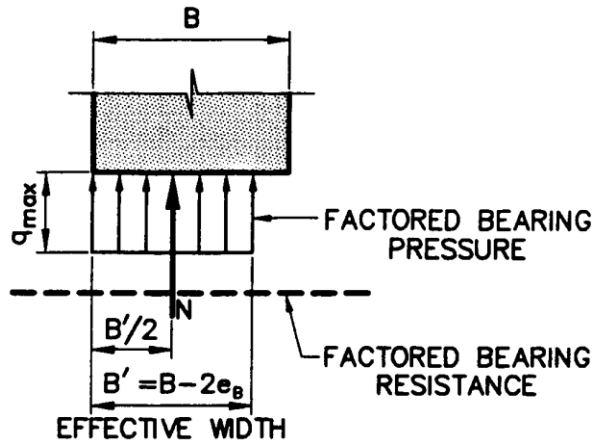


Figure 11.6.3.2-1 – Bearing Resistance Criteria for Walls with Granular Backfills and Foundations on Soil and Soft Rock, (modified after Duncan, et al, 1990)

### 11.6.3.3 Eccentricity Limits

The following shall supplement A11.6.3.3.

For evaluation of temporary conditions during construction of cantilevered abutments, the location of the resultant of reaction forces shall be within the middle two-thirds of the base.

### 11.6.3.4 Subsurface Erosion

The following shall replace A11.6.3.4.

Refer to PP7.2 for scour requirements.

For cases where differential water levels may occur in front of and behind a wall, the potential for piping shall be evaluated. The hydraulic gradient for such cases shall not exceed the following (Harr, 1962):

- |  |      |
|--|------|
| • Fine sand and nonplastic silt (SP, SM, ML) | 0.15 |
| • Medium to coarse sand (SP)                 | 0.20 |
| • Sand and gravel (GW, SW)                   | 0.30 |

## COMMENTARY

### C11.6.3.3

The following shall supplement AC11.6.3.3

Plastic deformation of foundation soils at the strength limit state results in a redistribution of the contact stress to a more uniform bearing pressure.

Base pressure resultants are maintained within the specified limits to provide the maximum possible effective foundation bearing area and minimum bearing pressures. For resultants outside of the middle third of the base for unfactored loads, a portion of the base is separated from the foundation soil or rock and is not effective in bearing. The base pressure is then redistributed over the remaining area of the base, which is in compression, resulting in higher bearing pressures and possibly tensile stresses in the concrete. The indicated limits reflect that, for identical unfactored loads, the resultant eccentricity will increase when the loads are factored.

### C11.6.3.4

The following shall supplement AC11.6.3.4

The use of protective filters to protect against piping failure of soils includes use of geotextile materials in accordance with Publication 408, Section 212.

## SPECIFICATIONS

**11.6.3.5 Passive Resistance****11.6.3.6 Sliding**

The following shall supplement A11.6.3.6.

For evaluation of temporary conditions during construction of cantilevered abutments, the resistance factors in Table D11.5.7-1 shall apply.

**11.6.4. Safety Against Structural Failure****11.6.4.1P Base or Footing Slabs**

The rear projection or heel of base slabs shall be designed to support the entire weight of the superimposed materials, unless a more exact method is used. The base slabs of cantilever walls shall be designed as cantilever supported by the wall. The base slabs of counterforted and buttressed walls shall be designed as fixed or continuous beams of spans equal to the distance between counterforts or buttresses.

The critical sections for bending moments in footings shall be taken at the face and back of the stem. The critical sections for shear in footings shall be taken at a distance  $d$  ( $d$ =effective depth) from the face of the stem for the toe section and at the back of the stem for the heel section.

The minimum footing thickness shall be 2'-0" for footings bearing directly on soil or rock. For footings supported on piles, refer to D10.7.1.2.

**11.6.4.2P Wall Stems**

The upright stems of cantilever walls shall be designed as cantilevers supported at the base. The upright stems or face walls of counterfort and buttress walls shall be designed as fixed or continuous beams. The face walls (or stems) shall be securely anchored to the supporting counterforts or buttresses by means of adequate reinforcement.

Wall stems shall be designed for combined axial load (including the weight of the stem and friction due to backfill acting on the stem), and bending due to eccentric vertical

## COMMENTARY

**C11.6.3.5**

The following shall supplement AC11.6.3.5.

The earth pressure on the back of a retaining wall will generally be active or at rest. Wall movements or rotations required to develop passive resistance in front of the wall are typically much larger (as much as 20 times larger) than movements required to develop active earth pressure behind the wall. Furthermore, the foundation for a rigid wall will usually be shallow (just deep enough to protect against frost heave and/or scour) and potentially subject to future exposure by utility excavations, road reconstruction, or other activities. Because full mobilization of passive resistance is unlikely and because soil in front of the wall may be disturbed sometime after construction, the passive resistance of soil in front of a rigid wall is neglected, unless the foundation is unusually deep or a structural foundation key is provided.

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## COMMENTARY

loads, surcharge loads and earth pressure.

The minimum thickness of wall stems shall be 1'-6" at the top and may be of constant thickness, or with battered front and/or rear face, as required. Normally, the front face shall be vertical.

**11.6.4.3P Counterforts and Buttresses**

Counterforts shall be designed as T-beams. Buttresses shall be designed as rectangular beams. In connection with the main tension reinforcement of counterforts, there shall be a system of horizontal and vertical bars or stirrups to anchor the face walls and base slab to the counterfort. These stirrups shall be anchored as near to the outside faces of the face walls and as near to the bottom of the base slab as practicable.

**11.6.4.4P Reinforcement**

Reinforcement requirements herein are in addition to these specified in applicable portions of D5.10 and A5.10.

The reinforcement in each construction panel (i.e., between vertical construction joints) of walls, with height varying uniformly from one end to another, shall be designed for the loading condition acting at one-third of the panel length from the high end of the panel. If practical, the thickness of footings shall be maintained constant in each panel or in each group of panels. The width of footings, however, may vary according to the height of wall as required by design.

Tension reinforcement at the bottom of the heel shall be provided if required during the construction stage prior to wall backfill. The adequacy of reinforcement shall be checked due to the dead load of the stem and any other vertical loads applied to the stem prior to backfilling.

**11.6.4.5P Abutments**

Abutment stems shall be designed for 2-in. longitudinal eccentricity from the theoretical centerline of bearing to compensate for incidental field adjustments in the locations of the bearings. The eccentricity does not need to be considered for footing design.

In general, pile-supported footings for abutments and retaining walls shall be provided with a minimum of two rows of piles. Stub abutments may be designed with one or two rows of piles, with piles battered as necessary.

Refer to criteria in D11.6.1.7P to determine whether a backwall or a full-depth concrete diaphragm wall shall be specified for an abutment. In addition to the earth, surcharge and water pressures, prescribed in D3.11.5 and A3.7, respectively, the backwalls of abutments shall be designed to resist loads due to expansion joints, and loads due to design live and impact loads. For design purposes, it shall be assumed that wheel loads are positioned so as to generate the maximum tensile stresses at the back of the backwall when combined with stresses caused by the backfill.

## SPECIFICATIONS

## COMMENTARY

**11.6.4.6P Integral Abutments**

Integral abutments shall be designed to resist the forces generated by thermal movements of the superstructure against the pressure of the fill behind the abutment. Integral abutments should not be constructed on spread footings founded or keyed into rock. Movement calculations shall consider temperature, creep and long-term prestress shortening in determining potential movements of abutments.

Integral abutments bearing in karst conditions require District Bridge Engineer approval. For subsurface exploration guidance in karst areas, refer to criteria in D10.4.2.

Maximum span lengths and design considerations shall comply with the requirements of Appendix G, “Integral Abutments”. For integral abutment details, refer to Standard Drawing BD-667M.

**11.6.6 Drainage****C11.6.6**

The following shall supplement AC11.6.6

Where a retaining wall is located in a stream environment, the wall will be subjected to varying stream levels. If the soil behind the wall cannot or is not permitted to drain freely (i.e., the backfill or retained soil is fine grained or the weep holes are clogged), the wall will be subjected to loading by differential water pressure.

**11.6.7P Submittals**

The following information shall be submitted by the designer and included with the construction documents for abutments and conventional retaining walls:

- Foundation submission, as required by D11.4.4P
- Earth pressures, water pressures and surcharge loadings (to be included with final plan submission)
- Geometric considerations, including beginning and ending wall stations, wall profile and alignment, right-of-way limits, utility locations, construction considerations, such as traffic restrictions or required construction sequences, and location of wall appurtenances, such as drainage outlets, overhead signs and lights, and traffic barriers (to be included in the plans)
- References and methods used for analysis for all appropriate loading conditions including all calculations (with applicable load and resistance factors), computer analyses, assumptions, input, and explanation of all symbols, notations, and formulas (to be included with final plan submission)

## SPECIFICATIONS

- Details, dimensions and schedules of all concrete and reinforcing steel, if applicable (to be included in the final plans)
- Limitations on backfill placement for integral abutments (to be included in the final plans)

**11.7 PIERS**

The following shall supplement A11.7.

Piers shall be designed for 2-in. longitudinal eccentricity from the theoretical centerline of bearing to compensate for incidental field adjustments in the locations of the bearings. The eccentricity does not need to be considered for footing design.

The geotechnical design of pier foundations shall be in accordance with the provisions of A10 and D10. Design of piers supporting lateral earth loads shall incorporate applicable provisions of A11.6 and D11.6. The foundation submission shall conform to the requirements of D11.4.4P.

**11.7.0P General**

Piers shall be of the open-bent (columns with cantilevered cap beams) or hammerhead-type, except at stream crossings where hammerhead or solid-section piers with rounded or protected ends shall be used. For stream crossings, the rounded or protected ends of the piers should be a minimum of 1 ft. above design flood elevation. For structures with piers skewed to the flow of a stream, circular pier stems shall be used.

Circular stems should also be considered to reduce turbulence where scour is a problem.

For pier designs, adhere to the following criteria:

- Pier columns shall be round, square, or rectangular, with a minimum diameter or thickness of 3'-0", unless a smaller column is required for aesthetic reasons. The minimum depth increment shall be 6". Solid piers shall have a minimum thickness of 2'-0" and may be widened at the top to accommodate the bridge seat when required. Minimum footing thickness is 2'-0", unless the footing is on piles, in which case 2'-6" is the minimum thickness
- Ends of pier cap shall project beyond the sides of columns, when possible, to balance positive and negative moments in the cap.
- Cap width shall be at least 6 in. wider than the thickness or diameter of the column and may be up to 1'-0" wider than the thickness or diameter of the column. Caps which support prestressed concrete beams made truly continuous may be increased in width based upon the increase in the gap between beam ends up to a maximum of 2'-0" wider than the thickness or diameter of the column, provided the centerline of bearing falls a

## COMMENTARY

**C11.7P**

VBent is capable of including or neglecting the effect of the longitudinal eccentricity in the footing design. The default for PA users is to include the longitudinal eccentricity effects in the footing. The user has the option to override the default.

**C11.7.0P**

Consideration of freeboard may allow passage of ice flows and debris. An evaluation of whether freeboard (clearance above design flood elevation) is needed should be determined on a case by case basis.

The Department prefers round columns for seismic performance considerations.

Cap width with a minimum of 6 in. wider than the column thickness or diameter is specified to avoid interference between the column reinforcement that projects from the column into the cap, and the cap reinforcement. An increased gap between end face of the beams, to develop the positive moment reinforcement bars in the cast-in-place diaphragm, requires a cap width up to 2'-0" wider than the column thickness or diameter.

## SPECIFICATIONS

## COMMENTARY

minimum of 3 inches within the column/shaft section. Two layers of reinforcement bars are allowed to minimize cap dimensions.

- If the height of the pedestal exceeds 1'-6", the cap shall be slanted.
- Hoops of No. 4 bars at 12 in. shall be used in round pier columns. Spiral reinforcement may be used in lieu of column/pier tie reinforcement. The spiral reinforcement requirements must be designed and shown on the contract drawings.
- Bars subject to tensile stresses in cantilevered ends of cap beams shall be provided with 90° or 180° standard hooks.
- Wide columns with long internal cross ties may need lap splices at a minimum spacing of 8 ft detailed for a few locations to allow worker access during concrete placement.
- The vertical bars in columns shall extend into the cap beam a minimum of 20 bar diameters.
- Columns of pier bents shall have individual or continuous footings, depending on economy and soil conditions. Continuous footings shall be used, unless founded on rock.
- Shrinkage keys shall not be used in pier caps to eliminate partial or total shrinkage stresses.
- No. 5 reinforcement bars at a maximum spacing of 12 in. shall be provided at bottom of caps of hammerhead piers.
- For columns of pier bents located in the sloped portion of an embankment, the earth pressure against the back of the footing and column shall be increased 100% to include the effect of the adjacent embankment. The effect of the embankment in front of the column shall be neglected. Piers located in the embankment shall be investigated for stability not considering superstructure loads.
- Pier bents with continuous footings may be analyzed using the following procedure in lieu of a more exact analysis:
  - Analyze the pier bent above the footing assuming the bottom of columns to be fully fixed.
  - Analyze footing continuously supported by columns and loaded by soil reactions due to loads on the pier bent.

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- For hammerhead piers, all the calculated cantilever reinforcement shall be extended throughout the entire length of the cap. Additional No. 5 stirrups spaced at 24 in. shall be placed in the cap within the limits of the shaft. The stirrups shall be more closely spaced near the ends of the shaft than in the interior region. In deep caps, additional longitudinal bars shall be placed at intervals throughout the depth of the cap.
- Reinforce pier caps adequately to control cracking when concrete cover of 3 in. is used in high tensile zone and corrosive environment. Alternately, build the top of the pier level or with a constant slope from one end to the other and maintain 2-in. concrete cover over the top reinforcement. If it is necessary, provide pedestals for beam seats.
- Provide closely spaced horizontal bars in the bottom half of the pier cap of hammerhead piers at each face to control shrinkage cracks. The amount of the rebars provided in this area should not be less than No. 5 at 12 in., and a bar spacing greater than 12 in. should not be used.

**11.7.3P Pier Design**

Piers shall be designed for longitudinal and transverse superstructure loads.

For the purpose of designing piers of multi-fixed-pier bridges, the design temperature,  $\Delta t$ , shall be taken as the larger of the temperature rise and temperature fall defined in Table D3.12.2.1-1. This design temperature change shall be used for both the expansion and the contraction of the structure.

The thermal movement at any pier location shall be determined using Eq. 11.7.3P-1

$$\Delta = \alpha \Delta_t L \quad (11.7.3P-1)$$

where:

$\Delta$  = design displacement at the top of the pier

$\Delta_t$  = design temperature change

$L$  = length of superstructure between the pier under consideration and the theoretical fixed center of structure

$\alpha$  = coefficient of thermal expansion of the girders

## COMMENTARY

Excessive concrete cover at pier caps for the main (top) reinforcement is sometimes included in the design without recognizing its detrimental effect. In some instances, details do not reflect the design assumptions or calculations. Excessive concrete cover is observed when beam seats are sloped parallel to the deck slope or are stepped.

The LRFD serviceability criteria (A5.6.7) permits controlled cracking of concrete. The crack width is approximately proportional almost to the square of the concrete cover over the reinforcement.

Vertical cracks in the pier cap of hammerhead piers have been observed at the intersection of the cap and the stem, generally near the middle of the cap. These cracks generally occur for wide stem (stem width 10 ft. and more) piers due to shrinkage of the pier cap concrete. The hardened concrete of the stem and protruding rebars resist free shrinkage of the cap. These cracks can be controlled by providing closely spaced horizontal bars at each face in the bottom half of the pier cap of hammerhead piers.

**C11.7.3P**



## SPECIFICATIONS

The displacement  $\Delta$  shall be assumed to act parallel to the longitudinal axes of the superstructure at the pier location.

The theoretical fixed center of the structure shall be determined by assuming that the abutments are free to expand.

Pier forces caused by thermal movements of the superstructure shall be calculated assuming the pier acting elastically and assuming a concrete modulus of elasticity equal to one third the elastic modulus of elasticity.

The type of connection to the superstructure shall be considered in determining pier moments and shears.

## COMMENTARY

The design displacement represents the movement due to thermal expansion or thermal contraction. Thus, for the purpose of analysis, it may be taken in either direction such that the total forces in the pier are maximized.

The theoretical center of the structure is the point that does not move when the structure is subjected to uniform temperature change. Only one such point exists in a jointless superstructure. For other bridges, one such point exists in each segment of the structure between two expansion joints or between an expansion joint and the end of the bridge. For each segment of the structure, the sum of the thermal forces on all piers to one side of the theoretical center is equal, and opposite in direction, to the sum of the thermal forces on all piers on the other side.

Pier forces calculated using the specified reduced modulus of elasticity are one third the forces calculated assuming elastic behavior. This reduction accounts for both the inelastic behavior of the concrete under long term deflections and the moment redistribution due to the expected rotations of the foundations.

For the strength limit state analysis, the reduction may be taken while at the same time allowing the thermal force with a 0.5 Load Factor for the conventional piers and 1.0 load factor for the integral piers of the segmental construction bridge. If a designer wants to prevent cracking at the service limit state, a Load Factor of 1.0 may be used.

Elastic pier forces are a function of the restraint of the rotation at the ends of the pier and the direction of movement relative to the major axis of the pier.

For bridges with skew angle of 90°, the elastic forces should be calculated as follows:

Piers supporting fixed bearings should be assumed to act as cantilevers. The column elastic base shear,  $P$ , and elastic base moment,  $M_B$ , are calculated as:

$$P = 3EI \frac{\Delta}{l^3} \quad (\text{C11.7.3P-1})$$

$$M_B = 3EI \frac{\Delta}{l^2} \quad (\text{C11.7.3P-2})$$

where:

$\Delta$  = design thermal movement at the pier location

$E$  = the concrete modulus of elasticity for long term deflection

$I$  = moment of inertia of the pier about an axis perpendicular to the longitudinal axis of the superstructure

$l$  = the length of the column from the top of the footing or pile cap to the bottom of the bearings

## SPECIFICATIONS

Providing a hinge at the bottom of the columns shall not be allowed.

If a column or pier bent is located in the sloped portion of an embankment, the earth pressure against the back of the footing and column shall be taken as the at rest earth pressure computed in accordance with A3.11 and D3.11. The resistance due to the passive earth pressure of the embankment in front of the column or pier bent shall be neglected.

## 11.8 NONGRAVITY CANTILEVERED WALLS

### 11.8.1 General

The following shall supplement A11.8.1.

Hot rolled steel sheet piling may be used for permanent and temporary applications. Cold rolled steel sheet piling may be used only for temporary applications.

## COMMENTARY

For piers integral with the superstructure, the piers are assumed to act as a beam with restrained rotation (fixed) at both ends. The column elastic base shear,  $P$ , and elastic base moment,  $M_B$ , are calculated as:

$$P = 12EI \frac{\Delta}{l^3} \quad (\text{C11.7.3P-3})$$

$$M_B = 6EI \frac{\Delta}{l^2} \quad (\text{C11.7.3P-4})$$

where:

$l$  = the length of the column from the top of the footing or pile cap to the bottom of the superstructure

In case of skewed bridges, the components of the thermal movements should be calculated in the direction of both major axes of the pier. The appropriate moment of inertia should be used to determine the pier forces in each direction. For the component of the thermal movement in the plane of the pier, the pier should always be assumed to act as a cantilever fixed at the top of the footing or the pile cap. For the component of the thermal movements perpendicular to the plane of the pier, the pier forces will be calculated according to Eqs. C11.7.3P-1 through C11.7.3P-4. In this case,  $\Delta$  is the component of the thermal movement perpendicular to the pier.

### C11.8.1

The following shall replace AC 11.8.1.

Depending on soil conditions, nongravity cantilevered walls less than about 15 ft. in height are usually feasible.

Cold rolled steel sheet piling may be used for temporary applications, provided that the inherent strength deficiencies are adequately considered. Research has shown cold rolled sheet piling sections to have substantially less elastic moment capacity than hot rolled sections with equivalent section moduli. The difference in capacity was found to be due to the geometry of the cold rolled sections rather than the cold rolling process. The cold rolled sections were wider, deeper, and thinner than hot rolled sections with equivalent section

## SPECIFICATIONS

## COMMENTARY

**11.8.5 Safety Against Structural Failure**

The following shall supplement A11.8.5.

The provisions of D11.9.5.2, A11.9.5.2, D11.9.5.3 and A11.9.5.3 shall apply.

**11.8.5.2 Facing****C11.8.5.2**

The following shall supplement AC11.8.5.2.  
Soil arching shall not be considered.

**11.8.7 Corrosion Protection**

The following shall supplement A11.8.7.

The provisions of D11.9.7 shall apply.

**11.8.8 Drainage****C11.8.8**

The following shall replace A11.8.8.

The provisions of A3.11.3 shall apply.

Seepage shall be controlled by installation of a drainage medium (e.g., preformed drainage panels, sand or gravel drains or wick drains) behind the facing with outlets at or near the base of the wall. Drainage panels shall maintain their drainage characteristics under the design earth pressures and surcharge loadings, and shall extend from the base of the wall to a level 1 ft. below the top of the wall. Only Department-approved drainage panel materials shall be specified.

The following shall replace AC 11.8.8.

In general, the potential for development of hydrostatic pressures behind walls with discrete vertical elements and lagging is limited due to the presence of openings in the lagging, and the disturbance of soil behind lagging as the wall is constructed. However, the potential for leakage through the wall should not be counted upon where the ground water level exceeds one-third the height of the wall because of the potential for plugging and clogging of openings in the wall with time by migration of soil fines. It is probable that, under such conditions, a wall with continuous vertical elements (i.e., a cutoff wall) constructed with a drainage system designed to handle anticipated flows will be required.

Water pressures may be ignored in design only if positive drainage (e.g., drainage blanket, preformed drainage panels, sand drains, wick drains, etc.) with outlet pipes is provided to prevent buildup of hydrostatic pressure behind the wall.

For CIP facing rigidly attached to soldier piles, extend facing to 4 ft below ground elevation to prevent freezing of drainage blanket.

**11.8.9P Submittals**

The following information shall be submitted by the Designer to the Department for review and shall be shown in the construction documents for nongravity cantilevered walls:

- Foundation Submission as required by D11.4.4P
- Earth pressures, water pressures and surcharge loadings (to be included with final plan submission)
- Lateral deflection at top of wall including assessment of lateral deflection effects on adjacent features or facilities supported by the wall

## SPECIFICATIONS

- Geometric considerations including beginning and ending wall stations, wall profile and alignment, right-of-way limits, utility locations, construction considerations such as traffic restrictions or required construction sequences, and location of wall appurtenances such as drainage outlets, overhead signs and lights, and traffic barriers (to be included in the plans)
- References and methods used for analysis for all appropriate loading conditions including all calculations (with applicable load and resistance factors), computer analyses, assumptions, input and explanation of all symbols, notations and formulas (to be included in the plans)
- Vertical wall element types, sizes and spacings; and erection sequence (to be included with Final Plan Submission)
- Details, dimensions, connections and schedules of all structural steel and reinforcing steel for vertical wall elements and facing (to be included in the plans)
- Drainage requirements (to be included in the plans)
- Corrosion protection and/or accommodation details for the wall elements and hardware (to be included in the plans)

**11.9. ANCHORED WALLS****11.9.1 General**

The following shall supplement A11.9.1.

In addition to the Strength and Serviceability requirements, the concrete facing and reinforcement shall be designed for the test load of the anchor to satisfy crack control serviceability requirements of A5.6.7.

## COMMENTARY

**C11.9.1**

The following shall supplement AC11.9.1.

The inclination and spacing of anchors will be dependent mostly on the soil and rock conditions, the presence of geometric constraints, and the required anchor capacity. For tremie-grouted anchors, a minimum angle of inclination of about ten degrees and a minimum overburden cover of about 15 ft. are typically required to ensure that grout fills the hole through the entire bonded length, and that adequate load transfer is achieved as a result of the confinement of the bond zone. For pressure-grouted anchors, the angle of inclination is generally not critical, and is governed primarily by geometric constraints. Also, because pressure-grouted anchors do not rely as heavily on confinement for load transfer, their bonded lengths may be located at shallower depths (e.g., 6 to 15 ft.) than is typical for tremie-grouted anchors. Very flat or steep inclination angles (ranging from 0 to 45 degrees) may be required to avoid anchorage in unsuitable soil or rock, to reach deep strata for anchorage, or to avoid underground obstructions. The minimum horizontal spacing specified between anchors (see D11.9.5.1) is intended to reduce the potential for overlap of stresses

## SPECIFICATIONS

With the approval of the District Bridge Engineer, anchored walls may be constructed in fill situations (i.e., wall construction from the bottom up) with the following restrictions:

- The full-length of all anchors extending through fill materials shall be placed within a steel casing (or strut) to minimize the effects of fill settlement on the anchors. The casing shall be of adequate size to preclude the potential for the inside top diameter of the casing from coming in direct contact with the anchor assembly as a result of settlement of the fill and/or subgrade. The casing shall extend from the back face of the wall, through the full width of backfill, and to a depth into original ground to preclude the application of differential forces on the anchor at the backfill/original ground contact. The anchor/casing assembly shall be installed by placement on the top of the compacted backfill so that the casing is in full bottom contact with the backfill.
- Solid bar anchors shall not be permitted.
- The bond length of each anchor shall extend into stable, original ground beyond the potential failure zone.
- All fill material shall consist of structural backfill and shall be compacted in conformance with Publication 408, Sections 1001.3(t) and 206.3(b), respectively. When the level of backfill is less than 1 ft. above the top of the casing or within 4 ft. of the inside face of the wall, only hand-operated compaction equipment shall be permitted.
- Stressing of any anchor level shall not proceed until backfill is placed to at least the next anchor level or to within 1 ft. of the top of the wall. To prevent transfer of load from backfill on the casing to the anchor, the unbonded length of the anchor shall not be grouted within the casing. The annulus between the casing and anchor shall be filled with grease or other approved materials for corrosion protection. The strut shall be designed to resist the required design prestress force and bending due to settlement of the fill material or live load influence.

## COMMENTARY

between adjacent anchors. If necessary, the inclination of adjacent anchors can be adjusted to limit the potential for stress overlap.

The minimum depth of embedment should be sufficient to provide adequate bearing resistance to support the vertical component of the anchor load(s). In addition, consideration should be given to the effects of freezing and thawing, scour, weathering and other shallow ground disturbance (e.g., utility excavations or pavement replacement) in front of or below the wall.

Unprotected (uncased) anchors penetrating fill which can settle due to compression of underlying soil layers may bend as a result of settlement. Such bending is difficult to predict and would result in an unpredictable increase in the anchor load.

Solid bars are especially intolerant of bending and are prone to brittle failure.

## SPECIFICATIONS

## COMMENTARY

**11.9.3 Movement Under the Service Limit State****11.9.3.1 Movement**

The following shall replace A11.9.3.1

The provisions of A10.6.2.4, A10.7.2, A10.8.2, D10.6.2.4, and D10.7.2 shall apply for evaluation of vertical element settlements due to the vertical component of anchor forces.

The effects of lateral wall movements on adjacent facilities shall be considered in the development of the design earth pressure in accordance with the provisions of A3.11.5.7 and D3.11.5.7

**11.9.4 Safety Against Soil Failure****11.9.4.1 Bearing Resistance**

The following shall replace A11.9.4.1.

The provisions of A10.6.3, A10.7.3, A10.8.3, D10.6.3, D10.7.3 and D10.8.3 shall apply.

Loads at the base of vertical wall elements, including the vertical component of contributing anchor loads, shall be determined assuming that all vertical components of loads are transferred to the base of the elements. Side friction of wall elements shall not be included in the resistance to vertical loads.

**11.9.4.2 Anchor Pullout Capacity**

The following shall supplement A11.9.4.2.

Anchor embedment and inclination for straight shaft anchors installed in small diameter holes using low grout pressure shall follow the guidelines in Fig. A11.9.1-1, unless otherwise approved by the Chief Bridge Engineer.

Final determination of the anchor pullout capacity and required bond length shall be the responsibility of the anchor wall specialty contractor.

**11.9.5 Safety Against Structural Failure****11.9.5.0P General**

Anchored walls shall be designed with sufficient redundancy to protect against catastrophic wall failure in the event of the failure of an anchor.

**C11.9.5.0P**

Soil arching shall not be considered. One method of providing redundancy is to use a structural connection (e.g., bars, facing, or wales) between vertical wall elements to permit transfer and redistribution of load to adjacent anchors in the event of the failure of an anchor. Tie-back soldier pile walls with cast-in-place facing should be designed for their facings to distribute load in the event of an anchor failing. For tie-back soldier pile walls with precast facing the designer must provide a positive means to provide this required redundancy. This could be done by use of a continuous reinforced concrete cap beam or by horizontal steel tie rods run between the piles or additional anchors. Where individual soldier piles contain multiple anchors, the adjacent anchors

## SPECIFICATIONS

The procedure for anchored wall design depends on the number of anchor rows and the construction sequence. For a typical wall with two or more rows of anchors constructed from the top down, the procedure requires design for the final structure with multiple rows of anchors and checking the design for the various stages of wall construction.

The required horizontal component of each anchor force shall be computed using the apparent earth pressure distributions in A3.11.5.7 and D3.11.5.7, or other approved earth pressure distributions, and any other horizontal water pressure or surcharge forces acting on the wall. The total anchor force shall be determined based on the anchor inclination. The horizontal anchor spacing and anchor capacity shall be selected to provide the required total anchor force.

The vertical wall elements shall be designed to resist all applicable loads including, but not limited to, horizontal earth pressure, surcharge, water pressure and anchor loadings, as well as the vertical component of the anchor loads and any other vertical loads. Supports may be assumed at each anchor location and at the bottom of the wall if the vertical element is extended below the bottom of the wall.

The stresses in and the design of the wall facing shall be computed in accordance with the requirements of A11.9.5.3.

All components of the anchored wall system shall be designed for the various earth pressure distributions and other loading conditions which are anticipated during construction.

## COMMENTARY

can be designed to handle the additional load caused by this occurrence.

The procedure for design of a nongravity anchored wall depends on the number of rows of anchors utilized and the sequence of construction. For a typical wall with two or more rows of anchors constructed from the top down, the procedure requires design for multiple rows of anchors and checking the construction conditions prior to and after the installation of each row of anchors. The procedures for design or analysis of each of these cases may be as follows:

## (a) No anchors:

Evaluate earth pressure distributions and perform analysis and design in accordance with the requirement for flexible cantilevered walls in D11.13P.

## (b) One row of anchors:

(1) Select an elevation and inclination for anchors (often dictated by physical constraints such as underground utilities).

(2) Develop a lateral earth pressure diagram (including surcharge and water pressures) using the simplified procedures of A3.11.5.7 and D3.11.5.7 as outlined in Figs. A3.11.5.7.1-1 and A3.11.5.7.2b-1. Any deviation must be approved in writing by the Chief Bridge Engineer before initiating the design. Develop an expression for the lateral pressure on the anchored portion of the vertical wall elements as a function of the anchor force,  $R$ .

(3) Sum moments about the anchor elevation (neglecting the force  $R$  in Fig. A3.11.5.7.1-1) to determine the horizontal component of the anchor force required for equilibrium and calculate the associated total anchor force based on the anchor inclination. Select anchor spacing and capacity to provide the required total anchor force.

(4) Determine the maximum bending moments in the vertical wall elements in accordance with A11.9.5.2 and select a vertical element size and spacing (typically 6 to 10 ft.).

(5) Design the wall facing in accordance with the requirements of A11.9.5.3.

(6) Check the combined axial-bending capacity and bearing capacity and estimate the settlement of the vertical wall elements under the vertical component of the anchor forces and other vertical loads in accordance with A10.6, A10.7, A10.8, D10.6, D10.7 and D10.8.

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## COMMENTARY

- (7) Check the overall stability of the wall system, retained soil and foundation in accordance with A11.9.3.2.

For soft clays with  $S_u \leq 0.3 \gamma'_s H$  (H in ft.), continuous vertical elements extending well below the exposed base of the wall are generally required to prevent heave in front of the wall [U. S. Steel (1984)]. Otherwise, the vertical elements are embedded as required for bearing capacity.

(Where significant embedment of the wall is required to prevent bottom heave, the lowest section of wall below the lowest row of anchors must be designed to resist the moment induced by the pressure acting between the lowest row of anchors and the base of the exposed wall, and the force  $P_b = 0.7(\gamma_s H B_e - 1.4cH - \pi c B_e)$ , in kip/ft, acting at the mid-height of the embedded depth of the wall).

- (c) Two or more rows of anchors.
- (1) Develop an apparent lateral earth pressure diagram (including surcharge and water pressures) in accordance with A3.11.5.7 and D3.11.5.7.
  - (2) Select a number of anchor level elevations based on the anticipated wall height. Vertical spacings between rows of anchors of 8 to 12 ft. are common.
  - (3) Calculate the required horizontal components of the anchor forces by the proportional methods using the apparent earth pressure distribution developed under Step 1, or by other suitable methods. If the proportional method is used, the top row of anchors is assumed to support the tributary area of pressure from the top of the wall down to a point midway between the first and second anchor levels. The bottom row of anchors is assumed to support the pressure from the base of the wall up to a point midway between the two lowest rows of anchors. Alternatively, the embedded portion of the vertical wall element may be assumed to support the pressure between the base of the exposed wall and a point midway up to the lowest anchor level. The magnitude of available support may be computed in accordance with A3.11.5.9. Intermediate rows of anchors are assumed to support the pressure between the midway points to the next higher and lower rows of anchors. Calculate the total anchor force based on the anchor inclination. Select the horizontal anchor spacing and anchor capacity to provide the required total anchor force.



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## COMMENTARY

- (4) Determine the maximum bending moments in the vertical wall elements in accordance with A11.9.5.2, and select a vertical element size and spacing (typically 6 to 10 ft.).
- (5) Design the wall facing in accordance with the requirements of A11.9.5.3 and D11.9.5.3.
- (6) Check the combined axial-bending capacity and bearing capacity, and estimate the settlement of the vertical wall elements under the vertical component of the anchor forces and other vertical loads in accordance with A10.6, A10.7, A10.8, D10.6, D10.7 and D10.8.
- (7) Check the overall stability of the wall system, retained soil and foundation in accordance with A11.9.3.2.

For soft clays with  $S_u \leq 0.3 \gamma'_s H$  (H in ft.), continuous vertical elements extending well below the exposed base of the wall are generally required to prevent heave in front of the wall [U. S. Steel (1984)]; otherwise, the vertical elements are embedded as required for bearing capacity.

- (8) Estimate wall deflections under the design loadings and support conditions where deflections are critical.

**11.9.5.1 Anchors**

The following shall supplement A11.9.5.1.

The optimum vertical spacing between anchors shall be determined by minimizing the bending moment in the vertical wall elements between anchor levels with consideration of the construction sequence to be followed. Vertical spacings between anchors of 8 to 12 ft. are common.

Horizontal spacings of 6 to 10 ft. between anchors are common.

**11.9.5.2 Vertical Wall Elements**

The following shall supplement A11.9.5.2.

The combined axial-bending and bearing capacity, and the settlement of the vertical wall elements under the vertical component of the anchor forces and other vertical loads shall be evaluated in accordance with A10.6, A10.7, A10.8, D10.6, D10.7 and D10.8.

The overall stability of the wall system, retained soil, and foundation shall be evaluated in accordance with A11.9.4.3.

The use of welded threaded studs on soldier piles is not permitted at either the design or construction phase of a project.

**C11.9.5.2**

Delete the last paragraph of AC11.9.5.2

The following shall supplement AC11.9.5.2.

Structural analysis of vertical wall elements may be performed using COM624P, LPILE or other Department approved method suitable for evaluation of laterally loaded deep foundations.

On a Department project, a tie-back wall design utilized an angle bolted on to threaded studs welded to the soldier piles in order to attach the precast panels used for its permanent facing. Several of the welds of the studs failed during installation of the precast panels. Possible alternates to this detail includes fillet welded or bolted connections of the

SPECIFICATIONS

COMMENTARY

**11.9.5.3 Facing**

The following shall supplement A11.9.5.3.

Do not consider temporary lagging as permanent resistance in the design of facing.

**11.9.7 Corrosion Protection**

The following shall replace A11.9.7.

Corrosion protection requirements will be as follows:

Prestressed anchors and anchor heads shall be protected against corrosion in a manner consistent with the conditions at the site. The level and extent of corrosion protection shall be a function of whether the anchor is intended for temporary or permanent applications of the ground environment and of the potential consequences of an anchor failure. For permanent wall applications, a minimum of double corrosion protection shall be provided, regardless of the ground environment.

Table 11.9.7-1 – Criteria for Aggressive Ground Environments

PARAMETER	LIMITING VALUES
Resistivity	< 2000 ohm-cm
pH	< 5

All anchors for permanent walls shall be fully encapsulated over their entire length. For temporary walls, anchors shall be encapsulated whenever one or more of the limiting values specified in Table 11.9.7-1 is exceeded. Corrosion protection may not be required for temporary walls having a design life of less than one year. Other potentially corrosive conditions, including stray currents, shall be identified and evaluated, and appropriate means of corrosion protection shall be designed by the anchor-wall specialty contractor and shall be approved by the Department.

Corrosion protection for anchor hardware required for permanent and temporary walls shall be consistent with the level of protection required for the anchors. Structural steel elements shall be provided with additional sacrificial thickness, painted or coated to accommodate or prevent corrosion, in accordance with Department construction specifications. For structural design, sacrificial thickness shall be computed by assuming a carbon steel loss equal to 9 µm/year after zinc coating depletion. Corrosion resistant coatings, if specified, shall be of the electrostatically applied resin-bonded epoxy type with a minimum application thickness of 15 mils in conformance with the requirements of

angle to the soldier pile.

Refer to C11.9.5.0P for the procedure for design and analysis of a nongravity anchored wall.

## SPECIFICATIONS

AASHTO M 284/M 284M. For corrosion protection of concrete elements, see PP3.4.

**11.9.8 Construction and Installation****11.9.8.1 Anchor Stressing and Testing**

The following shall replace the first sentence in the first paragraph of A11.9.8.1.

All production anchors shall be subjected to load testing and stressing in accordance with the special provisions.

The following shall replace the second sentence in the second paragraph of A11.9.8.1.

The lock off load shall be in accordance with the special provisions.

**11.9.9 Drainage**

The following shall supplement A11.9.9.

Only Department-approved drainage panel materials shall be specified.

**11.9.10P Submittals**

In addition to the information in D11.8.9P for nongravity cantilevered walls, the following items shall be submitted by the Designer to the Department for review and shall be shown in the construction documents for anchored walls.

- Anchor type and estimated capacity, required capacity, minimum bonded and unbonded anchor lengths, anchor inclination, and anchor locations and spacings
- Description of anchor installation procedures including drilling and grouting
- Corrosion protection details for the anchors and anchor hardware
- Detailed plans for proof, performance, creep (if applicable), and lift-off testing of anchors including specified load measuring devices, test locations, and testing procedures
- Analysis of the stresses in vertical wall elements, facing, and anchors at critical stages of construction

**11.10 MECHANICALLY STABILIZED EARTH WALLS****11.10.1 General**

The following shall supplement the first paragraph of A11.10.1.

Mechanically stabilized earth (MSE) systems, whose elements may be proprietary, should use strip or grid-type

## COMMENTARY

**C11.9.8.1**

The following shall supplement the last paragraph of AC11.9.8.1.

If additional strands are required for redundancy, a minimum of 40% of the ultimate tensile strength of the strands may be used.

Selection of anchor installation procedures is usually made by the anchor wall contractor. In general, however, anchors in rock, clayey soils, silts and fine sands are pressure grouted, whereas anchors in coarser grained soils are usually grouted by gravity backfilling.

**C11.10.1**

Delete from Fig. AC11.10.1-1 the schematic Titled

- MSE Wall with CIP concrete or shotcrete facing

## SPECIFICATIONS

## COMMENTARY

inextensible tensile reinforcements, or extensible tensile reinforcements that conform to the requirements in Appendix I, in the soil mass, and a discrete modular precast concrete facing which is vertical or near vertical.

The following shall supplement the third paragraph of A11.10.1.

Also, mechanically stabilized earth walls shall not be used under the following conditions:

- (a) Height greater than 40 ft. when mesh reinforcing is used, height greater than 55 ft. when strip reinforcement is used, and height greater than 35 ft. when extensible reinforcement is used
- (b) On curves with a radius of less than 60 ft.
- (c) When longitudinal differential settlements along the face of the wall are expected to be greater than shown in Table AC11.10.4.1-1
- (d) When floodplain erosion is anticipated to undermine the reinforced fill zone, or where depth of scour cannot be reliably determined. Chief Bridge Engineer approval is required for this use
- (e) Where upstream floodplain or downstream drawdown creates unstable conditions of the backfill material and retaining wall
- (f) Where the soil strap design length passes the staged construction line

The following shall supplement A11.10.1.

The proprietary mechanically stabilized earth wall systems which are approved for use, subject to the design requirements and limitations contained in this manual, are given in the online document [“Approved Bridge and Structure Products”](#) available from the Bridge [“Plans, Standards and Specifications”](#) page on the Department website.

For walls supporting roadways which are de-iced with chemical additives, an impervious membrane shall be placed above the reinforced zone and sloped to a collector drain to preclude infiltration of corrosion-causing elements, as shown in Standard Drawing BC-799M.

For walls constructed in side-hill cut and fill geometries or cut, a drainage blanket shall be constructed to intercept groundwater as shown in BC-799M.

Where manholes for surface drainage must be constructed within the zone of reinforcing, reinforcing elements may be skewed from their normal position perpendicular to the wall face up to a maximum skew of 25°. (Refer to BC-799M). Where this is not possible, an independent wall shall be constructed in back of the drainage structure. Panels in front of such drainage structures shall be structurally connected to adjacent panels.

## SPECIFICATIONS

When constructed on fills, the embankment between the original ground and the leveling pad shall be composed of a granular material meeting the requirements of Publication 408, Section 206.2(a)1.1.b Granular Material, Type 1, 206.2(a)1.1.c Granular Material, Type 2, or 206.2(a)1.1.d Rock.

Typical MSE wall cut and fill sections are given on BC-799M.

An allowable range of 90 to 120 pcf is permitted for unit weight of specified backfill. MSE wall designs must consider both the upper and lower limits of allowable backfill unit weights. This includes calculations for bearing capacity, settlement, sliding, overturning and reinforcement pullout. If a particular unit weight is desired (i.e. due to strap length restrictions for right-of-way or availability of specified backfill material), the MSE wall design may be performed for this particular weight or range of unit weights. The unit weight or range of unit weights used in the design must be noted on the drawings.

**11.10.2 Structure Dimensions****11.10.2.2 Minimum Front Face Embedment**

The following shall supplement A11.10.2.2.

Consideration may be given to alternate methods of scour protection including sheetpile walls driven to below potential scour levels and/or riprap of sufficient size and placed to sufficient depth to preclude scour.

**11.10.2.3 Facing**

The following shall supplement A11.10.2.3.

Minimum panel reinforcement in accordance with A5.5 shall be provided. See D5.4.3.6P for corrosion protection of panel reinforcement and module reinforcement where salt spray is anticipated.

*11.10.2.3.2 Flexible Wall Facing*

Delete A11.10.2.3.2

**11.10.4 Movement and Stability at the Service Limit State****11.10.4.1 Settlement**

## COMMENTARY

**C11.10.4.1**

The following shall supplement AC11.10.4.1.

For MSE walls, the limiting differential settlement criteria based on joint spacing is empirically derived from observations on completed structures. Structures subjected to greater differential settlements may be damaged by concrete spalling from panel corners. Full height panels (30 ft<sup>2</sup> or more), when used, have been subject to longitudinal and vertical cracking and visible bending. Therefore, their use is not recommended without substantial revision to the design and erection procedures presently in force.

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Where greater differential settlements are anticipated, a system of open vertical slip joints should be provided at suitable intervals or the foundation improved by various ground improvement techniques (such as over-excavation and replacement with compacted backfill using select material).

**11.10.4.3 Overall Stability**

The following shall supplement A11.10.4.3.

For structures loaded with sloping surcharges, general stability analyses shall be performed using Swedish circle methods and using a minimum performance factor as outlined in D10.5.

**11.10.5 Safety Against Soil Failure (External Stability)****11.10.5.1 General**

The following shall supplement A11.10.5.1.

In addition, saturated soil condition must be considered in determining the external stability of the walls.

For external stability computations, live load surcharges shall be applied from a vertical plane beginning at the back of the reinforced zone.

For calculation of horizontal design forces behind the reinforced mass, consider and apply all the properties of the random backfill, which includes 1 ft. of specified backfill material.

**11.10.5.2 Loading**

The following shall supplement A11.10.5.2.

For external stability computations, maximum EH and EV Load Factors govern design.

**11.10.5.3 Sliding**

The following shall replace the first paragraph of A11.10.5.3.

The provisions of D10.6.3.4 shall apply. The vertical force due to the surcharge load shall not be used in calculating the sliding resistance given in D10.6.3.4.

**11.10.6 Safety Against Structural Failure (Internal Stability)****11.10.6.2 Loading (Internal Stability)**

The following shall supplement A11.10.6.2.

For internal stability computations, maximum EH and EV Load Factors govern the design for maximum stress in the reinforcement and minimum EV for pullout computations.

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*11.10.6.2.1 Maximum Reinforcement Loads*

The following shall supplement A11.10.6.2.1.  
In Pennsylvania the Simplified Method shall be used.

**11.10.6.3 Reinforcement Pullout***11.10.6.3.2 Reinforcement Pullout Design*

The following shall supplement A11.10.6.3.2.

Where pullout tests are performed, the reinforcement element configuration shall be the same as for the actual project condition. Minimum length of embedment shall be 3'-6" and a constant rate of strain of 1.25 in/in shall be used.

Perform specific pullout tests to determine ultimate resistance for fully saturated soil condition.

**11.10.6.4 Reinforcement Strength***11.10.6.4.2 Design Life Considerations**11.10.6.4.2a Steel Reinforcement*

The following shall supplement A11.10.6.4.2a

Steel reinforcement elements in MSE walls shall be designed to have a corrosion resistance-durability to ensure a minimum design life of 100 years for permanent structures.

*C11.10.6.4.2a*

The following shall supplement AC11.10.6.4.2a

Where stray ground currents are anticipated within a 200-ft. distance of a structure, the potential for stray current corrosion exists when metallic reinforcements are used. Induced-current cathodic protection measures have not been successful in the past and have caused two known failures. Therefore, the use of these corrosion-mitigation systems is not recommended.

The use of alloys, such as aluminum and stainless steel, is not recommended under any circumstances. Substantial deterioration/corrosion has been observed in structures constructed with these alloys.

Delete the second sentence in the ninth paragraph of AC11.10.6.4.2a which relates to epoxy coating.

*11.10.6.4.2b Geosynthetic Reinforcement*

Delete A11.10.6.4.2b.

*11.10.6.4.5P Redundancy*

MSE walls shall be designed with sufficient redundancy to protect against catastrophic failure of each discrete facing panel in the event of the failure of one strip or one longitudinal bar per grid mesh in each discrete panel. Adequacy under this condition shall be evaluated using a load factor of 1.1 for EH and 1.0 for EV for both pullout and rupture of the soil reinforcements.

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**11.10.8 Drainage**

The following shall supplement the second paragraph of A11.10.8.

Refer to Standard Drawing BC-799M for typical drainage blanket detail.

The following shall supplement the third paragraph of A11.10.8. Refer to Standard Drawing BC-799M for impervious membrane detail.

**11.10.10 Special Loading Conditions****11.10.10.2 Traffic Loads and Barriers**

Delete the first three sentences of the first paragraph of A11.10.10.2.

The following shall replace the last two paragraphs of A11.10.10.2.

Barrier reinforcements shall be in accordance with the appropriate Standard Drawings. Other proposed barrier reinforcements will require the approval of the Chief Bridge Engineer. The anchoring slab shall be strong enough to resist the ultimate strength of the standard barrier.

Flexible post and beam barriers, when used, shall be placed at a minimum distance of 3 ft. from the wall face, driven 5 ft. below grade, and spaced to miss the reinforcements. The upper two rows of reinforcement shall be designed for an additional horizontal load of 0.3 kips per linear foot of wall, 50 percent of which is distributed to each layer of reinforcement.

When constructed over or in line with the front face of the panels, barriers shall be designed to meet the ultimate strength of the Department's standard barrier by their own mass and ability to resist overturning moments.

For MSE walls with a standard concrete barrier-moment slab system in accordance with Standard Drawing BC-799M, a minimum of three discrete soil reinforcement strips shall be provided in the top row of each top unit regardless of the panel width to provide redundancy as required by D11.10.6.4.5P.

**11.10.10.3 Hydrostatic Pressures****11.10.10.5P Design Details**

The juncture of mechanically stabilized earth walls and cast-in-place structures shall be protected from loss of fines and differential settlements in accordance with the detail shown in Standard Drawing BC-799M. Dissimilar wall types shall not be constructed immediately adjacent to each other if anticipated differential settlements at the juncture are greater than 1 in. For mechanically stabilized earth walls, geotextile fabric shall be placed behind all open joints of panel facing.

**C11.10.10.2**

The following shall replace AC11.10.10.2.

For MSE walls, the collision force distributed to the upper row(s) of soil reinforcements for pullout is different than that used for soil strip rupture design, because the entire base slab must move laterally to initiate a pullout failure due to the relatively large deformation required.

The rupture of a soil strip in an MSE wall is a strength issue due to a transient load. This transient load should not be directly used for a pullout check of the soil strip because pullout is a stability issue. Using the measured dynamic force to evaluate the additional load due to a vehicle collision as was done in the NCHRP Report 663 may result in an overly conservative value.

**C11.10.10.3**

Delete AC11.10.10.3.



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## COMMENTARY

**11.10.11 MSE Abutments**

Delete A11.10.11.

**11.10.11.1P MSE Abutments on Pile Foundations**

The design of bridge abutment footings and connecting backwall, supported on mechanically stabilized earth walls, shall be based on bridge loading developed by the LRFD method.

The MSE wall abutments (stub abutment) shall be supported on steel H-beam piles encased in smooth or corrugated galvanized steel pipe, filled with coarse sand and the MSE walls shall be designed as an earth retaining structure as shown on Standard Drawing BC-799M.

The minimum distance from the centerline of the bearing on the abutment to the outer edge of the facing shall be 3'-6". The minimum distance between the back face of the panel and the footing shall be 6 in.

To prevent runoff of potentially chemically active water from entering the reinforced soil embankment, the gap between the facing panels and abutment footing shall be sealed with an impervious liner, as shown on BC-799M.

Use the following pile design guidelines:

- a. Piles should be designed for vertical loads, i.e.,  $(DL_{\text{Super}} + (LL + I)_{\text{Super}} + DL_{\text{stub abutment}})$
- b. Piles should be either point bearing or end bearing.
- c. Allowable bearing pressure on piles should be in accordance with foundation approval.
- d. For construction sequences for abutments supported on piles refer to special provisions and construction specifications.
- e. In some instances, pile locations interfere with soil reinforcing grid or soil reinforcing strips behind the MSE walls. Therefore, develop specific method for the field installation to avoid interference of grids or strips, with the piles and show the details of pile locations and arrangement of MSE wall soil reinforcing elements. Cutting of reinforcing strips, steel mesh or grids at pile locations, vertical obstacles or utilities is not acceptable.
- f. Show complete drainage behind the wall as shown on BC-799M as required by the field condition and also provide weep holes at 10'-0" maximum.

**11.11 PREFABRICATED MODULAR WALLS****C11.11P**

Precast modular systems are sensitive to longitudinal differential settlements which may cause cracking of connecting interior members. The limiting criteria derived are empirical and based on description in the literature of bin-type wall failures.

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**11.11.1 General**

The following shall supplement A11.11.1.

The proprietary precast modular systems which are approved for use, subject to the design requirements and limitations contained in this manual, are given in the online document [“Approved Bridge and Structure Products”](#) available from the Bridge [“Plans, Standards and Specifications”](#) page on the Department website.

Prefabricated modular wall systems are particularly well suited in side-hill cut applications, along stream channels, and where limited space is available between the wall line and the right-of-way limits. Typically, the width of the bottom module is approximately 50% of the wall height. When constructed on fills, the embankment between the original ground and the footing shall be composed of a granular material meeting the requirements of Publication 408, Section 206.2(a)1.1.b Granular Material, Type 1, 206.2(a)1.1.c Granular Material, Type 2, or 206.2(a)1.1.d Rock.

Concrete modular systems shall not be used under the following conditions:

- (a) When wall heights exceed:
  - 50 ft. for T-Wall with level backfill
  - 40 ft. for U-Wall and Rett-Wall
  - 35 ft. for all other walls not specified
- (b) For abutments where flared wingwalls are not at 30, 45, 60 or 90 degrees to the abutment wall or with open front-face modules
- (c) When calculated longitudinal differential settlements along the face of the wall are greater than 1/200

**11.11.2 Loading****C11.11.2P**

The following shall supplement A11.11.2.

Where the back of the prefabricated modules forms an irregular, stepped surface, the earth pressure shall be computed on a plane surface drawn from the upper back corner of the top module to the lower back heel of the bottom module using Coulomb earth pressure theory.

Maximum EH and EV Load factors govern stability computations.

Neglect the soil weight on the module beyond an average plane (apparent) surface behind the modules as shown in Fig. A3.11.5.9-2. Consider the weight of the concrete modules and soils within the concrete modules even if it is beyond the average plane surface.

Flexible post and beam barriers, when used, shall be placed at a minimum distance of 3 ft. from the wall face, driven 5 ft. below grade, and spaced to miss the unit stems. An additional horizontal load of 0.3 kips per linear foot of wall shall be applied to the top of the top precast modular

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wall units to evaluate the stability of the top units (e.g., sliding, overturning, pullout).

When constructed over or in line with the front face of the precast modules, barriers shall be designed to meet the ultimate strength of the Department's standard barrier by their own mass and ability to resist overturning moments.

For prefabricated modular walls such as T-walls and Rett-walls with a standard concrete barrier-moment slab as given in Standard Drawing BC-799M, the top precast modular wall unit needs to be sized to resist the sliding and overturning of a horizontal impact load of 0.5 kips per linear foot of wall, plus the lateral earth pressure with appropriate load factors as given in Table D3.4.1.1P-3. The top units must also have the structural capacity to resist an applied uniform horizontal load of 2.0 kips per linear foot of wall. A minimum of 6-ft. stem length shall be provided for the top modular wall unit regardless of the wall height.

**11.11.4 Safety Against Soil Failure****11.11.4.1 General**

The following shall replace the second paragraph of A11.11.4.1.

Passive pressures shall be neglected in stability computations.

The following shall supplement A11.11.4.1

The foundation shall be proportioned in accordance with the factored loads, bearing resistance factors and the applicable provisions of A10.6 and D10.6.

Refer to Table A3.11.5.3-1 for the coefficients of the backfill or the foundation soil.

For structures loaded with sloping surcharges, general stability analyses shall be performed using Swedish circle methods and using a minimum resistance factor as outlined in A10.5 and D10.5.

If a computer program is submitted for the design of a proprietary wall, the submission shall include design and/or analysis methodology assumptions, and one copy of hand calculations for the most critical bottom module of the wall to demonstrate compliance of all the design requirements and the results of the computer output.

**11.11.4.3 Bearing Resistance**

The following shall supplement A11.11.4.3.

Alternatively, bearing pressures may be computed using a uniform base pressure distribution over an effective footing width ( $B' = B - 2e_B$ ) in accordance with D11.6.3.2

## COMMENTARY

AASHTO does not address barrier-moment slabs for prefabricated modular wall systems. The loads specified are consistent with those specified for MSE walls with a barrier-moment slab system.

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**11.11.4.5 Subsurface Erosion**

The following shall replace A11.11.4.5.

Bin walls, T-walls, and any prefabricated modular walls may be used in scour-sensitive areas only where their suitability has been documented to the satisfaction of the Owner.

**11.11.7 Abutments**

Delete A11.11.7.

**11.11.8 Drainage**

The following shall supplement A11.11.8.

Refer to Standard Drawing BC-799M for drainage blanket details.

**11.13P GABION RETAINING WALLS**

All gabion retaining walls shall be designed based on the following guidelines:

1. General
  - a. Gabion walls may be constructed for non-structural applications, such as erosion control and slope protection against erosion for any length and height in rural areas.
  - b. As a retaining wall (structural application), gabion walls are permitted for up to 12 ft. maximum height (base to top) in rural areas only and ADT of 750 or less.
2. Design Specifications
  - a. Use gabion manufacturer's specifications for design considerations, except that load and resistance factors shall be as in D10.5.
  - b. Check external stability of the gabion wall (overturning and sliding) for all applicable forces due to live load surcharge and fill slope being retained by the wall.
  - c. Design the wall using Coulomb Wedge Theory and the following backfill soil characteristics:
    - Unit Weight of Backfill = 0.120 kcf
    - Horizontal Soil Pressure = 0.035 kcf

In the event that a clear interpretation of design cannot be resolved, the Chief Bridge Engineer will be the arbiter and the Chief Bridge Engineer's decision will be final.

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- d. Where gabions will be exposed to corrosive environment (such as salt spray due to splashing or drainage into the wall) or industrial fumes and effluents, the basket should be constructed of galvanized and plastic coated wire.
  - e. The gabions baskets in gabion walls shall be designed to have a corrosion resistance - durability to ensure a minimum design life of 50 years
  - f. Place footing not less than 3 ft. below finished ground elevation.
  - g. Provide at regular intervals along the gabion walls a suitable drainage system (Drain Pipe) to carry water away from the foundation.
  - h. Check foundation pressure and settlement to ensure that no foundation failure occurs. District Bridge and Soil Engineers' approval should be secured before incorporating gabion walls in any project.
3. Construction Guidelines:
- Show the following notes on the plans:
- a. Provide materials and perform work in accordance with Publication 408, supplements thereto, and/or Special Provisions as indicated.
  - b. Provide geotextile fabric Class 4, Type A along all interface areas with backfill and the gabion walls. The minimum lap of fabric = 12 in.
  - c. The structural backfill behind the gabion walls shall be in accordance with RC-12M.

**11.14P REFERENCES**

The following shall supplement the references in A11.12.

Barker, R. M., Duncan, J. M., Rojiani, K. B., Ooi, P.S.K., Tan, C. K., and Kim, S. G., “Load Factor Design Criteria for Highway Structure Foundations”, Final Report NCHRP 24-4, National Research Council, Washington, DC, 292 pp, 1991

Federal Highway Administration, Integral, No-Joint Structures and Required Provisions for Movement, Technical Advisory T5140.13, U. S. Department of Transportation, Federal Highway Administration, 6p., 1980

Harr, M. E., “Groundwater and Seepage”, McGraw-Hill Book Company, New York, New York, 315 pp, 1962

Hunt, R. E., “Geotechnical Engineering Techniques and Practices”, McGraw-Hill, Inc., New York, New York, 729 pp, 1986

U. S. Steel, Steel Sheet Piling Design Manual, updated and reprinted by the U. S. Department of Transportation, Federal Highway Administration, Washington, DC, 132 pp, 1984

DESIGN MANUAL  
PART 4

PART B: DESIGN SPECIFICATIONS

**SECTION 12 – BURIED STRUCTURES AND TUNNEL LINERS**

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**12.1 SCOPE**

The following shall supplement A12.1.

Culverts or buried structures refer to flexible (corrugated metal, thermoplastic and fiberglass) and rigid (concrete) structures used for conveyance of water or traffic below earth embankments. The structures for which the design procedures in this section are applicable range in span from 4 to 40 ft. Although pipe sizes are included herein for design consideration, pipes less than 8 ft. in diameter are generally a roadway item (see DM-2, Chapter 10).

**12.2 DEFINITIONS**

The following shall supplement A12.2.

**Tied Arch** - An arch section designed and constructed with an integral base slab.

**12.3 NOTATION**

The following shall supplement A12.3.

BD	=	load factor for dead load (dim)
BL	=	load factor for live load (dim)
d	=	depth of corrugation (in.) (D12.6.2.1)
D <sub>h</sub>	=	horizontal span of metal pipe (in.) (D12.6.2.1)
DL	=	dead load (kips)
D <sub>v</sub>	=	vertical rise of metal pipe (in.) (D12.6.2.1)
i	=	interest rate (dim)
I	=	inflation rate (dim)
K	=	bedding constant (dim)
LCC	=	present worth life cycle cost (\$)
LL	=	live load (kips)
MC	=	maintenance cost (\$)
n	=	service life (yr)
n <sub>p</sub>	=	material design life (yr)
N <sub>f</sub>	=	flexibility number (dim)
PC	=	present cost (\$)

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$P_{DL}$	=	design dead load (kip/in)
$P_{LL}$	=	design live load (kip/in)
PS	=	pipe stiffness (kip/in/in)
S	=	mean pipe diameter = $2(C + ID/2)$
SV	=	salvage value (\$)
$W_c$	=	vertical load per unit of pipe length (kip/in)
$\delta_c$	=	vertical crown deflection with respect to the invert (in.) (D12.6.2.1)
$\epsilon_b$	=	bending strain in thermoplastic pipe (in/in)
$\epsilon_c$	=	hoop strain in thermoplastic pipe (in/in)
$\epsilon_T$	=	total strain in thermoplastic pipe (in/in)
$\mu_m$	=	corrugated metal pipe shape factor (dim) (D12.6.2.1)

**12.4 SOIL AND MATERIAL PROPERTIES****12.4.1 Determination of Soil Properties****12.4.1.1 General**

The following shall supplement A12.4.1.1.

The provisions of A10.4.1 shall apply.

The foundation materials shall be sampled and tested to a depth below the anticipated foundation level approximately equal to the rise plus the height of cover, unless rock is encountered at a shallower depth. Where soft, compressible deposits are encountered, all exploration shall extend to a minimum depth below the anticipated foundation level equal to twice the rise, and at least one boring shall extend a minimum depth below the anticipated foundation level equal to twice the rise plus the depth of cover. The maximum drilling depth should be 50 ft., except for high fills (i.e., fill heights exceeding 50 ft.), for which the maximum drilling depth should be 50 ft. plus two times the rise.

**12.4.1.3 Envelope Backfill Soils**

The following shall replace A12.4.1.3.

The type, compacted density and strength properties of the soil envelope immediately adjacent to the pipe shall be established. The structural backfill shall conform to the requirements of RC-12M and RC-30M and Publication 408.

**C12.4.1.3**

The following shall replace AC12.4.1.3.

In situ soil along the sides of the structure need not be excavated (except for placement and compaction of the minimum width of structural backfill) and recompacted unless the quality of the in situ-soil is not comparable to the proposed compacted side fill.

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## COMMENTARY

**12.4.2 Materials****12.4.2.2 Concrete**

The following shall replace A12.4.2.2.  
For concrete requirements, see D5.4.2.1.

**12.4.2.3 Precast Concrete Pipe**

The following shall replace A12.4.2.3.  
Precast concrete pipe shall comply with the requirements of Publication 280.

**12.4.2.4 Precast Concrete Structures**

The following shall replace A12.4.2.4.  
Precast concrete arch, elliptical and box structures shall conform to the requirements of Publication 408.

**12.4.2.11P Bolts for Structural Plate Structures**

The construction of structural plate structures requires field assembly of the individual plates to form the metal shell around which the soil envelope is to be compacted. The fasteners used for assembly shall be 3/4 in. diameter galvanized steel, stainless steel, or aluminum bolts. The underside of the bolt heads and nuts to be used for assembling structural plate structures shall be uniformly rounded to permit installation on either the crown or valley of the corrugations without stress variation. Washers shall not be required for the assembly of corrugated metal plate structures.

Bolts used for fastening aluminum structural plates shall meet the requirements of ASTM A307 for steel bolts, and ASTM F468 for aluminum bolts. Bolts used for fastening steel structural plates shall meet the requirements of ASTM A449 or ASTM F3125 Grade A325. The galvanizing used on bolts for either aluminum or steel structural plate shall meet the requirements of ASTM A153 or ASTM B695. In severely corrosive environments, stainless steel bolts may be used to assemble corrugated aluminum structural plates. Stainless steel nuts and bolts shall meet the requirements of ASTM A193M.

Hook and anchor bolts shall be used to provide a connection between the ends of a structural plate structure and the headwalls, where applicable. Hook or anchor bolts shall be placed in alternate bolt holes. Hook and anchor bolts shall not be used as fasteners on the end of a longitudinal seam. These bolts and their galvanized coatings shall meet the same criteria as the bolts used to assemble the structure. The nuts for hook and anchor bolts shall meet the requirements of ASTM A563 for steel fasteners and ASTM F467 for aluminum fasteners.

## SPECIFICATIONS

## COMMENTARY

**12.5 LIMIT STATES AND RESISTANCE FACTORS****12.5.5 Resistance Factors**

The following shall replace Table A12.5.5-1.

Table 12.5.5-1 – Resistance Factors for Buried Structures

STRUCTURE TYPE	RESISTANCE FACTOR
<b>Metal Pipe, Arch and Pipe Arch Structures</b>	
Helical pipe with lock seam or fully-welded seam: • Minimum wall area and buckling	1.0
Annular pipe with spot-welded, riveted or bolted seam: • minimum wall area and buckling • minimum seam strength	1.0 0.67
Structural plate pipe: • minimum wall area and buckling • minimum seam strength • bearing resistance of pipe arch foundations	1.0 0.67 refer to D10.5.5
<b>Long-Span Structural Plate and Tunnel Liner Plate Structures</b>	
• minimum wall area • minimum seam strength • bearing resistance of pipe arch foundations	0.67 0.67 Refer to D10.5.5
<b>Structural Plate Box Structures</b>	
• plastic moment strength • bearing resistance of pipe arch foundations	1.0 refer to D10.5.5
<b>Reinforced Concrete Pipe</b>	
Direct design method: • flexure • shear • radial tension	0.90 0.85 0.85
<b>Reinforced Concrete Cast-in-Place Box Structures</b>	
• flexure • shear	0.90 0.85
<b>Reinforced Concrete Precast Box Structures</b>	
• flexure • shear	1.00 0.90
<b>Reinforce Concrete Precast Three-Sided Structures</b>	
• flexure • shear	0.95 0.90

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COMMENTARY

Table 12.5.5-1 – Resistance Factors for Buried Structures (continued)

<b>Thermoplastic Pipe</b>	
PE and PVC pipe:	
• thrust	1.00
• soil stiffness	0.90
• global buckling	0.70
• flexure	1.00
<b>Fiberglass Pipe</b>	
• flexure	0.90
• global buckling	0.63
<b>Deep Corrugated Structural Plate Structures</b>	
• minimum wall area and general buckling	0.70
• plastic hinge	0.90
• soil	0.90
<b>Steel-Reinforced Thermoplastic Culverts</b>	
• minimum wall area and buckling	1.00

**12.5.6 Flexibility Limits and Construction Stiffness**

**C12.5.6P**

The following shall supplement A12.5.6.

The flexibility factor, FF, in in/kip, of metal pipe shall be calculated as:

$$FF = \frac{D_e^2}{EI} \quad (12.5.6-1)$$

where:

- I = moment of inertia (in.<sup>4</sup>/in.)
- E = long-term modulus of elasticity of pipe material (ksi)
- D<sub>e</sub> = effective diameter of pipe (in.)

The construction stiffness factor, C<sub>s</sub>, in kip/in., for steel tunnel liner plate shall be calculated as:

$$C_s = \frac{EI}{D_e^2} \quad (12.5.6-2)$$

where:

- I = moment of inertia (in.<sup>4</sup>/in.)
- E = long-term modulus of elasticity of the steel tunnel liner plate (ksi)
- D<sub>e</sub> = effective diameter of pipe (in.)

An upper limit of FF and a lower limit of C<sub>s</sub> are used as an indication of the minimum stiffness of the pipe wall so that it can be handled and backfilled without inducing yield. The upper limits of FF in A12.5.6.1, A12.5.6.2 and A12.5.6.3 are based on empirical evaluation of successful pipe installation provided by industry.

## SPECIFICATIONS

## COMMENTARY

**12.5.6.2 Spiral Rib Metal Pipe and Pipe Arches**

The following shall replace Table A12.5.6.2-1.

Table 12.5.6.2-1 – Flexibility Factor Limits

MATERIAL	CONDITION	CORRUGATION SIZE (in.)	FLEXIBILITY FACTOR (in/kip)
Steel	Embankment	0.75 x 0.75 x 7.5	217 I <sup>1/3</sup>
		0.75 x 1.0 x 11.5	140 I <sup>1/3</sup>
Aluminum	Embankment	0.75 x 0.75 x 7.5	340 I <sup>1/3</sup>
		0.75 x 1.0 x 11.5	175 I <sup>1/3</sup>

**12.6 GENERAL DESIGN FEATURES****12.6.2 Service Limit State****12.6.2.1 Tolerable Movement**

The following shall supplement A12.6.2.1.

For elliptical and round corrugated metal pipe, the crown deflection shall not exceed  $\delta_c$ , given by:

$$\delta_c = \mu_m \frac{D_h^2}{d} \quad (12.6.2.1-1)$$

where:

$\delta_c$  = crown deflection (in.)

$\mu_m$  = shape factor (dim)

$D_h$  = horizontal span of pipe (in.)

$d$  = depth of corrugation (in.)

The value of the shape factor is obtained from Fig. 12.6.2.1-1.

For long-span structures, the following deformation criteria shall apply:

- For horizontal ellipse shapes having a ratio of top to side radii of three or less, the span and rise shall not deviate from the specified dimensions by more than 2%.
- For arch shapes having a ratio of top to side radii of three or more, the rise shall not deviate from the specified dimensions by more than 1% of the span.

**C12.6.2.1P**

During the initial stages of backfilling, when the pipe is not fully contained by the soil, the pipe wall undergoes high deformations. These, if allowed to exceed certain limits, will include permanent set in the wall. The provision in this clause is aimed at restricting such excessive deformations.

The limits of vertical crown deflections for round and elliptical pipes were derived by an analysis in which the pipe walls, with a 6 in. x 2 in. corrugation profile, were subjected to uniform lateral pressures. Limits of the crown deflections, which could be characterized by the span-to-rise ratios of the pipe, were established so that the stresses anywhere in the cross-section remained within 90% of the yield stress of the steel. Values of the non-dimensional parameter  $\mu_m$ , given in Fig. 12.6.2.1-1, were calculated from the results of the above analysis. For shapes other than round and elliptical, the limit of the vertical deflection is based mostly on practical considerations, rather than on analysis.

The crown deflection limits, specified in the clause, are meant for construction rather than design control. If the deformations begin to exceed the specified limits, measures should be taken to contain them. With the present state-of-the-art, it is difficult to “design” a pipe wall so that it can comply with the provision of this article.



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- For all other long-span structures, the span and rise shall not deviate from the specified dimensions by more than 2%, nor more than 5 in., whichever is less.

For structural plate box structures, the rise shall not deviate from the specified dimensions by more than 1% of the span.

For other corrugated metal pipe shapes and thermoplastic pipes, the crown deflection shall not exceed 5% of the rise, unless otherwise approved.

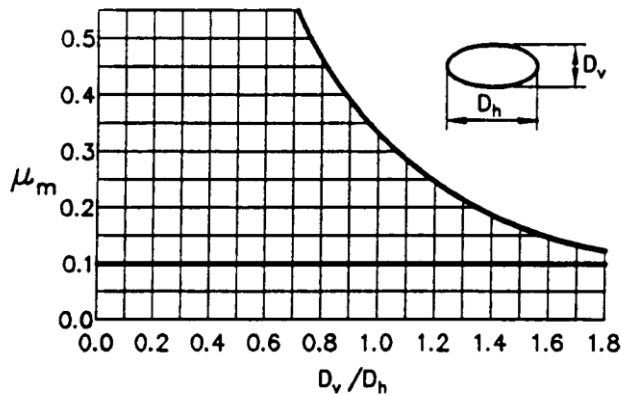


Figure 12.6.2.1-1 – Values of  $\mu_m$  for Elliptical and Round Corrugated Metal Pipe (Ontario Ministry of Transportation, 1992)

12.6.2.2 Settlement

12.6.2.2.1 General

The following shall supplement A12.6.2.2.1.

- differential settlement between the pipe and endwall

When the foundations for soil-steel structures have markedly non-uniform settlement properties within the extent of the pipe and its structural backfill, appropriate measures, including the removal of unsuitable materials, shall be taken to avoid their detrimental effects on the structure.

12.6.2.2.2 Longitudinal Differential Settlement

The following shall replace the second sentence in the first paragraph of A12.6.2.2.2.

Pipes and culverts subjected to longitudinal differential settlements shall be fitted with positive joints to resist disjoining forces.

COMMENTARY

C12.6.2.2.1P

Foundations with reasonably uniform settlement properties are necessary to avoid situations where the invert may be founded partially on compressible materials and partially on incompressible materials. Lack of uniformity along the invert bedding could induce undesirable stress concentrations in the pipe wall above the incompressible areas. A condition in which the foundation under the pipe is less compressible than that of the adjacent areas should be avoided. In such conditions, columns of soil adjacent to the pipe settle more than the column of soil above the pipe, thus inducing negative arching which, in turn, increases the thrust. Foundations with fairly uniform settlement properties can be provided by adjusting the bedding thickness, replacing compressible materials, shattering bedrock, and other similar treatments.

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COMMENTARY

12.6.2.2.4 Footing Settlement

The following shall supplement A12.6.2.2.4.

Metal box culverts shall not be used where foundation soil or loading conditions are likely to lead to differential settlement between footings.

12.6.2.2.5 Unbalanced Loading

The following shall supplement A12.6.2.2.5.

Due to the complexity of determining the actual load distribution on a structure subjected to unbalanced loading, the problem can be modeled using numerical methods or approximated as an edge beam. If the edge beam method is used, the provisions of A4.6.2.1.4b for longitudinal edges shall be applied and checked along the skewed section (see Fig. 12.6.2.2.5-1) and the normal main reinforcement shall be provided as shown in Fig. 12.6.2.2.5-1.

Refer to Appendix H “Pennsylvania Installation Direct Design (PAIDD) for Concrete Pipes” for the design of concrete pipes subjected to unbalanced loading.

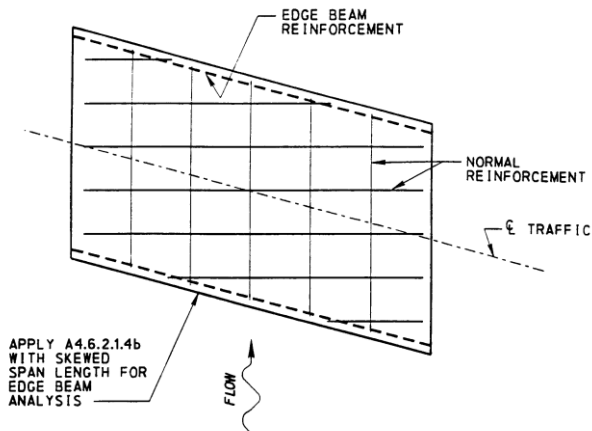


Figure 12.6.2.2.5-1 – Reinforcement Requirement for Box Culvert with Skew Ends

12.6.2.2.6P Structure on Unyielding Foundation

Buried structures shall not be placed directly on an unyielding foundation. Unless determined by a special analysis (e.g., finite element analysis), a minimum 2-ft. thickness of bedding material shall be placed between the foundation and the bottom of the structure.

12.6.2.2.7P Endwall Settlement

The design of headwalls shall provide sufficient restraint to maintain the shape of the structure under the design loads. The footings of headwalls and wingwalls shall be proportioned so that the calculated settlement of the corrugated metal shell shall be the same as the calculated settlement of the headwalls and endwalls.

C12.6.2.2.5

The following shall supplement AC12.6.2.2.5.

Skewed culverts are subjected to horizontally unbalanced soil pressures in the sloped embankment range. This unbalanced distributed force has to be carried by the culvert and by the headwalls (if headwalls are provided). Consider shear if the headwalls are connected to the culvert. In the case of a skewed culvert with shear connected headwall, the culvert is restrained by the headwall from deflecting laterally to carry the unbalanced horizontal load by bending. A support system (as shown in Fig. AC12.6.2.2.5-1) may develop which carries the unbalanced distributed load,  $E(x)$ , by a horizontal shear component,  $F$ , acting between headwall and culvert, and shear forces,  $S_1$  and  $S_2$ , acting along the culvert bearing lines.

C12.6.2.2.6P

The effect of constructing a buried structure directly on an unyielding foundation is an amplification of the vertical earth load on the culvert.

## SPECIFICATIONS

**12.6.2.3 Uplift**

The following shall supplement A12.6.2.3.

To satisfy this condition, the dead load on the crown of the structure shall exceed the buoyancy of the culvert, drainage shall be provided to maintain the groundwater at a level below the culvert, or the structure shall be anchored to resist uplift forces. Whenever practical, the drainage option shall be used.

**12.6.5 Scour**

The following shall supplement A12.6.5.

Cutoff walls or scour curtains shall extend to a minimum depth of 3'-6" below all pipe inlets and outlets and arch structure footings placed over erodible deposits in accordance with Standard Drawing BD-631M.

**12.6.6 Soil Envelope****12.6.6.1 Trench Installations**

## COMMENTARY

**C12.6.2.3**

Delete AC12.6.2.3.

**C12.6.6.1**

The following shall replace the first paragraph of AC12.6.6.1.

Refer to Standard Drawing RC-30M for guidance regarding minimum trench width.

**12.6.6.2 Embankment Installations****C12.6.6.2**

Delete AC12.6.6.2.

The following shall supplement A12.6.6.2.

Refer to Standard Drawing RC-30M for guidance regarding minimum soil envelope widths.

**12.6.6.3 Minimum Cover****C12.6.6.3**

The following shall supplement A12.6.6.3.

The minimum soil cover for thermoplastic pipe shall be the larger of 2 ft., the pipe ID, or the greater of minimum cover as defined by Standard Drawing RC-30M or the tables in Chapter 10 of DM-2.

For construction requirements for thermoplastic pipes, refer to Publication 408, Section 601 and RC-30M (based on ASTM D2321). Pipe is not to be placed in the pavement structure without Chief Bridge Engineer approval.

Placing the pipe within the pavement structure may affect the long-term performance of the pavement. Coordination with District maintenance should occur prior to placing pipe with the pavement structure.

**12.6.6.4P Maximum Cover**

See Standard Drawing BD-635M and DM-2, for height of cover limits for metal culverts and thermoplastic pipes.

**12.6.7 Minimum Spacing Between Multiple Lines of Pipe****C12.6.7**

The following shall supplement A12.6.7.

Allow 2-ft. distance for minimum spacing requirements between multiple lines of pipe. Refer to Standard Drawing BD-636M and Appendix H, "Pennsylvania Installation Direct Design (PAIDD) for Concrete Pipes" for minimum spacing requirements between multiple lines of concrete pipe.

Delete AC12.6.7.

## SPECIFICATIONS

**12.6.8 End Treatment****12.6.8.1 General**

The following shall supplement A12.6.8.1.

Refer to Standard Drawings BD-631M, BD-632M, BD-633M, BD-634M, RC-30M, RC-31M and RC-33M for end treatment requirements for buried structures.

A culvert with a skew of 75 degrees and a two horizontal to one vertical (2H:1V) bevel shall not be exceeded without end reinforcement. Square ends may be designed with side plates beveled up to a maximum 2H:1V slope without reinforcement. Skew ends up to 75 degrees with no bevel are permissible. Skew ends on spans over 20 ft. shall be protected with a reinforced concrete headwall or structural steel collar. When partial headwalls are skewed, the offset portion of the metal structure shall be supported by the headwall. The maximum skew shall be limited to 55 degrees.

For hydraulic structures, additional reinforcement of the end is recommended to secure the metal edges at the inlet and outlet against hydraulic forces. Reinforced concrete, structural steel collars, tension tiebacks or anchors in soil, partial headwalls, or cutoff walls below the invert elevation are methods which may be considered. See Fig. 12.6.8.1-1 for typical slope wall for metal culverts.

Beveled ends shall be anchor-bolted to headwalls or slope walls at approximately 18-in. intervals. Square-end structures may be anchored to a headwall with bolts in alternate standard circumferential holes.

Reinforced concrete headwalls shall be provided for concrete pipes greater than 8 ft. in diameter.

End treatments for thermoplastic pipe are provided on RC-31M.

The type of end treatment for culverts shall be approved by the District Bridge Engineer.

## COMMENTARY

**C12.6.8.1**

The following shall supplement AC12.6.8.1.

Square ends are the most common and generally most economical ends, and are used when the structure is installed normal to a roadway. Unless required by the velocity of water through the conduit, no further inlet or outlet treatment is needed.

Because the structural capacity of a long-span structure is derived from the interaction of the corrugated metal shell and the surrounding soil, it is very important to evaluate the loading effects at the free ends. Whenever possible, the free ends should be located at a distance equal to the height of fill from the edge of a trafficable shoulder.

End structures for culvert inlets serve to improve the hydraulic capacity of the structure and reduce the potential for scour and piping. Inlets should provide a smooth transition from the channel to the culvert to accomplish the following:

- Minimize hydraulic head losses due to turbulence
- Prevent or minimize the contraction of the water channel entering the culvert barrel

Potential methods for achieving a smooth transition and inlet protection include the following:

- Riprap extending to the level of the maximum flow elevation
- Recessing the invert slightly below the streambed elevation to prevent undercut
- Construction of a headwall, or headwall and wingwall

SPECIFICATIONS

COMMENTARY

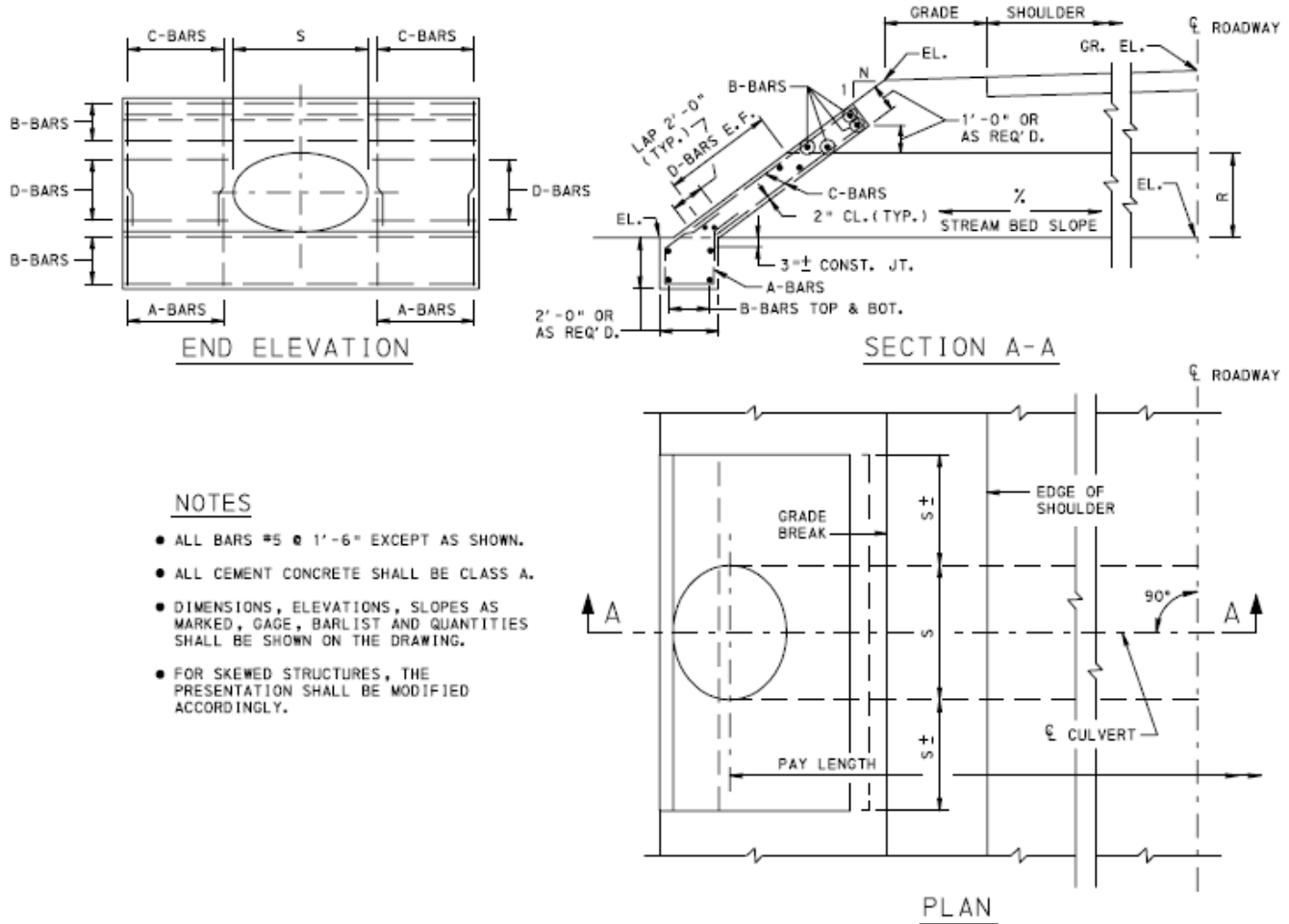


Figure 12.6.8.1-1 – Slope Wall for Metal Culverts

12.6.8.2 Flexible Culverts Constructed on Skew

The following shall supplement A12.6.8.2.

Disregarding the effect of lateral unbalanced forces during headwall design may lead to failure of the headwall and adjacent culvert sections.

Unless otherwise directed, the angle of end walls shall be in accordance with Table 12.6.8.2-1P. The angle of end walls shall be shown on the preliminary plans submitted for type, size and location approval.

When the end wall is not parallel to the edge of shoulder, the embankment slope shall be warped to cover the exposed portion of the structure. Show on the plans when warping of embankment slope is necessary, similar to the grading shown in Fig. AC12.6.8.2-1.

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COMMENTARY

Table 12.6.8.2-1P – End Wall Angle

Fill Height at Edge Shoulders	Skew Angle (deg)	Angle of End Wall (deg)
≤ 4 ft.	Any	Parallel to edge of shoulders
4 to 8 ft.	90 – 75	90*
	75 – 60	75*
	less than 60	60
>8 ft.	90 – 60	90*
	less than 60	60

*\*If shallow fills do not permit warping of the embankment slopes to eliminate exposure of the culvert, end walls shall be constructed parallel to edge of shoulders.*

The structural design provisions, herein, are intended for square-ended structures with uniform backfill and surface loading. Deviation from these conditions shall be evaluated. Table 12.6.8.2-2P provides guidance for a variety of skew and bevel conditions.

Table 12.6.8.2-2P – Requirements for Cut Ends without Headwalls (Kaiser Aluminum, 1985)

No.	Cut End	Typical View of Installation		Requirements
		Plan	Section XX	
1	square end with roadway parallel to transverse direction			
2	square end with roadway skew to transverse direction			$\theta$ shall be less than 40°. For $\theta > 20^\circ$ , the earth pressure imbalance shall be accommodated either by structural reinforcement of conduit wall or by contour grading of the embankment slope.
3	skew end			As for No. 2.
4	square bevel with roadway parallel to transverse direction			b shall not be less than (rise/8). The ends shall be treated as a retaining structure and shall be designed accordingly. b = bottom step
5	square bevel with roadway skew to transverse direction			As for Nos. 3 and 4.
6	skew bevel			Requires approval.

## SPECIFICATIONS

## COMMENTARY

**12.6.8.3P Precast and Cast-in-Place Box Culverts**

The ends of box sections shall be normal to the walls and centerline of the box sections. When a beveled end is specified at the culvert end, an edge beam shall be required.

**12.6.8.4P Fish Passage Through Culverts**

Fish passage shall be provided in culverts in fishable streams having continuous flow.

See DM-2, Chapter 10, for guidance regarding the design of low flow fish passage systems through culverts.

**12.6.9 Corrosive and Abrasive Conditions**

The following shall supplement A12.6.9.

Flexible corrugated metal structures shall be designed to provide the structural capacity required by the appropriate design loads throughout the design life of the structure. The corrugated metal plates shall include either a sacrificial thickness equal to the expected metal loss (due to corrosion and abrasion) or a protective coating which is capable of sustaining the metal structure.

Refer to D12.6.9.4P for acceptable protective coatings.

**12.6.9.1P Corrosion**

Corrosion of corrugated metal or reinforcing steel in concrete drainage structures is a major concern in the selection of the materials to be used for a buried structure. Indicators of corrosion potential include soil and water pH, resistivity, oxidation-reduction potential, chemical composition of backfill soils, precipitation, and flow velocity. As a minimum, the following information shall be developed for the culvert design:

- (a) pH of soil, surface water and groundwater
- (b) resistivity of soil, surface water and groundwater
- (c) sulfate content of the stream flow or runoff

See Table 12.6.9.1P-1 for typical resistivity values for soil and water. For general guidelines regarding soil corrosion, see Table 12.6.9.1P-2. For cases in which abrasion is not a problem, cathodic protection can be provided to reduce the corrosion potential of metal.

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## COMMENTARY

Table 12.6.9.1P-1 – Typical Resistivity Values (adapted from AASHTO, 1993)

Soil		Water	
Classification	ohm-cm	Source	ohm-cm
Clay	750 - 2000	Seawater	25
Loam (silts)	3000 - 10 000	Brackish	2000
Gravel	10 000 - 30 000	Drinking Water	4000+
Sand	30 000 - 50 000	Surface Water	5000+
Rock	50 000 - Infinity*	Distilled Water	Infinity*

\*Theoretical

Table 12.6.9.1P-2 – Corrosiveness of Soils (Hurd, 1984)

Soil Type	Description of Soil	Aeration	Drainage	Color	Water Table
I Lightly Corrosive	Sands or sandy loams  Light textured silt loams  Porous loams or clay loams thoroughly oxidized to great depths	Good	Good	Uniform Color	Very Low
II Moderately Corrosive	Sandy Loams Silt Loams Clay Loams	Fair	Fair	Slight Mottling	Low
III Badly Corrosive	Clay Loams Clays	Poor	Poor	Heavy Texture Moderate Mottling	2 to 3 ft. below surface
IV Unusually Corrosive	Muck Peat Tidal Marsh Clays and Organic Soils	Very Poor	Very Poor	Bluish-Gray Mottling	At surface or extreme impermeability

**12.6.9.2P Abrasion**

Waters with suspended bed loads (i.e., sand-, gravel- and cobble-size particles) flowing at high velocities (i.e., greater than about 10 ft/sec) and creating appreciable turbulence can cause severe localized deterioration resulting from the combined action of mechanical abrasion and corrosion. Known as corrosion-abrasion, corrosion-erosion, or erosion-corrosion, this includes both impingement attack and cavitation. These effects are very difficult to separate from corrosion in metal culverts as the two often work in conjunction with each other.



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## COMMENTARY

**12.6.9.3P Materials**

Those materials subject to deterioration by corrosion and abrasion which are used for buried structures include steel, aluminum and concrete. Other culvert materials which are not considered in A12.6.9 and D12.6.9 here include vitrified clay, stainless steel, cast iron and thermoplastic.

*12.6.9.3.1P Steel*

Recommended conditions for the installations of corrugated galvanized or aluminized steel buried structures include:

- (a) Soil and water pH within the range of 5.5 to 8.5
- (b) Resistivity greater than 6000 ohm-cm

*12.6.9.3.2P Aluminum*

Aluminum is suitable for use in neutral to mildly acidic environments and performs well in organic acid environments. Recommended conditions for the installation of corrugated aluminum drainage structures include:

- (a) Soil and water pH within the range of 4 to 8.5
- (b) Resistivity greater than 500 ohm-cm

*12.6.9.3.3P Concrete*

Concrete culverts, because of their rigidity, are susceptible to foundation movements which can expose steel reinforcement to corrosion. Concrete surfaces exposed to flow and soil are susceptible to sulfate attack and abrasion. The use of high compressive strength concrete and durable, hard aggregate increases abrasion resistance. Concrete is resistant to many chemicals, but is subject to acid attack, especially sulfuric and sulfurous acids from acid mine drainage. Acceptable effluent limitations for concrete culvert include:

- (a) pH greater than 4.0
- (b) Sulfate content in solutions within the range of 100 to 1000 ppm

Rubber gaskets for circular pipe connections may be used in the following situations:

- (a) Whenever foundation conditions are conducive to differential movement between sections
- (b) If the culvert is placed under more than 15 ft. of fill
- (c) If the culvert is constructed on an embankment

*C12.6.9.3.1P*

For installation in mildly acidic environments, uncoated galvanized steel is less suitable than aluminum.

*C12.6.9.3.2P*

On aluminum surfaces, as with other metals, an oxide film develops which increases the metal's resistance to corrosion. Abrasion will remove this film and allow an acceleration of corrosion which may or may not reform the oxide film.

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- (d) If joint failure could be difficult or expensive to correct

Whenever box culvert or vertical or horizontal elliptical culvert sections are specified, foundation conditions shall be stabilized to reduce the potential of differential settlement between culvert sections. Vitrified clay liner plates may also be specified in accordance with PP3.4.5 for corrosion protection.

**12.6.9.4P Protective Coatings**

Because environmental conditions at drainage structure locations do not always meet the recommended criteria for aluminum, concrete, or steel buried structures, coatings can be added to protect the structure from corrosion and abrasion.

Acceptable protective coatings include the following:

- Shop- or field-applied coatings applied in accordance with AASHTO M 190, M 224 and M 245M for metal and concrete pipe products.
- Sacrificial metal plate thickness for corrugated metal structures.
- Class A cement concrete paving in the bottom of pipes or pipe arches in accordance with Publication 408, Section 603.

Refer to DM-2, and Standard Drawing BD-635M for guidance regarding specific applications and limitations.

No service life credit shall be given for unreinforced concrete lining of corrugated metal culverts.

**12.6.9.5P Performance Estimates**

Mathematical formulas and graphical charts have been developed, on the basis of field observations, to estimate the metal loss rate of galvanized corrugated steel culverts and structural steel plate culverts, as presented in Figs. 12.6.9.5P-1 and 12.6.9.5P-2. The minimum metal loss rates shall be 2 mil/year for galvanized metal pipes and 1 mil/year for aluminized and aluminum metal pipe. The minimum predicted metal loss rate specified in Figs. 12.6.9.5P-1 and 12.6.9.5P-2 shall be added to the required structural wall thickness to provide the required service life of the corrugated steel culverts.

When pH and resistivity data is available, Fig. 12.6.9.5P-3 can be used to estimate the years to perforation and to indicate the inspection and maintenance interval of corrugated steel culverts.

## COMMENTARY

**C12.6.9.4P**

The Department does not generally use protective coatings on concrete pipe.

For concrete culverts with less than 2 ft. of cover, protective coating may be needed and should be applied to the entire outside face of the top and sides of the culvert

Concrete lining of corrugated metal pipe provided to improve hydraulic efficiency has been observed to crack or break up after installation. This thin lining is not expected to extend the service life of the culvert.

**C12.6.9.5P**

Extensive field studies by New York State Department of Transportation and other states show that the minimum metal loss rates are reasonable.

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Similarly, mathematical formulas and graphical charts have been developed for concrete culverts to estimate the culvert service life as presented in Fig. 12.6.9.5P-4. A correction factor is to be applied to the culvert service life because of the effect of sediment depth on the life of the concrete culverts. This correction factor is presented in Fig. 12.6.9.5P-5.

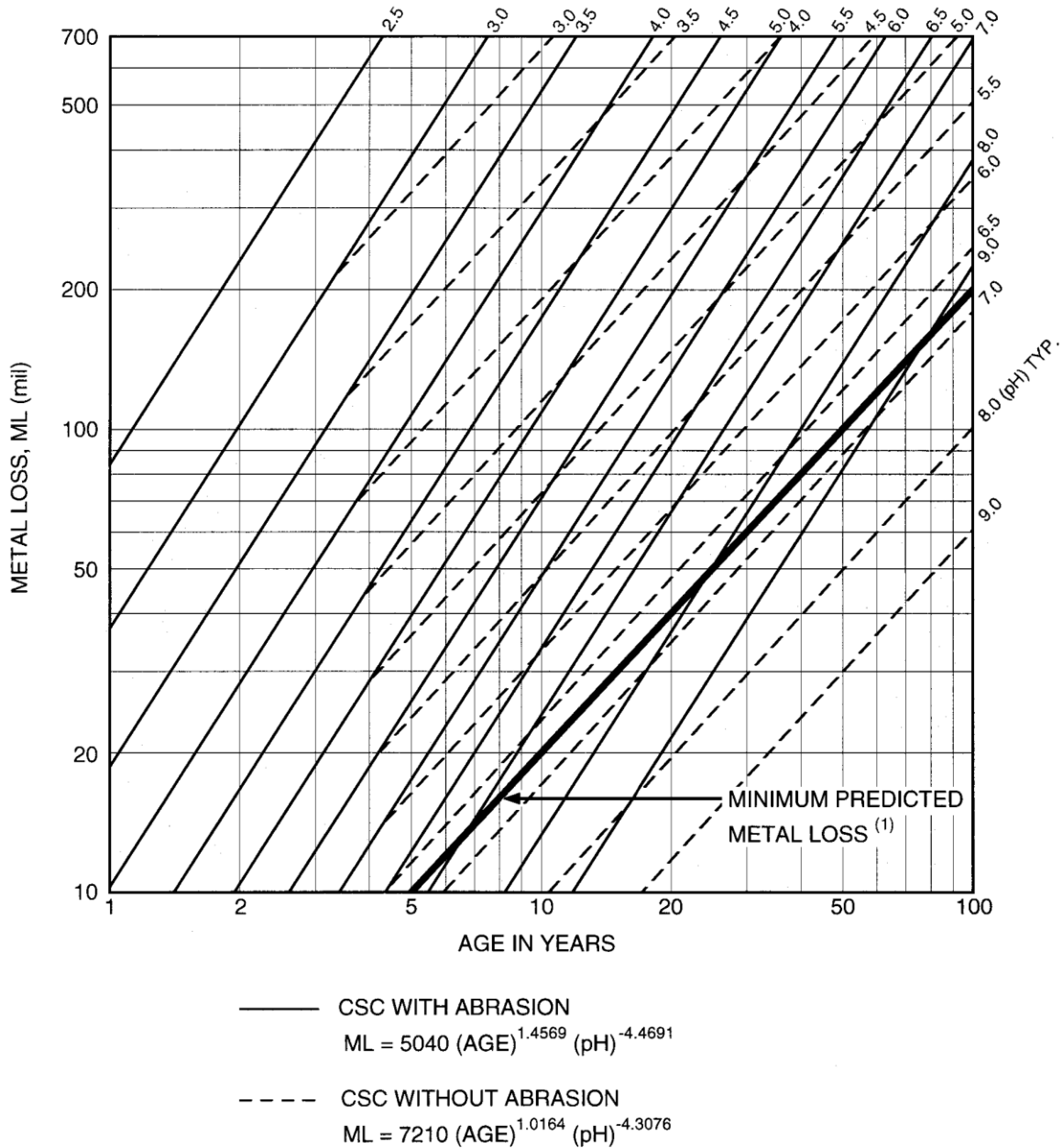


Figure 12.6.9.5P-1 – Predicted Metal Loss Rate for Corrugated Steel Culvert (CSC), AASHTO M 36/M 36M (modified after Hurd, 1984)

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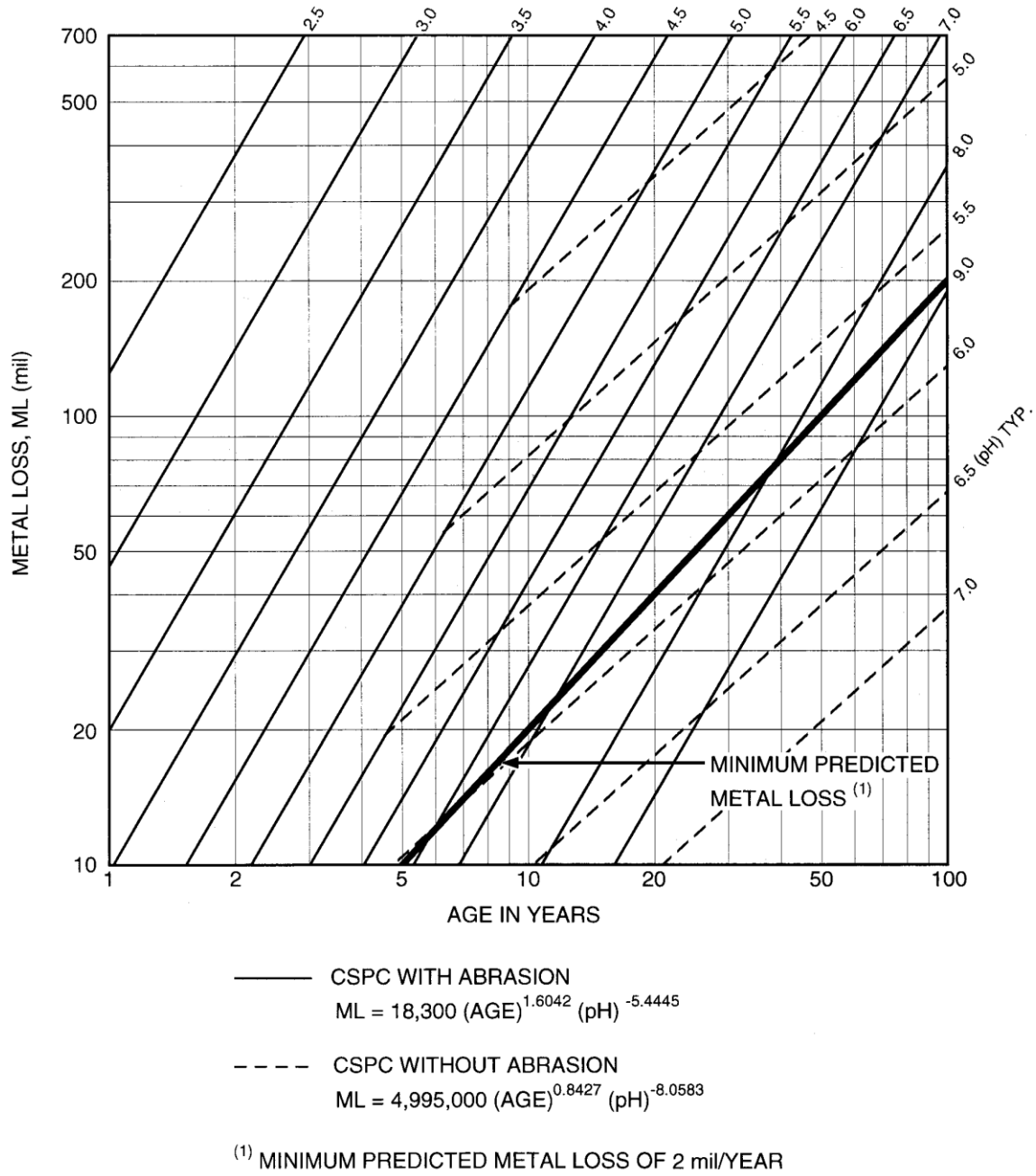


Figure 12.6.9.5P-2 – Predicted Metal Loss Rate for Corrugated Steel Plate Culvert (CSPC), AASHTO M 167/M 167M (modified after Hurd, 1984)

SPECIFICATIONS

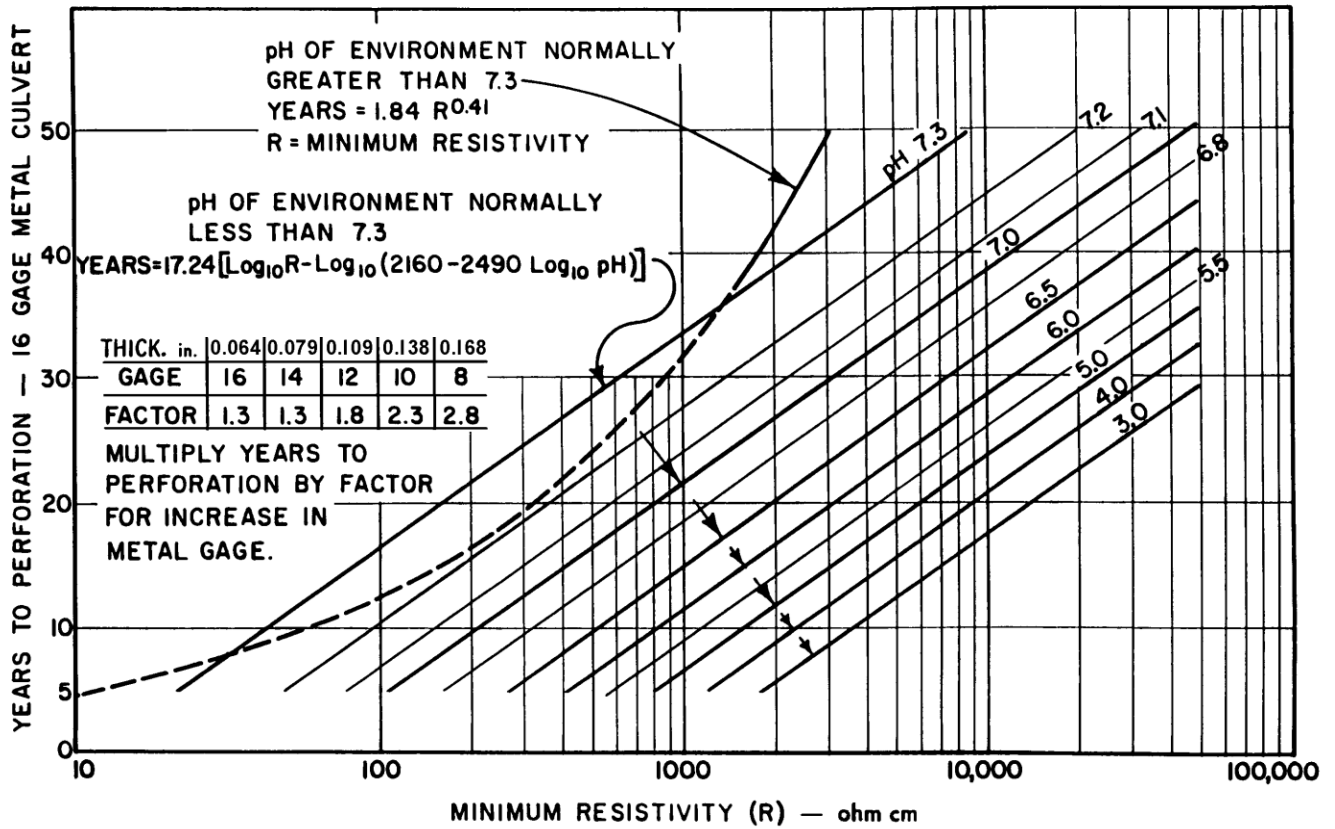
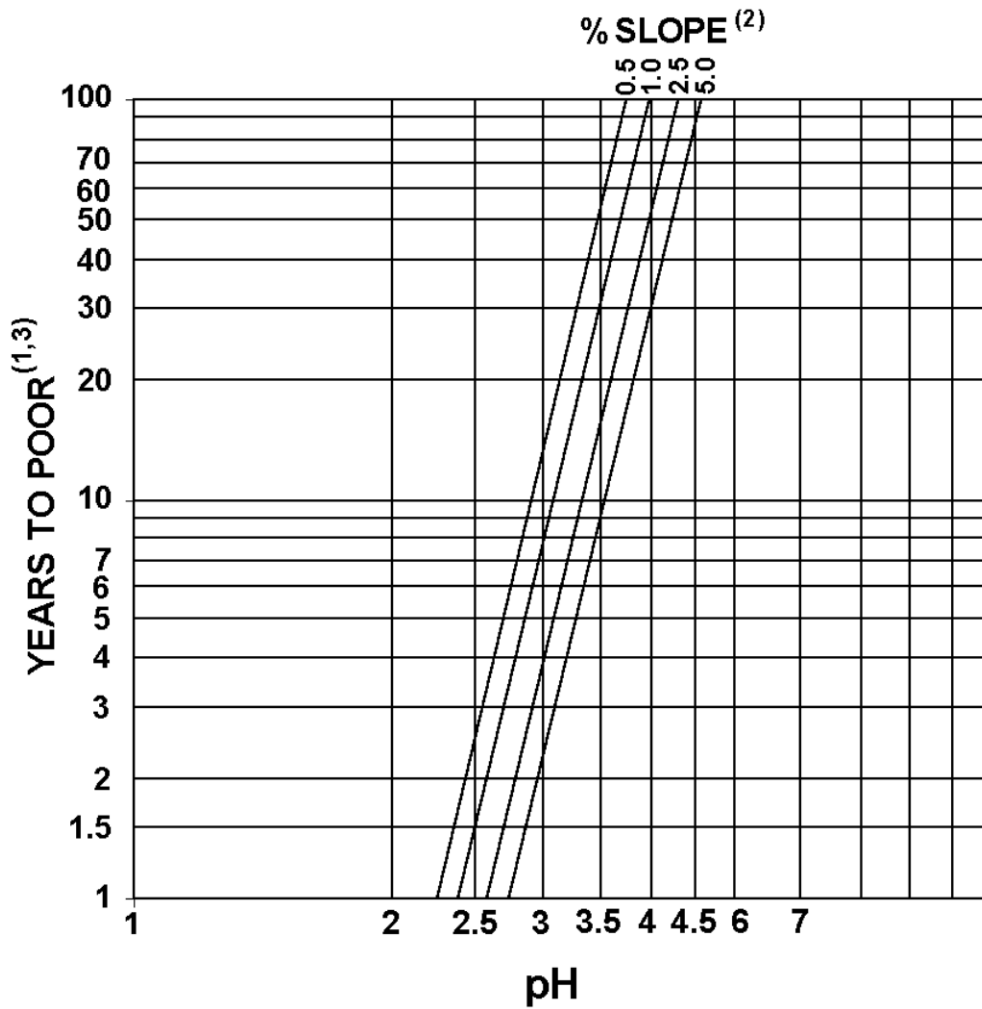


Figure 12.6.9.5P-3 – Estimated Maintenance Interval of Corrugated Steel Pipe (modified after TRB, 1978)

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(1) Significant loss of mortar and aggregate; complete loss of invert; concrete in softened condition

(2) Relationships assume no accumulation of sediment

(3) Years to Poor = 
$$\frac{(0.3509(pH)^{1.205})^{7.457} \left(1 + \frac{\text{sediment depth}}{\text{rise}}\right)^{8.630}}{(\text{slope})^{0.767}}$$

Figure 12.6.9.5P-4 – Predicted Concrete Culvert Life (Meacham, et al, 1982)

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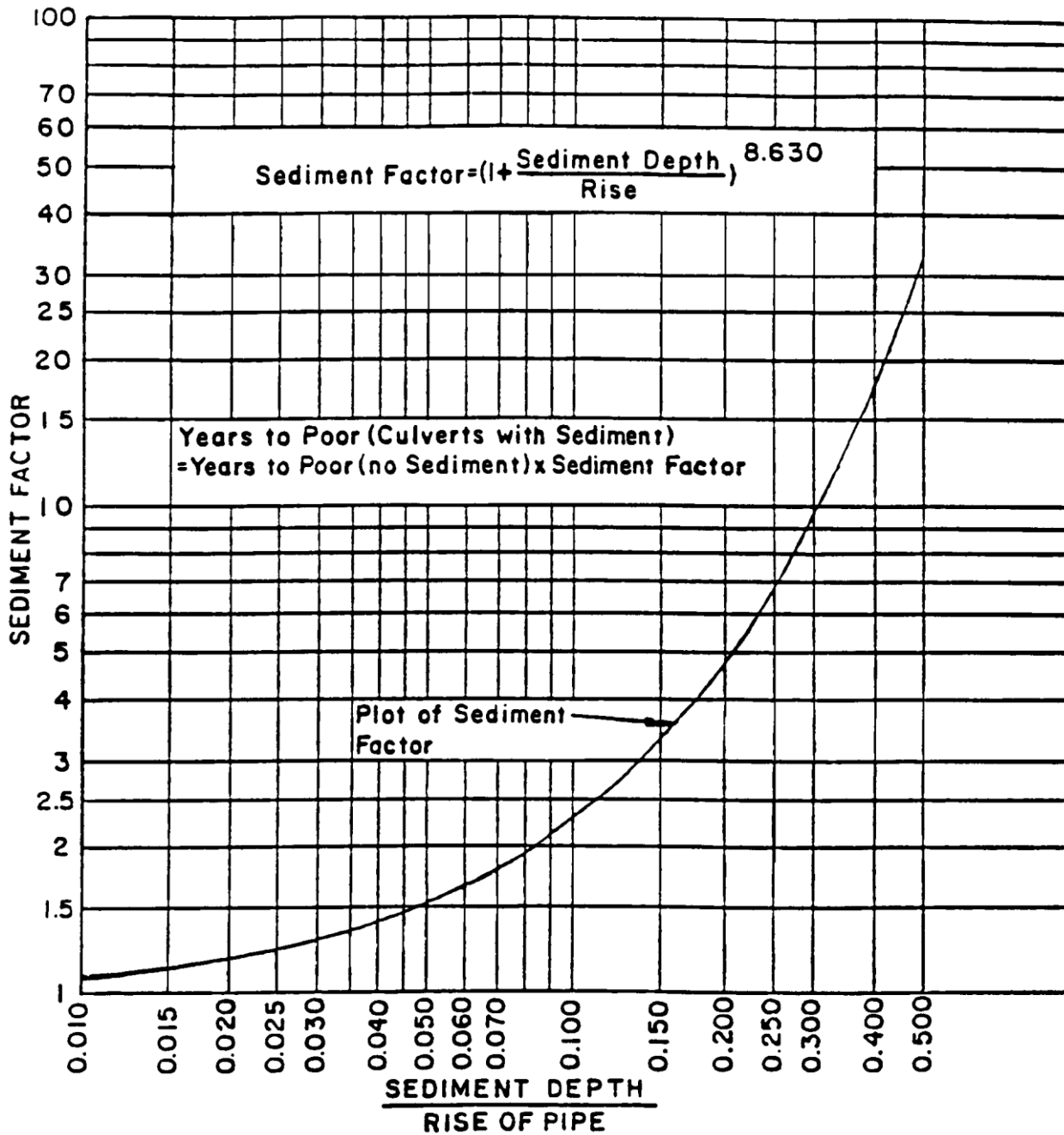


Figure 12.6.9.5P-5 – Effect of sediment depth on life of concrete culverts (Meacham, et al, 1982)

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An abrasion resistance performance rating schedule was developed with respect to culvert diameter, mean culvert water velocity, rock size, and culvert slope to estimate aluminum drainage structure service life (see Fig. 12.6.9.5P-6 and Table 12.6.9.5P-1). The mean culvert water velocity,  $V_w$ , for this analysis is presented in Table 12.6.9.5P-2.

A minimum allowable metal loss rate of 1 mil/year per year shall be added to the required structural wall thickness to provide the required service life of aluminum and aluminized culverts.

Table 12.6.9.5P-1 – Abrasion Performance Rating Schedule (Koepp and Ryan, 1986)

Performance Zone Ratings	Effect on Surface of Crown of Corrugation, Invert Only*
A	<b>No surface effect</b> - No reduction in service life due to bed load abrasion. Projected Abrasion Service Life, 100 years or more.
B	<b>Non-erosive</b> - Some slight roughening of the metal surface, but no metal removal by erosion action. No reduction in normal service life of aluminum culvert. Projected Abrasion Service Life, 75 years or more.
C	<b>Erosion</b> - Surface roughening and slight progressive removal of metal from culvert. Some gouging may be noted if rocks tend to be large. Projected Abrasion Service Life, 50 years or more.
D	<b>Abrasion</b> - Surface roughening and slow removal of metal from culvert. Definite reduction in pipe life due to abrasion. Gouging of surface may be expected. Projected Abrasion Service Life, 25 to 50 years.
E	<b>Abusive</b> - Surface roughening and rapid removal of metal from culvert. Definite reduction in pipe life due to abrasion. Projected Abrasion Service Life, 25 years or less.

\*Abrasion affects only this portion of the surface. The remainder of the culvert is usually unaffected.



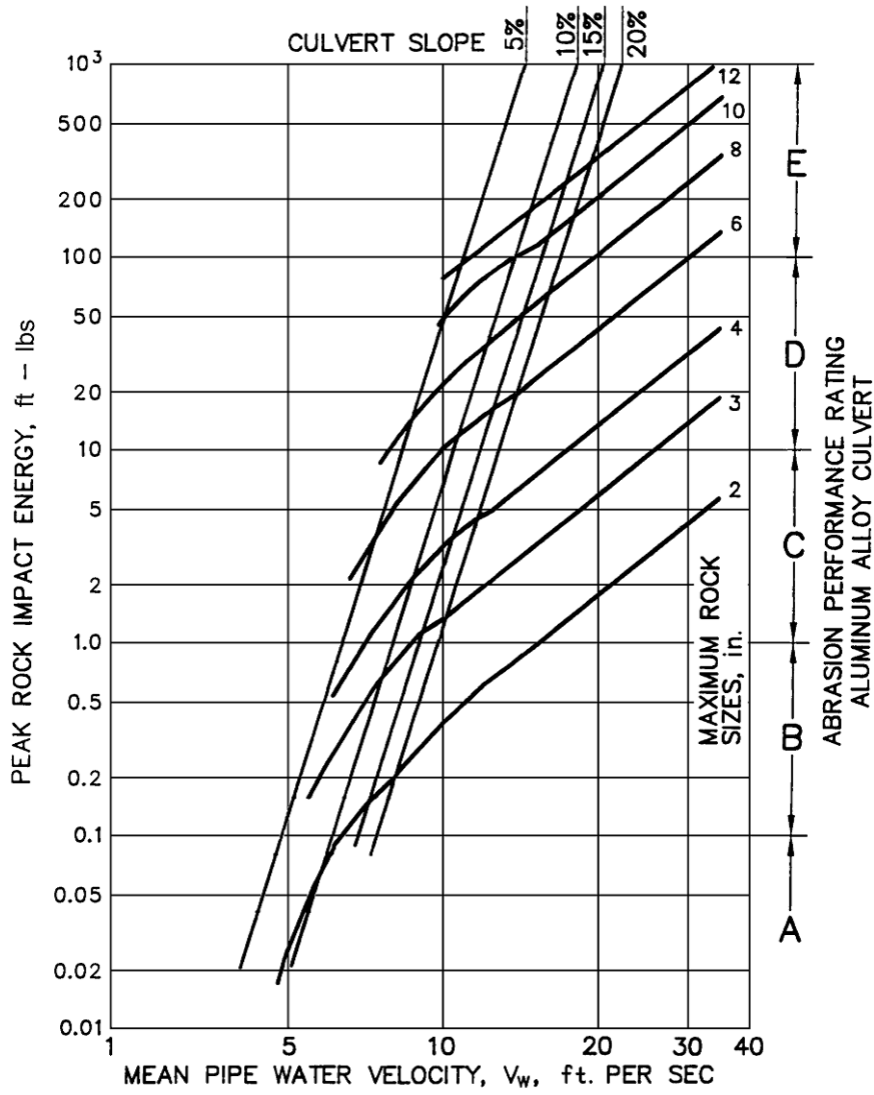


Figure 12.6.9.5P-6 – Abrasion Performance Rating for Aluminum Culvert (modified after Koepf and Ryan, 1986)

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Table 12.6.9.5P-2 – Assumed Mean Culvert Water Velocity for Abrasion Performance Rating for Circular Aluminum Culvert. Manning n-value is 0.24 (modified after Koepf and Ryan, 1986)

Dia. (in.)	Q (cfs)	Culvert Slope in %					
		5	10	15	20	25	30
18	2.0	5.5	6.6	7.6	8.3	9.1	10.0
24	4.4	6.2	8.0	9.3	10.6	11.5	12.0
30	8.0	7.2	9.4	10.7	12.0	12.8	14.0
36	13.0	8.0	10.3	12.0	13.5	14.2	15.1
42	20.0	10.0	12.0	14.0	15.1	16.5	17.8
48	29.0	10.1	13.5	15.0	16.5	18.0	19.5
60	52.0	11.7	15.5	17.5	20.0	21.7	23.0
72	83.0	13.2	17.0	20.0	21.3	24.0	25.5
84	130	14.8	19.0	21.5	24.0	26.0	27.7
96	186	16.0	21.0	24.0	26.8	29.0	31.0
		Table gives mean culvert velocity in fps					

### 12.6.10P Life-Cycle Cost

The life-cycle cost of a structure is a method used to compare various alternative buried structures to determine the comparative cost of each material and the method of installation. Life-cycle cost comparison methods involve the principles of engineering economics to determine the “present worth” of a structure, with consideration given to initial cost, maintenance costs, replacement costs, and the residual value of the structure at the end of the project design life. This method of analysis utilizes the parameters service life, interest rate and inflation rate to determine the most economical structure.

#### 12.6.10.1P Service Life Estimation

Service life is defined as the number of years of good performance with minor maintenance. A structure may have reached its service life, but still be years from ultimate failure. Determination of the service life of a structure is dependent on durability, which is a function of the intended use of the structure; the relationship of the structure to its environment; the geometric constraints of the installation; and the site and environmental conditions, as discussed in D12.6.9.

The estimation of service life should include allowances for progressive changes in the culvert materials due to corrosion, abrasion and age, and in methods of installation, inspection and maintenance. Use of corrugated steel or aluminum culverts shall be restricted to secondary roads. For secondary road facilities, the minimum service life shall be

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50 years. For primary highway facilities or for secondary road facilities where replacement access is limited (e.g., below high embankment fills), the minimum service life shall be 100 years. Pipe selection criteria are provided in DM-2.

Methods used to estimate the service life include the following:

- (a) Field performance surveys
- (b) Field prototype tests
- (c) Laboratory test methods
- (d) Analytical methods

*12.6.10.1.1P Corrugated Metal*

The design procedure for determining the gage or thickness of corrugated steel, steel structural plate and aluminum buried structures is based on the estimated metal loss field performance studies, pH, resistivity, and service life. Determination of the structural and hydraulic requirements for structure installation will result in a metal thickness necessary to support local loading conditions. The durability design requirements will utilize the complete and uniform predicted metal loss determined from Figs. D12.6.9.5P-1 and D12.6.9.5P-2 for corrugated steel culverts and structural steel plate culverts, respectively, which correlates the required culvert age with the pH and abrasive nature of the water it will convey. This corresponds to the metal loss along the length of the culvert invert or flow line. The minimum predicted metal loss will be 2 mil/year as shown in Figs. D12.6.9.5P-1 and D12.6.9.5P-2. The minimum predicted metal loss for aluminum and aluminized culverts is 1 mil/year. Once the minimum required gage of the metal structure is determined with respect to durability, the metal thickness is added to the structural design metal thickness requirements to determine the minimum design thickness.

Adjustment of the predicted metal loss due to abrasion has been incorporated into Figs. D12.6.9.5P-1 and D12.6.9.5P-2. A similar relationship has yet to be developed for aluminum and aluminized culverts; however, the minimum predicted metal loss rate of 1 mil/year should be used for the adjustment.

*12.6.10.1.2P Reinforced Concrete*

A correlation of durability factors to service life of reinforced concrete culverts is presented in Fig. D12.6.9.5P-5. Adjustment of the service life to account for abrasion in aluminum culverts is presented in Fig. D12.6.9.5P-6. Service life (years-to-poor for culverts with sediment) is equal to the service life (years-to-poor, no sediment) multiplied by a sediment factor. Years-to-poor, as

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defined by the field performance study, occurs when only 50% of the invert thickness remains.

12.6.10.2P Present Worth Analysis

Present worth analysis is a method for adjusting all annual and future costs to a present cost, to permit economic comparison between alternatives. When two or more alternatives are capable of performing the same functions, the more cost-effective alternative will have the least present worth. The present worth method of analysis is restricted to alternatives that perform the same function.

The present worth life-cycle cost for culvert installations shall be determined in accordance with the following relationship (TRB, 1985)

$$LCC = PC + MC \left( \frac{1+I}{1+i} \right)^n - SV \left[ \left( \frac{n_p - n}{n_p} \right) \left( \frac{1+I}{1+i} \right)^n \right] \tag{12.6.10.2P-1}$$

where PC is used to compute the initial cost of the culvert, including the cost for culvert materials, backfill and labor costs, and  $MC [(1 + I)/(1 + i)]^n$  is used to compute the present cost for maintenance for year n of the culvert. If a uniform annual maintenance cost is required over the service life of the culvert, the latter term shall be revised as follows:

$$MC \left[ \frac{\left( \frac{1+I}{1+i} \right) \left[ 1 - \left( \frac{1+I}{1+i} \right)^n \right]}{1 - \left( \frac{1+I}{1+i} \right)} \right] \tag{12.6.10.2P-2}$$

The term  $SV \left\{ \left[ \left( \frac{n_p - n}{n_p} \right) \left( \frac{1+I}{1+i} \right)^n \right] \right\}$  is used to compute the value remaining in the culvert at the end of the anticipated service life of the culvert. The removal cost shall be included in the salvage value term; therefore, the value of this last term could be negative. If the material life is equal to the project design life, the present worth of each alternative is based on a comparison of present or initial costs. When the material life is less than the project design life, alternative comparisons are based on initial costs and replacement or maintenance costs. Similarly, if the material life exceeds the design life, the present worth of the structure is a function of the initial costs with an adjustment for the future value of the structure. Note that PC, MC, and SV values must be in terms of the present worth of that cost.

For life-cycle cost comparisons, the projected inflation and interest rates are difficult to estimate. For preliminary analysis purposes, an average ratio of the inflation to the interest factor (i.e.,  $[(1 + I)/(1 + i)]$ ) of 0.9853 may be used.

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C12.6.10.2P

Because of the range of costs associated with the various alternative methods that can be used to satisfy a particular design, life-cycle cost comparison can be made to determine the alternative which is most economically feasible. The following example may be helpful in understanding the application of life-cycle cost analysis.

Three alternatives are available for improvement of an existing culvert which crosses below a rural route in central Pennsylvania. Alternatives A and B involve replacement of the existing structure. Both alternatives will require maintenance at some time during the service life of the buried structure. Alternative C has an annual maintenance cost for continued use of the existing structure and, therefore, no salvage value. Determine the most economical alternative.

	Alternatives		
	A	B	C
Present Material and Installation Cost (PC)	\$22,000	\$16,000	\$0
Material Design Life ( $n_p$ )	100 years	75 years	50 years
Maintenance Cost (MC)			
Year 30	\$0	\$10,000	\$0
Year 40	\$3,000	\$0	\$0
Annual	\$0	\$0	\$600/yr
Salvage Value (SV)	\$7,000	\$3,000	\$0
Service Life (n)	50 years	50 years	50 years
$\frac{\text{Inflation}}{\text{Interest Factor}} \left( \frac{1+I}{1+i} \right)$	0.9853	0.9853	0.9853

$$LCC = PC + MC \left( \frac{1+I}{1+i} \right)^n - SV \left[ \left( \frac{n_p - n}{n_p} \right) \left( \frac{1+I}{1+i} \right)^n \right]$$

Alternative A

(a) Step 1

Convert maintenance cost in Year 40 to present worth cost.

$$\$3,000 (0.9853)^{40} = \$1,659.05$$

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(b) Step 2

Convert salvage value in Year 50 to present worth cost. (Note that the salvage value includes the structure removal cost.)

$$\$7,000 \left( \frac{100 - 50}{100} \right) (0.9853)^{50} = \$1,669.14$$

$$\text{LCC} = \$22,000 + \$1,659.05 - \$1,669.14 = \$21,989.91$$

Alternative B

(a) Step 1

Convert maintenance cost in Year 30 to present worth cost.

$$\$10,000(0.9853)^{30} = \$6,412.90$$

(b) Step 2

Convert salvage value in Year 50 to present worth cost. (Note that the salvage value includes the structure removal cost.)

$$\$3,000 \left( \frac{75 - 50}{75} \right) (0.9853)^{50} = \$476.90$$

$$\text{LCC} = \$16,000 + \$6,412.90 - \$476.90 = \$21,936.00$$

Alternative C

(a) Step 1

Convert uniform annual cost to present worth cost.

$$\$600 \left( \frac{0.9853 [1 - (0.9853)^{50}]}{1 - 0.9853} \right) = \$21,037.30$$

(b) Step 2

$$\text{LCC} = \$0 + \$21,037.30 + \$0 = \$21,037.30$$

From the above analysis, Alternative C is the most economical alternate since it requires the least LCC.

**12.6.10.3P Other Factors**

Various alternates, such as culvert coatings, as discussed in D12.6.9.4P, may be considered to enhance culvert durability. Lining a culvert may also be more effective and cost-efficient than replacement and shall be considered part of the LCC analysis.

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**12.7 METAL PIPE, PIPE ARCH, ARCH STRUCTURES, AND STEEL-REINFORCED THERMOPLASTIC CULVERTS****12.7.2 Safety against Structural Failure****12.7.2.8P Standard Designs**

Use Standard Drawing BD-635M entitled “Design Tables for Metal Culverts”, and note that it includes consideration for corrosion protection.

Value engineering or alternate design by the contractor should not be permitted, unless it is approved by the District Executive in consultation with the District Bridge Engineer.

It is not required to prepare structure drawings for pipes having an inside span length of less than 8 ft. Thus, the designs under 8 ft. in span are roadway items and shall be included in the construction plan.

**12.7.4 Stiffening Elements for Structural Plate Structures**

The following shall supplement A12.7.4.

The maximum allowable spacing for circumferential stiffening elements shall be 54 in.

**12.7.5 Construction and Installation**

The following shall replace A12.7.5.

The contract documents shall require that construction and installation conform to Publication 408 and Standard Drawing RC-30M.

**C12.7.5P**

Deflections of metal box culverts are dependent on many factors, including backfill characteristics, compaction, pavement type, vehicle weight and number of load cycles. The use of higher quality backfill, improved backfill compaction and stiff pavements will result in smaller culvert deflections. Live load deflections increase in proportion to increases in the axle load. Deflections will be larger under first loading. After many load applications, deflections are likely to be about one-quarter of those under the first loading of the same load.

**12.8 LONG-SPAN STRUCTURAL PLATE STRUCTURES****12.8.2 Service Limit State**

The following shall replace A12.8.2.

The provisions of D12.6.2.1 shall apply.

**12.8.3 Safety against Structural Failure****12.8.3.1 Section Properties***12.8.3.1.1 Cross-Section**C12.8.3.1.1*

The following shall supplement AC12.8.3.1.1.

Because no rational design procedure exists for the structural design of long-span structures with acceptable

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special features in Table A12.8.3.1.1-1, their design is based on the successful performance of completed structures. AASHTO and ASTM technical committees are currently developing recommended design procedures for these structures.

**12.8.3.5 Acceptable Special Features***12.8.3.5.2 Reinforcing Ribs*

The following shall supplement A12.8.3.5.2.

When required to satisfy the structural design, reinforcing ribs shall be attached to the structural plate corrugation crown at a bolt spacing of not more than 12 in.

When required only to control structure shape during installation, reinforcing ribs shall be spaced and attached to the corrugated plates as required by the manufacturer and with the approval of the Chief Bridge Engineer.

**12.8.8 Construction and Installation**

The following shall supplement A12.8.8.

If approved by the Chief Bridge Engineer, the contract documents shall require that construction and installation of long-span structural plate structures conform to the requirements of Publication 408 and Standard Drawing RC-30M.

**12.9 STRUCTURAL PLATE BOX STRUCTURES****12.9.1 General**

The following shall supplement A12.9.1.

Metal box culverts shall be designed with cement concrete spread footings, or a full metal invert.

**12.9.2 Loading**

The following shall replace A12.9.2.

For live loads, the provisions of A3.6.1 and D3.6.1 shall apply.

**C12.9.2**

Delete AC12.9.2.

**12.9.3 Service Limit State**

The following shall supplement A12.9.3.

The provisions of D12.6.2.1 shall apply.

**12.9.4 Safety against Structural Failure****12.9.4.2 Moments Due to Factored Loads**

The following shall supplement A12.9.4.2.

The standard dead and live load conditions shall be taken as:

Dead Load: Density of soil backfill,  
 $\gamma_s = 0.140$  kcf

**C12.9.4.2**

The following shall supplement AC12.9.4.2.

The designs based on this provision are controlled by the crown and haunch moments. The critical live load position for both crown and haunch moments is at or near the center of the span.

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Live Load: 40 kip four-wheel single axle  
(HS25 loading)  
 $A_L = 40$  kip

**12.9.4.3 Plastic Moment Resistance****12.9.4.6 Concrete Relieving Slabs**

The following shall replace the second paragraph of A12.9.4.6.

The length of the cement concrete relieving slab shall be at least 10 ft. greater than the culvert span and shall project 5 ft. beyond the haunch on each side of the culvert. Slab projections in excess of 1 ft. will result in further reduction in culvert moments due to live load. The relieving slab shall extend across the width subject to traffic loading.

The following shall supplement the third paragraph of A12.9.4.6.

Relieving slab thickness shall be determined using  $R_{AL} = 1.05$  for HS25 loading,  $R_C = 1.19$  for Class A Cement Concrete, and  $t_b = 9$  in. Construction documents shall ensure that granular material is specified under the concrete slab and compacted as per Publication 408, Section 206.3(b)1. Construction documents shall also specify a minimum slab thickness of 13 in., minimum reinforcement of No. 4 bars at 12 in. in both directions, top and bottom, and use of epoxy-coated bars if the slab is under less than 2 ft. of fill.

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**C12.9.4.3**

The following shall supplement AC12.9.4.3.

Equations A12.9.4.2-1, A12.9.4.2-2 and A12.9.4.2-3 provide the unfactored dead and live load moments for design. These moments are distributed between the crown and haunch of a box culvert. Theoretically, this distribution could be as unbalanced as 0 to the haunch and 100% to the crown; however, this provision limits distribution to the crown to between 45% and 70%. Analyses, tests and applications have validated the range of distributions prescribed in Tables A12.9.4.3-1 and A12.9.4.3-2. Hence, plastic moment capacities of crown and haunch shall comply with the ratios of distribution in Tables A12.9.4.3-1 and A12.9.4.3-2.

To account for longitudinal spreading of live loads and resulting reduction in maximum haunch moment. The term  $R_h$  is used in equation A12.9.4.3-2.

The specification is structured to permit the user to make adjustments in many of the parameters. However, it is possible to generate a simplified design table for standard conditions. Maximum, median and minimum moments, proportioned in accordance with values found in Tables A12.9.4.3-1 and A12.9.4.3-2, are shown for various span ranges and cover depths. The haunch moment values have been adjusted by the appropriate values for  $R_h$  found in Table A12.9.4.3-3.

**C12.9.4.6**

The following shall supplement AC12.9.4.6.

It is not desirable to locate the concrete relieving slab at top of the roadway as pavement. This type of relieving slab could be inadvertently removed in the future by the maintenance force or under pavement rehabilitation contracts without realizing the structural importance.

The slab adjustment factor,  $R_t$ , is based on the results of finite elements analyses comparing stresses in slabs on soil without underlying culverts.



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The following shall supplement A12.9.4.6.

If a cement concrete relieving slab is used immediately above an aluminum culvert, the aluminum shall be physically separated by an inert material to preclude chemical reaction with the concrete.

For construction loading, the relieving slab thickness shall be checked for a 50 kip axle load for self-propelled permit load construction equipment ( $R_{AL} = 1.15$ ).

**12.9.5 Construction and Installation**

The following shall replace A12.9.5.

The contract documents shall require that construction and installation conform to Publication 408.

**12.10 REINFORCED CONCRETE PIPE**

The following shall replace all provisions of A12.10.

Refer to Standard Drawing BD-636M for structural design criteria and to Publication 280 for manufacturing specifications.

**12.11 REINFORCED CONCRETE CAST-IN-PLACE AND PRECAST BOX CULVERTS AND REINFORCED CAST-IN-PLACE ARCHES****12.11.1 General**

The following shall supplement A12.11.1.

Box structures shall be designed using the computer program BXLRFD, entitled LRFD Box Culvert Design and Rating.

The haunch shall be dimensioned to satisfy design, transportation and construction requirements. The haunch dimensions for precast box culverts shall not be less than 6 in. x 6 in. For skew limitations of end segments, refer to BD-632M.

**12.11.2 Loads and Live Load Distribution****12.11.2.1 General**

The following shall replace A12.11.2.1.

Loads and load combinations specified in Tables A3.4.1-1 and D3.4.1.1P-4 shall apply. Live load shall be as specified in A3.6.1.3 and D3.6.1.3. Distribution of wheel loads and concentrated loads for culverts with less than 2 ft. of fill shall be taken as specified in A4.6.2.10 and D4.6.2.10. For traffic traveling parallel to the span, box culverts shall be designed for a single loaded lane with the single lane multiple presence factor applied to the load. Requirements for bottom distribution reinforcement in top slabs of such culverts shall be as specified in A9.7.3.2 for mild steel reinforcement and A5.12.2.1 for prestressed reinforcement.

## COMMENTARY

**C12.11.1**

The following shall supplement AC12.11.1.

For precast box culverts with span lengths equal to or less than 12 ft., design in accordance with AASHTO LRFD Specifications, reference ASTM C1577. For spans exceeding 12 ft., or other live load conditions, design in accordance with BXLRFD.

The documentation for BXLRFD includes narrative on when the haunch is considered or neglected when using that program. The skew limitations in BD-632M reflect the geometry limitations of fabricator's forms.

**C12.11.2.1**

The following shall supplement AC12.11.2.1.

This equivalent strip width policy results in force effects that are generally consistent with the effects computed using the AASHTO Standards Specifications where the strip widths are based on wheel loads rather than axle loads. This policy relies on the interlocking mechanism of the precast units to distribute wheel loads across culvert joints when the equivalent strip width exceeds the segment length.

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Edge beams shall be provided as specified in A4.6.2.1.4 as follows:

- At ends of culvert runs where wheel loads travel within 2 ft. from the end of culvert.
- At expansion joints of cast-in-place culverts where wheel loads travel over or adjacent to the expansion joint.

Distribution of wheel loads to culverts with 2 ft. or more of cover shall be as specified in A3.6.1.2.6.

The dynamic load allowance for buried structures shall conform to A3.6.2.2.

Reinforced concrete box culverts at grade shall be designed for an additional dead load of 0.030 ksf of slab to account for the placement of future wearing surfaces. The thickness of the top slab shall include a 1/2 in. integral wearing surface which shall not be considered in the design of the effective depth of the slab. This additional thickness shall be neglected for slabs incorporating a bituminous wearing surface.

### 12.11.2.2 Modification of Earth Loads for Soil-Structure Interaction

The following shall replace all provisions of A12.11.2.2.

The total earth load,  $W_E$ , on the box section shall be determined as specified in Equation A12.10.2.1-1. The value of  $B_c$  shall be taken as specified in Fig. 12.11.2.2-1.

For embankment or trench installations, the soil-structure interaction factor,  $F_e$ , shall be determined using Equation 12.11.2.2-1.

$$F_e = 1 + 0.20 H/B_c \quad (12.11.2.2-1)$$

where:

$H$  = height of fill over pipe or culvert.

$F_e$  shall not exceed 1.15 for installations with compacted fill along the sides of the box section, or 1.40 for installations with uncompacted fill along the sides of the box section.

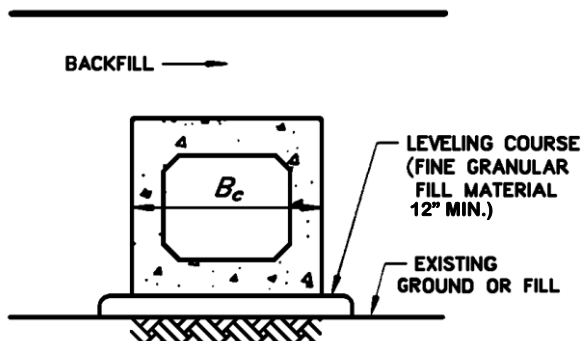


Figure 12.11.2.2-1 – Design Nomenclature for Embankment or Trench Condition Precast Concrete Box Sections

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**12.11.2.5P Ends of Box Section**

The ends of box sections shall be normal to the walls and centerline of the box section. When a beveled end is specified, an edge beam design shall be required.

**C12.11.2.5P**

The short side of an end segment should be at least 2 ft. in length. The designer must review the detail to ensure proper structural function of the skewed ends.

**12.11.5 Safety Against Structural Failure****12.11.5.1 General**

The following shall supplement A12.11.5.1.

If feasible and economical, trussed bars may be used in the design of reinforced concrete box culvert slabs when required to resist diagonal tension. The use of trussed bars shall be approved by the District Bridge Engineer as part of TS&L approval. Stirrups shall not be used.

**C12.11.5.1P**

When trussed bars are used, the reinforcement and concrete should be placed in a manner that provides for adequate cover and bonding of the reinforcement.

*12.11.5.1.1P Cast-in-Place Arches*

Arches of clear normal span up to 15 ft. may be designed with semi-circular or segmental intrados. Larger arches shall be designed with multi-centered intrados derived from an axis conforming as nearly as possible to the equilibrium polygon for full dead load or for full dead load and one-half live load over full span, including lateral earth pressures, to reduce bending moments to a minimum under critical loading conditions.

Culverts on yielding foundation, suitable for either open or tied arch, shall be investigated to determine the most economical type.

**12.11.5.4 Minimum Cover for Precast Box Structures**

The following shall replace A12.11.5.4.

The minimum cover shall be in accordance with Standard Drawing BD-632M.

**12.11.5.5P Construction and Expansion Joints**

Construction joints shall be provided at approximate 30-ft. intervals. Expansion joints (in tied arch and box sections, including the bottom slab and in the ring of open arches) shall be provided at approximate 90-ft. intervals, except as noted subsequently. All joints shall be normal to centerline of culvert.

When appreciable settlement of foundation material is anticipated, and the use of cambered grade for the flow line of a tied arch or box culvert is considered, only construction joints shall be used throughout the entire length of the culvert. Additional longitudinal reinforcing steel (reinforcing steel installed parallel to the centerline of culvert) shall be provided, as required.

For cast-in-place arches, construction joints between the arch ring and footing or the tie slab shall be shown on the drawings.

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For precast box culverts, the joints between the box sections shall be sealed with waterproofing sealer. Waterproofing materials shall be in accordance with Publication 408, Section 680, and shall be placed on the top (limits to be determined based on fill height) and the side joints of the box at every joint as per Publication 408, Section 680 and Standard Drawing BC-788M.

**12.11.5.6P Reinforcement Details**

For tied arches bars on outside surface of arch shall be bent to the design radius and shall be anchored sufficiently into the bottom of the slab. Main circumferential reinforcement bars for arches shall be placed normal to the centerline of the arch. In skewed end panels, main reinforcement bars shall be cut to fit and shall be anchored properly into the end wall. If appropriate, end panels of skewed arches may be constructed with square ends. The required area of longitudinal reinforcement steel (parallel to the centerline of the culvert) shall be the same as for all shrinkage and temperature reinforcement as specified in A5.10.6 and D5.10.6. However, it shall not be less than No. 4 bars at 12 in. each face. Minimum 0.226-in. diameter annealed iron wire ties shall be used to prevent buckling of longitudinal bars due to axial thrust in the arch ring. Ties shall be staggered by placement at alternate intersections of longitudinal and transverse bars.

Main circumferential steel reinforcement in cast-in-place box culverts shall be placed normal to the centerline of the culvert. In skewed end panels, main circumferential reinforcement shall be cut to fit and shall be anchored properly into headwalls or edge beams at the top and bottom. If practical, end panels of skewed box culverts may be built with square ends. The required area of longitudinal steel reinforcement (parallel to box culvert centerline) shall be the same as shrinkage and temperature reinforcement specified in A5.10.6 and D5.10.6, except for the top slab of boxes with 2 ft. or less cover where A9.7.3.2 controls the required amount of distribution reinforcement. For main reinforcement perpendicular to traffic, the specified amount of distribution reinforcement shall be used in the middle half of the slab span, and not less than 50% of the specified amount shall be used in the outer quarters of the slab span.

Welded deformed wire fabric for precast box culverts shall be furnished in flat sheets. The center-to-center spacing of main circumferential wire shall not be less than 2 in. and not more than 4 in. (3 in. is preferred).

**12.11.5.7P Minimum Thickness**

Refer to Standard Drawing BD-633M for minimum thickness requirements for cast-in-place arches and Standard Drawing BD-632M for minimum thickness requirements for cast-in-place and precast box culverts.

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**12.11.5.8P Minimum Concrete Cover**

Refer to D5.10.1 and Standard Drawing BD-632M for minimum concrete cover for steel reinforcement in cast-in-place and precast concrete box culverts.

**12.11.5.9P Multi-Cell Installations**

For multi-cell installations of precast box culverts, positive lateral bearing by continuous contact between the sides of adjacent boxes shall be provided by means such as compacted soil fill, granular backfill, grouting or concreting. The method selected shall be shown on the contract drawings.

Details for the joint between cells of multi-cell installations shall be in accordance with Standard Drawing BD-632M.

**12.11.6 Construction and Installation**

The following shall replace A12.11.6.

The contract documents shall require that construction and installation conform to the requirements of Publication 408, Contract Special Provisions and Standard Drawings RC-11M and RC-12M.

To account for irregularities in culvert excavation and scour, the thickness of the bottom slab shall be increased in accordance with Standard Drawing BD-632M.

**12.12 THERMOPLASTIC PIPES****12.12.1 General**

The following shall supplement A12.12.1.

Thermoplastic pipe properties vary with temperature and duration of loading. This aspect shall be considered in the selection of material properties for design.

**12.12.2 Service Limit States**

The following shall supplement A12.12.2.

The provisions of D12.6.2.1 shall apply.

**12.12.3 Safety against Structural Failure****12.12.3.2 Section Properties**

The following shall supplement A12.12.3.2.

The section properties shall be verified by testing in an independent laboratory, certified by the manufacturer and approved by the Department.

**12.12.3.3 Chemical and Mechanical Requirements**

The following shall supplement A12.12.3.3.

Use actual long-term values of tensile strength ( $F_u$ ) and Modulus of Elasticity ( $E$ ) tested by an independent

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laboratory, certified by the manufacturer, approved by the Department and meeting minimum requirements as shown.

**12.12.3.10 Wall Resistance***12.12.3.10.1e General Buckling Strain Limits*

The following shall supplement A12.12.3.10.1e.

For side fills conforming to A12.6.6.3, the value of  $M_s$  in Equation A12.12.3.10.1e-2 shall be based on Sn-95 of Table A12.12.3. 5-1.

**12.12.5P Submittals**

Design submittal shall include detailed section properties with adequate references to standards and tabulated design calculations.

**12.13 STEEL TUNNEL LINER PLATE****12.13.1 General**

Delete the second sentence of the first paragraph of A12.13.1.

**12.14 PRECAST REINFORCED CONCRETE THREE-SIDED STRUCTURES****12.14.1 General****C12.14.1**

Delete AC12.14.1.

**12.14.3 Concrete Cover for Reinforcement**

The following shall replace A12.14.3.

The minimum concrete cover shall be in accordance with D5.10.1 and D12.11.5.4 for precast box structures.

**12.14.5 Design****12.14.5.2 Distribution of Concentrated Load Effects in Top Slab and Sides**

The following shall replace A12.14.5.2.

Distribution of wheel loads and concentrated loads for the top slab and sides of three-sided structures with less than 2 ft. of fill shall be taken as specified in D12.11.2.1.

Distribution of wheel loads and concentrated loads for the top slab and sides for three sided structures with depths of fill 2 ft. or greater shall be taken as specified in A3.6.1.2.6.

**12.16 REFERENCES**

The following shall supplement the references in A12.16.

American Association of State Highway and Transportation Officials (AASHTO), Standard Specifications for Transportation Materials and Methods of Sampling and Testing, Part I, Specification, Washington, DC

American Association of State Highway and Transportation Officials (AASHTO), Standard Specifications for Transportation Materials and Methods of Sampling and Testing, Part II, Tests, Washington, DC

American Iron and Steel Institute (AISI), Handbook of Steel Drainage and Highway Construction Products, Washington, DC, 1983

American Society for Testing and Materials (ASTM), “Steel Piping, Tubing, Fittings”, Annual Book of ASTM Standards, Vol. 01.01, ASTM, Philadelphia, PA

American Society for Testing and Materials (ASTM), “Coated Steel Products”, Annual Book of ASTM Standards, Vol. 01.06, ASTM, Philadelphia, PA

American Society for Testing and Materials (ASTM), “Fasteners; Rolling Element Bearings”, Annual Book of ASTM Standards, Vol. 01.09, ASTM, Philadelphia, PA

American Society for Testing and Materials (ASTM), “Soil and Rock (I): D421-D5876”, Annual Book of ASTM Standards, Vol. 04.08, ASTM, Philadelphia, PA

American Society for Testing and Materials (ASTM), “Plastics (III): D5117 - latest; Reinforced Plastic Piping Systems and Chemical Equipment; Plastic Building Products”, Annual Book of ASTM Standards, Vol. 08.03, ASTM, Philadelphia, PA

American Society for Testing and Materials (ASTM), “Plastic Piping Systems”, Annual Book of ASTM Standards, Vol. 08.04, ASTM, Philadelphia, PA

American Society of Civil Engineers (ASCE), Design and Construction of Sanitary and Storm Sewers, prepared by a joint committee of the ASCE and the Water Pollution Control Federation (WPCF), ASCE - Manual and Reports of Engineering Practice - No. 37 (WPCF Manual of Practice No. 9), 350 p., 1969

Bakt, B., “Live Load Testing of Soil-Steel Structures”, Ontario Ministry of Transportation and Communication, Report SRR-80-4, 1980

Duncan, J. M., and Drawsky, R. H., “Design and Performance of Aluminum Box Culverts”, Geotechnical Engineering, Report No. UCB/GT/83-04, University of California, Berkeley, CA, 1983

Kaiser Aluminum, ALUMINUM STRUCTURAL PLATE INCLUDING SUPER PLATE AND LONG SPAN STRUCTURES, DP-437, Edition 8, Kaiser Aluminum & Chemical Company, Oakland, CA, 15 p., 1985

Kaiser Aluminum and Chemical Corporation (Kaiser Aluminum), Aluminum Storm Water Control, DP-103, 8th ed., 1983

Ontario Ministry of Transportation, Ontario Highway Bridge Design Code and Commentary, 3rd Edition, Publication Management Office, Downsview, Ontario, 714 p., 1992

Transportation Research Board (TRB), “Durability of Drainage Pipe”, NCHRP Synthesis No. 50, Washington, DC, 1978

Transportation Research Board (TRB), Life-Cycle Cost Analysis of Pavements, NCHRP Synthesis No. 122, Washington, DC, 1985

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PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

DESIGN MANUAL  
PART 4

PART B: DESIGN SPECIFICATIONS

**SECTION 13 – RAILINGS**

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**13.4 GENERAL**

The following shall supplement A13.4.

The bridge railing chosen during the design field view process shall be taken from the bridge railings given on the BD or BC Standard Drawings.

All overpass bridges shall use solid barriers.

Other than at deck expansion joints, open joints in the concrete portion of barriers are not permitted unless approved by the Chief Bridge Engineer.

**13.7 TRAFFIC RAILING****13.7.1 Railing System****13.7.1.1 General**

The following shall supplement A13.7.1.1.

Protective fence in accordance with Standard Drawing BC-701M shall be provided on structures with sidewalks over Interstate highways, non-electrified railroads or other limited access highways when built or a concrete barrier is installed, modified or rehabilitated on an existing structure with a sidewalk. This requirement does not apply when:

- a protective barrier is required, or

## COMMENTARY

**C13.4**

The following shall supplement AC13.4.

The bridge railings given on the BD or BC Standard Drawings have been determined to be eligible by the FHWA or determined to be MASH 2016 compliant by the Department.

The default concrete barriers shown on BD-601M are as follows:

- 45-inch high F-shape concrete barrier on interstate, limited access highway and major bridges.
- 42-inch high F-shape concrete barrier or 42-inch high vertical wall barrier on NHS, non-NHS and local bridges unless sight distance is an issue.
- 32-inch high concrete barrier on NHS, non-NHS and local bridges with sight distance issues if the guidelines in DM-2, Section 12.11 for TL-3 barriers are met.

The use of solid barriers for overpass bridges is to reduce the potential for debris and/or plowed snow from falling onto the under roadway traffic.

The default TL-3 bridge barrier for box culverts, culvert-type structures or slab bridges on a non-NHS roadway with a maximum span length of 32 ft. is the PA Structure Mounted Guide Rail shown on BD-609M.

PennDOT has tested other bridge barriers for MASH 2016 compliance. The PA Bridge Barrier shown on BD-610M is an alternate TL-5 barrier. The PA Type 10M Bridge Barrier shown on BD-617M may be used only if the guidelines in DM-2, Section 12.11 for TL-4 barriers are met.

Structure-related environmental commitments for bridge guide rail shall be carefully considered and justified. Use of weathering steel is permitted only if it is absolutely necessary. Also, note that the weathering steel may deteriorate at a faster rate when it is subject to deicing chemicals. Keep all possible options open for the designer to provide a structurally sound and economical bridge guide rail design during the final design phase. Where it is necessary to deviate from the established Department standards, justifications shall be well documented and CBE approval is required.

The provisions for protective fence installation or consideration are a result of Pennsylvania's Bridge Fencing Safety Act of 2018.

The instances where the requirements do not apply are also part of the Act.

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- the fencing would obstruct scenic views of the area, and the local government for the municipality in which the structure is located:
  - decides that fencing must not be placed on the structure;
  - provides a statement to the department that there have been no incidents of objects being dropped from the structure onto traffic; and
  - agrees that local law enforcement will monitor the structure.

In addition, installation of protective fence shall be considered as part of the preliminary design process when a structure is built without a sidewalk or a concrete barrier is installed, modified or rehabilitated on a structure without a sidewalk over Interstate, non-electrified railroads or other limited access highways and on structures with or without sidewalks over nonlimited access highways at all the following locations:

- an overpass near a school, playground, or other site where it would be expected that the overpass would be frequently used by children,
- an overpass in an urban area used exclusively by pedestrians and not easily kept under surveillance by police,
- an overpass where experience relating to nearby structures indicates a need for protective fencing, and
- an overpass where there have been incidents of objects being dropped or thrown from the overpass and where increased surveillance, warning signs or apprehension of offenders has not effectively alleviated the problem.

Installation of protective fence shall be considered as part of the preliminary design process when a structure is built or a concrete barrier is installed, modified or rehabilitated on an existing structure if:

- there is direct notice of an instance of suicide or attempted suicide or
- increased surveillance or intervention or installation of warning signs or other deterrence measures has not previously resulted in a decrease in the instance of suicide or attempted suicide.

For bridges with sidewalks over electrified railroads, protective barrier shall be used on affected spans or portions of spans. Use the appropriate protective barrier details as shown on Standard Drawings BC-711M, BC-713M or BC-709M for the type of barrier chosen for the structure.

If required by the Railroad or the Public Utility Commission, bridges without sidewalks over electrified railroads may require the appropriate protective barrier as shown on Standard Drawings BC-711M, BC-713M or BC-709M for the type of barrier chosen for the structure.

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**13.7.2 Test Level Selection Criteria**

**C13.7.2**

The following shall replace the second paragraph of A13.7.2.

DM-2, Section 12.11, Railing System Test Level Selection For Bridges provides the criteria for the selection of Test Level for the project. Under any circumstance that Design Manual, Part 2, does not provide criteria for the selection of the Test Level, then Test Level Five, TL-5, shall be used, except when otherwise directed by the Department.

The following shall supplement AC13.7.2.

The Department's standard 45-inch high F-shape concrete barrier is designated as a TL-5 barrier with consideration of a 3-inch future wearing surface (FWS) based on Engineering Justification for MASH 2016 TL-5 Compliance.

The Department's standard 42-inch high F-shape concrete barrier is designated as a TL-5 barrier and is listed in the NCHRP Project 20-07, Task 395 Final Report for MASH 2016 compliance.

**13.7.3 Railing Design**

**13.7.3.1 General**

The following shall supplement A13.7.3.1.

Table 13.7.3.1-1P lists barrier types, the performance level they were designed for and the location of standard details.

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Table 13.7.3.1-1P – Test Level for Barrier Type

Barrier Type	TL	Details on Standard Drawing	Eligibility for use on NHS	MASH Determination
45-inch F-shape Concrete Barrier	5	BD-601M, Sheet 2	•	Engineering * Justification
42-inch F-shape Concrete Barrier	5	BD-601M, Sheet 2	•	NCHRP 20-07, Task 395
32-inch F-shape Concrete Barrier	3	BD-601M, Sheet 2	•	Engineering * Justification
50-inch Split Concrete Median Barrier	4	BD-601M, Sheet 3		Engineering * Justification
32-inch Split Concrete Median Barrier	3	BD-601M, Sheet 3	•	Engineering * Justification
50-inch Concrete Median Barrier	4	BD-601M, Sheet 3		Engineering * Justification
32-inch Concrete Median Barrier	3	BD-601M, Sheet 3		Engineering * Justification
42-inch Vertical Wall Bridge Barrier at Alternate Sidewalk	2	BD-601M, Sheet 4	•	Engineering * Justification
PA Structure Mounted Guide Rail Barrier	3	BD-609M	•	Crash tested
PA Bridge Barrier	5	BD-610M	•	Crash tested
PA Type 10M Bridge Barrier	4	BD-617M	•	Crash tested
42-inch Vertical Wall Bridge Barrier	5	BD-618M	•	Engineering * Justification
32-inch Vertical Wall Bridge Barrier	3	BD-618M	•	Engineering * Justification
42-inch Vertical Wall Concrete Barrier for Composite Adjacent Box Beams	5	BD-618M		Engineering * Justification
45-inch F-shape Concrete Barrier for Composite Adjacent Box Beams	5	BD-661M, Sheet 4	•	Engineering * Justification
42-inch F-shape Concrete Barrier for Composite Adjacent Box Beams	5	BD-661M, Sheet 4	•	NCHRP 20-07, Task 395
32-inch F-shape Concrete Barrier for Composite Adjacent Box Beams	3	BD-661M, Sheet 4	•	Engineering * Justification
42-inch Vertical Wall Bridge Barrier at Alternate Sidewalk for Composite Adjacent Box Beams	2	BD-661M, Sheet 5	•	Engineering * Justification

\* - the stability, geometrics and strength of the barrier have been determined to be insignificantly different from a barrier which has previously been found to be MASH compliant for the indicated test level

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**13.7.3.2 Height of Traffic Barrier or Railing**

The following shall supplement A13.7.3.2.

The required railing heights are reflected in the BD-601M, BD-610M, BD-617M and BD-618M Standards.

**13.8 PEDESTRIAN RAILING**

**13.8.1 Geometry**

The following shall supplement A13.8.1.

Unless otherwise directed by the Department, pedestrian railing shall be provided in accordance with the BC Standards.

**13.9 BICYCLE RAILINGS**

**13.9.2 Geometry**

The following shall replace the first paragraph of A13.9.2.

The height of a bicycle railing shall not be less than 54 in., measured from the top of the riding surface.

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PART B: DESIGN SPECIFICATIONS

**SECTION 14 – JOINTS AND BEARINGS**

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**14.1 SCOPE**

The following shall supplement A14.1.

The materials, fabrication and installation of the bearings shall be in accordance with Publication 408.

**14.2 DEFINITIONS****C14.2P**

The following shall supplement A14.2.

**Guided Expansion Bearings** - Bearings which allow rotation and longitudinal movement in the bearing plane; transverse movement shall be restricted.

In rare cases, some guided bearings may restrict longitudinal movement and allow transverse movement in the bearing plane.

**Non-Guided Expansion Bearings** - Bearings which allow rotation, longitudinal movement and transverse movement in the bearing plane.

**14.3 NOTATION**

The following shall supplement A14.3.

- $A_b$  = bonded area of rubber (D14.7.6.3.10P)
- $A_r$  = reduced net bonded area of rubber (D14.7.6.3.10P)
- $\Delta$  = the shear deflection of the bearing appropriate to the calculation (D14.7.6.3.10P)
- $B$  = plan dimension in loaded direction of rectangular bearing or diameter of circular bearing (D14.7.6.3.10P)
- $D$  = superstructure depth from bearing to top of deck (in.) (D14.5.3.2)
- $d_i$  = lateral displacement under earthquake loads as specified in D4.7.4.6P
- $k$  = material constant (D14.7.6.3.10P)
- $P$  = maximum vertical load resulting from the Extreme Event I with the  $\gamma_p$  factors equal to 1.0 (D14.7.6.3.10P)
- $\epsilon_{eq}$  = shear strain due to  $d_i$ , the seismic design displacement (D14.7.6.3.10P)
- $\epsilon_{sc}$  = shear strain due to vertical loads (D14.7.6.3.10P, D14.7.6.3.11aP, D14.7.6.3.11bP)
- $\epsilon_{sh}$  = shear strain due to maximum horizontal displacement resulting from creep, post-tensioning, shrinkage, and thermal effects computed between the installation temperature and the least favorable extreme temperature (D14.7.6.3.10P, D14.7.6.3.11aP, D14.7.6.3.11bP)
- $\epsilon_{sr}$  = shear strain due to imposed rotation (D14.7.6.3.10P, D14.7.6.3.11aP, D14.7.6.3.11bP)
- $\epsilon_u$  = minimum elongation-at-break of rubber (D14.7.6.3.10P, D14.7.6.3.11aP, D14.7.6.3.11bP)
- $\theta$  = rotation imposed on bearing

**14.4 MOVEMENTS AND LOADS****14.4.2 Design Requirements****C14.4.2**

The following shall supplement A14.4.2.

Thermal movements and rotations for all bearings and joints shall be designed using Service-I limit state with  $\gamma_{TU} = 1$ .

The following shall supplement AC14.4.2.

The Department does not use  $\gamma_{TU} = 1.2$  as shown in Table A3.4.1-1. Structures in Pennsylvania have been successfully designed using the temperature ranges listed in Table D3.12.2.1-1 under Service-I Limit State with  $\gamma_{TU} = 1$  and construction tolerances.

**14.4.2.1 Elastomeric Pads and Steel Reinforced Elastomeric Bearings**

The following shall replace A14.4.2.1

Refer to D14.7.6.3.5

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**14.4.2.2 High Load Multirotational (HLMR) Bearings**

The following shall supplement A14.4.2.2.

The service limit state rotation,  $\theta_s$ , for bearings such as pot bearings, disc bearings, and curved sliding surfaces that may develop hard contact between metal components shall be taken as the sum of:

- The rotations due to all applicable Service I loads;
- The maximum rotation caused by fabrication and installation tolerances, which shall be taken as 0.01 radian unless an approved quality control plan justifies a smaller value; and
- An allowance for uncertainties, which shall be taken as 0.01 radian unless an approved quality control plan justifies a smaller value.

*14.4.2.2.1 Pot Bearings and Curved Sliding Surface Bearings*

Delete A14.4.2.2.1.

*14.4.2.2.2 Disc Bearings*

Delete A14.4.2.2.2.

**14.5 BRIDGE JOINTS****14.5.1 Requirements****14.5.1.1 General**

The following shall supplement A14.5.1.1.

Superstructure joints shall be in accordance with the provisions in A14.5, D14.5 and the Standard Drawings. Any other type must be evaluated and approved through a process using performance evaluation under heavy truck traffic criteria.

**14.5.2 Selection****14.5.2.1 Number of Joints**

The following shall supplement A14.5.2.1.

The number of expansion joints shall be minimized by designing continuous steel or prestressed concrete structures. Refer to Appendix G for Integral Abutments. For integral abutment details, refer to Standard Drawing BD-667M. For bridge approach slab details, refer to Standard Drawing BD-628M.

## COMMENTARY

**C14.4.2.2**

In 2004 AASHTO introduced new criteria based on LRFD loads that differed for pot bearings and disc bearings as presented in A14.4.2.2.1 and A14.4.2.2.2, respectively. PennDOT preferred to maintain the previous criteria and the use of service loads because experience demonstrated that this was acceptable and because the pot bearing standard BD-613M was based on the older criteria and service loads. The DM-4 incorporates the previous AASHTO criteria in D14.4.2.2 and deletes the two AASHTO articles containing the new criteria.

## SPECIFICATIONS

## 14.5.3 Design Requirements

## 14.5.3.2 Design Movements

The following shall supplement A14.5.3.2.

Minimum movement classification shall be 3 in., even if less movement is anticipated either at fixed or expansion ends. Round off movement results to the next highest 1/2 in.

The designer shall calculate the end rotation for all joints. End rotation due to applied dead and live loads of girders at the fixed end shall be considered in determining movement classification. End rotation is extremely important at fixed-fixed bearings and to a lesser extent at fixed-expansion bearings. End rotation can be ignored at expansion-expansion bearings, except at skewed joints.

The effect of live load end rotation for a 90° skew fixed end can be roughly approximated by

$$\delta = \frac{4\Delta D}{L} \quad (14.5.3.2-3)$$

where:

$\Delta$  = L/800 or L/1000 (ft.)

L = length of end span (ft.)

D = superstructure depth from bearing to top of deck (in.)

$\delta$  = change in joint opening (in.)

The expansion dams shall accommodate the longitudinal movement due to temperature change, end rotation of superstructure due to deflection, substructure movement and skew effect of the structure. A 1/2 in. contingency allowance (allow  $0.66 \times 0.5$  in. for low temperature and  $0.33 \times 0.5$  in. for higher temperature) for joints at abutments, and a 1/4-in. contingency for joints at piers shall be made unless larger movements are anticipated in the foundation report.

A minimum 2-in. movement classification shall be used for the fixed-fixed condition. Opening requirements from end rotation of the fixed-fixed condition must be evaluated.

## COMMENTARY

## C14.5.3.2

The following shall supplement AC14.5.3.2.

The end rotation for right angle and skewed bridges is explained below.

- End rotation and joint openings of right angle bridges

At a deck joint on the fixed end of a girder, the increase in joint opening is directly proportional to the amount of end rotation of the girder and to the vertical height from the bearing to the joint. At a similar deck joint on the expansion end of a girder, the amount of joint opening is a function of temperature and span length, as well as the amount of end rotation of the girder and the relative position of the neutral axis with respect to the bearing and the joint. Note that the neutral axis of a girder is unstressed and will not change length under load. However, the compression flange will shorten and the tension flange will lengthen under load.

In the case where the neutral axis is midway between the bearing and the joint, when the girder is loaded the expansion bearing will move away from the fixed bearing by an amount equal to the amount that the joint over the fixed bearing opens, and the joint at the expansion end will remain stationary. If the neutral axis is closer to the joint than to the bearing, when the girder is loaded the expansion bearing will move away from the fixed bearing by an amount greater than the amount that the joint over the fixed bearing opens, and the joint at the expansion end will actually close. If the neutral axis happens to be closer to the bearings than to the joint, the expansion bearing will move a smaller amount than will the joint at the fixed bearing, and the joint at the expansion end will open.

If the guidelines given above are properly considered, the displacement of bearings and joints for normal bridges can be predicted with reasonable accuracy, and provisions can be made for presetting the bearings and joints prior to placing the deck slab so that they will be in proper position in the finished structure. In the past, however, the presetting of dams on skewed structures has often resulted in misfits so bad as to require the removal of the dam from the hardened concrete and the resetting of it.

- End rotation and joint openings of skewed bridges

Figure C14.5.3.2-1 represents a schematic plan view of the end of a girder at skewed substructure units. Point A represents a point on a dam directly above the intersection of the centerline of the girder and the

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centerline of fixed bearings, the girder being undeflected. Point A' represents the position of Point A on the deflected girder as calculated on the basis of the girder rotating about an axis normal to the girder. Point A'' represents the position of Point A on the actual deflected structure. Point E represents a point on a dam directly above the intersection of the centerline of the girder and the centerline of expansion bearings on the same undeflected girder. Point E' represents the position of Point E after a temperature drop that changes the span length by the amount "e". Point E'' represents the position of Point E (due to deflection only) on the actual deflected structure, assuming that the neutral axis of the girder is midway between the bearing and the dam. The location of Point A'' relative to Point A, and Point E'' relative to Point E, is based on the assumption that the ends of the girder will rotate about an axis on the centerline of bearing rather than on an axis normal to the girder. A stiff end diaphragm system validates this assumption.

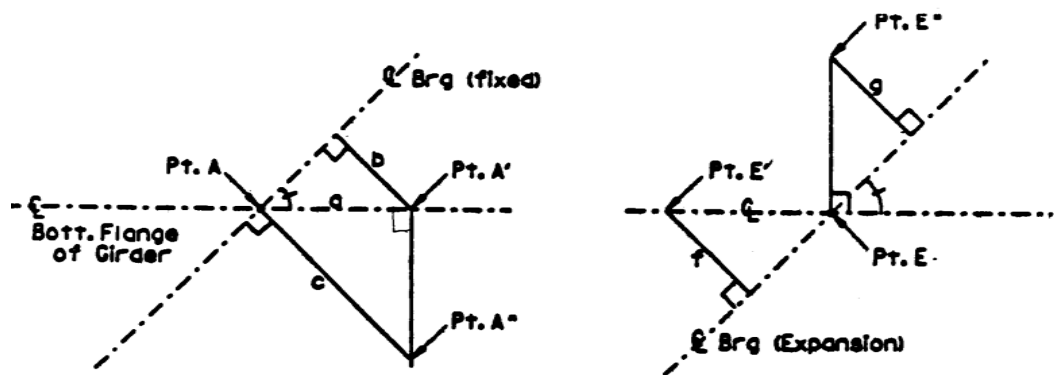


Figure C14.5.3.2-1 – End Rotation and Joint Openings of Skewed Bridges

For thermal movement, e, the change in the expansion dam opening (normal to the dam) will always be

$$f = e \sin(\text{skew angle})$$

For a skewed structure with little or no torsional stiffness, but having an end diaphragm system, the following relationships will hold true for the normal dam openings:

$$c = a / \sin(\text{skew angle})$$

All structures have varying degrees of torsional stiffness, which in the case of a skewed structure affects the amount of deflection that will occur under a particular loading condition. The greater the torsional stiffness, the smaller the deflection that will occur. There are no readily available methods of accurately predicting the deflection and subsequent end rotation of a torsionally stiff, severely skewed structure other than sophisticated



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**14.5.5 Installation****14.5.5.1 Adjustment**

The following shall supplement A14.5.5.1. Superstructure joints shall be carefully detailed on the design drawings. Provisions shall be made to block out 2 ft. minimum of the deck slab adjacent to a joint so that the joint opening may be adjusted after the deck slab has been placed. The Contractor shall be given the option to eliminate the block-out on 90-degree bridges and for other than tooth dams on skewed bridges, provided the ability to achieve a satisfactory joint in the completed structure is demonstrated with appropriate calculations. Blockouts may also be eliminated if the end rotation due to dead load is less than 1/4 in.

**14.5.6 Considerations for Specific Joint Types****14.5.6.10P Selection of Joint Type**

If expansion joints are needed, the following shall be specified:

- Strip seals shall be specified for anticipated movements between 0 in. minimum and 4 in. maximum. For construction requirements, refer to Standard Drawing BC-767M. Strip seal maximum movement of 5 in. may be used if approved by the District Bridge Engineer at the TS&L stage.
- Compression seal (unarmored) may be provided for bridges with a design ADTT of 100 or fewer trucks per day. If compression seal is permitted for a bridge, its use shall be specifically indicated either on the bridge plans or in the contract specifications; otherwise, a strip seal shall be used. Compression seals shall be specified to have a 1-in. minimum movement classification.
- Tooth dam with 1/8-in.-thick reinforced sheet neoprene trough (50 durometer hardness) shall be specified for movements over 4 in. Drainage arrangement for the trough, including downspouting, shall be specified as a part of the tooth expansion dam. A minimum of a 2'-6" (but not to exceed shoulder width) plate shall be provided in the gutter area for the safety of bicyclists.
- Modular Bridge Joint Systems may be used if approved by the District Bridge Engineer at the TS&L stage.

finite element methods. Therefore, for such cases, a gap (block-out) should be left near the dam in the deck slab when it is poured so that final adjustment of the dam can be made after the major portion of dead load deflection has occurred.

**C14.5.6.10P**

Table C14.5.6.10P-1 shows the field measurements of various types of proprietary expansion dams. This table can be used to check to ensure a system is available for the computed final design movements.

Designers should be careful when specifying tooth dams on a horizontally curved bridge with a short radius. The expansion starts at the assumed single point of zero translation in the span or group of spans and expands toward the bearings. The teeth may be expanding into each other at odd angles.

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Table C14.5.6.10P-1 – Experimentally Determined Perpendicular Movement Capabilities of Evaluated Systems vs. Angle of Crossing

Joint System	Perpendicular Movement Capability (in.)						
	Angle of Crossing (degrees)						
	90	80	70	60	50	40	30
Onflex 25	1.7	1.7	1.7	1.7	1.7	1.7	1.7
Onflex 20	1.8	1.8	1.8	1.8	1.8	1.8	1.6
Pro-Span 2-in. system (low profile)	2.0	2.0	2.0	2.0	1.7	1.5	1.4
Acme 3-in. Strip Seal (AS 300)	3.0	3.0	3.0	2.7	1.9	1.9	1.2
Acme 3-in. Trojan (TR 300)	3.0	3.0	3.0	3.0	2.7	2.0	1.4
Watson Bowman 3-in. system (S 300)	3.0	3.0	3.0	3.0	2.9	2.2	1.4
Acme 4-in. Trojan (TR 400)	3.2	3.2	3.0	2.5	1.5	1.0	0.6
Onflex 40	3.8	3.8	3.8	3.8	3.6	2.8	2.0
Acme 4-in. Strip Seal (AS 400)	4.0	4.0	4.0	2.0	1.7	1.3	1.0
Watson Bowman 4-in. system (S 400)	4.0	4.0	4.0	3.8	2.8	1.8	1.3
Pro-Span 4-in. system (low profile)	4.0	4.0	4.0	3.8	3.2	2.8	2.2
Onflex 45	4.1	4.1	4.0	3.7	3.6	2.8	2.0

Source: F. J. Bashore, et al, "Determination of Allowable Movement Ratings for Various Proprietary Bridge Deck Expansion Joint Devices at Various Skew Angles", Michigan Transportation Commission

## 14.6 REQUIREMENTS FOR BEARINGS

### 14.6.1 General

The following shall replace the third paragraph of A14.6.1.

Bearings subject to net uplift at Service I limit state for prestressed beams or at Service IIA limit state for steel beams shall be secured by tie-downs, anchorages, or counterweights. The tie-downs, anchorages, or counterweights must be designed to resist the factored net uplift force at Strength I Limit State. If the counterweight extends beyond a distance equal to the depth of the girder from center line of bearing, it should be included in the girder design. Reaction due to counterweights should also be included in the bearing design. Detail the counterweight on the contract drawings.

For additional provisions on bearing anchorages see A14.8.3 and D14.8.3.

#### 14.6.1.1P Fixed and Expansion Bearings

For single span bridges with a span of 35 ft. and less, provide a fixed condition at both abutments. For other single span bridges, arrange the fixed and expansion conditions so that the bridge is expanding uphill, wherever practical.

Where bearings are used to prevent or restrict movement in any direction, a minimum of two such bearings shall be employed on any superstructure unit.

#### C14.6.1.1P

Generally, fixed bearings prevent translation in any direction, and expansion bearings permit translation longitudinally, but are fixed against lateral translation. However, these simple arrangements do not always satisfy the required restraints and freedom of movement required for certain types and sizes of bridge superstructures. For instance, thermally-induced movement radiates from a point which is coincident with the center of gravity of the structure. For a

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Laminated bearings, known as “Masticord” bearings, are not allowed in Pennsylvania.

**14.6.1.2P Multi-Rotational Bearings**

All bearings must be capable of permitting rotation in at least one direction. For bridges on tangent alignment, bearing rotation in a single direction is adequate. However, for certain applications such as curved bridges, sharply skewed bridges, and cross girders, the bearings must be able to rotate in more than one direction. In such cases, multi-rotational bearings which utilize an elastomeric material or spherical sliding surfaces shall be used.

The use of multi-rotational bearings shall be indicated where:

- Low profile, high load bearings are required
- Curved or skewed bridges and other similar structures of complex design are required
- Long slender columns or light frames and members exhibit minimum stiffness or rigidity
- The direction of rotation varies
- The direction of rotation cannot be precisely determined
- Self aligning capabilities are required
- Load and rotation eccentricity does not significantly alter the net distribution of stress through the bearing and into the substructure and superstructure
- It is desirable to reduce the moment applied to truss or space frame panels
- Large movements are required

## COMMENTARY

bridge on tangent, that point will lie on the longitudinal centerline at the mid-point between the ends of the bridge; regardless of which of the bearings are fixed, the thermal movement will always be parallel to the centerline. However, for a bridge on curved alignment, the center of gravity of the superstructure will be toward the radius of curvature from the centerline; thermal movement will be diagonal to the centerline with respect to that point.

Inspection of Masticord bearings in one Pennsylvania structure revealed completely unsatisfactory performance. The laminated bearings debonded in all layers, i.e., Teflon debonded from stainless steel, Teflon/stainless steel sandwich plate debonded from Masticord material, and the Masticord debonded from the steel sole plate. According to the manufacturer, these bearings are supposed to be particularly forgiving when subjected to non-uniform loading. This has not been experienced in Pennsylvania.

**C14.6.1.2P**

This section has been revised to include various types of High Load Multi-Rotational Bearings other than just pot bearings. This specification was prepared for the broad range of normal applications and the limits of loads, forces and movements stated. The design and manufacture of multi-rotational bearings relies heavily on the principles of engineering mechanics and extensive practical experience in bearing design and manufacture. Therefore, in special cases in which structural requirements fall outside the limits of this specifications, a bearing manufacturer shall be consulted.

This specification treads a fine line between the need to produce high-quality, long-life bearings and the need to compromise with what is actually possible in design and manufacturer. For this reason, every item in the specification is vital to some aspect of bearing function and cannot be readily changed in the interest of conservativeness or deemed unnecessary and left out.

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- Economical, long life, zero or low maintenance bearings are desirable

Circular neoprene bearings meeting all applicable design requirements may be used as multi-rotational bearings.

Bearings shall be designed for the total movement capacity specified under “Design Movement” in the bearing schedule plus 1-in. additional movement in each direction. Spacing between the guides of the bearing does not require this additional movement capacity. The centerline of all bearing components are symmetrical about the bearing stiffener. The temperature value used for the calculation of longitudinal design movement shall be as per D3.12.2.1.

Only one fixed or guided expansion bearing shall be assumed to resist the sum of all the transverse horizontal forces at each abutment, bent, column, hinge or pier. Seismic forces are an exception as these forces may be resisted by all fixed or guided expansion bearings located at a given substructure unit. Longitudinal loads are resisted only at fixed bearings, and transverse loads are resisted by fixed and guided expansion bearings.

Provide at least two fixed or guided expansion bearings, each able to resist all transverse horizontal forces at each abutment, column, hinge or pier for design redundancy.

The substructure and superstructure shall be designed so that the sole and masonry plates remain rigid under all service conditions in areas around and in contact with the bearings.

*14.6.1.2.1P Bearing Schedule*

Contract documents shall contain a “bearing schedule” indicating the following information:

- Provide a schedule of all minimum and maximum vertical and horizontal loads for LRFD Load Combinations as shown in Fig. 14.6.1.2.1P-1 (this includes all longitudinal and transverse forces, as well as seismic forces) (not applicable for elastomeric bearings).
- Indicate minimum design rotation requirements of the bearing, including a construction tolerance.
- Show magnitude and direction of movements at all bearing support points including thermal, creep and shrinkage movements (see D14.6.1).
- Show the location, quantity and type of each bearing (fixed, expansion, or guided expansion), and the location of all bearing units (an actual bearing layout is preferred or use a bearing framing plan to show this data).
- Indicate the nominal stresses and nominal upper and lower bearing contact pressure to be used in the bearing design. They are provided in DM-4 and LRFD Specifications.

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Using a value for longitudinal design movement equal to twice the amount of contraction provides more movement than theoretically needed. The purpose of using this value is to ensure that adequate movement is provided when the bridge is erected at temperatures greater than 68°F.

*C14.6.1.2.1P*

Design rotation, movement and other requirements in the bearing schedule shall only refer to the requirements of the structure where the bearings are to be used. The design specifications apply very conservative safety factors to the design requirements.

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COMMENTARY

- Indicate and properly detail all anchorage details and/or requirements.
- Provide all details and indicate all grades, bevels and slopes at each bearing location.
- Indicate the coefficient of friction used in design of the sliding surfaces. (They should also be used in the substructure design.)
- Highlight any special details needed for earthquake requirements, such as uplift details, temporary attachments, or other requirements.
- Define the surface coating requirements, including the coating specifications and specific surfaces to be coated.
- Field welding of the sole plate to the beam may be done provided a special provision is developed to assure qualified welders and proper welding inspection.
- Show beam seat elevations based on an assumed total bearing thickness detailed in the plans.

LOAD COMBINATION	FACTORED LOADS (kips)							
	VERTICAL				HORIZONTAL			
	DL		LL+I		TRANSVERSE		LONGITUDINAL	
	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX

To the designer:  
 This table is required for every bearing type (not applicable for elastomeric bearings). Engineering judgment can be used to eliminate groups which obviously will not control the bearing design in order to limit the table size.

Figure 14.6.1.2.1P-1 – Suggested Format for Load Portion of Bearing Schedule

**14.6.3 Force Effects Resulting from Restraint of Movement at the Bearing**

**14.6.3.1 Horizontal Force and Movement**

The following shall replace the definition of G and  $\Delta_u$  for Eq. A14.6.3.1-2.

G = shear modulus of the elastomer (use the highest value of G within the range for elastomer hardness selected, see Table A14.7.6.2-1) (ksi)

$\Delta_u$  = factored shear deformation (using the appropriate load factors from A3.4 and D3.4, factor the service value shear deformation,  $\Delta_s$ , determined from A14.7.5.3.2) (in.)

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The following shall supplement A14.6.3.1.

Frictional resistance of bearings slide surfaces shall be excluded when specifying horizontal load requirements.

Minimum horizontal load capacity for fixed or expansion bearings shall be 10 percent of the vertical load capacity.

**14.6.4 Fabrication, Installation, Testing and Shipping**

The following shall replace A14.6.4.

The provisions for fabrication, installation, testing and shipping of bearings, specified in Publication 408, shall apply.

**14.6.4.1P Consecutively Fixed Piers**

Whenever it is advantageous to the overall design, consecutively fixed piers should be utilized. Generally it will be advantageous for tall, slender piers. However, an analysis should be made, taking into account the stiffness of piers, thermal movements and distribution of horizontal forces. The determination of the number of piers to be consecutively fixed must be based on cost-effectiveness.

When consecutively fixed piers are utilized in a steel bridge design, instructions for jacking the required deflection into the piers for proper positioning of the bearings under the beams shall be shown on the drawings. A table of dimensions shall be included showing the relative distance that each pier must be moved for each 10°F temperature variation from the mid-range of the anticipated temperature extremes.

The theoretical fixed point on the bridge, based on the relative stiffness and heights of the piers that are fixed, shall also be shown on the drawings.

**14.6.4.2P Jacking**

Provision shall be made on the superstructure and substructure units to place jacks in order to jack the superstructure for bearing repair or replacement.

The jacking load shall consist of dead load. The designer shall coordinate with the District Bridge Engineer if live load is to be included in the jacking design, such as P-82 and P2016-13 permit loads.

**14.7 SPECIAL DESIGN PROVISIONS FOR BEARINGS****14.7.1 Metal Rocker and Roller Bearings****14.7.1.1 General**

The following shall replace the third paragraph of A14.7.1.1.

Steel rocker and roller bearings are not permitted on new structures and should be replaced on rehabilitation projects.

**C14.7.1.1**

Delete the third paragraph of AC14.7.1.1.

The following shall supplement AC14.7.1.1. Fig. PP5.5.2.8.2-1 indicates the bearing types to be replaced, and Fig. PP5.5.2.8.2-2 indicates schematic examples of bearing replacement details and retrofit detail, when approved by the Chief Bridge Engineer.

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## COMMENTARY

Approval from the Chief Bridge Engineer is required when it is desired to leave rocker bearings and/or roller bearings in place on rehabilitation projects.

**14.7.2 PTFE Sliding Surfaces****14.7.2.1 PTFE Surface***14.7.2.1.1P Spherical Element - Concave Surface - PTFE*

- The spherical radius shall be determined such that the resulting geometry of the bearing is capable of withstanding the greatest ratio of horizontal load to vertical load under all loading conditions to prevent unseating the concave element
- If required during construction, mechanical safety restraints shall be incorporated to prevent overturning
- Maximum design rotation of the structure itself, plus 0.02 radians, shall be considered in the bearing design to prevent overturning or uplift
- Calculations showing the determination of the radius shall be submitted for approval
- The concave surface shall face down

Refer to Fig. 14.7.2.1.1P-1 for spherical bearings.

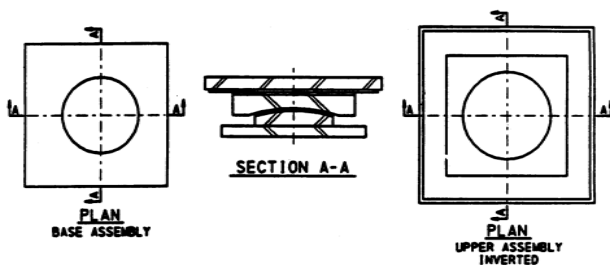


Figure 14.7.2.1.1P-1 – Spherical Bearings

**14.7.2.2 Mating Surface**

The following shall supplement A14.7.2.2.

For PTFE/Stainless and Bronze/Stainless sliding surfaces, the stainless surface shall be one of the following:

- ASTM A 240/A 240M, Type 304, 0.060 to 0.090 in. thick with a 20  $\mu$ -in. rms finish or less.
- Solid stainless steel ASTM A 240/A 240M, Type 304 or 304L, with a 20  $\mu$ -in. rms finish or less.
- Stainless steel weld overlay a minimum of 3/32 in. thick with a 20  $\mu$ -in. rms finish or less

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**14.7.2.3 Minimum Thickness***14.7.2.3.1 PTFE*

The following shall supplement A14.7.2.3.1.  
PTFE fabric shall conform to ASTM D 1777.

Any edges other than the selvage shall be oversown or recessed so that no cut fabric edges are exposed.

*14.7.2.3.2 Stainless Steel Mating Surface*

The following shall supplement A14.7.2.3.2.

The stainless steel surface shall cover the mating surface in all operating positions plus 1 in. in each direction of movement or extend to the end of sole plate whichever is greater.

Stainless steel sliding surfaces shall face down.

Stainless steel welded overlay shall be a minimum of 3/32 in. thick after welding, grinding, and polishing, and produced using Type 309L electrodes.

Guided members shall have their contact area within the guide bars in all operating positions. Guiding off the fixed base or any extensions of it is not permitted.

**14.7.2.5 Coefficient of Friction**

The following shall supplement A14.7.2.5.

Friction coefficients must be used in conjunction with the substructure design.

Design friction factors shall correspond to the type of PTFE specified.

Design friction factors given in Table A14.7.2.5-1 may be used for pot bearings if a 8  $\mu$ -in. rms surface finish is specified for the mating surface. In using Table A14.7.2.5-1, a temperature of -13°F shall be assumed.

**14.7.3 Bearings with Curved Sliding Surfaces****14.7.3.1 General**

The following shall supplement A14.7.3.1.

Complete design calculations must be provided by the designer for all aspects of spherical bearings. For high load multi-rotational bearing design plan presentation, see D14.6.1.2.1P. Bearings shall be designed for the temperature range found in Table D3.12.2.1-1.

These provisions are directed primarily toward spherical or cylindrical bearings with bronze or PTFE sliding surfaces.

The minimum center thickness of concave spherical surfaces must be at least 3/4 in., and the minimum vertical clearance between the rotating and non-rotating parts is given by Eqs. 14.7.3.1-1 or 14.7.3.1-2.

**C14.7.2.5**

The following shall supplement AC14.7.2.5.

Pot bearing designs taken from BD-613M use a coefficient of friction equal to 0.04 between the PTFE and stainless steel assuming the type of PTFE is unfilled, dimpled and lubricated.

A temperature of -13°F is the closest temperature equating to the cold end of the DM-4's design temperature range for structures.

**C14.7.3.1**

Delete AC14.7.3.1.

The first two paragraphs of AC14.7.3.1 have been moved into the specification portion of D14.7.3.1. This third paragraph has been replaced by some Department requirements and given in the last paragraph of D14.7.3.1.



## SPECIFICATIONS

## COMMENTARY

For rectangular spherical or curved bearings:

$$c = 0.7D\theta_u + 0.125 \quad (14.7.3.1-1)$$

For round spherical or round bearings:

$$c = 0.5D\theta_u + 0.125 \quad (14.7.3.1-2)$$

where:

D = diameter of the projection of the loaded surface of the bearing in the horizontal plane (in.)

$\theta_u$  = design rotation from D14.4.2.2 (rad)

Minimum edge and center thicknesses shall be no less than:

- OD x 0.06 for bearings directly on concrete
- OD x 0.045 for bearings on steel masonry plates
- 1/2 in.

#### 14.7.3.3 Resistance to Lateral Load

#### C14.7.3.3

The following shall supplement AC14.7.3.3.

To prevent the accumulation of debris, the concave surface of the bearing shall face down.

#### 14.7.4 Pot Bearings

##### 14.7.4.1 General

The following shall supplement A14.7.4.1.

BD-613M and BC-756M shall be used for pot bearings with vertical service loads between 200 kips and 1500 kips with 0.03 radians maximum rotation. If the standards are not used, complete design calculations must be provided prior to submission of shop drawings on all projects for all aspects of pot bearings, see A14.6.1 and D14.6.1.

Pot bearings are not stiff against bending in their plane. A sole plate, beveled if necessary, on top and a masonry plate at the bottom of the bearing shall be provided. Pot bearings have a limited capacity of rotation; they shall not be mixed with other types of bearings at common superstructure and substructure units.

For high load multi-rotational bearing design plan presentation, see D14.6.1.2.1P.

## SPECIFICATIONS

## COMMENTARY

As a part of final design, designers are responsible for the design of all aspects of the pot bearing as well as the pot base thickness. These items are all included in BD-613M and BC-756M. If the standards are not used, these items must be designed:

- pot diameter
- pot wall thickness and height
- piston shaft diameter (Min.), piston bottom diameter (Min.), and sealing rings
- masonry plate size and thickness
- sole plate size and thickness
- guide plate thickness, length and width (Min.); piston to guide plate weld size (Min.)
- sliding surface dimensions; length of Teflon strip and width (Min.); number of flat head socket screws
- all connection requirements, including weld sizes and number and size of bolts, cap screens and anchor bolts

#### 14.7.4.1.1P *Types of Pot Bearings*

There are two types of pot bearing designs allowed in Pennsylvania:

- Pot facing up with plates attached to the piston and guided by the edge of the sliding plate. Piston is to be self-aligning to direction of movement, but guides are to be carefully aligned. This pot bearing must be designed for PennDOT structures, unless approved otherwise by the Chief Bridge Engineer at the TS&L stage.
- Design as specified above, but with double elastomeric pad for greater rotational capacity

#### 14.7.4.2 **Materials**

The following shall replace the first paragraph of A14.7.4.2.

The elastomeric disc shall be made from a compound based on virgin natural rubber or virgin neoprene conforming to the requirements of Publication 408.

#### 14.7.4.4 **Elastomeric Disc**

Delete the last sentence of the second paragraph of A14.7.4.4

#### **C14.7.4.4**

Delete the last sentence of the second paragraph of AC14.7.4.4.

## SPECIFICATIONS

## COMMENTARY

**14.7.4.5 Sealing Rings***14.7.4.5.3 Rings with Circular Cross-Sections*

The following shall replace A14.7.4.5.3.

Sealing rings with a circular cross-section shall have the following minimum diameters:

- Up to 125 kips - 5/32 in.
- Up to 400 kips - 3/16 in.
- Up to 800 kips - 5/16 in.
- Up to 1400 kips - 3/8 in.
- Up to 5000 kips - 1/2 in.

**14.7.4.6 Pot**

The following shall replace the second and third paragraphs of A14.7.4.6.

The minimum thickness of a base bearing directly against concrete or grout shall satisfy:

- $t_{\text{base}} \geq 0.06 D_p$  and (14.7.4.6-1)
- $t_{\text{base}} \geq 3/4$  in. (14.7.4.6-2)

The thickness of a base bearing directly on steel girders or load distribution plates shall satisfy:

- $t_{\text{base}} \geq 0.045 D_p$  and (14.7.4.6-3)
- $t_{\text{base}} \geq 1/2$  in. (14.7.4.6-4)

The following shall supplement A14.7.4.6.

Pot inside diameter shall be the same as the elastomeric disc.

If BD-613M is not used, the minimum pot wall thickness shall be determined by analyzing horizontal loads, internal elastomer pressure, and piston force due to friction, shear, bending, and tension, but shall not be less than 3/4 in.

Pots shall be connected to the masonry plate by either setting the pot in a recess designed for horizontal loads or by welding the pot to the masonry plate. If the pot is set in a recess proper drainage is required.

**14.7.4.7 Piston**

The following shall replace the third paragraph of A14.7.4.7

Where a mechanical device is used to connect the superstructure to the substructure, it shall be designed to resist the greater of  $H_s$  or 10% of the maximum vertical load at the service limit state at that location.

**C14.7.4.7**

Delete the third paragraph of AC14.7.4.7.

## SPECIFICATIONS

## COMMENTARY

The following shall replace the fourth paragraph of A14.7.4.7 through Eq. A14.7.4.7-4.

Pot bearings subjected to lateral loads shall be proportioned to satisfy:

$$t_w \geq \sqrt{\frac{40H_s \theta_s}{F_y}} \quad (14.7.4.7-1)$$

Pot bearings that transfer load through the piston shall satisfy:

$$w \geq \frac{2.5H_s}{D_p F_y} \quad (14.7.4.7-2)$$

$$w \geq 0.125 \text{ in.} \quad (14.7.4.7-3)$$

where:

$H_s$  = horizontal service or extreme event I load on the bearing (kips)

$\theta_s$  = design rotation from D14.4.2.2 (rad)

$F_y$  = yield strength of steel (ksi)

$D_p$  = internal diameter of pot (in.)

$w$  = height of piston rim (in.)

$t_w$  = pot wall thickness (in.)

The following shall supplement A14.7.4.7.

Piston thickness shall be sufficient to provide clearance between the top of the pot and the sliding surface above as follows:

- For square pots, clearance = (Design Rotation (radians))  $\times$  (0.7  $\times$  Pot side (in.)) + 0.12  $\geq$  0.2 in.
- For round pots, clearance = (Design Rotation (radians))  $\times$  (Pot OD (in.) / 2) + 0.12  $\geq$  0.2 in.

Where the seal is wholly within the piston thickness, pistons for round seals shall have the lower corner chamfered at 45° for a depth equal to 1.7 times the diameter of the seal and 1.2 times the diameter where the seal extends into the elastomer. Refer to Figs. 14.7.4.7-1 and 14.7.4.7-2.

SPECIFICATIONS

COMMENTARY

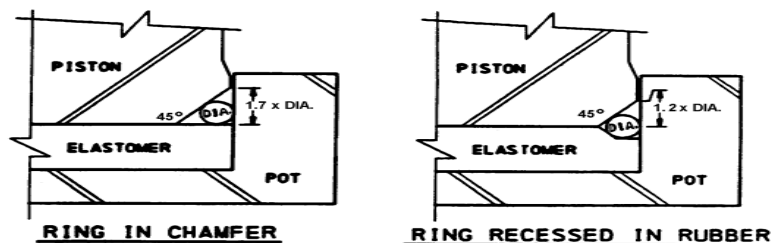


Figure 14.7.4.7-1 – Piston Chamfer for Sealing Rings

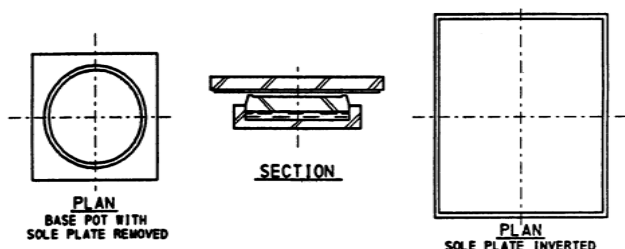


Figure 14.7.4.7-2 – Pot Bearings

**14.7.5 Steel Reinforced Elastomeric Bearings – Method B**

**14.7.5.1 General**

The following shall supplement A14.7.5.1.

The Department has decided to use Method A which has been incorporated in D14.7.6. The Department has selected this method because it has successfully been used in the past and it does not require the additional testing and quality control of bearings designed by Method B.

Elastomeric bearings utilized in implementing isolation design shall be designed by the procedures and specifications given in D14.7.6.3.10P and D14.7.6.3.11P.

Circular neoprene bearings may be used as multi-rotational bearings on skewed bridges.

Steel-reinforced elastomeric bearings may be designed using Method B, where deemed necessary, if a request is submitted and approved by the District Bridge Engineer.

**14.7.5.2 Material Properties**

The following shall replace the second paragraph of A14.7.5.2.

The elastomer shall have a shear modulus between 0.080 and 0.175 ksi and a nominal hardness between 50 and 60 on the Shore A scale, and shall conform to the requirements of Publication 408, Section 1113. Use a nominal hardness of 50 unless approved otherwise.

**C14.7.5.1**

Delete the second paragraph of AC14.7.5.1.

The following shall supplement AC14.7.5.1.

The request to use Method B for the bearing design shall identify if the design will follow the DM-4 requirements or AASHTO requirements and what additional testing and quality control measures will be utilized for the bearings designed using Method B.

## SPECIFICATIONS

Delete the third paragraph of A14.7.5.2.

The following shall replace the first sentence of the seventh paragraph of A14.7.5.2.

Bearings shall be made from low temperature elastomer Grade 3 unless otherwise approved by the Chief Bridge Engineer.

**14.7.5.3 Design Requirements***14.7.5.3.1 Scope*

Delete A14.7.5.3.1.

*14.7.5.3.2 Shear Deformations*

The following shall supplement A14.7.5.3.2.

For expansion bearings,  $\Delta_s$  shall include longitudinal movement due to end rotation of beams. A procedure for computing longitudinal movement due to end rotation is provided in the LRFD Bearing Pad Program Manual.

For prestressed concrete bridges, the time when bearing fixity occurs in the construction sequence shall be considered. The construction plans shall indicate a construction sequencing for bearing fixity if a special sequencing is assumed in the design.

Longitudinal movement due to end rotation and beam lengthening for all dead loads (except loads to be applied in the future, e.g., future wearing surface and utility loads) may be eliminated from the pad design for permanent conditions provided that the bridge is jacked after dead loads are applied and the shear deformation in the bearing pads is relieved. The pad should be checked to verify that design criteria is met for the temporary condition prior to release of the dead load shear deformation. A temperature change of 35° F shall be used to check for temporary conditions. The construction plans should clearly indicate where and when jacking is required, and provision for jacking points must be included in the design and detailing of the superstructure and substructure. The jacking forces should also be specified.

*14.7.5.3.3 Combined Compression, Rotation and Shear*

Delete A14.7.5.3.3.

*14.7.5.3.4 Stability of Elastomeric Bearings*

Delete A14.7.5.3.4.

## COMMENTARY

*C14.7.5.3.1*

Delete AC14.7.5.3.1.

*C14.7.5.3.2*

The following shall replace AC14.7.5.3.2.

The inclusion of applicable shear deformations with the temperature ranges specified in D3.12.2.1 allow contractors to erect beams at expected construction condition temperatures.

Consideration of creep and shrinkage deflection as it was previously computed can be eliminated because its direction of movement is opposite from the longitudinal movement due to end rotation. The magnitude of longitudinal movement due to end rotation will be greater than the previously set value of 0.25 in. for creep and shrinkage and it will thus control.

Longitudinal movement due to end rotation and beam lengthening may result in undesignable or excessively thick pads, especially with steel beam bridges. The requirement for jacking the bridge will result in additional cost and construction time, but the reduction in the longitudinal movement for pad design may eliminate the need to use a more costly bearing type. The designer should evaluate the cost benefits and construction time effects for individual projects when jacking is proposed.

*C14.7.5.3.3*

Delete AC14.7.5.3.3.

*C14.7.5.3.4*

Delete AC14.7.5.3.4.

## SPECIFICATIONS

## 14.7.5.3.5 Reinforcement

The following shall replace A14.7.5.3.5.  
Fabric reinforcement shall not be used.  
The thickness of the steel reinforcement,  $h_s$ , shall satisfy:

- at the service limit state:

$$h_s \geq \frac{h_{\text{avg}}(1.7\text{ksi})}{0.55F_y} \quad (14.7.5.3.5-1)$$

- at the fatigue limit state:

$$h_s \geq \frac{2h_{\text{avg}}\sigma_L}{\Delta F_{\text{TH}}} \quad (14.7.5.3.5-2)$$

- at PennDOT minimum:

$$h_s \geq 0.1196 \text{ in. (11 gauge)}$$

where:

$h_{\text{avg}}$  = the average thickness of the two layers of the elastomer bonded to the reinforcement (in.)

$F_y$  = yield strength of steel reinforcement (ksi)

$\Delta F_{\text{TH}}$  = constant amplitude fatigue threshold for Category A as specified in Table A6.6.1.2.5-3 (ksi)

$\sigma_L$  = service average compressive stress due to live load (ksi)

If holes exist in the reinforcement, the minimum thickness calculated by Eqs. 14.7.5.3.5-1 or 14.7.5.3.5-2 shall be increased by a factor equal to twice the gross width divided by the net width.

The thickness of the steel reinforcement that is shown on the contract drawings shall be a thickness that is a manufactured steel plate size.

## 14.7.5.3.6 Compressive Deflection

The following shall replace the sixth paragraph of A14.7.5.3.6.

Values for  $\varepsilon_{Li}$  or  $\varepsilon_{di}$  shall be obtained from design aids based on tests such as presented in Fig. C14.7.5.3.6-1 by testing or by an approved analysis method. Equations for  $\varepsilon_{Li}$  or  $\varepsilon_{di}$ , given in DC14.7.5.3.6, may also be used. Fig. C14.7.5.3.6-1 is for internal layers of reinforced bearings. The effects of creep of the elastomer shall be added to the instantaneous deflection when considering long-term deflections. They shall be computed from information relevant to the elastomeric compound used if it is available. If not, the material properties given in A14.7.5.2 and D14.7.5.2 shall be used.

## COMMENTARY

## C14.7.5.3.5

The following shall replace AC14.7.5.3.5.

## C14.7.5.3.6

Delete the third paragraph of AC14.7.5.3.6.

The following shall replace the fourth paragraph of AC14.7.5.3.6.

Figure C14.7.5.3.6-1 may be used as an approximate guide for specifying an allowable value of compressive strain at the design dead plus live service limit state compressive load when employing Section 8.8.1 of AASHTO M 251.

SPECIFICATIONS

COMMENTARY

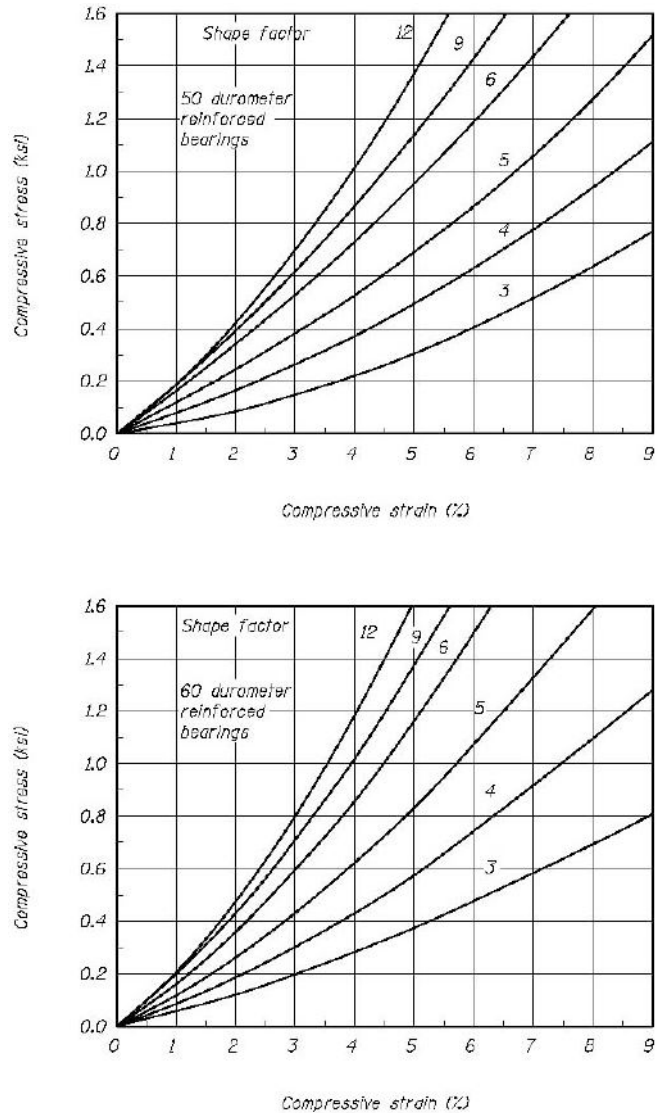


Figure C14.7.5.6.3-1 – Stress-strain Curves

The following shall supplement AC14.7.5.3.6.

A second order polynomial equation for  $\epsilon_{Li}$  or  $\epsilon_{di}$  was developed for use in the PennDOT bearing design computer program from Fig. C14.7.5.3.6-1 for each shape factor of 3, 4, 5, 6, 9 and 12, and for both 50 and 60 durometer elastomer. The basic equation, for instantaneous compressive strain, is:

$$\epsilon_{Li} \text{ or } \epsilon_{di} = A\sigma^2 + B\sigma \tag{C14.7.5.3.6-1}$$

where:

$\sigma$  = average compressive load due to the load being investigated (ksi)

A = a constant given in Table C14.7.5.3.6-1 (1/ksi<sup>2</sup>)



## SPECIFICATIONS

## COMMENTARY

B = a constant given in Table C14.7.5.3.6-1 (1/ksi)

Table C14.7.5.3.6-1 – Constants for Strain Equation

Shape Factor	50 Durometer		60 Durometer	
	A	B	A	B
3	-18.00	22.7	-7.30	15.9
4	-4.20	12.3	-2.80	10.2
5	-1.40	8.4	-1.60	7.3
6	-0.69	5.9	-0.90	5.3
9	-0.70	5.2	-0.78	4.6
12	-1.00	5.0	-0.99	4.5

The PennDOT bearing design computer program will use a minimum shape factor of 3.

The maximum relative compressive deflection should be less than 3/4 in. The method for relative compressive deflection computations for end joints and pier joints is given below.

Relative deflection at end joints is the sum of creep deflection and live load deflection.

Relative deflection at pier joints shall be the greater of the followings:

- (1) The difference of the sum of the dead load deflection, creep deflection and live load deflection on the right side of the joint, and the sum of the dead load deflection and creep deflection on the left side of the joint.
- (2) The difference of the sum of the dead load deflection, creep deflection and live load deflection on the left side of the joint, and the sum of dead load deflection and creep deflection on the right side of the joint.

#### 14.7.5.3.7 Seismic and Other Extreme Event Provisions

The following shall replace the fourth sentence of A14.7.5.3.7.

Anchor bolts shall be designed for the effects of bending and shear, as specified in A14.8.3.1 and D14.8.3.1, for seismic and other extreme event loads as specified in A14.6.5.3.

#### 14.7.5.4 Anchorage for Bearings without Bonded External Plates

The following shall supplement A14.7.5.4

The provisions of D14.7.6.4P shall also apply to steel-reinforced elastomeric bearings designed using Method B.

## SPECIFICATIONS

**14.7.6 Elastomeric Pads and Steel Reinforced Elastomeric Bearings - Method A****14.7.6.1 General**

The following shall replace A14.7.6.1.

The provisions of this article apply to the design of plain elastomeric pads, PEP and steel reinforced elastomeric bearings.

Pads reinforced with discrete layers of fiberglass, FGP, and pads reinforced with closely spaced layers of cotton duck, CDP, shall not be used in elastomeric bearings. However, these two materials may be used as a bedding material between the top surface of the pier or abutment concrete and the bearing base plate.

The shape factor for pads and steel reinforced elastomeric bearings covered by this article is determined as specified in A14.7.5.1.

**14.7.6.2 Material Properties**

The following shall replace A14.7.6.2.

The material properties shall be as given in A14.7.5.2 and D14.7.5.2.

**14.7.6.3 Design Requirements***14.7.6.3.1 Scope*

The following shall replace A14.7.6.3.1.

Bearings designed by provisions herein do not require any additional testing other than that required in Publication 408.

*14.7.6.3.1aP General Size and Construction Requirements*

Reinforced elastomeric bearings shall be reinforced using integrally bonded steel reinforcement. Fabric reinforcement is not permitted.

Plain pad thickness shall be a minimum of 3/4 in. and a maximum of 1 1/4 in.

Laminated pads are most efficiently designed by placing shims near the top and bottom extremities of the pads, which are provided with a bonded neoprene cover of 1/4 in. Inner layer thickness of neoprene may be specified from 3/8 in. to 5/8 in. Requirements for minimum shim thickness are given in D14.7.5.3.5.

## COMMENTARY

**C14.7.6.1**

Delete AC14.7.6.1.

*C14.7.6.3.1*

Delete AC14.7.6.3.1.

*C14.7.6.3.1aP*

Shimmed neoprene expansion bearings shall generally not exceed a total thickness of 8 in. The minimum thickness of shimmed neoprene bearings shall generally be not less than 2 in. This minimum thickness will provide increased rotational tolerance for spans less than 100 ft.

A relatively new method to align the shims during the vulcanizing of laminated shim neoprene bearing pads has been developed. Two companies have been approved by the Department to use this method. A brief description of this method is given below.

Instead of using several pins around the perimeter of the pad to hold the shims in place during the pad manufacturing process, a single 1.5 in. x 0.5 in. rounded slot in the center of the pad, oriented longitudinally, may be used to accommodate a steel bar which holds and aligns the shims during vulcanizing.

Instead of exhibiting small slotted indentations around the perimeter of the completed pads, typical of laminated pads using the old manufacturing process, the new pads will

## SPECIFICATIONS

14.7.6.3.2 *Compressive Stress*

The following shall replace A14.7.6.3.2.

Unless shear deformation is prevented, use the lower value of shear modulus  $G$  when computing the allowable compressive stress. In any elastomeric bearing layer, the average compressive stress at the Service I Limit State shall satisfy:

$$\sigma_c \leq GS_i \quad (14.7.6.3.2-1)$$

and

$$\sigma_c \leq 1.25 \text{ ksi for steel-reinforced elastomeric bearings} \quad (14.7.6.3.2-2)$$

or

$$\sigma_c \leq 0.8 \text{ ksi for plain elastomeric bearings} \quad (14.7.6.3.2-3)$$

where:

$G$  = shear modulus of elastomeric pad (ksi)

$S_i$  = shape factor given in A14.7.5.1

Allowable compressive stress may be increased for laminated pads by 10% where shear deformation is prevented.

The minimum average compressive stress under DL only shall satisfy:

$$\sigma_c > 0.1 \text{ ksi} \quad (14.7.6.3.2-4)$$

14.7.6.3.3 *Compressive Deflection*

The following shall replace A14.7.6.3.3.

The provisions of A14.7.5.3.6 and D14.7.5.3.6 shall apply.

14.7.6.3.4 *Shear*

The following shall replace A14.7.6.3.4.

The provisions of A14.7.5.3.2 and D14.7.5.3.2 shall apply.

## COMMENTARY

show 1.5 in. x 0.5 in. “plugged” rounded slot in the center of the finished bearing.

Laminated shims neoprene bearing pads exhibiting either characteristics, slotted indentations on the perimeter or plugged slotted rounded holes in the center, oriented longitudinally, will be acceptable. The plug, or neoprene extrusion, must be of the same hardness as the pad, must be installed with lubricant adhesive, and must provide a tight fit. There is no allowance for a minus tolerance on the size of the plug.

## C14.7.6.3.2

The following shall replace AC14.7.6.3.2.

From past PennDOT practice and previous design codes, it is desirable to maintain a minimum compressive stress on the elastomeric bearing of 0.2 ksi.

## C14.7.6.3.3

Delete AC14.7.6.3.3.

## C14.7.6.3.4

Delete AC14.7.6.3.4

## SPECIFICATIONS

## 14.7.6.3.5 Rotation

The following shall replace all provisions of A14.7.6.3.5.

The rotational deformations about each axis shall be taken as the maximum possible rotation between the top and bottom of the bearing caused by initial lack of parallelism and girder end rotation. They shall be limited by:

- for rectangular bearings

$$\theta_{sx} \leq \frac{2\delta}{L} \quad (14.7.6.3.5-1)$$

and

$$\theta_{sz} \leq \frac{2\delta}{W} \quad (14.7.6.3.5-2)$$

- for circular bearings

$$\sqrt{\theta_{sx}^2 + \theta_{sz}^2} \leq \frac{2\delta}{D} s \quad (14.7.6.3.5-3)$$

where:

L = length of a rectangular bearing (measured along the length of the beam) (in.)

W = width of a rectangular bearing (measured along the width of the beam) (in.)

D = diameter of a circular bearing (in.)

$\delta$  = instantaneous deflection specified in A14.7.5.3.6 (in.)

$\theta_{sx}$  = maximum rotation between the top and bottom bearing about the transverse axis (rad)

$\theta_{sz}$  = maximum rotation between the top and bottom bearing about the longitudinal axis (rad)

Live load rotation shall be based on the same load condition used for live load deflection which is given in D2.5.2.6.2 and D3.6.1.3.2.

If the live load deflection is known, the live load rotation may be estimated by:

$$\theta_{LL} = \frac{16 \delta_{LL}}{5 L_s} \quad (14.7.6.3.5-4)$$

where:

$\delta_{LL}$  = live load deflection (in.)

$L_s$  = span length (in.)

In lieu of Eq. 14.7.6.3.5-4, a more exact method may be used to compute live load rotation.

## COMMENTARY

## C14.7.6.3.5

The following shall replace all provisions of AC14.7.6.3.5.

Equation 14.7.6.3.5-4 is based on an assumed parabolic shape which is associated with dead and live load deflections.

## SPECIFICATIONS

For spans under 100 ft., an additional 0.003 radian of rotation about the transverse axis of the pad shall be considered for construction tolerance.

For spans equal to or over 100 ft., an additional 0.005 radian of rotation about the transverse and longitudinal axes of the pad shall be considered for construction tolerance.

The rotational tolerance shall be applied when checking for rotational adequacy under dead load and dead load plus live load conditions. The dead load shall be computed without future wearing surface, utilities, or other non-permanent dead load.

Where the specified construction tolerances result in undesignable pads or excessively thick pads, the construction tolerances may be reduced. For spans under 100 ft., the tolerance about the transverse axis of the pad may be reduced. For spans equal to or greater than 100 ft., the tolerance about the longitudinal axis of the pad may be reduced.

The tolerance values used for the bearing pad design shall be shown on the construction plans.

For steel beam bridges, assess the potential for a lift-off condition (or gap between the bottom of beam sole plate and top of the bearing pad) when the beam is initially set on the pad. Lift-off can be expected when the end rotation occurring for the temporary condition exceeds the rotational capacity as computed using Eqs. 14.7.6.3.5-1, 14.7.6.3.5-2 and 14.7.6.3.5-3 with beam dead load only. If a lift-off condition is expected, provide the following note on the construction plans:

“A gap between the bottom of sole plate and top of neoprene bearing pad is expected to be present at (Abutment 1, Pier 1, etc.) when the beams are placed on the pads. The gap is expected to close after all dead loads are placed on the bridge.”

Where a temporary lift-off condition is expected at pier bearings of continuous steel beam bridges, the location of the lift-off (ahead or back stations) should be identified.

*14.7.6.3.6 Stability*

The following shall replace A14.7.6.3.6.

To ensure bearing stability, the total thickness, H, of the bearing shall be limited by the smallest of:

- for plain rectangular bearings

$$H \leq L/5 \quad (14.7.6.3.6-1)$$

or

$$H \leq W/5 \quad (14.7.6.3.6-2)$$

- for plain circular bearings

$$H \leq D/6 \quad (14.7.6.3.6-3)$$

## COMMENTARY

Rotational tolerance is added to account for permissible geometric deviations that occur in superstructure and substructure elements during fabrication and construction. The specified design tolerances do not account for the combined fabrication and construction tolerances that are permitted in Publication 408. To do so would result in a large percentage of bridges where neoprene bearing pads would be undesignable.

A parametric study conducted on single span prestressed concrete I-beam, spread box beam, and adjacent box beam bridges resulted in undesignable neoprene pads for some conditions when using the full construction tolerance values. The majority of instances occurred in adjacent box beams.

*C14.7.6.3.6*

Delete AC14.7.6.3.6.

## SPECIFICATIONS

## COMMENTARY

- for reinforced rectangular bearings
  - $H \leq L/3$  (14.7.6.3.6-4)
  - or
  - $H \leq W/3$  (14.7.6.3.6-5)
- for reinforced circular bearings
  - $H \leq D/4$  (14.7.6.3.6-6)
- for all bearing types
  - $H \leq 8$  in. (14.7.6.3.6-7)

where:

- L = length of a rectangular bearing (in.)
- W = width of a rectangular bearing (in.)
- D = diameter of circular bearing (in.)
- H = total height of bearing including thickness of shims in reinforced bearing (in.)

*14.7.6.3.7 Reinforcement**C14.7.6.3.7*

The following shall replace A14.7.6.3.7. Reinforcement for steel-reinforced elastomeric bearings designed in accordance with the provisions of this article shall conform to the requirements of D14.7.5.3.5.

Delete AC14.7.6.3.7.

*14.7.6.3.8 Seismic and Other Extreme Event Provisions*

The following shall replace the last sentence of A14.7.6.3.8.

The provisions of A14.7.5.3.7 and D14.7.5.3.7 shall also apply as applicable.

*14.7.6.3.9P Bearing Area**14.7.6.3.9aP General**C14.7.6.3.9aP*

Epoxy-coated bearing surfaces are not to be specified.

The contact surfaces above and below neoprene bearing pads shall be roughened to prevent excessive pad bulging and walking out. Sandblast clean the concrete bearing surface to achieve a rough texture.

The Department has experienced instantaneous failure of bearing pads when the bearing surfaces were epoxy-coated. To avoid the high costs of corrective measures, the Department no longer permits epoxy-coated bearing surfaces.

*14.7.6.3.9bP Prestressed Adjacent Box Beams*

See D14.7.6.3.9dP for bearing area and beveled sole plate requirements.

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14.7.6.3.9cP *Prestressed Spread Box Beams and Prestressed I-Beams*

See D14.7.6.3.9dP for bearing area and beveled sole plate requirements.

14.7.6.3.9dP *Beam Seat and Bottom of Beam Bearing Area Requirements*

Bearing pads require uniform pressure, insofar as practical, over the entire bearing area of the pads to assure long-term, maintenance-free performance. Therefore, it is essential to ensure that the planes formed by the bottom of the beam bearing area and the top of beam seat are parallel unless the bearing pad is specifically designed to accommodate the slope differential. This requirement applies to both the longitudinal and transverse axes of the bearing pad. Refer to Fig. 14.7.6.3.9dP-1 for beam and bearing axes orientation.

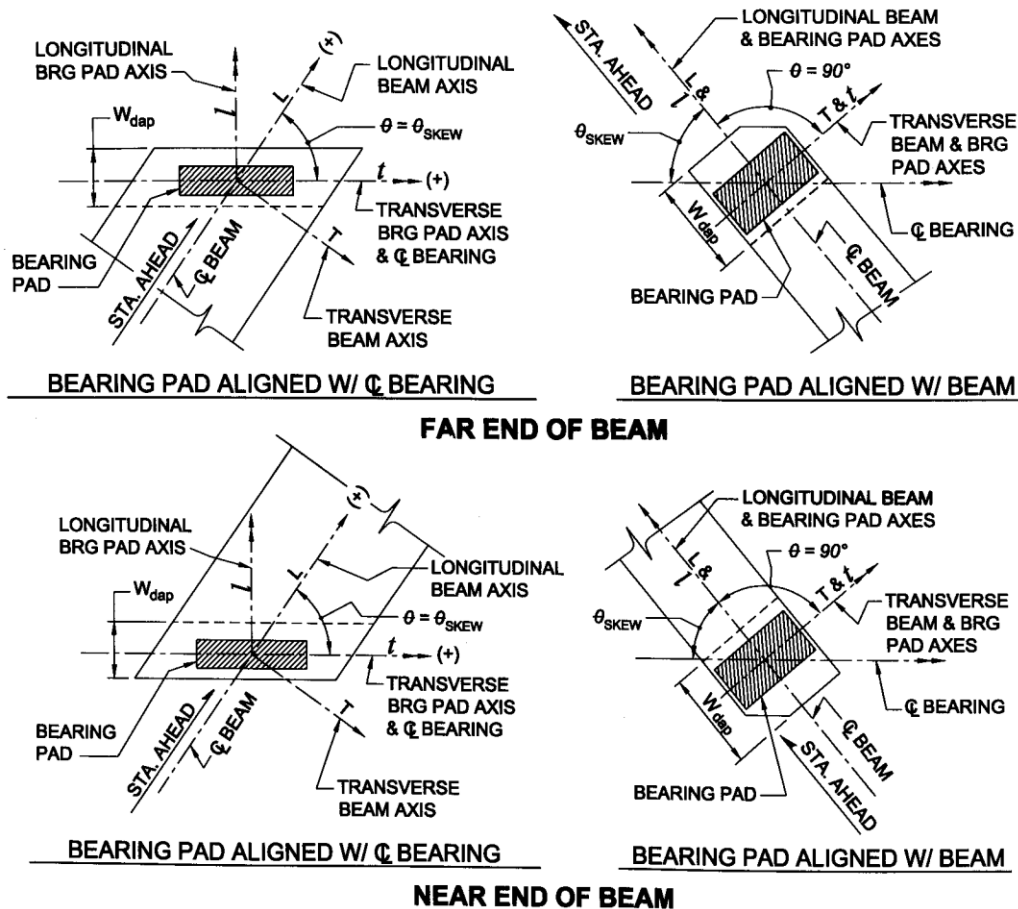


Figure 14.7.6.3.9dP-1 – Beam & Bearing Pad Axes Orientation

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*14.7.6.3.9d.1P Design of Beam Seat**14.7.6.3.9d.1.1P Direction Parallel to Longitudinal Axis of Beam*

The beam seat in the direction parallel to the longitudinal axis of the beam may be constructed to a maximum slope of 1%. When the slope of the bottom of beam in the direction parallel to the longitudinal axis of the beam,  $S_L$ , cannot be accommodated for in the design of the bearing pad in conjunction with a maximum beam seat slope of 1%, the beam seat shall be constructed level in the direction parallel to the longitudinal axis of the beam and the bottom of beam bearing area shall be modified in accordance with D14.7.6.3.9d.2.1P.

*14.7.6.3.9d.1.2P Direction Parallel to Transverse Axis of Bearing Pad*

Establish the beam seat elevations/slopes in the direction parallel to the transverse axis of the bearing pad so that the beam seat is parallel to the bottom of beam. Doing so will ensure parallel top and bottom planes for the bearing pad in this direction. Furthermore, if modification of the bottom of beam bearing area is necessary, properly sloping the beam seat in the direction parallel to the transverse axis of the bearing pad will eliminate the need for two-dimensional sloping of the bottom of beam bearing area. For beams set truly vertical, such as I-beams, the beam seat will be level (see D14.7.6.3.9d.2.3P). There is no maximum slope to which the beam seat may be constructed in this direction. However, for box beams having a transverse beam seat slope,  $s_t$ , exceeding 5% and placed on neoprene bearing pads thicker than 3.5 in., provide a note on the design drawings requiring the contractor to provide temporary lateral support to the beam during construction until the end diaphragms are cast and the shear blocks or dowel bars are installed.

*14.7.6.3.9d.2P Design of Bottom of Beam Bearing Area**14.7.6.3.9d.2.1P Direction Parallel to Longitudinal Axis of Beam*

When the slope of the bottom of beam in the direction parallel to the longitudinal axis of the beam,  $S_L$ , cannot be accommodated for in the design of the bearing pad in conjunction with a maximum beam seat slope of 1%, modification of the bottom of beam bearing area is required. Acceptable methods for modifying the bottom of beam bearing area include:

- For steel beams, provide a beveled steel sole plate;
- For all prestressed concrete beams, cast a beveled notch in the underside of the beam (referred to as dapping)

*C14.7.6.3.9d.1.2P*

Past experience has shown that the beams have a tendency to slide transversely and to distort the bearing pad if not temporarily braced.



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unless the slope exceeds the maximum permitted slope,  $(S_L)_{\max}$  (see below), in which case provide a beveled steel sole plate. The slope of the beam dap/beveled steel sole plate is to match the actual bottom of the beam slope in the direction parallel to the longitudinal axis of the beam computed in accordance with D14.7.6.3.9d.2.4P.

The maximum slope in the direction parallel to the longitudinal axis of the beam that can be accommodated by dapping is variable and can be expressed as:

$$(S_L)_{\max} = [(t_{\text{dap}})_{\max} - (t_{\text{dap}})_{\min}] \times \sin \theta / W_{\text{dap}} \quad (14.7.6.3.9d.2.1P-1)$$

where,

$(t_{\text{dap}})_{\max}$  = 1.5 in. based on a maximum distance from the bottom of the beam to the centerline of the prestressing strand bottom row of 3.25 in. and minimum concrete covers of 1.5 in. on 1/2 in. diameter prestressing strands and 1 in. on #4 confinement reinforcement bars in the beam dapping area. Do not increase the maximum dap thickness beyond 1.5 in. regardless of other methods used to increase concrete cover on the confinement reinforcement (such as using draped strand design.)

$(t_{\text{dap}})_{\min}$  = 0.25 in. based on input from prestressed concrete beam fabrication industry regarding minimum practical thickness that shims used to form daps can be constructed.

$W_{\text{dap}}$  = Maximum width of beam dap measured parallel to longitudinal axis of bearing pad.

$$= d_{\text{brg}} + L_{\text{bp}}/2 + d_{\text{clr}} \quad (\text{Refer to Figs. D14.7.6.3.9dP-1 \& D14.7.6.3.9d.2.4P-1})$$

$d_{\text{brg}}$  = distance from end of beam to C/L bearing measured parallel to longitudinal axis of bearing pad.

$L_{\text{bp}}$  = length of bearing pad measured parallel to longitudinal axis of bearing pad.

$d_{\text{clr}}$  = distance from edge of bearing pad to end of beam dap measured parallel to longitudinal axis of bearing pad. The minimum value for  $d_{\text{clr}}$  = 3 in. to account for construction tolerances of beam length and centerline of bearing location.

$\theta$  = Counterclockwise angle formed from the positive (+) transverse bearing pad axis to the positive (+) longitudinal beam axis (refer to Fig. D14.7.6.3.9dP-1).

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Partial-width beam daps (see Fig. 14.7.6.3.9d.2.1P-1) are **not** permitted. The formed notched area for the dap must extend completely to the end of the beam.

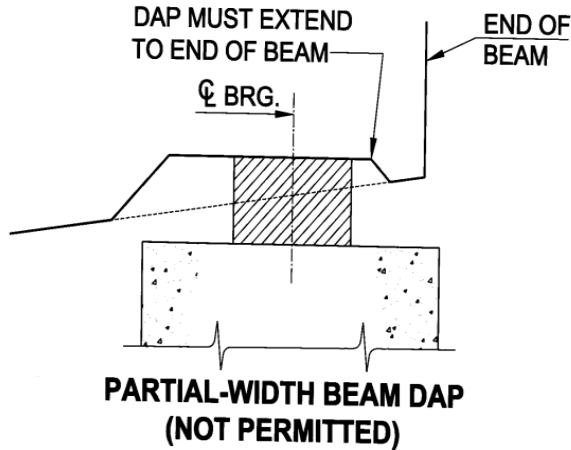


Figure 14.7.6.3.9d.2.1P-1 – Partial-Width Beam Dap

*14.7.6.3.9d.2.2P Direction Parallel to Transverse Axis of Bearing Pad*

Since the beam seat is to be constructed parallel to the actual slope of the bottom of the beam (see D14.7.6.3.9d.1.2P), there are no special construction requirements for the bottom of the beam bearing area in the direction parallel to the transverse axis of the bearing pad.

*14.7.6.3.9d.2.3P Transverse Slope of Beams Relative to Beam Axis*

Set the transverse beam slope,  $S_T$ , as follows (refer to Fig. 14.7.6.3.9d.2.3P-1):

Steel and Prestressed Concrete I-beams:

- Set beams truly vertical in all cases.

Spread Box Beams:

- Set beams truly vertical or on a slope to conform to the deck cross-slope. When setting on slope, special considerations are required in areas of superelevation transition or within a vertical curve profile with skewed supports. When setting beams vertical, properly consider effects of haunch thickness on beam design and detailing, specifically, the additional weight of concrete and the need for haunch reinforcement.

Adjacent Box/Plank Beams:

- Set beams to conform as closely as practical to the deck cross-slope in order to minimize the haunch thickness and to align holes for the transverse post-tensioning

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tendons. In areas of superelevation transition or within a vertical curve profile with skewed supports, additional haunch or stepped beam seats may be required.

For box beams, ensure that the transverse beam slope is the same at each end of the beam to prevent inducing torsion.

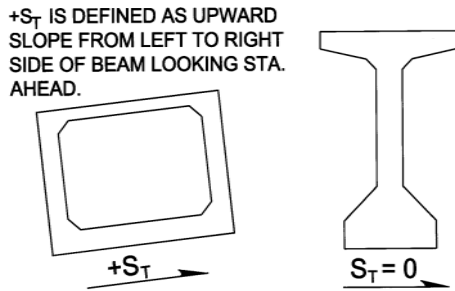


Figure 14.7.6.3.9d.2.3P-1 – Transverse Beam Slope

#### 14.7.6.3.9d.2.4P Computation of Beam Dap Dimensions

Establish the beam dap dimensions to achieve a level bottom of beam bearing area in the direction parallel to the longitudinal axis of the beam. Compute the required beam dap thicknesses as follows (refer to Fig. 14.7.6.3.9d.2.4P-1):

If  $S_L$  is positive (i.e., sloping upward in the stations ahead direction):

$$(t_{dap})_B = (t_{dap})_{min} + S_L \times W_{dap} / \sin \theta \quad (14.7.6.3.9d.2.4P-1)$$

$$(t_{dap})_A = (t_{dap})_{min} \quad (14.7.6.3.9d.2.4P-2)$$

If  $S_L$  is negative (i.e., sloping downward in the stations ahead direction):

$$(t_{dap})_B = (t_{dap})_{min} \quad (14.7.6.3.9d.2.4P-3)$$

$$(t_{dap})_A = (t_{dap})_{min} - S_L \times W_{dap} / \sin \theta \quad (14.7.6.3.9d.2.4P-4)$$

where:

$(t_{dap})_B$  = beam dap thickness at the back station end of the notch;

$(t_{dap})_A$  = beam dap thickness at the ahead station end of the notch;

$S_L$  = bottom of beam slope at the end of the beam under consideration in the longitudinal beam axis direction,  
 =  $(S_L)_G + (S_L)_C$

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$(S_L)_G =$  longitudinal slope due to grade of beam,  
 $= [(E_b)_f - (E_b)_n]/L$

$(E_b)_n =$  Bot. of beam elev. at C/L brg. at near end (ft.)

$(E_b)_f =$  Bot. of beam elev. at C/L brg. at far end (ft.)

$L =$  beam span length, c/c bearing (ft.)

$(S_L)_C =$  longitudinal slope due to beam camber.  
 $(S_L)_C$  is a positive (+) value at the near end of the beam and a negative (-) value at the far end of the beam.  
 $= 4 y_c/L$

$y_c =$  beam net final camber at mid-span (ft.)

Round dap thicknesses to the nearest 1/16 in.

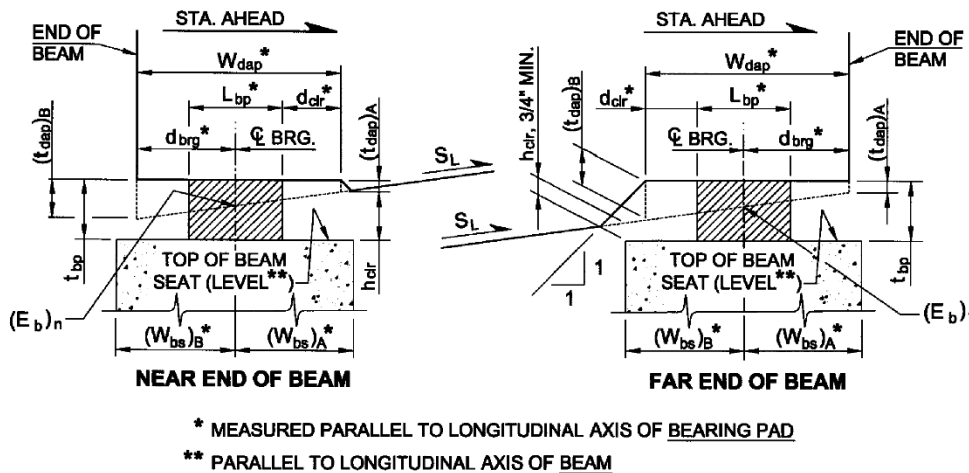


Figure 14.7.6.3.9d.2.4P-1 – Typical P/S Concrete Beam Dap Detail (Viewed Parallel to Longitudinal Beam Axis)

14.7.6.3.9d.2.5P Computation of Beam Seat Elevations when Providing Beam Dap

Establish the beam seat elevations/slope that the beam seat in the transverse direction of the bearing pad is parallel to the bottom of beam bearing area slope. Compute the beam seat elevations as follows (refer to Fig. 14.7.6.3.9d.2.5P-1):

- 1) Compute beam dap thickness at C/L bearing:

For the **near end** of beam (back station):

$$(t_{dap})_C = (t_{dap})_B + [(t_{dap})_A - (t_{dap})_B] \times d_{brg} / W_{dap}$$

(14.7.6.3.9d.2.5P-1)

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For the **far end** of beam (ahead station):

$$(t_{dap})_C = (t_{dap})_A + [(t_{dap})_B - (t_{dap})_A] x d_{brg} / W_{dap} \quad (14.7.6.3.9d.2.5P-2)$$

2) Beam seat elevation at C/L beam along C/L bearing:

$$(E_{bs})_C = (E_b)_{n \text{ or } f} + [(t_{dap})_c]_{n \text{ or } f} - (t_{bp})_{n \text{ or } f} \quad (14.7.6.3.9d.2.5P-3)$$

where:

$(t_{bp})_{n \text{ or } f}$  = thickness of bearing pad at the near/far end of beam.

3) Beam seat elevations at the four corners of the beam seat can be computed as follows:

$$(E_{bs})_{BR} = (E_{bs})_c + s_t (L_{bs}/2) - s_1 (W_{bs})_B \quad (14.7.6.3.9d.2.5P-4)$$

$$(E_{bs})_{BL} = (E_{bs})_c - s_t (L_{bs}/2) - s_1 (W_{bs})_B \quad (14.7.6.3.9d.2.5P-5)$$

$$(E_{bs})_{AR} = (E_{bs})_c + s_t (L_{bs}/2) + s_1 (W_{bs})_A \quad (14.7.6.3.9d.2.5P-6)$$

$$(E_{bs})_{AL} = (E_{bs})_c - s_t (L_{bs}/2) + s_1 (W_{bs})_A \quad (14.7.6.3.9d.2.5P-7)$$

where:

$L_{bs}$  = Length of beam seat assumed centered about C/L beam and assumed rectangular in shape (plan view).

$(E_{bs})_{BR}$  = Beam seat elevation at right, back station corner.

$(E_{bs})_{BL}$  = Beam seat elevation at left, back station corner.

$(E_{bs})_{AR}$  = Beam seat elevation at right, ahead station corner.

$(E_{bs})_{AL}$  = Beam seat elevation at left, ahead station corner.

$(W_{bs})_A$  = Width of beam seat from C/L bearing to ahead station face/edge.

$(W_{bs})_B$  = Width of beam seat from C/L bearing to back station face/edge.

$s_t$  = Bottom of beam slope in the transverse bearing pad axis direction,

$$= S_L \cos \theta + S_T \sin \theta$$

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- $S_T$  = Bottom of beam slope in transverse beam axis direction,
- = 0 for beams set vertically (steel and prestressed concrete I-beams), Value is positive (+) if beam slopes upward from left-to-right looking stations ahead.
- $S_L$  = Bottom of beam slope within beam dap area in the longitudinal bearing pad axis direction,
- =  $-s_l/\tan \theta$

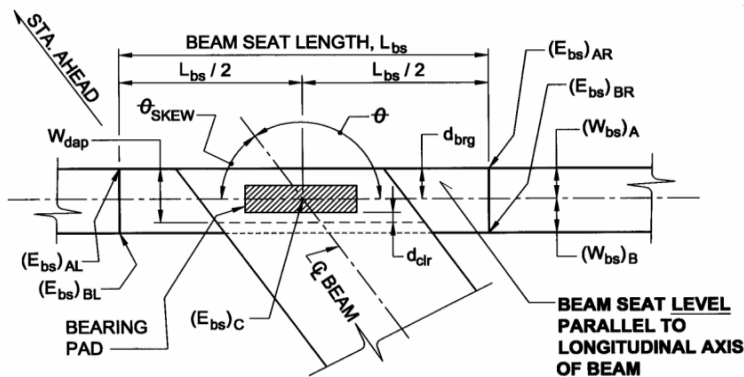


Figure 14.7.6.3.9d.2.5P-1 – Typical Beam Seat Detail (Far End of Beam Shown)

**Note:** For the case in which the bearing pads are aligned relative to the beam and not the C/L bearing (typically, steel & prestressed I-beams), the beam seat is to be constructed LEVEL in both the longitudinal and transverse directions. Therefore, only the beam seat elevation at C/L beam must be computed.

*14.7.6.3.9d.2.6P Additional Box Beams Requirements When Dapping*

When dapping is used on spread and adjacent box beams, ensure that a minimum concrete cover of 1.25 in. is provided on the prestressing strands adjacent to the inner void. Increase the thickness of the bottom flange in 1/2-in. minimum increments to meet this requirement.

*14.7.6.3.9d.2.7P Minimum Clearance for Inspectability*

Provide 3/4-in. minimum clearance from the underside of beam (without consideration of the beam dap) to the top of beam seat to ensure inspectability of the pad. Increase the thickness of the bearing pad in order to satisfy this requirement.

The actual clearance provided,  $h_{clr}$ , can be computed from the following equations:

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## COMMENTARY

For the **near end** of beam (back station):

If  $S_L$  is positive,

$$h_{clr} = t_{bp} - (t_{dap})_A \quad (14.7.6.3.9d.2.7P-1)$$

If  $S_L$  is negative,

$$h_{clr} = t_{bp} - (t_{dap})_C + (W_{bs})_A \times S_L / |\sin \theta_{SKEW}| \quad (14.7.6.3.9d.2.7P-2)$$

For the **far end** of beam (ahead station):

If  $S_L$  is positive,

$$h_{clr} = t_{bp} - (t_{dap})_C - (W_{bs})_B \times S_L / |\sin \theta_{SKEW}| \quad (14.7.6.3.9d.2.7P-3)$$

If  $S_L$  is negative,

$$h_{clr} = t_{bp} - (t_{dap})_B \quad (14.7.6.3.9d.2.7P-4)$$

#### 14.7.6.3.10P Shear Strain Components for Isolation Design

The various components of shear strain in the bearing are computed as follows:

- (a) Shear strain,  $\varepsilon_{sc}$ , due to compression by vertical loads is given by

$$\varepsilon_{sc} = 6S \varepsilon_c \quad (14.7.6.3.10P-1)$$

For  $S \geq 3$

$$\varepsilon_c = \frac{\Delta_{ci}}{\sum h_{ri}} = \frac{\Delta_c}{h_{rt}} = \left[ \frac{P}{A_r (5GS^2)} \right] \quad (14.7.6.3.10P-2)$$

For  $S < 3$

$$\varepsilon_c = \frac{\Delta_{ci}}{\sum h_{ri}} = \frac{\Delta_c}{h_{rt}} = \left[ \frac{P}{A_r E_c (1 + 2kS^2)} \right] \quad (14.7.6.3.10P-3)$$

where:

$$A_r = A_b (1 - \Delta/B)$$

For most practical cases  $S \geq 3$

The effects of creep of the elastomer shall be added to the instantaneous compressive deflection,  $\Delta_c$ , when considering long-term deflections. For compressive

#### C14.7.6.3.10P

The shear strain,  $\varepsilon_{sc}$ , due to compression by vertical loads is directly dependent on the compression strain,  $\varepsilon_c$ , due to the vertical loads. In computing  $\varepsilon_c$ , an apparent compressive modulus is used such that

$$\varepsilon_c = \frac{P}{A_r E_c} \quad (C14.7.6.3.10P-1)$$

For  $S \geq 3$

$$E_c = 5GS^2 \quad (C14.7.6.3.10P-2)$$

in which the elastomer shear modulus,  $G$ , depends on the specific bearing material with a range of 0.1 - 0.2 ksi. For the rare case in which  $S < 3$ ,

$$E_c = E(1 + 2kS^2) \quad (C14.7.6.3.10P-3)$$

in which  $E_c$  is the modulus of elasticity of the elastomer and  $k$  is a material property. The British Specification BE 1/76 (1) provides guidance for the selection of appropriate values for  $E$  and  $k$ .

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deflection requirements see D14.7.6.3.3. They shall be computed from information relevant to the elastomer compound used, if it is available. If not, the material properties given in A14.7.5.2 shall be used as a guide.

- (b) Shear strain,  $\varepsilon_{sh}$ , due to imposed lateral displacement is given by

$$\varepsilon_{sh} = \frac{\Delta_s}{h_{rt}} \quad (14.7.6.3.10P-4)$$

- (c) Shear strain,  $\varepsilon_{eq}$ , due to earthquake-imposed displacement is given by

$$\varepsilon_{eq} = \frac{d_i}{h_{rt}} \quad (14.7.6.3.10P-5)$$

- (d) Shear strain,  $\varepsilon_{sr}$ , due to rotation is given by

$$\varepsilon_{sr} = \frac{B^2 \theta}{(2h_{ri} h_{rt})} \quad (14.7.6.3.10P-6)$$

*14.7.6.3.11P Limiting Criteria for Allowable Vertical Loads*

The allowable vertical load on an elastomeric isolation bearing is not specified explicitly. The limits on vertical load are governed indirectly by limitations on the equivalent shear strain in the rubber due to different load combinations and to stability requirements. The permissible shear strain in the rubber is expressed as  $\phi$  times the minimum specified elongation-at-break ( $\varepsilon_u$ ). The value of  $\phi$  is dependent on the load combination under consideration with specific values given in the following sections.

*14.7.6.3.11aP Service Load Combinations*

The following criteria shall be satisfied for service loads, which include dead load plus live load, thermal, creep, shrinkage and rotation:

(a)  $0.5 \varepsilon_u \geq \varepsilon_{sc} + \varepsilon_{sh} + \varepsilon_{sr}$  (14.7.6.3.11aP-1)

(b)  $0.33 \varepsilon_u \geq \varepsilon_{sc}$  (14.7.6.3.11aP-2)

The smaller load factors for TU, CR and SH should be used per D3.4.1.

## COMMENTARY

*C14.7.6.3.11P*

Since the primary design parameter for earthquake loading is the displacement,  $d_i$ , of the bearing, the design procedures shall be capable of incorporating this displacement in a logical and consistent manner. The requirements of D14.7.6.3 limit vertical loads by using a limiting compressive stress. Therefore, they do not have a mechanism for including the simultaneous effects of seismic displacements. The British Specification BE 1/76 (1976), and its more recent successor BS 5400 (1981), recognize that shear strains are induced in reinforced bearings by compression, shear deformation, and rotation. In these codes, the sum of these shear strains is limited to a proportion of the elongation-at-break of the rubber. The proportion (1/2 or 1/3 for service load combinations and 3/4 for seismic load combinations) is a function of the loading type.



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*14.7.6.3.11bP Seismic Load Combinations*

The following criterion shall be satisfied for seismic loads which include dead load and seismic live load, seismic design displacements and rotation:

$$0.75 \varepsilon_u \geq \varepsilon_{sc} + \varepsilon_{eq} + \varepsilon_{sr} \quad (14.7.6.3.11bP-1)$$

If thermal displacements are large,  $\varepsilon_{sh}$  shall be included on the right-hand side of the above inequality.

*14.7.6.3.11cP Stability Against Overturning*

Elastomeric isolation bearings shall be shown either by test or analysis to be capable of resisting the dead load, seismic live load, and any vertical load resulting from overturning at 1.5 times the seismic design displacement,  $d_i$ .

**14.7.6.4P Anchorage**

If the factored shear force sustained by the deformed pad at the service limit state exceeds one-fifth of the compressive force,  $P_{sd}$ , due to permanent loads, the pad shall be secured against horizontal movement.

When the effects of live load are included in the factored shear force in the above requirements, the corresponding reaction from the live load may be included in the compressive force when checking the one-fifth limitation.

For spans less than 50 ft., when the above requirements are not satisfied, holes for dowels in the bearings will be permitted to secure pads against displacement. The effect of holes must be accounted for in the design.

Securing pads against displacement by the use of adhesive is not permitted.

In addition to the above provisions, the anchorage requirements of A14.7.5.4 must also be satisfied for bearings designed using Method A.

**14.7.6.5P Drawing Requirements**

The contract drawings shall provide the following information, when specified:

1. Bearing pad length, width, thickness, edge cover, layer thickness, total thickness, number of shims and shim thickness.
2. Project Specific Notes.
3. As applicable, sole plate sizes, material, finish, and type of coating.
4. Bearing seat or sole plate slope.

## COMMENTARY

**C14.7.6.4P**

The DM-4 is using service loads for anchorage check because the temperature range for the design of bearings in the DM-4 takes into account possible variations in setting temperature.

When checking the one-fifth anchorage limitation with live load effects, the live load reaction may be computed as:

- Simple Spans: One-half the total live load force effect as specified in D2.5.2.6.2.
- Continuous Spans and Simple Spans made Continuous: The determination of live load reaction concomitant with longitudinal movement in the bearing due to live load is a difficult task. As such, downward live load reaction should normally be neglected when checking anchorage requirements for continuous spans. Uplift reactions should be considered.

**C14.7.6.5P**

The inclusion of this information on the contract drawings in conjunction with material and fabrication tolerance requirements specified in Publication 408 eliminate the need for shop drawings for elastomeric bearing pads.

Based on a review of test result history conducted in 2012, bearing pads acceptance was revised from acceptance sampling of each lot, to a reduced level of testing and acceptance based on the manufacturer's test results and certificate of compliance.

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5. As applicable, anchor bolt sizes, lengths, and material requirements.
6. Reference to BC-755M

In addition to the above requirements for contract drawings, at a frequency of 5% of the number of projects let per calendar year (one in twenty projects/calendar year), or one project at a minimum if less than twenty for both new construction and rehabilitation projects per District where plain or laminated bearing pads are required, the contract plans shall indicate the following information:

1. Bearing pads shall be specified for testing.
2. The total number of pads required for the project and the total number required for testing per PTM 312.

During shop drawing review, ensure that the number and size of bearing pad samples are specified.

#### 14.7.7 Bronze or Copper Alloy Sliding Surfaces

##### 14.7.7.1 Materials

The following shall supplement A14.7.7.1. For bronze/carbon steel sliding surfaces, the surface finish shall not be more than 125  $\mu$ -in. rms.

##### 14.7.7.5P Rotational Elements - Concave - Spherical

The spherical radius shall be determined such that the resulting geometry of the bearing is capable of withstanding the greatest ratio of horizontal force to vertical load under all loading conditions to prevent unseating the concave element.

If required, mechanical safety restraints shall be considered to prevent overturning.

Maximum design rotation of the structure, which includes a 0.02 radian construction tolerance, shall be considered in the bearing design to prevent overturning or uplift.

Calculations showing the determination of the radius shall be submitted for approval.

The bearing surfaces shall have lubricant recesses consisting of concentric rings with or without central circular recesses with a depth at least equal to the width of the rings or recesses.

The recesses or rings shall be arranged in a geometric pattern so that adjacent rows overlap in the direction of motion.

The entire area of all bearing surfaces that have provision for relative motion shall be lubricated by means of the lubricant-filled recesses.

The lubricant-filled areas shall comprise not less than 25% of the total bearing surface.

## COMMENTARY

The District Bridge Engineer is to specify which project(s) that sampling and testing of pad(s) will be required. PTM 312 shall be used to determine the number of test pads required.

If bearing tests are specified for the project, ensure that the number of pads to be tested appears in the quantity of bearing pads for the project.

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The lubricant compound shall be integrally molded at high pressure and compressed into the rings or recesses and project no less than 0.01 in. above the surrounding bronze plate.

**14.7.8 Disc Bearings****14.7.8.1 General**

The following shall supplement A14.7.8.1.

The use of a disc bearing may be used if approved by the District Bridge Engineer at the TS&L stage. Complete design calculations must be provided prior to submission of shop drawings on all projects for all aspects of disc bearings. It is advantageous to specify a disc bearing for situations that the minimum vertical load of a pot bearing cannot be achieved without adding counterweights/tie-downs.

For high load multi-rotational bearing design plan presentation, see D14.6.1.2.1P.

**14.7.8.3 Elastomeric Disc**

The following shall supplement A14.7.8.3.

The area of a disc shall be designed for a maximum nominal resistance of 3.7 ksi for Polyether Urethane Compound A and 5 ksi for Polyether Urethane Compound B at the total dead and live loads of the structure.

**14.7.8.4 Shear Resisting Mechanism**

The following shall replace the first paragraph of A14.7.8.4

In fixed and guided bearings, a shear-resisting mechanism shall be provided to transmit horizontal forces between the upper and lower steel plates. It shall be capable of resisting a horizontal force in any direction equal to the larger of the design shear force at service or extreme event I limit states or 10% of the maximum vertical load at the service limit state at that location.

**14.7.8.5 Steel Plates**

The following shall replace the second paragraph of A14.7.8.5.

The section thickness of the plate beneath the disc where not limited by bending stresses shall not be less than:

- Disc OD x 0.06 for bearing directly on concrete, but not less than 3/4 in.
- Disc OD x 0.045 for bearing directly on steel masonry plates, but not less than 1/2 in.

The following shall supplement A14.7.8.5.

Bearing plates shall be connected to masonry plates by means of a fillet weld around the entire perimeter. Full

## COMMENTARY

**C14.7.8.4**

Delete the third paragraph of AC14.7.8.4.

**C14.7.8.5**

The following shall supplement AC14.7.8.5.

If a limiting ring is used, it may be provided by a welded ring or by machining a recess in the bearing plate. The depth of the limiting ring shall be equal to or greater than ID x 0.014. The inside diameter of the retainer ring shall be greater than the diameter of the disc by 4% to 6% of the diameter.

## SPECIFICATIONS

## COMMENTARY

clearance shall be maintained between the bearing parts for the following condition:

Design Rotation (radians) + vertical deflection

Refer to Fig. 14.7.8.5-1P for disc bearings.

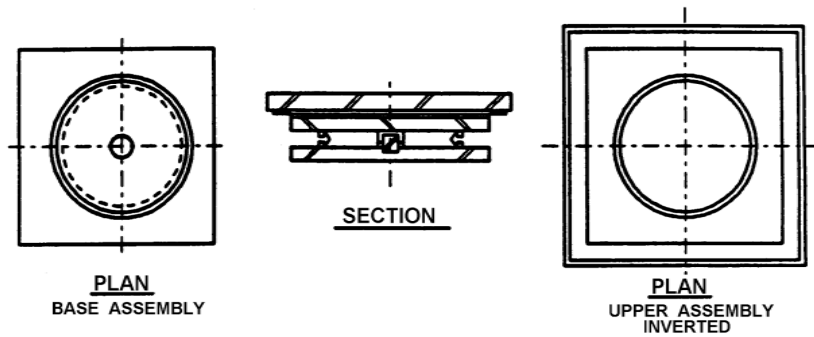


Figure 14.7.8.5-1P – Disc Bearings

### 14.7.9 Guides and Restraints

The following shall supplement A14.7.9.

Guided members shall have their contact area within the guide bars in all operating positions. Guiding off the fixed base or any extensions of it is not permitted. Do not use inner key to resist horizontal forces. Instead, use guide bars.

Alignment of bearing guiding systems relative to the anticipated movement direction of the structure shall be carefully considered to avoid bearing guide system failure. Special studies or designs may be required on curved or skewed structured to ensure correct alignment.

#### 14.7.9.1 General

The following shall supplement A14.7.9.1.

Guide bars may be integral by machining from the solid or by welding or connecting with high-strength fasteners. High-strength fasteners shall be designed using 0.25 x Ultimate Shear Strength.

PTFE used on guide bars shall be pigmented.

#### 14.7.9.2 Design Loads

The following shall replace A14.7.9.2.

Guides or restraints shall be designed at the service limit state for the larger of either:

- The horizontal force at the service limit state, or
- 10 percent of the maximum vertical load at the service limit state at that location

#### C14.7.9.2

The following shall replace the first paragraph of C14.7.9.2.

The minimum horizontal design load, taken as ten percent of the factored vertical load, is intended to account for responses that cannot be calculated reliably, such as horizontal bending or twisting of a bridge deck caused by non-uniform or time-dependent thermal effects.

## SPECIFICATIONS

## COMMENTARY

Guides and restraints shall be designed for applicable seismic forces using the extreme event I limit state and the provisions of A3.10.9 and D3.10.9.

**14.7.9.4 Geometric Requirements**

The following shall supplement A14.7.9.4.

Total spacing should not be specified more than 1/16 in. between guides and guided components where possible (see A14.7.9).

Clearance between bearing guides or keys and guided members shall be 1/16 in.

**14.7.9.6 Attachment of Low-Friction Material**

The following shall supplement A14.7.9.6.

PTFE must be used on guides and shall be bonded to and recessed in their substrate. The PTFE shall also be mechanically fastened by a minimum of two screws. The screws shall be recessed a minimum of 50% of the amount of protrusion of the PTFE above the guiding surface.

**14.8 LOAD PLATES AND ANCHORAGE FOR BEARINGS****14.8.1 Plates for Load Distribution**

The following shall supplement A14.8.1.

The stainless steel plate mounted on sole plates to permit full expansion and contraction for pot or disc bearings should be extended to within 1/4 in. of the edge of the sole plate. This will minimize a need for costly field adjustment in case of design or construction error.

**14.8.2 Tapered Plates**

The following shall supplement A14.8.2.

Sole plate above the bearings shall be tapered as needed so that the distance between the top of the pot and the sliding surface does not deviate from general uniformity by more than 1/8 in. under all dead loads.

**14.8.3 Anchorage and Anchor Bolts****14.8.3.1 General**

The following shall replace the third paragraph of A14.8.3.1.

Trusses, girders and rolled beams shall be securely anchored to the substructure. Preferably, anchor bolts shall be cast in substructure concrete; otherwise, they may be grouted in place. Anchor bolts may be swedged or threaded to secure a satisfactory grip upon the material to embed them in the holes. Chief Bridge Engineer approval is required for the use of swedged anchor bolts for cases when the anchor bolt will

## SPECIFICATIONS

## COMMENTARY

experience direct tension. Dowels shall be cast in the substructure concrete.

The following shall supplement A14.8.3.1.

The factored shear resistance of anchor bolts and dowels shall be greater than the factored tensile horizontal or transverse forces due to the strength limit states and all applicable extreme event load combinations.

The embedment length of the dowel or anchor bolt in shear may need to be further increased due to the bearing resistance of the concrete.

Anchor bolts detailed in accordance with BC-755M, resulting in unsupported anchor bolt length, shall be analyzed for bending stress. Anchor bolt details utilizing a double nut and leveling nut connection (i.e. sign structures), where the clearance between the top of concrete foundation and bottom of leveling nut exceeds  $D_b$ , shall consider bending stress in the anchor bolt. The factored bending resistance of the anchor bolts shall be greater than the factored bending stress due to the strength limit states and all applicable extreme event load combinations. In determining the factored forces on anchor bolts at the strength and extreme event limit states, anchor bolts from multiple elastomeric bearings are assumed to be engaged, and resist the factored transverse forces. The factored bending resistance of anchor bolts shall be calculated as specified in Eq. A6.12.2.2.7-1. If applicable, the presence of threads should be considered in determining the resistance.

Detail with a double nut above the base plate and a leveling nut below the base plate, when properly tensioned, results in the anchor bolt behaving as a fixed-fixed beam due to horizontal loads. Thus, for clearances between leveling nut and top of concrete less than  $D_b$ , bending does not need to be considered.

**14.8.3.3P Anchor Bolts**

For each bearing, Table 14.8.3.3P-1 provides minimum anchor bolt requirements.

Table 14.8.3.3P-1 – Minimum Anchor Bolt Requirements

Type	Span Range (L) (ft.)	No. of Bolts	Diameter of Bolts (in.)	Minimum Embedment Length (in.)
Rolled Beams	All	2	1	10
Girders and Trusses	$L \leq 50$	2	1	10
	$50 < L \leq 100$	2	1 1/4	12
	$100 < L \leq 150$	2	1 1/2	15
	$150 < L$	4	1 1/2	15

**14.8.3.4P Dowels**

For prestressed concrete girders when anchorage bolts are not used, dowels can be used to prevent longitudinal and transverse movements. Standard Drawings BD-656M, BD-664M and BD-665M provide minimum requirements for dowels.

**14.10 REFERENCES**

The following shall supplement A14.10.

British Standards Institution, Draft British Standard BD 5400: Steel, Concrete and Composite Bridges: Part 9A: Code of Practice for Design of Bearings, and Part B: Specifications for Materials, Manufacture and Installation of Bearings, Document 81/10/84, 1981

“Design Requirements for Elastomeric Bridge Bearings”, Technical Memorandum BE 1/76, Highways Directorate, Department of Environment, Great Britain, 1976

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PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

DESIGN MANUAL  
PART 4

PART B: DESIGN SPECIFICATIONS

**SECTION 15 – DESIGN OF SOUND BARRIERS**

SECTION 15 – TABLE OF CONTENTS

15.1 SCOPE.....B.15 - 1

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**SPECIFICATIONS**

**COMMENTARY**

**15.1 SCOPE**

The following shall replace A15.1.

The design of sound barriers shall be in accordance with Department Standard Drawings and PP3.6.4 for Sound Barrier Wall Design.

Delete the remaining articles in Section A15.

SPECIFICATIONS

COMMENTARY

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PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

DESIGN MANUAL  
PART 4

**APPENDIX A – QUALITY ASSURANCE CHECKLISTS FOR BRIDGE DESIGN**

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## 1.0 GENERAL

The intent of these checklists is to self-correct critical omissions and errors during the design of bridge components. All applicable checklists will be filled out by the actual bridge designer, either in-house or consultant, and will be included with the appropriate submission, as given below, to the reviewing office, either District or Central Office. These checklists shall be completed at no additional cost to the Department.

Checklists No. 1 through No. 4 must be completed, as appropriate, and included as a part of the TS&L submission.

Checklist No. 5, Foundations, must be completed and included as part of the Foundation submission.

Checklists No. 6 through No. 18 must be completed, as appropriate, and included as part of the Final Design submission. Checklist No. 13, BRADD Final Plans, must be completed and included with all BRADD designed projects, either in-house or consultant, along with all the other pertinent checklists required with the Final Design submission.

Any submission received by the approving authority, either District or Central Office, without all the completed applicable checklists attached will be returned without any action taken.

These checklists also apply to all submissions developed by the contractor for alternate designs in accordance with PP1.10.1.

Checklist No. 19 is intended for Department Use Only for reviews of Construction Load Analysis submissions performed by Central Office.

## 2.0 QUALITY ASSURANCE CHECKLISTS

A copy of each checklist is given on the following pages of this appendix. The checklists given on the following pages are intended to serve as templates. The checklists may be modified and expanded where more space is required, and consequently content may be shifted from one page to the next (i.e., page breaks and total number of pages are not fixed). However, nothing may be excluded or deleted from the checklists, and the order and general layout of the content on each checklist shall not be changed. These checklists in Word document format are available for download from the Bridge [“Plans, Standards and Specifications” page](#) on the Department website.

BDTD QA  
Checklist  
No. 1  
(12/19)

**QUALITY ASSURANCE CHECKLIST FOR  
T.S.&L. OF STEEL BRIDGES**  
(New Structures)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

**1. PROJECT INFORMATION**

County: \_\_\_\_\_ S.R.: \_\_\_\_\_ Sec.: \_\_\_\_\_ Over: \_\_\_\_\_  
(STREAM, RAILROAD, OR ROAD)

BMS Structure ID: \_\_\_\_\_ MPMS/ECMS Proj. No. \_\_\_\_\_ BRKEY: \_\_\_\_\_

S-No.: \_\_\_\_\_ Design ADT: \_\_\_\_\_ Design ADTT: \_\_\_\_\_ Year: \_\_\_\_\_

**2. BRIDGE GEOMETRY**

Horizontal Geometry: \_\_\_\_\_

Width: Out-Out \_\_\_\_\_; Curb-Curb \_\_\_\_\_; Sidewalk \_\_\_\_\_

Skew: \_\_\_\_\_ (if < 70°, why?): \_\_\_\_\_

Vertical Clearance: Minimum Provided = \_\_\_\_\_; Required = \_\_\_\_\_

Horizontal Clearance: Minimum Provided = \_\_\_\_\_; Required = \_\_\_\_\_

**3. SUPERSTRUCTURE**

Type: \_\_\_\_\_

Design Methodology: \_\_\_\_\_

Analysis Methodology (DM-4, Sec. 4): \_\_\_\_\_

Fatigue Design Roadway Class: \_\_\_\_\_

Fracture-Critical Elements: \_\_\_\_\_

No. of Spans: \_\_\_\_\_ Span Length(s): \_\_\_\_\_

No. of Beams: \_\_\_\_\_ (if > 4, why?): \_\_\_\_\_

Straight, Curved, or Kinked: \_\_\_\_\_

Phased Construction: Yes  No  If yes, No. of Beams per each Phase: \_\_\_\_\_

Beam Spacing: \_\_\_\_\_ Max. Overhang: \_\_\_\_\_

Web Size: \_\_\_\_\_ Slab Thickness: \_\_\_\_\_



BDTD QA Checklist No. 1 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
 (DESIGN OFFICE & NAME OF DESIGNER)

BEARINGS	ABUT. 1	ABUT. 2	PIER 1	PIER 2	PIER 3	PIER 4
Function:	_____	_____	_____	_____	_____	_____
Type:	_____	_____	_____	_____	_____	_____

DECK JOINTS	LOCATION	TYPE	MOVEMENT CLASSIFICATION
No. _____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

(if > 2, why?): \_\_\_\_\_

**4. SUBSTRUCTURE**

UNIT	ABUT. 1	ABUT. 2	PIER 1	PIER 2	PIER 3	PIER 4
Type:	_____	_____	_____	_____	_____	_____
Support:	_____	_____	_____	_____	_____	_____
Geology:	_____	_____	_____	_____	_____	_____
# Borings:	_____	_____	_____	_____	_____	_____

(Note: Type = Structure Type; Support = Shallow or Deep Foundation; Geology = Type of Geological Formation)

**5. MISCELLANEOUS**

Are there any Superbeams? Yes  No

If yes, has the hauling permit been issued? Yes  No

Drainage: On Structure Number: \_\_\_\_\_ and Type \_\_\_\_\_  
 Off Structure Number: \_\_\_\_\_ and Type \_\_\_\_\_

Protective Fence: Yes  No

Navigation Lights: Yes  No

Inspection Facilities: Yes , and Type \_\_\_\_\_; or No

Utilities: \_\_\_\_\_

BDTD QA Checklist No. 1 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
 (DESIGN OFFICE & NAME OF DESIGNER)

Bridge-Mounted Sign Structures: Yes  No

Bridge-Mounted Lighting: Yes  No

Was High Mast or Pier-Mounted Considered? Yes  No  If no, why? \_\_\_\_\_

Was Interdisciplinary Approach to Waterway Opening Performed (DM-4, PP7.1.3)? Yes  No  N/A

If no, why? \_\_\_\_\_

**6. ALTERNATES SUMMARY**

Is this a Streamlined submission? Yes  No

If yes, how many Alternates are required? 1  2

	ALTERNATE #1	ALTERNATE #2	ALTERNATE #3	ALTERNATE #4
Description:	_____	_____	_____	_____
Total Cost:	_____	_____	_____	_____
Calculation Page:	_____	_____	_____	_____

Permitted Alternates by Contractors: Prestressed Concrete  Steel  Other

If other, specify: \_\_\_\_\_

**7. ALTERNATES**

ITEM DESCRIPTION	ALTERNATE #1	ALTERNATE #2	ALTERNATE #3	ALTERNATE #4
Superstructure:				
Type:	_____	_____	_____	_____
No. of Spans:	_____	_____	_____	_____
Beam Spacing:	_____	_____	_____	_____
No. of Beams:	_____	_____	_____	_____
Deck Quantity:	_____	_____	_____	_____
Deck Cost	_____	_____	_____	_____
Beam Quantity:	_____	_____	_____	_____
Beam Cost:	_____	_____	_____	_____

BDTD QA Checklist No. 1 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

ITEM DESCRIPTION	ALTERNATE #1	ALTERNATE #2	ALTERNATE #3	ALTERNATE #4
Substructure:				
Abutment:				
Type:	_____	_____	_____	_____
Quantity:	_____	_____	_____	_____
Cost:	_____	_____	_____	_____
Pier:				
Type:	_____	_____	_____	_____
Quantity:	_____	_____	_____	_____
Cost:	_____	_____	_____	_____
Foundation:				
Type:	_____	_____	_____	_____
Quantity:	_____	_____	_____	_____
Cost:	_____	_____	_____	_____
<b>TOTAL COST:</b>	_____	_____	_____	_____

**8. COMMENTS**

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BDTD QA  
Checklist  
No. 2  
(12/19)

**QUALITY ASSURANCE CHECKLIST FOR  
T.S.&L. OF STEEL BRIDGES**  
(Rehabilitation Structures)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

**1. PROJECT INFORMATION**

County: \_\_\_\_\_ S.R.: \_\_\_\_\_ Sec.: \_\_\_\_\_ Over: \_\_\_\_\_  
(STREAM, RAILROAD, OR ROAD)

BMS Structure ID: \_\_\_\_\_ MPMS/ECMS Proj. No. \_\_\_\_\_ BRKEY: \_\_\_\_\_

Bridge Type: \_\_\_\_\_ Year Built: \_\_\_\_\_ S-No.: \_\_\_\_\_

Design ADT: \_\_\_\_\_ Year: \_\_\_\_\_ Present ADTT: \_\_\_\_\_ Cumulative ADTT: \_\_\_\_\_

**2. BRIDGE GEOMETRY**

Any Changes to Geometry? Yes  No

Proposed Width: Out-Out \_\_\_\_\_; Curb-Curb \_\_\_\_\_; Sidewalk \_\_\_\_\_

Skew: \_\_\_\_\_

Vertical Clearance: Minimum Provided = \_\_\_\_\_; Required = \_\_\_\_\_

Horizontal Clearance: Minimum Provided = \_\_\_\_\_; Required = \_\_\_\_\_

**3. SUPERSTRUCTURE**

Structure to be Replaced: Deck  Deck and Beams  None

Phased Construction: Yes  No  If yes, No. of Beams per each Phase: \_\_\_\_\_

Deck Condition Rating from NBIS report: \_\_\_\_\_ Year: \_\_\_\_\_

Proposed Deck Rehabilitation: \_\_\_\_\_

Calculation Page for Logic: \_\_\_\_\_

Design Methodology: \_\_\_\_\_

Analysis Methodology (DM-4, Sec. 4): \_\_\_\_\_

Remaining Fracture-Critical Elements: \_\_\_\_\_

Remaining Fatigue Life: \_\_\_\_\_ Calculation Page: \_\_\_\_\_

Retrofit Distortion-Induced Fatigue Details: \_\_\_\_\_

BDTD QA Checklist No. 2 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

No. of Spans: \_\_\_\_\_ Span Length(s): \_\_\_\_\_

No. of Beams: \_\_\_\_\_ (If > 4, Why?): \_\_\_\_\_

Straight, Curved, or Kinked: \_\_\_\_\_

Spacing: \_\_\_\_\_ Max. Overhang: \_\_\_\_\_

Web Size: \_\_\_\_\_ Slab Thickness: \_\_\_\_\_

Fascia and Curb Line Stringers Evaluated for Deterioration / Replacement? Yes  No

If yes, is Replacement Required? Yes  No

BEARINGS	ABUT. 1	ABUT. 2	PIER 1	PIER 2	PIER 3	PIER 4
Function:	_____	_____	_____	_____	_____	_____
Type:	_____	_____	_____	_____	_____	_____

DECK JOINTS	LOCATION	TYPE	MOVEMENT CLASSIFICATION
No. _____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

(if > 2, why?): \_\_\_\_\_

**4. SUBSTRUCTURE**

Parallel Eccentricity Limit \_\_\_\_\_; Calc. Page \_\_\_\_\_

Maximum Parallel Eccentricity \_\_\_\_\_; Calc. Page \_\_\_\_\_

Perpendicular Eccentricity Limit \_\_\_\_\_; Calc. Page \_\_\_\_\_

Maximum Perpendicular Eccentricity \_\_\_\_\_; Calc. Page \_\_\_\_\_

Sliding Resistance \_\_\_\_\_; Maximum Horiz. Load \_\_\_\_\_; Calc. Page \_\_\_\_\_

Bearing Resistance \_\_\_\_\_; Maximum Bearing Pressure \_\_\_\_\_; Calc. Page \_\_\_\_\_

Type of Scour Protection Proposed: \_\_\_\_\_

Is Substructure Adequately Reinforced? Yes  No

Type of Seismic Retrofit Proposed: \_\_\_\_\_

\_\_\_\_\_

BDTD QA Checklist No. 2 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

**5. RATINGS**

Ratings after Rehabilitation, including Future Wearing Surface:

LOAD	PHL-93 (Factor)	P-82 (Tons)	P2016-13 (Tons)	ML-80 (Tons)	TK527 (Tons)	HS20 (Tons)	H20 (Tons)
I.R.	_____	N/A	N/A	_____	_____	_____	_____
O.R.	_____	_____	_____	_____	_____	_____	_____

**6. MISCELLANEOUS**

Are there any Superbeams? Yes  No

If yes, has the hauling permit been issued? Yes  No

Drainage: On Structure Number: \_\_\_\_\_ and Type \_\_\_\_\_

Off Structure Number: \_\_\_\_\_ and Type \_\_\_\_\_

Protective Fence: Yes  No

Navigation Lights: Yes  No

Inspection Facilities: Yes  No

Utilities: \_\_\_\_\_

Bridge-Mounted Sign Structures: Yes  No

Bridge-Mounted Lighting: Yes  No

Was High Mast or Pier-Mounted Considered? Yes  No  If no, why? \_\_\_\_\_

\_\_\_\_\_

BDTD QA Checklist No. 2 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

**7. ALTERNATES SUMMARY**

Is this a Streamlined submission?      Yes       No

If yes, how many Alternates are required      1       2

Permitted Alternates by Contractors:

Prestressed Concrete       Steel       Other       None

If other, specify: \_\_\_\_\_

ITEM DESCRIPTION	ALTERNATE #1	ALTERNATE #2	ALTERNATE #3	ALTERNATE #4
Total Cost: _____	_____	_____	_____	_____
Calculation Page: _____	_____	_____	_____	_____

**8. COMMENTS**

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BDTD QA  
Checklist  
No. 3  
(12/19)

**QUALITY ASSURANCE CHECKLIST FOR  
T.S.&L. OF PRESTRESSED CONCRETE BRIDGES**  
(New Structures)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

**1. PROJECT INFORMATION**

County: \_\_\_\_\_ S.R.: \_\_\_\_\_ Sec.: \_\_\_\_\_ Over: \_\_\_\_\_  
(STREAM, RAILROAD, OR ROAD)

BMS Structure ID: \_\_\_\_\_ MPMS/ECMS Proj. No. \_\_\_\_\_ BRKEY: \_\_\_\_\_

S-No.: \_\_\_\_\_ Design ADT: \_\_\_\_\_ Design ADTT: \_\_\_\_\_ Year: \_\_\_\_\_

**2. BRIDGE GEOMETRY**

Horizontal Geometry: \_\_\_\_\_

Proposed Width: Out-Out \_\_\_\_\_; Curb-Curb \_\_\_\_\_; Sidewalk \_\_\_\_\_

Skew: \_\_\_\_\_ (if < 70°, why?): \_\_\_\_\_

Vertical Clearance: Minimum Provided = \_\_\_\_\_; Required = \_\_\_\_\_

Horizontal Clearance: Minimum Provided = \_\_\_\_\_; Required = \_\_\_\_\_

**3. SUPERSTRUCTURE**

Type: \_\_\_\_\_

Design Methodology: \_\_\_\_\_

Analysis Methodology (DM-4, Sec. 4): \_\_\_\_\_

No. of Spans: \_\_\_\_\_ Span Length(s): \_\_\_\_\_

No. of Beams: \_\_\_\_\_ (if > 4, why?): \_\_\_\_\_

Splayed beam(s): Yes  No

Beam Strength ( $f'_c$ ): \_\_\_\_\_

Beam Spacing: \_\_\_\_\_ Max. Overhang: \_\_\_\_\_

Beam Size: \_\_\_\_\_ Slab Thickness: \_\_\_\_\_

	BEARINGS	ABUT. 1	ABUT. 2	PIER 1	PIER 2	PIER 3	PIER 4
--	----------	---------	---------	--------	--------	--------	--------

Function:	_____	_____	_____	_____	_____	_____	_____
-----------	-------	-------	-------	-------	-------	-------	-------

Type:	_____	_____	_____	_____	_____	_____	_____
-------	-------	-------	-------	-------	-------	-------	-------



BDTD QA Checklist No. 3 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
 (DESIGN OFFICE & NAME OF DESIGNER)

DECK JOINTS	LOCATION	TYPE	MOVEMENT CLASSIFICATION
No. _____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

(if > 2, why?): \_\_\_\_\_

**4. SUBSTRUCTURE**

UNIT	ABUT. 1	ABUT. 2	PIER 1	PIER 2	PIER 3	PIER 4
Type: _____	_____	_____	_____	_____	_____	_____
Support: _____	_____	_____	_____	_____	_____	_____
Geology: _____	_____	_____	_____	_____	_____	_____
# Borings: _____	_____	_____	_____	_____	_____	_____

(Note: Type = Structure Type; Support = Shallow or Deep Foundation; Geology = Type of Geological formation)

**5. MISCELLANEOUS**

Are there any Superbeams? Yes  No

If yes, has the hauling permit been issued? Yes  No

Drainage: On Structure Number: \_\_\_\_\_ and Type \_\_\_\_\_

Off Structure Number: \_\_\_\_\_ and Type \_\_\_\_\_

Protective Fence: Yes  No

Navigation Lights: Yes  No

Inspection Facilities: Yes  , and Type \_\_\_\_\_; or No

Utilities: \_\_\_\_\_

BDTD QA Checklist No. 3 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
 (DESIGN OFFICE & NAME OF DESIGNER)

Bridge-Mounted Sign Structures: Yes  No   
 Bridge-Mounted Lighting: Yes  No   
 Was High Mast or Pier-Mounted Considered? Yes  No  If no, why? \_\_\_\_\_

Was Interdisciplinary Approach to Waterway Opening Performed (DM-4, PP7.1.3)? Yes  No  N/A   
 If no, why? \_\_\_\_\_

**6. ALTERNATES SUMMARY**

Is this a Streamlined submission? Yes  No

If yes, how many Alternates are required? 1  2

	ALTERNATE #1	ALTERNATE #2	ALTERNATE #3	ALTERNATE #4
Description:	_____	_____	_____	_____
Total Cost:	_____	_____	_____	_____
Calculation Page:	_____	_____	_____	_____

Permitted Alternates by Contractors: Prestressed Concrete  Steel  Other

If other, specify: \_\_\_\_\_

**7. ALTERNATES**

ITEM DESCRIPTION	ALTERNATE #1	ALTERNATE #2	ALTERNATE #3	ALTERNATE #4
Superstructure:				
Type:	_____	_____	_____	_____
No. of Spans:	_____	_____	_____	_____
Beam Spacing:	_____	_____	_____	_____
No. of Beams:	_____	_____	_____	_____
Deck Quantity:	_____	_____	_____	_____
Deck Cost	_____	_____	_____	_____
Beam Quantity:	_____	_____	_____	_____
Beam Cost:	_____	_____	_____	_____

BDTD QA Checklist No. 3 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
 (DESIGN OFFICE & NAME OF DESIGNER)

ITEM DESCRIPTION	ALTERNATE #1	ALTERNATE #2	ALTERNATE #3	ALTERNATE #4
Substructure:				
Abutment:				
Type:	_____	_____	_____	_____
Quantity:	_____	_____	_____	_____
Cost:	_____	_____	_____	_____
Pier:				
Type:	_____	_____	_____	_____
Quantity:	_____	_____	_____	_____
Cost:	_____	_____	_____	_____
Foundation:				
Type:	_____	_____	_____	_____
Quantity:	_____	_____	_____	_____
Cost:	_____	_____	_____	_____
<b>TOTAL COST:</b>	_____	_____	_____	_____

**8. COMMENTS**

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BDTD QA  
Checklist  
No. 4  
(12/19)

**QUALITY ASSURANCE CHECKLIST FOR  
T.S.&L. OF PRESTRESSED CONCRETE BRIDGES**  
(Rehabilitation Structures)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

**1. PROJECT INFORMATION**

County: \_\_\_\_\_ S.R.: \_\_\_\_\_ Sec.: \_\_\_\_\_ Over: \_\_\_\_\_  
(STREAM, RAILROAD, OR ROAD)

BMS Structure ID: \_\_\_\_\_ MPMS/ECMS Proj. No. \_\_\_\_\_ BRKEY: \_\_\_\_\_

Bridge Type: \_\_\_\_\_ Year Built: \_\_\_\_\_ S-No.: \_\_\_\_\_

Design ADT: \_\_\_\_\_ Year: \_\_\_\_\_ Present ADTT: \_\_\_\_\_ Cumulative ADTT: \_\_\_\_\_

**2. BRIDGE GEOMETRY**

Proposed Width: Out-Out \_\_\_\_\_; Curb-Curb \_\_\_\_\_; Sidewalk \_\_\_\_\_

Skew: \_\_\_\_\_

Vertical Clearance: Minimum Provided = \_\_\_\_\_; Required = \_\_\_\_\_

Horizontal Clearance: Minimum Provided = \_\_\_\_\_; Required = \_\_\_\_\_

**3. SUPERSTRUCTURE**

Structure to be Replaced: Deck  Deck and Beams  None

Deck Condition Rating from NBIS report: \_\_\_\_\_ Year: \_\_\_\_\_

Proposed Deck Rehabilitation: \_\_\_\_\_

Calculation Page for Logic: \_\_\_\_\_

Design Methodology: \_\_\_\_\_

Analysis Methodology (DM-4, Sec. 4): \_\_\_\_\_

No. of Spans: \_\_\_\_\_ Span Length(s): \_\_\_\_\_

No. of Beams: \_\_\_\_\_ (if > 4, why?): \_\_\_\_\_

Splayed beam(s): Yes  No

Beam Spacing: \_\_\_\_\_ Max. Overhang: \_\_\_\_\_

Beam Size: \_\_\_\_\_ Slab Thickness: \_\_\_\_\_

BDTD QA Checklist No. 4 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
 (DESIGN OFFICE & NAME OF DESIGNER)

BEARINGS	ABUT. 1	ABUT. 2	PIER 1	PIER 2	PIER 3	PIER 4
Function:	_____	_____	_____	_____	_____	_____
Type:	_____	_____	_____	_____	_____	_____
DECK JOINTS	LOCATION	TYPE	MOVEMENT CLASSIFICATION			
No. _____	_____	_____	_____			
_____	_____	_____	_____			
_____	_____	_____	_____			

(if > 2, why?): \_\_\_\_\_

**4. SUBSTRUCTURE**

Parallel Eccentricity Limit \_\_\_\_\_ ; Calc. Page \_\_\_\_\_

Maximum Parallel Eccentricity \_\_\_\_\_ ; Calc. Page \_\_\_\_\_

Perpendicular Eccentricity Limit \_\_\_\_\_ ; Calc. Page \_\_\_\_\_

Maximum Perpendicular Eccentricity \_\_\_\_\_ ; Calc. Page \_\_\_\_\_

Sliding Resistance \_\_\_\_\_ ; Maximum Horiz. Load \_\_\_\_\_ ; Calc. Page \_\_\_\_\_

Bearing Resistance \_\_\_\_\_ ; Maximum Bearing Pressure \_\_\_\_\_ ; Calc. Page \_\_\_\_\_

Type of Scour Protection Proposed: \_\_\_\_\_

Is Substructure Adequately reinforced? Yes  No

Type of Seismic Retrofit Proposed: \_\_\_\_\_

**5. RATINGS**

Ratings after Rehabilitation, including Future Wearing Surface:

LOAD	PHL-93 (Factor)	P-82 (Tons)	P2016-13 (Tons)	ML-80 (Tons)	TK527 (Tons)	HS20 (Tons)	H20 (Tons)
I.R.	_____	N/A	N/A	_____	_____	_____	_____
O.R.	_____	_____	_____	_____	_____	_____	_____

BDTD QA Checklist No. 4 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

**6. MISCELLANEOUS**

Are there any Superbeams? Yes  No

If yes, has the hauling permit been issued? Yes  No

Drainage: On Structure Number: \_\_\_\_\_ and Type \_\_\_\_\_

Off Structure Number: \_\_\_\_\_ and Type \_\_\_\_\_

Protective Fence: Yes  No

Navigation Lights: Yes  No

Inspection Facilities: Yes , and Type \_\_\_\_\_; No

Utilities: \_\_\_\_\_

Bridge-Mounted Sign Structures: Yes  No

Bridge-Mounted Lighting: Yes  No

Was High Mast or Pier-Mounted Considered? Yes  No  If no, why? \_\_\_\_\_

**7. ALTERNATES SUMMARY**

Is this a Streamlined submission? Yes  No

If yes, how many Alternates are required? 1  2

Permitted Alternates by Contractors:

Prestressed Concrete  Steel  Other

If other, specify: \_\_\_\_\_

ITEM DESCRIPTION	ALTERNATE #1	ALTERNATE #2	ALTERNATE #3	ALTERNATE #4
Total Cost:	_____	_____	_____	_____
Calculation Page:	_____	_____	_____	_____

BDTD QA Checklist No. 4 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

**8. COMMENTS**

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BDTD QA  
Checklist  
No. 5  
(12/19)

## QUALITY ASSURANCE CHECKLIST FOR FOUNDATIONS

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

**1. PROJECT INFORMATION**

County: \_\_\_\_\_ S.R.: \_\_\_\_\_ Sec.: \_\_\_\_\_ Over: \_\_\_\_\_  
(STREAM, RAILROAD, OR ROAD)

BMS Structure ID: \_\_\_\_\_ MPMS/ECMS Proj. No. \_\_\_\_\_ BRKEY: \_\_\_\_\_

S-No.: \_\_\_\_\_ Bridge Type: \_\_\_\_\_

Skew: \_\_\_\_\_ Grade: \_\_\_\_\_ No. of Substructure Units: \_\_\_\_ Abuts., \_\_\_\_ Piers

**2. FOUNDATION TYPE**

	ABUT. 1	ABUT. 2	PIER 1	PIER 2	PIER 3*
Spread Footing on Rock: (Complete Sections 3 & 4)	_____	_____	_____	_____	_____
Spread Footing on Soil: (Complete Sections 3 & 5)	_____	_____	_____	_____	_____
Point Bearing Pile Size: (Complete Sections 3 & 6)	_____	_____	_____	_____	_____
End Bearing Pile Size: (Complete Sections 3 & 6)	_____	_____	_____	_____	_____
Friction Pile Size: (Complete Sections 3 & 6)	_____	_____	_____	_____	_____
Caisson Size: (Complete Sections 3 & 6)	_____	_____	_____	_____	_____
Pedestal Size: (Complete Section 3)	_____	_____	_____	_____	_____
Depth of Footing Embedment**:	____/____	____/____	____/____	____/____	____/____

If not spread footing, why not? \_\_\_\_\_  
\_\_\_\_\_

Comments (Special Treatments, etc.) \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

See sheet 6 of 7 for notes



BDTD QA Checklist No. 5 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
 (DESIGN OFFICE & NAME OF DESIGNER)

**3. BEARING STRATUM AND FOUNDATION PARAMETER INFORMATION**

Any solution cavity, mining, pH, resistivity, sulfate, dissolved chloride, fill, or bacteria problems?

Yes  No

If yes, identify problem, location, and depth \_\_\_\_\_

	ABUT. 1	ABUT. 2	PIER1	PIER2	PIER 3*
Bearing Stratum: (1.5 x footing width below bottom of spread footings on soils) (15-pile dia. above tip elevation for end bearing & friction piles)	_____	_____	_____	_____	_____
RQD:	_____	_____	_____	_____	_____
% Gross Recovery:	_____	_____	_____	_____	_____
Average N Value (blows/ft):	_____	_____	_____	_____	_____
Unconfined Comp. Test Result (Rock or Soil) (tsf):	_____	_____	_____	_____	_____
Non-Saturated Soil Density (tcf):	_____	_____	_____	_____	_____
Saturated Soil Density (tcf):	_____	_____	_____	_____	_____
Soil Slope Inclination (if on slope) i (deg.):	_____	_____	_____	_____	_____
Depth from grade to groundwater, $D_f + Z_w$ (ft):	_____	_____	_____	_____	_____
Undrained Shear Strength, $S_u$ (tsf):	_____	_____	_____	_____	_____
Foundations & Loadings					
V*** (tons):	_____	_____	_____	_____	_____
H*** (tons):	_____	_____	_____	_____	_____
Bottom of Footing Elevation (ft):	_____	_____	_____	_____	_____
$D_f$ (ft):	_____	_____	_____	_____	_____
B (ft):	_____	_____	_____	_____	_____
L (ft):	_____	_____	_____	_____	_____

See sheet 6 of 7 for notes

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
 (DESIGN OFFICE & NAME OF DESIGNER)

**4. SPREAD FOOTINGS - ON ROCK BEARING STRATUM**

				ABUT. 1	ABUT. 2	PIER1	PIER2	PIER 3*	
Coefficient of Friction between rock & footing:				_____	_____	_____	_____	_____	
Show the appropriate information for A or B	(A) Semi-Empirical Method	Use a or b	(a) RMR:	_____	_____	_____	_____	_____	
			(b) NGI:	_____	_____	_____	_____	_____	
				C <sub>o</sub> (tsf):	_____	_____	_____	_____	_____
				N <sub>ms</sub> :	_____	_____	_____	_____	_____
	(B) Analytic Method			c (tsf):	_____	_____	_____	_____	_____
				φ <sub>m</sub> :	_____	_____	_____	_____	_____
		Horiz. Joint Spacing, S (ft):			_____	_____	_____	_____	_____
		Closely Spaced Joints (D10.6.3.2.3aP)	Open Joints	K <sub>e</sub> :	_____	_____	_____	_____	_____
			Closed Joints	N <sub>c</sub> :	_____	_____	_____	_____	_____
				N <sub>q</sub> :	_____	_____	_____	_____	_____
		N <sub>γ</sub> :	_____	_____	_____	_____	_____		
		Y (tcf):	_____	_____	_____	_____	_____		
Widely Spaced Joints (D10.6.3.2.3bP)			J:	_____	_____	_____	_____	_____	
			N <sub>cr</sub> :	_____	_____	_____	_____	_____	
			Vert. Joint Spacing, H <sub>p</sub> (ft.):	_____	_____	_____	_____	_____	
			K <sub>e</sub> :	_____	_____	_____	_____	_____	
q <sub>ult</sub> -STRN (tsf):				_____	_____	_____	_____	_____	
Sliding Resistance Factor, φ <sub>τ</sub> :				_____	_____	_____	_____	_____	
Bearing Resistance Factor, φ <sub>b</sub> :				_____	_____	_____	_____	_____	
q <sub>o</sub> – SERV at anticipated settlement (tsf):				_____	_____	_____	_____	_____	
Estimated Total Settlement (in.):				_____	_____	_____	_____	_____	
Tolerable Settlement (in.):				_____	_____	_____	_____	_____	

For rocks defined as very poor quality in the Semi-Empirical Method, complete Section 5 with an equivalent soil mass

See sheet 6 of 7 for notes

BDTD QA Checklist No. 5 (12/19)

Designer: \_\_\_\_\_ (DESIGN OFFICE & NAME OF DESIGNER) Date: \_\_\_\_\_

**5. SPREAD FOOTINGS - ON SOIL BEARING STRATUM**

			ABUT. 1	ABUT. 2	PIER 1	PIER 2	PIER 3*
Coefficient of Friction between soil & footing:			_____	_____	_____	_____	_____
Show the appropriate information for A, B or C	(A) Theoretical Estimation Method:	c (tsf):	_____	_____	_____	_____	_____
	(If on slope, substitute $N_{cq}$ & $N_{\gamma q}$ for $N_c$ and $N_\gamma$ )	$\phi_{fm}$ :	_____	_____	_____	_____	_____
		$N_\gamma$ :	_____	_____	_____	_____	_____
		$N_c$ :	_____	_____	_____	_____	_____
		$N_q$ :	_____	_____	_____	_____	_____
	(B) SPT Method:	$\bar{N}_{160}$ :	_____	_____	_____	_____	_____
(C) CPT Method:	$q_c$ :	_____	_____	_____	_____	_____	
$q_{ult}$ -STRN (tsf):			_____	_____	_____	_____	_____
Sliding Resistance Factor, $\phi_\tau$ :			_____	_____	_____	_____	_____
Bearing Resistance Factor, $\phi_b$ :			_____	_____	_____	_____	_____
$q_o$ – SERV at anticipated settlement (tsf):			_____	_____	_____	_____	_____
Estimated Total Settlement (in.):			_____	_____	_____	_____	_____
Estimated Settlement After Beam Erection (in.):			_____	_____	_____	_____	_____
Tolerable Net Settlement (in.):			_____	_____	_____	_____	_____

See sheet 6 of 7 for notes

BDTD QA Checklist No. 5 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
 (DESIGN OFFICE & NAME OF DESIGNER)

**6. PILE, DRILLED SHAFT, AND MICROPILE FOUNDATIONS**

Note: Parameters for Pile Foundations in Mining Areas, Drilled Shaft Foundations and Micropile Foundations Require BDTD Approval in accordance with DM-4, Table PP1.9-2.

				ABUT. 1	ABUT. 2	PIER 1	PIER 2	PIER 3*
Static Analysis Method:				_____	_____	_____	_____	_____
Pile Size (e.g., HP 12 x 74) or Pile/Shaft Diameter (ft.):				_____	_____	_____	_____	_____
Micropile drill hole diameter through bonded length (ft.):				_____	_____	_____	_____	_____
Pile/Shaft Length (ft.):				_____	_____	_____	_____	_____
Rock Socket Depth/Micropile bonded length (ft.):				_____	_____	_____	_____	_____
Show the appropriate information for A, B or C (friction and end-bearing piles and drilled shafts)	(A) Semi-Empirical Method:	Show the appropriate information for a, b, c or d	(a) Nordlund	_____	_____	_____	_____	_____
			$K_{\delta}$ :	_____	_____	_____	_____	_____
			$P_d$ (tsf):	_____	_____	_____	_____	_____
			$C_F$ :	_____	_____	_____	_____	_____
			$\delta$ (tsf):	_____	_____	_____	_____	_____
		(b)	$\alpha$ :	_____	_____	_____	_____	_____
		(c)	$\beta$ :	_____	_____	_____	_____	_____
			$\sigma'_v$ (tsf):	_____	_____	_____	_____	_____
		(d)	$\lambda$ :	_____	_____	_____	_____	_____
			$\sigma'_v$ (tsf):	_____	_____	_____	_____	_____
		(B) SPT Method:	$N_{160}$ :	_____	_____	_____	_____	_____
	$\bar{N}_{160}$ :		_____	_____	_____	_____	_____	
	$D_b$ (ft.):		_____	_____	_____	_____	_____	
$D$ (ft.):	_____		_____	_____	_____	_____		
		$\sigma'_v$ (tsf):	_____	_____	_____	_____	_____	
	(C) CPT Method: (Requires approval of Chief Bridge Engineer)	$q_{c1}$ (tsf):	_____	_____	_____	_____	_____	
$q_{c2}$ (tsf):		_____	_____	_____	_____	_____		
$Q_s$ (tsf):		_____	_____	_____	_____	_____		
Micropile grout-to-ground bond strength, $\alpha_b$ (ksi):				_____	_____	_____	_____	_____

See sheet 6 of 7 for notes

BDTD QA Checklist No. 5 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
 (DESIGN OFFICE & NAME OF DESIGNER)

**6. PILE, DRILLED SHAFT, AND MICROPILE FOUNDATIONS (continued)**

	ABUT. 1	ABUT. 2	PIER 1	PIER 2	PIER 3*
Shaft Resistance, $Q_s$ (tsf):	_____	_____	_____	_____	_____
Tip Resistance (tsf):	_____	_____	_____	_____	_____
Total Resistance (tsf):	_____	_____	_____	_____	_____
Side Resistance (tsf):	_____	_____	_____	_____	_____
$\phi$ :	_____	_____	_____	_____	_____
Group Resistance (tsf):	_____	_____	_____	_____	_____
Is pile buckling a consideration?:	_____	_____	_____	_____	_____
Pile Spacing (ft.):	_____	_____	_____	_____	_____
Maximum Factored Vertical Load per Pile****(kips):	_____	_____	_____	_____	_____
Unfactored (Service I) Vertical Load per Pile (kips):	_____	_____	_____	_____	_____
Maximum Factored Lateral Load per Pile**** (kips):	_____	_____	_____	_____	_____
Unfactored (Service I) Lateral Load per Pile (kips):	_____	_____	_____	_____	_____
Estimated Total Settlement (in.):	_____	_____	_____	_____	_____
Estimated Lateral Settlement (in.):	_____	_____	_____	_____	_____
Estimated Settlement Before Beam Erection (in.):	_____	_____	_____	_____	_____
Tolerable Settlement (in.):	_____	_____	_____	_____	_____

- \* Use additional sheets if more than three piers.
- \*\* From the existing groundline to the bottom of the footing/From the finished groundline to the bottom of the footing.
- \*\*\* H and V values are those from the load combination which controlled the strength design for bearing pressure.
- \*\*\*\* Maximum factored pile loads are those from the load combination which controlled the strength design for bearing pressure.

**7. SCOUR INFORMATION**

Stream Cross-section at Bridge shown on Calculation Page: \_\_\_\_\_

Value for projection into channel: A \_\_\_\_\_

Average Approach Velocity:  $Q_{100}$  = \_\_\_\_\_ ft/sec:  $Q_{500}$  = \_\_\_\_\_ ft/sec

Scour Computations Based on: FHWA Tech. Advisory  HEC-18

BDTD QA Checklist No. 5 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
 (DESIGN OFFICE & NAME OF DESIGNER)

Computed Scour Depths:

ITEMS	SCOUR DEPTH IN INCHES									
	ABUT. 1		ABUT. 2		PIER 1		PIER 2		PIER 3*	
	Q <sub>100</sub>	Q <sub>500</sub>	Q <sub>100</sub>	Q <sub>500</sub>	Q <sub>100</sub>	Q <sub>500</sub>	Q <sub>100</sub>	Q <sub>500</sub>	Q <sub>100</sub>	Q <sub>500</sub>
AGGRADATION OR DEGRADATION SCOUR										
CONTRACTION SCOUR										
LOCAL SCOUR										
TOTAL SCOUR										
PROPOSED FOOTING ELEVATION	TOP									
	BOTTOM									
ADJACENT STREAM BED ELEVATION										
PROPOSED PILE OR SHAFT TIP ELEVATION										

\* Use additional sheets if more than three piers.

Any known scour problems at or near the location of the proposed substructure unit(s)?

Yes  No

If yes, give pertinent information, such as scour depths: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Scour protection reduction utilized? Yes  No

Was Interdisciplinary Approach to Scour Analysis Performed (DM-4, PP7.1.3)? Yes  No  N/A

If no, why? \_\_\_\_\_

BDTD QA  
Checklist  
No. 6  
(12/19)

## QUALITY ASSURANCE CHECKLIST FOR GLULAM TIMBER BRIDGES

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

### 1. PROJECT INFORMATION

County: \_\_\_\_\_ S.R.: \_\_\_\_\_ Sec.: \_\_\_\_\_ Over: \_\_\_\_\_  
(STREAM, RAILROAD, OR ROAD)

BMS Structure ID: \_\_\_\_\_ MPMS/ECMS Proj. No. \_\_\_\_\_ BRKEY: \_\_\_\_\_

S-No.: \_\_\_\_\_ Design ADT: \_\_\_\_\_ Design ADTT: \_\_\_\_\_ Year: \_\_\_\_\_

### 2. BRIDGE GEOMETRY

Horizontal Geometry: \_\_\_\_\_

Width: Out-Out \_\_\_\_\_; Curb-Curb \_\_\_\_\_; Sidewalk \_\_\_\_\_

Span Length: \_\_\_\_\_

Skew: \_\_\_\_\_ (if < 70°, why?): \_\_\_\_\_

Minimum Clearance: Vertical → Provided = \_\_\_\_\_; Required = \_\_\_\_\_

Horizontal → Provided = \_\_\_\_\_; Required = \_\_\_\_\_

### 3. SUPERSTRUCTURE

Type: Glulam Longitudinal Panel  Glulam Deck/Steel Beams  Glulam Deck/Glulam Beams

Design Live Load: PHL-93  P-82  P2016-13  ML-80  TK527  HS20  H20

Longitudinal Panel Size: \_\_\_\_\_

Max. Flexural Stress in Longitudinal Panel: \_\_\_\_\_ ksi,

Flexural Resistance: \_\_\_\_\_ ksi (wet usage); Calc. Page: \_\_\_\_\_

Species of Hardwood: \_\_\_\_\_; Grade: \_\_\_\_\_

Deck Panel Interconnecting Device: Dowel  Other , specify \_\_\_\_\_

Beam Size: \_\_\_\_\_ Beam Spacing: \_\_\_\_\_

Max. Flexural Stress in Beam: \_\_\_\_\_ ksi,

Flexural Resistance: \_\_\_\_\_ ksi (wet usage); Calc. Page: \_\_\_\_\_

Species of Hardwood: \_\_\_\_\_; Grade: \_\_\_\_\_

L.L. Deflection: Allowed =  $L/425$  = \_\_\_\_\_; Designed: \_\_\_\_\_; Calc. Page: \_\_\_\_\_

BDTD QA Checklist No. 6 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
 (DESIGN OFFICE & NAME OF DESIGNER)

**4. SUBSTRUCTURE**

Abut. Type: \_\_\_\_\_; Bot. of Ftg. Elev.: \_\_\_\_\_; Scour Depth Elev.: \_\_\_\_\_

Pile Type (Material) \_\_\_\_\_; Est. Pile Tip Elev. \_\_\_\_\_;

Bot. of Lagging Elev. \_\_\_\_\_; \*Average N \_\_\_\_\_

Pier Type: \_\_\_\_\_; Bot. of Ftg. Elev.: \_\_\_\_\_; Scour Depth Elev.: \_\_\_\_\_

Pile Type (Material) \_\_\_\_\_; Est. Pile Tip Elev. \_\_\_\_\_;

\*Average N \_\_\_\_\_

Anticipated Debris Problem: Yes  No

\*If timber piles are proposed, average N value is for the strata above the bearing stratum.

**5. CONCRETE TREATMENTS**

Structure Component(s) / Element(s): \_\_\_\_\_

Treatment Category (indicate Coating, Pigmentation or Architectural Surface): \_\_\_\_\_

Material or Treatment Type/Description: (e.g., Protect. Coating Sys., Penetrating Sealer or Stain, Paint, Liquid Pigment., Form Liner) \_\_\_\_\_

Function (check all that apply):  
 Protective  Protective  Protective  
 Aesthetic  Aesthetic  Aesthetic

Federal Color Number (if applicable): \_\_\_\_\_

Limits indicated on Plans?  Yes  No  N/A  Yes  No  N/A  Yes  No  N/A

Compliant with:

Pub. 408, Sect. 1044 "Aesthetic Coatings for Concrete Surfaces"  Yes  No  N/A  Yes  No  N/A  Yes  No  N/A

Pub. 408, Sect. 1019 "Protective Coatings for R.C. Surfaces"  Yes  No  N/A  Yes  No  N/A  Yes  No  N/A

Pub. 408, Sect. 711.3(h) "Pigment for Integrally Colored Concrete"  Yes  No  N/A  Yes  No  N/A  Yes  No  N/A

\_\_\_\_\_  
 (list other applicable spec./std. prov.)  Yes  No  N/A  Yes  No  N/A  Yes  No  N/A

Mock-up required for District Review and Approval?  Yes  No  Yes  No  Yes  No

Additional Notes: \_\_\_\_\_



BDTD QA Checklist No. 6 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

**6. ALTERNATES SUMMARY**

Is this a Streamlined submission? Yes  No

If yes, how many Alternates are required? 1  2

Permitted Alternates by Contractors:

Prestressed Concrete  Steel  Other

If other, specify: \_\_\_\_\_

ITEM DESCRIPTION	ALTERNATE #1	ALTERNATE #2	ALTERNATE #3	ALTERNATE #4
Total Cost:	_____	_____	_____	_____
Calculation Page:	_____	_____	_____	_____

**7. COMMENTS**

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BDTD QA  
Checklist  
No. 7  
(12/19)

### QUALITY ASSURANCE CHECKLIST FOR STRESSED TIMBER BRIDGES

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

#### 1. PROJECT INFORMATION

County: \_\_\_\_\_ S.R.: \_\_\_\_\_ Sec.: \_\_\_\_\_ Over: \_\_\_\_\_  
(STREAM, RAILROAD, OR ROAD)

BMS Structure ID: \_\_\_\_\_ MPMS/ECMS Proj. No. \_\_\_\_\_ BRKEY: \_\_\_\_\_

S-No.: \_\_\_\_\_ Design ADT: \_\_\_\_\_ Design ADTT: \_\_\_\_\_ Year: \_\_\_\_\_

#### 2. BRIDGE GEOMETRY

Horizontal Geometry: \_\_\_\_\_

Width: Out-Out \_\_\_\_\_; Curb-Curb \_\_\_\_\_; Sidewalk \_\_\_\_\_

Span Length: \_\_\_\_\_

Skew: \_\_\_\_\_ (if < 70°, why?): \_\_\_\_\_

Minimum Clearance: Vertical → Provided = \_\_\_\_\_; Required = \_\_\_\_\_

Horizontal → Provided = \_\_\_\_\_; Required = \_\_\_\_\_

#### 3. SUPERSTRUCTURE

Design Live Load: PHL-93  P-82  P2016-13  ML-80  TK527  HS20  H20

Species of Hardwood: \_\_\_\_\_; Grade: \_\_\_\_\_

Composite Stressed Timber Design: Yes  No

If yes, spacing of galvanized steel sandwich plates \_\_\_\_\_ in. center-to-center

Max. Flexural Stress in Deck: \_\_\_\_\_ ksi

Flexural Resistance: \_\_\_\_\_ ksi (wet usage); Calc. Page: \_\_\_\_\_

L.L. Deflection: Allowed = L/425 = \_\_\_\_\_; Designed: \_\_\_\_\_; Calc. Page: \_\_\_\_\_

Does butt joint pattern meet criteria: Yes  No

Size of channel anchorage: \_\_\_\_\_

Ultimate tensile strength of prestressing rods: \_\_\_\_\_ ksi

Is triple corrosion protection specified: Yes  No

Minimum prestress between laminations: \_\_\_\_\_ ksi

Interval of retensioning: 2nd  3rd  4th  days

BDTD QA Checklist No. 7 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
 (DESIGN OFFICE & NAME OF DESIGNER)

**4. SUBSTRUCTURE**

Abut. Type: \_\_\_\_\_; Bot. of Ftg. Elev.: \_\_\_\_\_; Scour Depth Elev.: \_\_\_\_\_

Pile Type (Material) \_\_\_\_\_; Est. Pile Tip Elev. \_\_\_\_\_;

Bot. of Lagging Elev. \_\_\_\_\_; \*Average N \_\_\_\_\_

Pier Type: \_\_\_\_\_; Bot. of Ftg. Elev.: \_\_\_\_\_; Scour Depth Elev.: \_\_\_\_\_

Pile Type (Material) \_\_\_\_\_; Est. Pile Tip Elev. \_\_\_\_\_;

\*Average N \_\_\_\_\_

Anticipated Debris Problem: Yes  No

\*If timber piles are proposed, average N value is for the strata above the bearing stratum.

**5. CONCRETE TREATMENTS**

Structure Component(s) / Element(s): \_\_\_\_\_

Treatment Category (indicate Coating, Pigmentation or Architectural Surface): \_\_\_\_\_

Material or Treatment Type/Description: (e.g., Protect. Coating Sys., Penetrating Sealer or Stain, Paint, Liquid Pigment., Form Liner) \_\_\_\_\_

Function (check all that apply):  
 Protective  Protective  Protective  
 Aesthetic  Aesthetic  Aesthetic

Federal Color Number (if applicable): \_\_\_\_\_

Limits indicated on Plans?  Yes  No  N/A  Yes  No  N/A  Yes  No  N/A

Compliant with:

Pub. 408, Sect. 1044 "Aesthetic Coatings for Concrete Surfaces"  Yes  No  N/A  Yes  No  N/A  Yes  No  N/A

Pub. 408, Sect. 1019 "Protective Coatings for R.C. Surfaces"  Yes  No  N/A  Yes  No  N/A  Yes  No  N/A

Pub. 408, Sect. 711.3(h) "Pigment for Integrally Colored Concrete"  Yes  No  N/A  Yes  No  N/A  Yes  No  N/A

\_\_\_\_\_  Yes  No  N/A  Yes  No  N/A  Yes  No  N/A  
 (list other applicable spec./std. prov.)

Mock-up required for District Review and Approval?  Yes  No  Yes  No  Yes  No

Additional Notes: \_\_\_\_\_

BDTD QA Checklist No. 7 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

**6. ALTERNATES SUMMARY**

Is this a Streamlined submission? Yes  No

If yes, how many Alternates are required? 1  2

Permitted Alternates by Contractors:

Prestressed Concrete  Steel  Other

If other, specify: \_\_\_\_\_

ITEM DESCRIPTION	ALTERNATE #1	ALTERNATE #2	ALTERNATE #3	ALTERNATE #4
Total Cost:	_____	_____	_____	_____
Calculation Page:	_____	_____	_____	_____

**7. COMMENTS**

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BDTD QA  
Checklist  
No. 8  
(12/19)

### QUALITY ASSURANCE CHECKLIST FOR COMPOSITE STEEL-GIRDER SUPERSTRUCTURE DESIGN

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

#### 1. PROJECT INFORMATION

County: \_\_\_\_\_ S.R.: \_\_\_\_\_ Sec.: \_\_\_\_\_ Over: \_\_\_\_\_  
(STREAM, RAILROAD, OR ROAD)

BMS Structure ID: \_\_\_\_\_ MPMS/ECMS Proj. No. \_\_\_\_\_ BRKEY: \_\_\_\_\_

S-No.: \_\_\_\_\_ Design ADT: \_\_\_\_\_ Design ADTT: \_\_\_\_\_ Year: \_\_\_\_\_

#### 2. GENERAL INFORMATION

No. of Spans: \_\_\_\_\_; Radius of Curvature: \_\_\_\_\_; Max. Skew: \_\_\_\_\_

Span Length(s) and Arrangement: \_\_\_\_\_

No. of Girders: \_\_\_\_\_; Girder Spacing: \_\_\_\_\_; Web Depth: \_\_\_\_\_

Any deviations from T.S.&L. and Foundation approvals? Yes  No

If yes, indicate reasons: \_\_\_\_\_

List restrictions on Alternate Design, if any: \_\_\_\_\_

Design Method: \_\_\_\_\_; Analysis Method: \_\_\_\_\_

#### 3. SUPERSTRUCTURE

Section Properties used for Calculation of Moments, Shears, and Deflections:

Max. Positive Moment I = \_\_\_\_\_; Calc. Page \_\_\_\_\_

Max. Negative Moment I = \_\_\_\_\_; Calc. Page \_\_\_\_\_

Section Properties used for Calculation of Girder Stresses:

Max. Positive Moment I = \_\_\_\_\_; Calc. Page \_\_\_\_\_

Max. Negative Moment I = \_\_\_\_\_; Calc. Page \_\_\_\_\_

Greatest Girder Moment and which Live Load Governed: Interior  Exterior

Max. Positive Moment M = \_\_\_\_\_; Live Load \_\_\_\_\_; Calc. Page \_\_\_\_\_

Max. Negative Moment M = \_\_\_\_\_; Live Load \_\_\_\_\_; Calc. Page \_\_\_\_\_

BDTD QA Checklist No. 8 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

Greatest locked-in girder stresses (compression and tension) due to deck placement sequence:

Magnitude \_\_\_\_\_ ; Calc. Page \_\_\_\_\_

Location \_\_\_\_\_ ; Calc. Page \_\_\_\_\_

Resistance \_\_\_\_\_ ; Calc. Page \_\_\_\_\_

Prior to deck hardening:

Max. Comp. non-composite flange stress \_\_\_\_\_ ; Calc. Page \_\_\_\_\_

Location \_\_\_\_\_ ; Calc. Page \_\_\_\_\_

Resistance \_\_\_\_\_ ; Calc. Page \_\_\_\_\_

Max. Comp. non-composite web buckling stress \_\_\_\_\_ ; Calc. Page \_\_\_\_\_

Location \_\_\_\_\_ ; Calc. Page \_\_\_\_\_

Resistance \_\_\_\_\_ ; Calc. Page \_\_\_\_\_

Vertical placement of temporary overhang support bracket  
(in terms of the depth of the girder web) \_\_\_\_\_ ; Calc. Page \_\_\_\_\_

Max. transverse stiffener spacing \_\_\_\_\_ ; Calc. Page \_\_\_\_\_

Max. service live-load + impact deflection as a ratio of span/deflection:

Deflection \_\_\_\_\_ ; Calc. Page \_\_\_\_\_

Location \_\_\_\_\_ ; Calc. Page \_\_\_\_\_

Load path chosen to carry transverse wind load to the bearings:

\_\_\_\_\_ ; Calc. Page \_\_\_\_\_

Category of the least fatigue resistant detail used \_\_\_\_\_ ; Calc. Page \_\_\_\_\_

Stress range at the most critical of these details \_\_\_\_\_ ; Calc. Page \_\_\_\_\_

Location of most critical detail \_\_\_\_\_ ; Calc. Page \_\_\_\_\_

Ultimate fatigue resistance \_\_\_\_\_ ; Calc. Page \_\_\_\_\_

Diaphragm design method \_\_\_\_\_ ; Calc. Page \_\_\_\_\_

Lateral-Torsional Buckling Checked? \_\_\_\_\_ ; Calc. Page \_\_\_\_\_

Global Stability Checked? \_\_\_\_\_ ; Calc. Page \_\_\_\_\_

BDTD QA Checklist No. 8 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

Bearing Types:

Expansion \_\_\_\_\_ ; Calc. Page \_\_\_\_\_

Fix \_\_\_\_\_ ; Calc. Page \_\_\_\_\_

Expansion Dam Type \_\_\_\_\_ ; Calc. Page \_\_\_\_\_

Expansion Movement \_\_\_\_\_ ; Calc. Page \_\_\_\_\_

4. CONCRETE TREATMENTS

Structure Component(s) / Element(s): \_\_\_\_\_

Treatment Category (indicate Coating, Pigmentation or Architectural Surface): \_\_\_\_\_

Material or Treatment Type/Description: (e.g., Protect. Coating Sys., Penetrating Sealer or Stain, Paint, Liquid Pigment., Form Liner) \_\_\_\_\_

Function (check all that apply):  
 Protective  Protective  Protective  
 Aesthetic  Aesthetic  Aesthetic

Federal Color Number (if applicable): \_\_\_\_\_

Limits indicated on Plans?  Yes  No  N/A  Yes  No  N/A  Yes  No  N/A

Compliant with:

Pub. 408, Sect. 1044 "Aesthetic Coatings for Concrete Surfaces"  Yes  No  N/A  Yes  No  N/A  Yes  No  N/A

Pub. 408, Sect. 1019 "Protective Coatings for R.C. Surfaces"  Yes  No  N/A  Yes  No  N/A  Yes  No  N/A

Pub. 408, Sect. 711.3(h) "Pigment for Integrally Colored Concrete"  Yes  No  N/A  Yes  No  N/A  Yes  No  N/A

\_\_\_\_\_  Yes  No  N/A  Yes  No  N/A  Yes  No  N/A  
(list other applicable spec./std. prov.)

Mock-up required for District Review and Approval?  Yes  No  Yes  No  Yes  No

Additional Notes: \_\_\_\_\_

5. COMMENTS

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

BDTD QA  
Checklist  
No. 9  
(12/19)

## QUALITY ASSURANCE CHECKLIST FOR PRESTRESSED CONCRETE BRIDGE DESIGN

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

### 1. PROJECT INFORMATION

County: \_\_\_\_\_ S.R.: \_\_\_\_\_ Sec.: \_\_\_\_\_ Over: \_\_\_\_\_  
(STREAM, RAILROAD, OR ROAD)

BMS Structure ID: \_\_\_\_\_ MPMS/ECMS Proj. No. \_\_\_\_\_ BRKEY: \_\_\_\_\_

S-No.: \_\_\_\_\_ Design ADT: \_\_\_\_\_ Design ADTT: \_\_\_\_\_ Year: \_\_\_\_\_

### 2. SUPERSTRUCTURE

No. of spans: \_\_\_\_\_; Span length(s): \_\_\_\_\_; Max. Skew: \_\_\_\_\_

Type and Size of Beams: \_\_\_\_\_

Any deviations from T.S.&L. and Foundation approvals? Yes  No

If yes, indicate reasons \_\_\_\_\_

List restrictions on Alternate Design, if any: \_\_\_\_\_

If multi-span, is it a jointless design? Yes  No  N/A

If no, indicate reasons: \_\_\_\_\_

LL Distribution: PennDOT Approximate  Finite Element  Other

Strands: Size \_\_\_\_\_

270 ksi Low Lax \_\_\_\_\_; Stress Rel \_\_\_\_\_; Straight \_\_\_\_\_; Draped \_\_\_\_\_

Debonded in lieu of draping \_\_\_\_\_; % Debonded \_\_\_\_\_

Max. Unfact. Pos. Moment \_\_\_\_\_ kip-ft. (Calc. Page \_\_\_\_\_)

Location \_\_\_\_\_

Max. Unfact. Neg. Moment (Slab @ Cont.) \_\_\_\_\_ kip-ft. (Calc. Page \_\_\_\_\_)

Location \_\_\_\_\_

Final Tensile Stresses in Precomp. Tensile Zone:

PHL-93 (actual) = \_\_\_\_\_ ksi (Calc. Page \_\_\_\_\_)

Resistance = \_\_\_\_\_ ksi (Calc. Page \_\_\_\_\_)



BDTD QA Checklist No. 9 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

Maximum Prestressing Force \_\_\_\_\_ kips; Eccentricity \_\_\_\_\_ in.

For Critical Section\*: Maximum Factored Flexural Resistance ( $M_r$ ) \_\_\_\_\_ kip-ft.;

Maximum Factored Moment ( $M_u$ ) \_\_\_\_\_ kip-ft.

\*Based on controlling vehicle, either PHL-93, P-82 or P2016-13.

Tension Controlled: \_\_\_\_\_; Compression Controlled: \_\_\_\_\_

Does Web Thickness meet the I-Beam minimum of 8 in.? Yes  No   
{except 18/30, 18/33 and 18/36 beams, which is 6 in.}

Does Top Flange Thickness meet AASHTO Type V/VI Beam (minimum of 5 in.)? Yes  No

Does Top Flange Thickness meet PA Bulb-Tee Beam (minimum of 4 1/2 in.)? Yes  No

Transverse Tendon Layout as per BD-651M and BC-775M? Yes  No  N/A

Deck Placement Sequence shown for Cont. Spans show on sheet: \_\_\_\_\_ (including diaphragm area)

If Draped I-Beam Design:

Is extra Shear Steel furnished at drape point? Yes  No

Is Epoxy-Coated Reinforcement provided:

For 9-ft. length at ends of all beams adjacent to joints? Yes  No

Recessed Strand Detail Shown in Plans on Sheet \_\_\_\_\_

Are Strands Debonded in Bottom Row? Yes  No

For continuous designs: Are shear and moment envelopes or tables shown? Yes  No

Is positive moment reinforcement provided/required? Yes  No

**3. SUBSTRUCTURE**

Bearing Types:

Expansion: \_\_\_\_\_ (Calc. Page \_\_\_\_\_)

Fix: \_\_\_\_\_ (Calc. Page \_\_\_\_\_)

Expansion Dam Type: \_\_\_\_\_

Design Load for Shear Blocks: \_\_\_\_\_ (Calc. Page \_\_\_\_\_)

Was Live Load Considered in Design of Backwall as per DM-4? Yes  No  N/A

Are Beam Seats at both substructure units sloped the same for adjacent Box Beams? Yes  No  N/A   
(Use camber values for longitudinal slopes)

BDTD QA Checklist No. 9 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

4. CONCRETE TREATMENTS

Structure Component(s) / Element(s): \_\_\_\_\_

Treatment Category (indicate Coating, Pigmentation or Architectural Surface): \_\_\_\_\_

Material or Treatment Type/Description: (e.g., Protect. Coating Sys., Penetrating Sealer or Stain, Paint, Liquid Pigment., Form Liner) \_\_\_\_\_

Function (check all that apply):  
 Protective  Aesthetic  Protective  Aesthetic  Protective  Aesthetic

Federal Color Number (if applicable): \_\_\_\_\_

Limits indicated on Plans?  Yes  No  N/A  Yes  No  N/A  Yes  No  N/A

Compliant with:

Pub. 408, Sect. 1044 "Aesthetic Coatings for Concrete Surfaces"  Yes  No  N/A  Yes  No  N/A  Yes  No  N/A

Pub. 408, Sect. 1019 "Protective Coatings for R.C. Surfaces"  Yes  No  N/A  Yes  No  N/A  Yes  No  N/A

Pub. 408, Sect. 711.3(h) "Pigment for Integrally Colored Concrete"  Yes  No  N/A  Yes  No  N/A  Yes  No  N/A

\_\_\_\_\_  Yes  No  N/A  Yes  No  N/A  Yes  No  N/A  
(list other applicable spec./std. prov.)

Mock-up required for District Review and Approval?  Yes  No  Yes  No  Yes  No

Additional Notes: \_\_\_\_\_

5. COMMENTS

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

BDTD QA  
Checklist  
No. 10  
(12/19)

### QUALITY ASSURANCE CHECKLIST FOR ELASTOMERIC BEARING DESIGN

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

**1. PROJECT INFORMATION**

County: \_\_\_\_\_ S.R.: \_\_\_\_\_ Sec.: \_\_\_\_\_ Over: \_\_\_\_\_  
(STREAM, RAILROAD, OR ROAD)

BMS Structure ID: \_\_\_\_\_ MPMS/ECMS Proj. No. \_\_\_\_\_ BRKEY: \_\_\_\_\_

S-No.: \_\_\_\_\_ Design ADT: \_\_\_\_\_ Design ADTT: \_\_\_\_\_ Year: \_\_\_\_\_

Calculation Page: \_\_\_\_\_

**2. DUROMETER** 50 \_\_\_\_\_; 60 \_\_\_\_\_; Other: \_\_\_\_\_

**3. MINIMUM SHAPE FACTOR** \_\_\_\_\_

**4. COMPRESSIVE STRESS**

(a) Calculated Maximum Compressive Stress = \_\_\_\_\_ ksi

(b) Compressive Stress Resistance = \_\_\_\_\_ ksi

**5. MAXIMUM CALCULATED COMPRESSIVE DEFLECTION** \_\_\_\_\_ in.

**6. ROTATION**

(a) Construction Tolerance About Longitudinal Axis: \_\_\_\_\_ radians (for spans ≥ 100 ft.)

(b) Total Computed Maximum Rotation About Longitudinal Axis: \_\_\_\_\_ radians

(c) Construction Tolerance About Transverse Axis: \_\_\_\_\_ radians

(d) Total Computed Maximum Rotation About Transverse Axis: \_\_\_\_\_ radians

**7. BEARING PAD THICKNESS**

Plain Bearing Pad:

(a) Maximum bearing pad thickness used on this bridge: \_\_\_\_\_ in.

(b) Minimum bearing pad thickness used on this bridge: \_\_\_\_\_ in.

Laminated Bearing Pad:

(a) Maximum inner layer thickness: \_\_\_\_\_ in.

(b) Minimum inner layer thickness: \_\_\_\_\_ in.

(c) Total Maximum Height: \_\_\_\_\_ in.

**8. SHEAR**

Calculated Maximum shear deflection = \_\_\_\_\_ in.

BDTD QA Checklist No. 10 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
 (DESIGN OFFICE & NAME OF DESIGNER)

**9. STABILITY**

(a) For Plain Rectangular Pad

$$\frac{\text{Smallest Dimension}}{5} = \text{_____ in.} \geq \text{Maximum Height of Bearing}$$

(b) For Reinforced Rectangular Bearing Pad

$$\frac{\text{Smallest Dimension}}{3} = \text{_____ in.} \geq \text{Maximum Height of Bearing}$$

(c) For Plain Circular Pad

$$\frac{\text{Diameter}}{6} = \text{_____ in.} \geq \text{Maximum Height of Bearing}$$

(d) For Reinforced Circular Bearing Pad

$$\frac{\text{Diameter}}{4} = \text{_____ in.} \geq \text{Maximum Height of Bearing}$$

**10. BEARING SEAT SLOPE**

Slope due to net camber and roadway grade in the direction parallel to the longitudinal axis of the beam  
 = \_\_\_\_\_ %

(If exceeds 1%, accommodate the remaining slope in the design of the bearing pad or by modifying the bottom of beam area.)

Slope of the bottom of the beam in the direction parallel to the transverse axis of the bearing pad  
 = \_\_\_\_\_ %

(For box beams, provide temporary lateral support to the beam during construction until the end diaphragms are cast and the shear blocks or dowel bars are installed if slope exceeds 5% and pads thicker than 3.5 in. are used.)

BDTD QA  
Checklist  
No. 11  
(12/19)

### QUALITY ASSURANCE CHECKLIST FOR HIGH LOAD MULTI-ROTATIONAL BEARING DESIGN

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

**1. PROJECT INFORMATION**

County: \_\_\_\_\_ S.R.: \_\_\_\_\_ Sec.: \_\_\_\_\_ Over: \_\_\_\_\_  
(STREAM, RAILROAD, OR ROAD)

BMS Structure ID: \_\_\_\_\_ MPMS/ECMS Proj. No. \_\_\_\_\_ BRKEY: \_\_\_\_\_

S-No.: \_\_\_\_\_ Design ADT: \_\_\_\_\_ Design ADTT: \_\_\_\_\_ Year: \_\_\_\_\_

**2. BEARING TYPES**

Pot \_\_\_\_\_; Spherical \_\_\_\_\_; Disc \_\_\_\_\_; Other/Specify \_\_\_\_\_

If other, specify the specification used: \_\_\_\_\_

**3. REACTIONS USED FOR FIXED BEARINGS**

Location: \_\_\_\_\_; Calc. Page \_\_\_\_\_

Controlling Limit State \_\_\_\_\_

Maximum Reaction:

Non-Seismic: Vertical: \_\_\_\_\_ kips; Horizontal: \_\_\_\_\_ kips

Seismic: Vertical: \_\_\_\_\_ kips; Horizontal: \_\_\_\_\_ kips

Maximum Total Horizontal Reaction at One (1) Substructure Unit: \_\_\_\_\_ kips

**4. REACTIONS USED FOR EXPANSION BEARINGS**

Location: \_\_\_\_\_; Calc. Page \_\_\_\_\_

Maximum Reaction: Vertical: \_\_\_\_\_ kips; Horizontal: \_\_\_\_\_ kips

Minimum Reaction: Vertical: \_\_\_\_\_ kips; Horizontal: \_\_\_\_\_ kips

Minimum Number of Guided Bearings: \_\_\_\_\_

**5. MAXIMUM MOVEMENT**

Thermal Expansion = \_\_\_\_\_ in.; Thermal Contraction = \_\_\_\_\_ in.

Camber Changes = \_\_\_\_\_ in.; Creep and Shrinkage = \_\_\_\_\_ in.

Construction Tolerance = \_\_\_\_\_ in.

TOTAL Maximum Movement = \_\_\_\_\_ in.

BDTD QA Checklist No. 11 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
 (DESIGN OFFICE & NAME OF DESIGNER)

	FIXED	GUIDED/ EXPANSION
<b>6. POT BEARINGS</b>		
Max. Bearing Pressure on Pot Wall* .....	_____	_____
Max. Principal Stress in Pot Wall due to hoop, bending, shear, and compression stresses* .....	_____	_____
Stress Resistance in Pot Wall* .....	_____	_____
Stress Resistance in Guide Key* .....	_____	_____
Design Rotation .....	_____	_____
Depth of Pot Cavity .....	_____	_____
Max. Thickness of Pot Beneath Elastomer .....	_____	_____
Min. Thickness of Pot Beneath Elastomer .....	_____	_____
Thickness of Elastomeric Disc .....	_____	_____
Min. Thickness of Elastomeric Disc .....	_____	_____
Clear Between Top of Pot and Sliding Surface .....	_____	_____
Min. Clear Between Top of Pot and Sliding Surface .....	_____	_____

<b>7. CONFIGURATION</b>		
Maximum size in in. and.....	_____	_____
Number of Sealing rings* .....	_____	_____
Minimum size in in. and .....	_____	_____
Number of Sealing rings* .....	_____	_____

\*N/A if BD-613M is used.

**8. SPHERICAL BEARINGS**  
 To be developed at a later date.  
 Calc. Page \_\_\_\_\_

**9. DISC BEARINGS**  
 To be developed at a later date.  
 Calc. Page \_\_\_\_\_

BDTD QA  
Checklist  
No. 12  
(12/19)

### QUALITY ASSURANCE CHECKLIST FOR PIPES AND CULVERTS

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

#### 1. PROJECT INFORMATION

County: \_\_\_\_\_ S.R.: \_\_\_\_\_ Sec.: \_\_\_\_\_ Over: \_\_\_\_\_  
(STREAM, RAILROAD, OR ROAD)

BMS Structure ID: \_\_\_\_\_ MPMS/ECMS Proj. No. \_\_\_\_\_ BRKEY: \_\_\_\_\_

S-No.: \_\_\_\_\_ Design ADT: \_\_\_\_\_ Design ADTT: \_\_\_\_\_ Year: \_\_\_\_\_

#### 2. CULVERT TYPE AND GEOMETRY

Type: Conc. Pipe  Reinf. Conc. Box  Plate Pipe  Plate Pipe-Arch  Metal Box  \_\_\_\_\_

Fill Height: \_\_\_\_\_ Skew: \_\_\_\_\_ Length: \_\_\_\_\_ Size: \_\_\_\_\_

Is fish passage provided? Yes  No  N/A

#### 3. GENERAL

Backfill Unit Density: \_\_\_\_\_

Railroad Live Load: Yes  No

pH: Foundation Material (Rock/Soil) \_\_\_\_\_; Water \_\_\_\_\_

Method of Corrosion Protection: \_\_\_\_\_

Anticipated removal of unsuitable material: Yes  No

Anticipated Settlement: \_\_\_\_\_; Calculation Page \_\_\_\_\_

Location	Inlet	Outlet
Type of End Wall Provided:	_____	_____
Type of Scour Protection Provided:	_____	_____

Was Interdisciplinary Approach to Waterway Opening Performed (DM-4, PP7.1.3)? Yes  No  N/A

If no, why? \_\_\_\_\_

Was Interdisciplinary Approach to Scour Analysis Performed (DM-4, PP7.1.3)? Yes  No  N/A

If no, why? \_\_\_\_\_

BDTD QA Checklist No. 12 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

**4. DESIGN REQUIREMENTS**

Design Life: \_\_\_\_\_ ; Calculation Page \_\_\_\_\_

**Concrete Pipes:**

Design Method:  BD-636M;  Other, specify \_\_\_\_\_

Installation Method:  RC-30M;  Other, specify \_\_\_\_\_

Method of Abrasion Protection: \_\_\_\_\_

**Concrete Box Culverts:**

Precast \_\_\_\_\_ ; Cast-in-Place (CIP) \_\_\_\_\_

(If CIP, why?) \_\_\_\_\_

Computer program used: \_\_\_\_\_

Method of Abrasion Protection: \_\_\_\_\_

**Metal Culverts:**

Design Spec.: \_\_\_\_\_

How is Design Life accounted for: Additional Metal  Concrete Paving

Relieving Slab Provided: Yes  No

Tension Strut Required: Yes  No

**5. ALTERNATES**

Permitted Alternates by Contractor: \_\_\_\_\_

\_\_\_\_\_



BDTD QA Checklist No. 12 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

6. CONCRETE TREATMENTS

Structure Component(s) / Element(s): \_\_\_\_\_

Treatment Category (indicate Coating, Pigmentation or Architectural Surface): \_\_\_\_\_

Material or Treatment Type/Description: (e.g., Protect. Coating Sys., Penetrating Sealer or Stain, Paint, Liquid Pigment., Form Liner) \_\_\_\_\_

Function (check all that apply):  
 Protective  Aesthetic  Protective  Aesthetic  Protective  Aesthetic

Federal Color Number (if applicable): \_\_\_\_\_

Limits indicated on Plans?  Yes  No  N/A  Yes  No  N/A  Yes  No  N/A

Compliant with:

Pub. 408, Sect. 1044 "Aesthetic Coatings for Concrete Surfaces"  Yes  No  N/A  Yes  No  N/A  Yes  No  N/A

Pub. 408, Sect. 1019 "Protective Coatings for R.C. Surfaces"  Yes  No  N/A  Yes  No  N/A  Yes  No  N/A

Pub. 408, Sect. 711.3(h) "Pigment for Integrally Colored Concrete"  Yes  No  N/A  Yes  No  N/A  Yes  No  N/A

\_\_\_\_\_  
(list other applicable spec./std. prov.)  Yes  No  N/A  Yes  No  N/A  Yes  No  N/A

Mock-up required for District Review and Approval?  Yes  No  Yes  No  Yes  No

Additional Notes: \_\_\_\_\_

7. COMMENTS

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

BDTD QA  
Checklist  
No. 13  
(12/19)

## QUALITY ASSURANCE CHECKLIST FOR BRADD FINAL PLANS

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

### 1. PROJECT INFORMATION

County: \_\_\_\_\_ S.R.: \_\_\_\_\_ Sec.: \_\_\_\_\_ Over: \_\_\_\_\_  
(STREAM, RAILROAD, OR ROAD)  
BMS Structure ID: \_\_\_\_\_ MPMS/ECMS Proj. No. \_\_\_\_\_ BRKEY: \_\_\_\_\_  
S-No.: \_\_\_\_\_ Design ADT: \_\_\_\_\_ Design ADTT: \_\_\_\_\_ Year: \_\_\_\_\_

### 2. GENERAL

- (a) BRADD Version No.: \_\_\_\_\_
- (b) Which Designer Notes from Sheet Zero are not applicable? \_\_\_\_\_  
Give reasons: \_\_\_\_\_
- (c) Do details in contract drawings agree with current supplemental drawings? Yes  No   
If no, justify: \_\_\_\_\_
- (d) Indicate controlling rating Moment (M) or Shear (S), with FWS.

<b>LOADING</b>	PHL-93	<b>LOADING</b>	P-82		P2016-13
Rating: (Factor)	IR _____ (____)	Rating: (Tons)			
	OR _____ (____)		OR _____ (____)		OR _____ (____)
<b>LOADING</b>	ML-80	TK527	HS20		H20
Rating: (Tons)	IR _____ (____)	IR _____ (____)	IR _____ (____)		IR _____ (____)
	OR _____ (____)	OR _____ (____)	OR _____ (____)		OR _____ (____)

### 3. SUPERSTRUCTURE

- (a) Beam Data: Beam Type: \_\_\_\_\_ ; No. of Beams: \_\_\_\_\_  
Beam Spacing: \_\_\_\_\_ ; Max. Overhang: \_\_\_\_\_
- (b) Bearing Data:
 

	Fixed	Expansion
Type:	_____	_____
Size: (W x L x H):	_____	_____

BDTD QA Checklist No. 13 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

**4. SUBSTRUCTURE**

(a) Type of Abutment: Stub  High  Wall  Integral

(b) Abutment Stem Steel/Linear ft. \_\_\_\_\_

**5. OTHER**

List all Non BRADD Details and Sheet Nos.

Detail	Sheet No.	Detail	Sheet No.
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

NOTE: Other pertinent QA checklists will apply and must be completed.

BDTD QA  
Checklist  
No. 14  
(12/19)

## QUALITY ASSURANCE CHECKLIST FOR SUBSTRUCTURES

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

### 1. PROJECT INFORMATION

County: \_\_\_\_\_ S.R.: \_\_\_\_\_ Sec.: \_\_\_\_\_ Over: \_\_\_\_\_  
(STREAM, RAILROAD, OR ROAD)

BMS Structure ID: \_\_\_\_\_ MPMS/ECMS Proj. No. \_\_\_\_\_ BRKEY: \_\_\_\_\_

S-No.: \_\_\_\_\_ Design ADT: \_\_\_\_\_ Design ADTT: \_\_\_\_\_ Year: \_\_\_\_\_

Superstructure Type: \_\_\_\_\_

### 2. SUBSTRUCTURE TYPE

	ABUT. 1	PIER 1	PIER 2	PIER 3*	ABUT. 2
Unit Type:	_____	_____	_____	_____	_____
Design Height:	_____	_____	_____	_____	_____
Footing Width:	_____	_____	_____	_____	_____
Footing Length:	N/A	_____	_____	_____	N/A
Footing Thickness:	_____	_____	_____	_____	_____
Parallel Eccentricity Limit:	_____	_____	_____	_____	_____
Maximum Parallel Eccentricity:	_____	_____	_____	_____	_____
Perpendicular Eccentricity Limit:	_____	_____	_____	_____	_____
Maximum Perpendicular Eccentricity:	_____	_____	_____	_____	_____
Maximum Horizontal Load:	_____	_____	_____	_____	_____
Sliding Resistance:	_____	_____	_____	_____	_____
Beam Seat Length:					
Required:	_____	_____	_____	_____	_____
Provided:	_____	_____	_____	_____	_____
Superstructure Bearings:					
Fixity (E/F):	_____	____/____	____/____	____/____	_____
Type:	_____	____/____	____/____	____/____	_____

Comments: \_\_\_\_\_

BDTD QA Checklist No. 14 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

**3. FOUNDATION DATA**

Date of Foundation Approval: \_\_\_\_\_

	ABUT. 1	PIER 1	PIER 2	PIER 3*	ABUT. 2
Foundation Type:	_____	_____	_____	_____	_____
Foundation (Load/Pressure)** Resistance:	_____	_____	_____	_____	_____
Maximum (Load/Pressure)** Design:	_____	_____	_____	_____	_____
Minimum (Load/Pressure)** Design:	_____	_____	_____	_____	_____

Comments: \_\_\_\_\_  
\_\_\_\_\_

\*Use additional sheets if more than three piers.  
\*\*For foundations supported on piles, provide a load value;  
For foundations supported on spread footings, provide a pressure.

**4. COMPUTER DESIGN PROGRAM**

	ABUTMENT DESIGN	PIER DESIGN	SEISMIC ANALYSIS
Program Name:	_____	_____	_____
Version No.:	_____	_____	_____
Vendor:	_____	_____	_____

BDTD QA Checklist No. 14 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

**5. SUBSTRUCTURE APPURTENANCES**

**Protection Systems**

**ABUTMENTS**

**PIERS**

Corrosion: \_\_\_\_\_

Collision: \_\_\_\_\_

**End Treatment**

Railing/Fencing: \_\_\_\_\_

Barrier: \_\_\_\_\_

**Special Backfill/Grading Requirements:**

Structural Backfill: \_\_\_\_\_

Slope Protection: \_\_\_\_\_

Slope Benching: \_\_\_\_\_

Slope Grading: \_\_\_\_\_

Other: \_\_\_\_\_

**Scour Protection**

Abutments: \_\_\_\_\_

Piers: \_\_\_\_\_

**Substructure Drainage:**

Abutments: \_\_\_\_\_

Piers: \_\_\_\_\_

BDTD QA Checklist No. 14 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

6. CONCRETE TREATMENTS

Structure Component(s) / Element(s): \_\_\_\_\_

Treatment Category (indicate Coating, Pigmentation or Architectural Surface): \_\_\_\_\_

Material or Treatment Type/Description: (e.g., Protect. Coating Sys., Penetrating Sealer or Stain, Paint, Liquid Pigment., Form Liner) \_\_\_\_\_

Function (check all that apply):  
 Protective  Aesthetic  Protective  Aesthetic  Protective  Aesthetic

Federal Color Number (if applicable): \_\_\_\_\_

Limits indicated on Plans?  Yes  No  N/A  Yes  No  N/A  Yes  No  N/A

Compliant with:

Pub. 408, Sect. 1044 "Aesthetic Coatings for Concrete Surfaces"  Yes  No  N/A  Yes  No  N/A  Yes  No  N/A

Pub. 408, Sect. 1019 "Protective Coatings for R.C. Surfaces"  Yes  No  N/A  Yes  No  N/A  Yes  No  N/A

Pub. 408, Sect. 711.3(h) "Pigment for Integrally Colored Concrete"  Yes  No  N/A  Yes  No  N/A  Yes  No  N/A

\_\_\_\_\_  Yes  No  N/A  Yes  No  N/A  Yes  No  N/A  
(list other applicable spec./std. prov.)

Mock-up required for District Review and Approval?  Yes  No  Yes  No  Yes  No

Additional Notes: \_\_\_\_\_

7. COMMENTS

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

BDTD QA  
Checklist  
No. 15  
(12/19)

### QUALITY ASSURANCE CHECKLIST FOR INTEGRAL ABUTMENT BRIDGES

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

#### 1. PROJECT INFORMATION

County: \_\_\_\_\_ S.R.: \_\_\_\_\_ Sec.: \_\_\_\_\_ Over: \_\_\_\_\_  
(STREAM, RAILROAD, OR ROAD)

BMS Structure ID: \_\_\_\_\_ MPMS/ECMS Proj. No. \_\_\_\_\_ BRKEY: \_\_\_\_\_

S-No.: \_\_\_\_\_ Skew: \_\_\_\_\_ Grade: \_\_\_\_\_

Bridge Type: \_\_\_\_\_

Design ADT: \_\_\_\_\_ Year: \_\_\_\_\_ ADTT: \_\_\_\_\_ Year: \_\_\_\_\_

No. of Spans and Span Lengths: \_\_\_\_\_

#### 2. PILE DESIGN

Pile Type/Size: \_\_\_\_\_; No. of Piles/Beam \_\_\_\_\_

Total expansion length/thermal movement:

Abutment 1 \_\_\_\_\_; Abutment 2 \_\_\_\_\_; Calc. Page \_\_\_\_\_

Estimated Pile Length: Abutment 1 \_\_\_\_\_; Abutment 2 \_\_\_\_\_

Pile Loads: Vertical Resistance \_\_\_\_\_ Design \_\_\_\_\_

Lateral Resistance \_\_\_\_\_ Design \_\_\_\_\_

Interaction Ratio for Axial + Bending (A6.9.2.2) \_\_\_\_\_

Pile Orientation: Abutment 1 \_\_\_\_\_; Abutment 2 \_\_\_\_\_

Assumed Depth to Fixity: Abutment 1 \_\_\_\_\_; Abutment 2 \_\_\_\_\_

Actual Depth of Fixity: Abutment 1 \_\_\_\_\_; Abutment 2 \_\_\_\_\_

Note: The above point of fixity information is to be taken from the COM624P or LPILE analysis as specified in Appendix G, Article 1.4.2.1 of DM-4.



BDTD QA Checklist No. 15 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

**3. INTEGRAL ABUTMENT DESIGN**

Integral Abutment: Full  Partial

Lateral loads due to passive earth pressure: \_\_\_\_\_

Has stability of beam erection been checked? Yes  No

Backwall cushion material type/thickness: \_\_\_\_\_

Has subsurface drainage been addressed? Yes  No

Has provision been made for approach slab sliding? Yes  No

Wingwall Design: Independent  Moving with Bridge

Expansion Dam: Type \_\_\_\_\_; Movement Class \_\_\_\_\_

Other special design details: \_\_\_\_\_

\_\_\_\_\_

**4. MULTI-SPAN STRUCTURES**

(QA Checklist No. 14 will apply and must be completed)

	Pier 1	Pier 2	Pier 3
Foundation Type:	_____	_____	_____
Support Type:	_____	_____	_____
Design Height:	_____	_____	_____
Bearing Fixity:	_____/____	_____/____	_____/____

BDTD QA Checklist No. 15 (12/19)

Designer: \_\_\_\_\_ (DESIGN OFFICE & NAME OF DESIGNER) Date: \_\_\_\_\_

5. CONCRETE TREATMENTS

Structure Component(s) / Element(s): \_\_\_\_\_

Treatment Category (indicate Coating, Pigmentation or Architectural Surface): \_\_\_\_\_

Material or Treatment Type/Description: (e.g., Protect. Coating Sys., Penetrating Sealer or Stain, Paint, Liquid Pigment., Form Liner) \_\_\_\_\_

Function (check all that apply):
 Protective  Aesthetic
 Protective  Aesthetic
 Protective  Aesthetic

Federal Color Number (if applicable): \_\_\_\_\_

Limits indicated on Plans?  Yes  No  N/A  Yes  No  N/A  Yes  No  N/A

Compliant with:

Pub. 408, Sect. 1044 "Aesthetic Coatings for Concrete Surfaces"  Yes  No  N/A  Yes  No  N/A  Yes  No  N/A

Pub. 408, Sect. 1019 "Protective Coatings for R.C. Surfaces"  Yes  No  N/A  Yes  No  N/A  Yes  No  N/A

Pub. 408, Sect. 711.3(h) "Pigment for Integrally Colored Concrete"  Yes  No  N/A  Yes  No  N/A  Yes  No  N/A

\_\_\_\_\_  Yes  No  N/A  Yes  No  N/A  Yes  No  N/A
(list other applicable spec./std. prov.)

Mock-up required for District Review and Approval?  Yes  No  Yes  No  Yes  No

Additional Notes: \_\_\_\_\_

6. COMMENTS

Four horizontal lines for entering comments.

BDTD QA  
Checklist  
No. 16  
(12/19)

### QUALITY ASSURANCE CHECKLIST FOR FINAL DESIGN OF PROPRIETARY RETAINING WALLS

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

#### 1. PROJECT INFORMATION

County: \_\_\_\_\_ S.R.: \_\_\_\_\_ Sec.: \_\_\_\_\_ Over: \_\_\_\_\_  
(STREAM, RAILROAD, OR ROAD)

BMS Structure ID: \_\_\_\_\_ MPMS/ECMS Proj. No. \_\_\_\_\_ BRKEY: \_\_\_\_\_

S-No.: \_\_\_\_\_ Design ADT: \_\_\_\_\_ Design ADTT: \_\_\_\_\_ Year: \_\_\_\_\_

#### 2. PROPRIETARY WALL INFORMATION

Wall Type: Reinforced Earth  Other , indicate type \_\_\_\_\_

Application: Retaining Wall  Abutment

Length: \_\_\_\_\_ ft.; Max. Height \_\_\_\_\_ ft.; Design height \_\_\_\_\_ ft.

Traffic Surcharge = \_\_\_\_\_ ft.

Fill Slope = \_\_\_\_\_, Height = \_\_\_\_\_ ft.

#### 3. TECHNICAL INFORMATION

(a) Stability Criteria (External)

Eccentricity (on rock) = \_\_\_\_\_  $\leq 0.45B$

Eccentricity (on soil) = \_\_\_\_\_  $\leq B/3$

Slope Stability (if req'd) = \_\_\_\_\_ (if < 1.5, why?): \_\_\_\_\_

Maximum Horizontal Loads \_\_\_\_\_; Sliding Resistance = \_\_\_\_\_

(b) Max. Foundation Pressure (ksf): Design = \_\_\_\_\_; Bearing Resistance = \_\_\_\_\_

(c) Stability (Internal)

Pull out force = \_\_\_\_\_; Ultimate Pull Out Capacity = \_\_\_\_\_

Depth Level = \_\_\_\_\_ ft.

(d) Estimated Settlement (Max.) \_\_\_\_\_ in.

(e) Least ratio of soil reinforcement length to wall height \_\_\_\_\_;

Location \_\_\_\_\_

BDTD QA Checklist No. 16 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

(f) Backfill:

REINFORCED ZONE

RANDOM

Drained Angle of Internal Friction

$\phi =$  \_\_\_\_\_  $^{\circ}$ ;

$\phi =$  \_\_\_\_\_  $^{\circ}$ ;

Total Density of Material

$\gamma =$  \_\_\_\_\_ kcf

$\gamma =$  \_\_\_\_\_ kcf

**FOR WALL APPLICATION COMPLETE SECTION 4 ONLY**

**FOR ABUTMENT APPLICATION COMPLETE SECTIONS 4 AND 5**

**4. WALL APPLICATION**

(a) Panel Thickness \_\_\_\_\_ in.; Minimum Cover for Rebars \_\_\_\_\_ in.

(b) Indicate any deviations from standard construction specifications: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

(c) Drainage Requirements:

Indicate design assumptions for drainage of backfill material, on top and under the wall: \_\_\_\_\_  
\_\_\_\_\_

Is drainage provided to validate design assumptions: Yes  No

**5. ABUTMENT APPLICATION**

(a) Pile Type: Point Bearing  Friction  End Bearing

(b) Pile Size: Steel \_\_\_\_\_; Concrete \_\_\_\_\_

(c) Actual Max. Load/Pile \_\_\_\_\_ tons; Allowable Load/Pile \_\_\_\_\_ tons

(d) Type of arrangement (Load Transfer Mechanism) of soil-reinforcing elements around piles: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

BDTD QA Checklist No. 16 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

6. CONCRETE TREATMENTS

Structure Component(s) / Element(s): \_\_\_\_\_

Treatment Category (indicate Coating, Pigmentation or Architectural Surface): \_\_\_\_\_

Material or Treatment Type/Description: (e.g., Protect. Coating Sys., Penetrating Sealer or Stain, Paint, Liquid Pigment., Form Liner) \_\_\_\_\_

Function (check all that apply):  
 Protective  Aesthetic  Protective  Aesthetic  Protective  Aesthetic

Federal Color Number (if applicable): \_\_\_\_\_

Limits indicated on plans?  Yes  No  N/A  Yes  No  N/A  Yes  No  N/A

Compliant with:

Pub. 408, Sect. 1044 "Aesthetic Coatings for Concrete Surfaces"  Yes  No  N/A  Yes  No  N/A  Yes  No  N/A

Pub. 408, Sect. 1019 "Protective Coatings for R.C. Surfaces"  Yes  No  N/A  Yes  No  N/A  Yes  No  N/A

Pub. 408, Sect. 711.3(h) "Pigment for Integrally Colored Concrete"  Yes  No  N/A  Yes  No  N/A  Yes  No  N/A

\_\_\_\_\_  Yes  No  N/A  Yes  No  N/A  Yes  No  N/A  
(list other applicable spec./std. prov.)

Mock-up required for District Review and Approval?  Yes  No  Yes  No  Yes  No

Additional Notes: \_\_\_\_\_

7. COMMENTS

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

BDTD QA  
Checklist  
No. 17  
(12/19)

### QUALITY ASSURANCE CHECKLIST FOR FINAL DESIGN OF FLEXIBLE RETAINING WALLS

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

#### 1. PROJECT INFORMATION

County: \_\_\_\_\_ S.R.: \_\_\_\_\_ Sec.: \_\_\_\_\_ Along: \_\_\_\_\_  
(STREAM, RAILROAD, OR ROAD)

BMS Structure ID: \_\_\_\_\_ MPMS/ECMS Proj. No. \_\_\_\_\_ BRKEY: \_\_\_\_\_

S-No.: \_\_\_\_\_ Stations: Begin Wall \_\_\_\_\_; End Wall \_\_\_\_\_

#### 2. GEOMETRIC DESIGN INFORMATION

Wall Type: Permanent  or Temporary

Cantilever  or Tie Back/Anchored

Permanent Tie Back/Anchored Walls:

No. of Anchors per Vertical Element: \_\_\_\_\_ ;

Do Anchors pass through a fill section? Yes  No

If yes, do plans specify to fill annulus between casing and anchor with grease or other material for corrosion protection in accordance with DM-4, Article D11.9.1? Yes  No

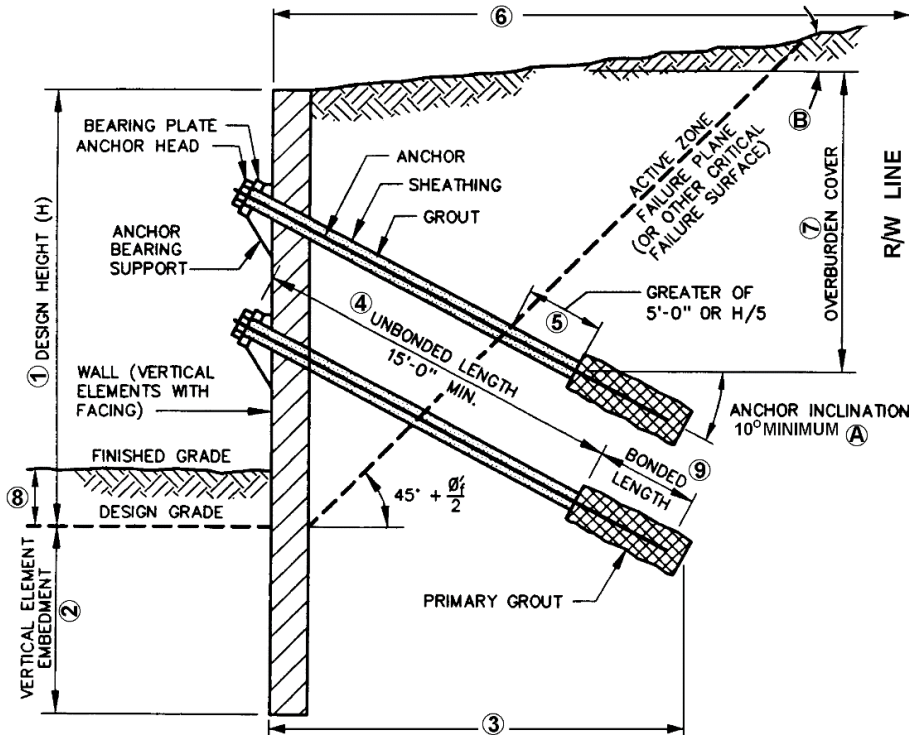
Method of Installation: Top Down  or Bottom Up

Lagging Type: Precast  ; Timber  or N/A

Support/Pile Type: Double Pile  ; Single Pile  or Internal

BDTD QA Checklist No. 17 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
 (DESIGN OFFICE & NAME OF DESIGNER)



Design Dimensions →

1 = \_\_\_\_\_ ft.; Calc. Page \_\_\_\_\_

2 = \_\_\_\_\_ ft.; Calc. Page \_\_\_\_\_

3 = \_\_\_\_\_ ft.; Calc. Page \_\_\_\_\_

4 = \_\_\_\_\_ ft.; Calc. Page \_\_\_\_\_

5 = \_\_\_\_\_ ft.; Calc. Page \_\_\_\_\_

6 = \_\_\_\_\_ ft.; Calc. Page \_\_\_\_\_

7 = \_\_\_\_\_ ft.; Calc. Page \_\_\_\_\_

8 = \_\_\_\_\_ ft.; Calc. Page \_\_\_\_\_

9 = \_\_\_\_\_ ft.; Calc. Page \_\_\_\_\_

Angles →

A = \_\_\_\_\_ Degrees; Calc. Page \_\_\_\_\_

B = \_\_\_\_\_ Degrees; Calc. Page \_\_\_\_\_

BDTD QA Checklist No. 17 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

**3. SOIL AND FOUNDATION DATA**

In-Situ Soil Type: \_\_\_\_\_ ; Calc. Page \_\_\_\_\_  
Unit Density = \_\_\_\_\_ kcf; Cohesion (c) = \_\_\_\_\_ kcf; Calc. Page \_\_\_\_\_  
Angle of Internal Friction = \_\_\_\_\_ ; Calc. Page \_\_\_\_\_  
Stability Number (N<sub>s</sub>) (D3.11.5.7) = \_\_\_\_\_ ≤ 3.0; Calc. Page \_\_\_\_\_

Foundation Material:

Soil  Rock  ; Calc. Page \_\_\_\_\_  
Type \_\_\_\_\_ ; Calc. Page \_\_\_\_\_  
Unit Density = \_\_\_\_\_ kcf; Cohesion (c) = \_\_\_\_\_ kcf; Calc. Page \_\_\_\_\_  
Angle of Internal Friction = \_\_\_\_\_ ; Calc. Page \_\_\_\_\_  
Stability Number (N<sub>s</sub>) (D3.11.5.7) = \_\_\_\_\_ ≤ 3.0; Calc. Page \_\_\_\_\_

Foundation Design:

Pressure: Resistance = \_\_\_\_\_ ; Actual = \_\_\_\_\_ ; Calc. Page \_\_\_\_\_  
Settlement: Allowable = \_\_\_\_\_ ; Actual = \_\_\_\_\_ ; Calc. Page \_\_\_\_\_  
Slope Stability Analysis Performed? Yes  No  ; Calc. Page \_\_\_\_\_  
Bearing Resistance = \_\_\_\_\_ ; Calc. Page \_\_\_\_\_  
Maximum Bearing Pressure = \_\_\_\_\_ ; Calc. Page \_\_\_\_\_  
Live Load Surcharge Used = \_\_\_\_\_ ; Calc. Page \_\_\_\_\_  
Earth Pressure Used: Active  Passive  ; Calc. Page \_\_\_\_\_

**4. VERTICAL ELEMENT DATA**

Type: \_\_\_\_\_ ; Size: \_\_\_\_\_ ; Calc. Page \_\_\_\_\_  
Spacing: \_\_\_\_\_ ; Embedment Length = \_\_\_\_\_ ; Calc. Page \_\_\_\_\_  
Design Checked for Staged Construction? Yes  No  ; Calc. Page \_\_\_\_\_  
Corrosion Protection \_\_\_\_\_  
Special Details: \_\_\_\_\_



BDTD QA Checklist No. 17 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

**5. ANCHOR DATA**

Type: \_\_\_\_\_ ; Calc. Page \_\_\_\_\_

Size: \_\_\_\_\_ ; Spacing: \_\_\_\_\_ ; Calc. Page \_\_\_\_\_

Loads: Resistance = \_\_\_\_\_ ; Design: \_\_\_\_\_ ; Calc. Page \_\_\_\_\_

Bond Length based on: Soil  Rock  ; Calc. Page \_\_\_\_\_

Corrosion Protection \_\_\_\_\_

Is Anchor Installation Procedure included? Yes  No

**6. LAGGING AND FACING DATA**

Lagging: Temporary  Permanent  ; Calc. Page \_\_\_\_\_

Type: \_\_\_\_\_ ; Calc. Page \_\_\_\_\_

Maximum Design Bending Moment = \_\_\_\_\_ ; Calc. Page \_\_\_\_\_

Facing: Cast-in-Place Concrete  Precast Concrete  ; Calc. Page \_\_\_\_\_

Concrete Class = \_\_\_\_\_ ; Thickness = \_\_\_\_\_ ; Calc. Page \_\_\_\_\_

Reinforcement: Wire Mesh  or Bars  ; Calc. Page \_\_\_\_\_

Plain  or Epoxy-Coated  ; Calc. Page \_\_\_\_\_

Maximum Design Bending Moment = \_\_\_\_\_ ; Calc. Page \_\_\_\_\_

Attachment Details Designed? Yes  No  ; Calc. Page \_\_\_\_\_

**7. DRAINAGE DETAIL DATA**

Are Drainage Panels provided behind wall? Yes  No

Do Drainage Panels extend full height of wall? Yes  No

Is Insulation provided to prevent freeze/thaw damage Yes  No

**8. MISCELLANEOUS DATA**

If Tie Back/Anchored Wall is in a fill situation, is the necessary approval from the Chief Bridge Engineer included with the submission? Yes  No

For Tie Back/Anchored Walls, do the plans and special provisions for this submission contain the proof, performance, creep, and lift off testing of the anchors? Yes  No

BDTD QA Checklist No. 17 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

9. CONCRETE TREATMENTS

Structure Component(s) / Element(s): \_\_\_\_\_

Treatment Category (indicate Coating, Pigmentation or Architectural Surface): \_\_\_\_\_

Material or Treatment Type/Description: (e.g., Protect. Coating Sys., Penetrating Sealer or Stain, Paint, Liquid Pigment., Form Liner) \_\_\_\_\_

Function (check all that apply):  
 Protective       Protective       Protective  
 Aesthetic       Aesthetic       Aesthetic

Federal Color Number (if applicable): \_\_\_\_\_

Limits indicated on Plans?       Yes  No  N/A       Yes  No  N/A       Yes  No  N/A

Compliant with:

Pub. 408, Sect. 1044 "Aesthetic Coatings for Concrete Surfaces"       Yes  No  N/A       Yes  No  N/A       Yes  No  N/A

Pub. 408, Sect. 1019 "Protective Coatings for R.C. Surfaces"       Yes  No  N/A       Yes  No  N/A       Yes  No  N/A

Pub. 408, Sect. 711.3(h) "Pigment for Integrally Colored Concrete"       Yes  No  N/A       Yes  No  N/A       Yes  No  N/A

\_\_\_\_\_       Yes  No  N/A       Yes  No  N/A       Yes  No  N/A  
(list other applicable spec./std. prov.)

Mock-up required for District Review and Approval?       Yes  No       Yes  No       Yes  No

Additional Notes: \_\_\_\_\_

10. COMMENTS

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

BDTD QA  
Checklist  
No. 18  
(12/19)

### QUALITY ASSURANCE CHECKLIST FOR FINAL DESIGN OF SOUND BARRIERS

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

#### 1. PROJECT INFORMATION

County: \_\_\_\_\_ S.R.: \_\_\_\_\_ Sec.: \_\_\_\_\_ Along/Over: \_\_\_\_\_  
(ROADWAY, RAMP, ETC.)

BMS Structure ID: \_\_\_\_\_ MPMS/ECMS Proj. No. \_\_\_\_\_ BRKEY: \_\_\_\_\_

S-No.: \_\_\_\_\_ Stations: Begin Wall \_\_\_\_\_; End Wall \_\_\_\_\_

#### 2. SOUND BARRIER WALL - GENERAL

Ground-Mounted: Post & Panel  Offset

Structure-Mounted: Bridge-Mounted  Moment Slab-Mounted  Retaining Wall-Mounted

If Bridge-Mounted, Bridge Inspectability Provided? Yes  No

Total Barrier Length: \_\_\_\_\_ ft.

Design Build? Yes  No

If Design Build, Foundation Parameters Provided by Designer? Yes  No

If Design Build, Foundation Parameters Provided by Contractor? Yes  No

Block and Note for District Environmental Manager Signature? Yes  No

Acoustic Profile Indicated? Yes  No

Coating and/or Pigmentation? Yes  No

Type(s): \_\_\_\_\_  
(e.g., Protective Coating System., Penetrating Sealer or Stain, Paint, Liquid Pigmentation)

Function (check all that apply): Protective  Aesthetic

Federal Color Number(s) (if applicable): \_\_\_\_\_

Limits indicated on Plans? Yes  No  N/A

Compliant with: Pub. 408, Sect. 1044 "Aesthetic Coatings for Concrete Surfaces"? Yes  No  N/A

Pub. 408, Sect. 1019 "Protective Coatings for R.C. Surfaces"? Yes  No  N/A

Pub. 408, Sect. 711.3(h) "Pigment for Integrally Colored Concrete"? Yes  No  N/A

Mock-up(s) required for District Review and Approval? Yes  No  N/A

Additional Notes: \_\_\_\_\_

BDTD QA Checklist No. 18 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

**3. POSTS**

Design done by? Standards  New Product Evaluation (PE)  If PE, Dwg. No \_\_\_\_\_

Post Type: Steel  Precast Concrete  Other , indicate other \_\_\_\_\_

Post Connection: Baseplate  Embedded  Other , indicate other \_\_\_\_\_

Is Connection Patented? Yes  No

Design Wind Pressure: \_\_\_\_\_ psf

Design Post Spacing: Minimum \_\_\_\_\_ ft.; Maximum: \_\_\_\_\_ ft.

Design Wall Height: Minimum \_\_\_\_\_ ft.; Maximum: \_\_\_\_\_ ft.

If Concrete Post: Reinforcement? Uncoated  Epoxy-Coated  Galvanized

If Steel Post: Federal Paint Color Number: \_\_\_\_\_

**4. PANELS**

Design done by? Standards  New Product Evaluation (PE)  If PE, indicate PE No.: \_\_\_\_\_

Panel Material: Concrete  Steel  Other , indicate other \_\_\_\_\_

Sound Absorptive Material Required? Yes  No  If Yes, indicate PE No.: \_\_\_\_\_

Access Door Required and Detailed? Yes  No

Sleeve Openings Required and Detailed? Yes  No

Steel Cables thru Panels and Connected to Steel Posts? Yes  No

Design Wind Pressure: \_\_\_\_\_ psf

Design Post Spacing: Minimum \_\_\_\_\_ ft.; Maximum: \_\_\_\_\_ ft.

Design Panel Height: Minimum \_\_\_\_\_ ft.; Maximum: \_\_\_\_\_ ft.

Structural Panel Thickness: \_\_\_\_\_ inch

Architectural Surface Treatment:

Roadway Side: Surface Treatment: \_\_\_\_\_ Average Thickness: \_\_\_\_\_ in.

Residential Side: Surface Treatment: \_\_\_\_\_ Average Thickness: \_\_\_\_\_ in.

Mock-up(s) required for District Review and Approval? Yes  No  N/A

Additional Notes: \_\_\_\_\_

BDTD QA Checklist No. 18 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

Total Average Panel Thickness: \_\_\_\_\_ in.

Minimum Number of Lifting Inserts Indicated? Yes  No

Reinforcement? Uncoated  Epoxy-Coated  Galvanized

**5. FOUNDATIONS (for Ground-Mounted Walls only)**

Design done by?

Standards  New Product Evaluation (PE)  If PE, indicate PE No.: \_\_\_\_\_

Site Specific Design  If Site Specific Design, Specify why? \_\_\_\_\_

Type: Spread Footing  Drilled Caisson  Other, Specify: \_\_\_\_\_

Ground Surface: Level  Sloped  If Sloped, Specify slope: \_\_\_\_\_

Spread Footings:

Design Wind Pressure: \_\_\_\_\_ psf

Maximum Foundation Pressure (ksf): Allowable \_\_\_\_\_; Design \_\_\_\_\_

Coefficient of Sliding Friction: \_\_\_\_\_

Max. Dimensions: W \_\_\_\_\_; L \_\_\_\_\_; Thickness \_\_\_\_\_

Max. Estimated Settlement \_\_\_\_\_ in.

Overexcavation below bottom of footing required? Yes  No

If required, Indicated backfill material type: \_\_\_\_\_

Drilled Caissons:

Design Wind Pressure: \_\_\_\_\_ psf

Soil Type (if per Standards): \_\_\_\_\_

Soil Properties (Site Specific):

Angle of Internal Friction: \_\_\_\_\_ Cohesion psf: \_\_\_\_\_

Unit Weight pcf: \_\_\_\_\_ Modulus of Subgrade Reaction pci: \_\_\_\_\_

e50: \_\_\_\_\_

Design Size: Maximum Diameter \_\_\_\_\_; Maximum Length \_\_\_\_\_

BDTD QA Checklist No. 18 (12/19)

Designer: \_\_\_\_\_ Date: \_\_\_\_\_  
(DESIGN OFFICE & NAME OF DESIGNER)

**6. OFFSET GROUND MOUNTED WALLS**

Design done by? Standards  New Product Evaluation (PE)  If PE, indicate PE No.: \_\_\_\_\_

Cables Connections:

Minimum of two cable connections per panel-to-panel connection? Yes  No

Minimum of three cable connections for end panel to adjacent panel(s) connection? Yes  No

**7. GENERAL**

Indicate any deviations from standard design, new product evaluation (PE), construction, or material specifications \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

**8. COMMENTS**

\_\_\_\_\_  
\_\_\_\_\_

BDTD QA  
Checklist  
No. 19  
(12/19)

## QUALITY ASSURANCE CHECKLIST FOR CONSTRUCTION LOAD ANALYSIS

### FOR DEPARTMENT USE ONLY

QA Reviewer: \_\_\_\_\_ Review Date: \_\_\_\_\_  
 County: \_\_\_\_\_ S.R.: \_\_\_\_\_ Segment: \_\_\_\_\_ Offset: \_\_\_\_\_  
 BMS Structure ID: \_\_\_\_\_ MPMS/ECMS Proj. No. \_\_\_\_\_ BRKEY: \_\_\_\_\_  
 S-No.: \_\_\_\_\_ Structure Type: \_\_\_\_\_  
 Designer: \_\_\_\_\_ Contractor: \_\_\_\_\_

**(Check Applicable Box)**  
**Yes      No      N/A**

#### 1. SUBMISSION REQUIREMENTS

Are submitted materials signed and sealed by PE registered in PA?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Letter of submission for loadings:			
Construction loads comply with Section 105.17 of Pub. 408?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
100 kips maximum per span in 12-foot construction width?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
200 kips maximum per span?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are construction loads reduced due to weight restricted structure?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Does the submission identify type of construction (Scope of Work)?			
Painting?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Milling/Overlay?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Crane operating on bridge?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is construction phased?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are traffic control plans provided?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are lane locations/restrictions identified?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are separate models required for phased construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are construction loads and locations clearly identified?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
District's approval letter and stipulations to Contractor documented?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
District Rating Engineer notified bridge under construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Has the District Rating Engineer acknowledged the construction loads?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Has the District updated the APRAS file?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is updated APRAS file linked to bridge?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Were Engineering Dataset(s) submitted?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are separate dataset(s) provided for phased construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

BDTD QA Checklist No. 19 (12/19)

Designer: \_\_\_\_\_ QA Reviewer: \_\_\_\_\_ Review Date: \_\_\_\_\_

(Check Applicable Box)  
 Yes No N/A

**2. ANALYSIS REQUIREMENTS**

Is analysis signed and sealed by PE registered in PA?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Was PennDOT Approved Software utilized? **	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>** - see BDTD's list of Accepted Commercially Available or Consultant Developed Software which is available from the Bridge "Design, Analysis and Rating" page on the Department website</i>			
Hand calculations reflect appropriate analysis approach, formulas, solutions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Method of analysis:			
ASD rating analysis method used?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
LFD rating analysis method used?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
LRFD rating analysis method used?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Load factors used for construction loads per DM-4/AASHTO?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Controlling DF <sub>m</sub> : _____			
Controlling DF <sub>v</sub> : _____			
Dead Loads:			
Are stock piles and construction equipment included?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are additional temporary barriers included?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are curbs, appurtenances, falsework attachments, etc. included?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Live Loads:			
Are construction live loads included (milling operation, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are "Design / Permit" vehicle live loads included?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are appropriate lanes loaded with live traffic?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are the number of lanes and lane widths correct?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are the appropriate lanes loaded with permit vehicle?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Number of Lanes Loaded _____			
Are the applicable lanes loaded with constructions loads?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Number of Lanes Loaded _____			
Have all legal loads been analyzed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are traffic restrictions required and identified?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is the live load impact (I) or dynamic load allowance (IM) factor correct?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are Sidewalks and Pedestrian load considered?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Has the most recent inspection documentation been referenced and considered?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is "Section Loss" present and included in the analysis?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are separate models provided for phased/partial construction condition?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Do Distribution Factors (DF) reflect phased/partial construction condition?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



BDTD QA Checklist No. 19 (12/19)

Designer: \_\_\_\_\_ QA Reviewer: \_\_\_\_\_ Review Date: \_\_\_\_\_

	(Check Applicable Box)		
	Yes	No	N/A
Are Construction Load Capacity envelopes provided?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are crane loadings present and included?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are special live load and axle loading correct?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is false work analysis included and adequate loads used?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are partial demolition effects considered?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Span length match drawing data or field measurements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is a horizontally curved girder analysis required and provided?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Splayed girders present and considered in distribution factor?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is top flange bracing considered appropriately?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are transverse stiffeners present and included?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are flange plate and web dimensions correct?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are P/S girder or box beam dimensions correct?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Does strand pattern (cgs data) match plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are truss members and dimensions and geometry correct?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are material properties correct?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are member properties correct?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Correct diaphragm spacing used?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Correct girder spacing used?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Non-composite deck construction considered?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Composite deck construction considered?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Continuity considered appropriately?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Skew applied?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**3. CRITICAL MEMBER CAPACITIES**

Moment:

Controlling Member: \_\_\_\_\_ Location: \_\_\_\_\_

Maximum Capacity (Kip-Ft) \_\_\_\_\_ Maximum Loading (Kip-Ft) \_\_\_\_\_ Operating Rating Factor \_\_\_\_\_

Shear:

Controlling Member: \_\_\_\_\_ Location: \_\_\_\_\_

Maximum Capacity (Kips) \_\_\_\_\_ Maximum Loading (Kips) \_\_\_\_\_ Operating Rating Factor \_\_\_\_\_



PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

DESIGN MANUAL  
PART 4

**APPENDIX B – TECHNICAL GUIDELINES FOR SHOP DRAWING REVIEW**

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1. The following is provided to emphasize compliance with PP1.10.2.5, Publication 408, Section 105.02(d) and promote a consistent and efficient preparation, review and processing of bridge shop drawings and working drawings, when required.

(a) Drawings

Drawings created electronically using a CADD program are preferred and encouraged. When the drawings are created using CADD, the PDF file is to be generated directly from the CADD software and not via a scanning process of a printed hardcopy.

If the drawings are created manually, the review and further processing are to proceed electronically. The Contractor is responsible for transmitting a PDF file created by scanning the hardcopy originals. The scan resolution is to be 300 dpi in 'black-and-white' mode.

Do NOT apply any type of security setting that does not allow the drawings to be marked-up and stamped.

The composition of shop drawings is to conform to the following:

- Sheet size: 22"x34" (ANSI 'D')
- Margins: 1.5" left side, 0.5" right side and top and bottom
- Minimum text: 0.10" height (Leroy equivalent L100) *Note: this is a deviation from Pub. 408 Sec. 105.02(d), that stipulates L120 as the minimum text size, because of the use of CADD to generate drawings*
- Text width compression: may be used on limited basis at the sole discretion of the reviewer or Department

A title block shall be placed in lower right-hand corner or along the bottom margin legible while viewed in landscape mode. A title block oriented along the right side margin legible when viewed in portrait mode is unacceptable. The title block must contain the following information as a minimum:

- |                               |                                    |
|-------------------------------|------------------------------------|
| • County                      | • Name of Contractor               |
| • Route                       | • Name of Fabricator               |
| • Section number              | • Drawing title                    |
| • Segment and offset          | • Drawing number                   |
| • Station                     | • Sheet Number                     |
| • ECMS project number         | • Initials of the drawer           |
| • Bridge Key (BRKEY)          | • Initials of the checker          |
| • Structure number (S-number) | • Date of initial drawing creation |

A review block 2" high minimum (*4" per 105.02(d)*) x 3" wide for the review stamp immediately adjacent to the title block (preferably to the immediate left.)

The shop drawings shall to be stamped "Returned for Correction" if the above requirements are not included.

Partial shop drawing submissions are discouraged, but may be permitted on a case-by-case basis only with the approval of the District Bridge Engineer. A typical example of when the use of partial submissions may be justified involves material supplied in different construction seasons because of phased construction.

For a sample shop drawing sheet conforming to the above requirements, see Fig. 1-3.

The above criteria are not mandatory for working drawings (Publication 408, Section 105.02(c)), but are encouraged for consistency.

(b) Submission and Distribution

The acceptable method of shop drawing submittal is through the PennDOT Project Collaboration Center (PPCC). The submitter is to enter the drawing into the correct work flow in PPCC..

Electronic PDF format is the only acceptable shop drawing submission format for all parties, however, the PennDOT shop inspector and the PennDOT inspector-in-charge require full-size hardcopy sheets of the "Accepted as Noted" (for fabrication only) and "Accepted" sets. An acceptable practice is to provide the fabricator with an electronically stamped PDF file, who, in turn, will plot out a full-size hardcopy set for the shop inspector. The Contractor is responsible for

supplying the shop inspector with a full-size hard copy set if the fabricator does not have this capability. The Contractor shall supply the inspector-in-charge with a full-size hardcopy set of the drawings.

Only shop drawings requiring plant inspection need to be provided to the Structural Materials Section (SMS). Shop drawings that have been marked either “Accepted as Noted” (for fabrication only) or “Accepted” shall be provided to SMS through PPCC. Shop drawings for SIP deck forms are not to be sent to the SMS, since no plant inspection is required. Working drawings are not to be sent to the SMS. Plant inspection is required for, but not limited to, products defined in Publication 408, Section 601.2(a)3.a - Special Design Concrete Pipe, Section 714 - Precast Concrete Products, Section 1085 - Precast Reinforced Concrete Box Culverts, Section 1086 - Sound Barriers, Section 1101 - Highway Lighting Poles, Section 1104 - Traffic Signal Poles, Section 1105 - Fabricated Structural Steel and Aluminum and Section 1107 - Prestressed Concrete Bridge Beams.

(c) File Naming Convention

The document being entered into the PPCC workflow shall have the following file name convention:

<ECMS No.>\_<Date>\_<S-number>\_ShopDrawing\_<Description>\_(submission number).PDF

- ECMS number is to use E##### with all trailing 6 numbers
- S-number is to be in the format of S- with the number trailing
- Use the following format for the date field: YYYY-MM-DD
- The description is to be concise for example, “Struc\_Steel”, “Bearings”, “Strip\_Seal\_Dams”, “PS\_Beam”, “PC\_Box\_Culvert”, “SIP\_Forms”

The following is an example file name for the second submission of prestressed concrete bridge beams:

E109877\_2018-03-01\_S-12345\_ShopDrawing\_PS Beams\_(2).PDF

Use “WorkDrawing” for working drawings. Examples of working drawings include Beam Erection, Structure Demolition, Superstructure Jacking Plans and Procedures, Painting Containment, Deck Overhang Formwork, Temporary Excavation Support and Protection Systems, Work Platforms, etc..

The following is an example file name for a working drawing submission:

E109877\_2018-03-01\_S-12345\_WorkDrawing\_TempSupport\_(1).PDF

The reviewer assigned in PPCC shall not change the filename when checking out or checking in the document to the workflow. Changed filenames break the chain of the document in PPCC. The reviewer shall select the appropriate status for the workflow.

(d) Review of Drawings

Review mark-ups of submitted shop drawings are to be made electronically in the PDF document(s). Ensure that comments are value added and not made as a reviewer’s preference. “Verify” and “Confirm” are not value added unless back up calculations can prove that the shop drawing values are inaccurate. Where possible, minimize the number of requests for resubmission of shop drawings. Continued conflicts between shop drawing reviewers and fabricators can sometimes be resolved through phone calls and discussions, thereby not delaying shipment of materials and, ultimately, delay of a project.

Upon completion of the review, apply the appropriate review stamp electronically (see item e below).

When shop drawings are marked-up and electronically stamped, the drawings shall be “flattened” or “printed” to a PDF so that the mark-ups and stamp are embedded within the file and cannot be subsequently modified. Afterward, check the reviewed and stamped drawings back into the PPCC workflow. The filename of the document being checked back into the PPCC workflow must match the filename of the document that was checked out, as was explained in item (c) above.

(e) Review Stamps

The only permitted stamps in ascending level of status are “Returned for Corrections”, “Accepted as Noted” and “Accepted”. The entire plan set is to be stamped with the same stamp controlled by the lowest status level. For example, one sheet cannot be stamped “Accepted”, with another sheet stamped “Accepted as Noted”, while another sheet is stamped “Returned for Corrections”. If the review status of just one sheet in the set is “Returned for Corrections”, then all sheets are to be stamped “Returned for Corrections”. The “Accepted as Noted” stamp drawing should only be used by the Fabricator for starting production as explained in item (f) below.

Use electronic stamps so that the entire drawing review process can be executed electronically without having to scan manual stamps placed on hardcopy prints and subsequently scanned. The stamp is to contain the full name of the person responsible for the review, the reviewer’s title and the reviewer’s signature (not just the reviewer’s initials) along with the date.

The only qualifying language permitted to appear with an “Accepted” stamp is the following statement: *“This shop drawing has been reviewed for the compliance with the design concept and strict adherence to all material, technical requirements and details indicated in the contract drawings, standards, and specifications. Acceptance does not relieve Contractor from their responsibility for design (if applicable), detail, workmanship, dimensions, and full conformance to the contract documents.”*

The following are samples of stamps to be used by PennDOT reviewers.

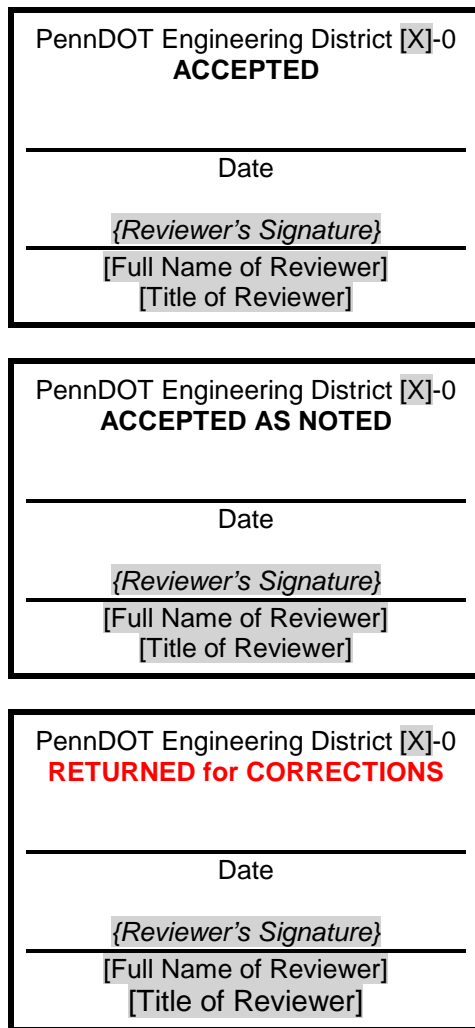


Figure 1-1 – Sample stamps to be used by PennDOT reviewers

The following are samples of stamps to be used by consultant reviewers.

[Consultant Name] <b>ACCEPTED</b>
<hr/> Date
{Reviewer's Signature}
<hr/> [Full Name of Reviewer]
This shop drawing has been reviewed for the compliance with the design concept and strict adherence to all material, technical requirements and details indicated in the contract drawings, standards, and specifications. Acceptance does not relieve Contractor from their responsibility for design (if applicable), detail, workmanship, dimensions, and full conformance to the contract documents.

[Consultant Name] <b>ACCEPTED AS NOTED</b>
<hr/> Date
{Reviewer's Signature}
<hr/> [Full Name of Reviewer]
This shop drawing has been reviewed for the compliance with the design concept and strict adherence to all material, technical requirements and details indicated in the contract drawings, standards, and specifications. Acceptance does not relieve Contractor from their responsibility for design (if applicable), detail, workmanship, dimensions, and full conformance to the contract documents.

[Consultant Name] <b>RETURNED for CORRECTIONS</b>
<hr/> Date
{Reviewer's Signature}
<hr/> [Full Name of Reviewer]

Figure 1-2 – Sample stamps to be used by consultant reviewers



(f) Release of Materials from Fabricator for Shipment to Project

Shop drawing sets stamped “Accepted as Noted” permit the fabrication process to commence, but the material is not to be released for shipment until an “Accepted” set of shop drawings has been issued and distributed. Only a shop drawing set stamped “ACCEPTED” will serve as the official set of record.

(g) Record and Archival Sets

Final accepted shop drawings shall be saved in archivable PDF format (PDF/A) for record-keeping and archival purposes, including upload to EDMS with the BRKEY entered. *[Editor’s Note: EDMS is expected to be replaced by ECS in early 2020.]*



2. The following contains technical guidelines for the review of shop drawings based on the item(s) submitted.

(a) Fabricated Structural Steel

Check the Fabricator's geometrics for conformance to principal dimensions shown on the contract plans. This review does not include the check of detail dimensions.

Check all materials for conformance with the requirements of the contract plans and specifications. This includes painting requirements and material testing requirements.

Check that beams and girders are detailed to provide the camber as required by the contract plans.

Check that the profile of the girders are consistent with the vertical shape of the bridge.

The direction of rolling for splice plates or other small plates that may be easily disoriented should be shown on the shop drawings (see Publication 408, Section 1105.03(s)).

Check all splices, joints and connections for conformance with the intent of the contract plans and specifications. This check shall include conformance of weld types and sizes. Also confirm the splice does not result in a problem with erection in the field, i.e. erection near railroad property or private property.

Check all web plates for thickness, including splice locations, and depths, including tapers and end haunches.

Check flange plates for thickness, including splice locations, width, and conformance to minimum length requirements.

Check stiffeners and connection plates for width, thickness, welding, and approximate spacing of intermediate stiffeners if any are required.

Check all bolted field splices for size of splice material and number and size of bolts in bolted material.

Check all cross frame connections for number of bolts in connection plate, length and size of welds, and size and type of members.

Check center of span, field splice, and interior pier ordinates.

Check fillet weld sizes for all weld connections for web to flange, stiffeners to web and flange, and built-up members.

Check number and size of bolts in floor beam, diaphragm, and cross girder connections.

For fracture-critical members (FCMs), be sure that all necessary information on the design drawings and in the fracture control plan (FCP) is properly shown on the shop drawings. Do not label ALL steel components as being fracture critical, whereas not all steel components are considered to be fracture critical.

System Redundant Members (SRMs) shall be designated on the design plans with a note to fabricate them in accordance with AASHTO/AWS D1.5M/D1.5, Chapter 12. FHWA memo HIBT-10, dated 6/20/2012, created the System Redundant Member (SRM) classification for members that require fabrication in accordance with the AWS FCP, but need not be considered FCMs for in-service inspection.

Nondestructive testing required for each welded joint type should be listed or identified on shop drawings to inform the shop inspector of appropriate testing and location.

Check that all details are consistent with the latest revision to contract plans and applicable Bridge Construction (BC) standards.

(b) Grid Floor

Materials furnished must be in accordance with the designer's selection from the manufacturer's catalog as stated in the Special Provisions of the contract. Moment of inertia, section modulus and density of the grid panels must be as required per design. The welding process and electrodes used must be shown. Full bearing at 90% of the grid intersections is required, and all intersections must be welded. These requirements should be noted on the shop drawings.

(c) Expansion and Fixed Dams

Ensure that clip angles (or plates) used to support plate and finger dams on the stringers and diaphragms are of sufficient quality and spacing, and of sufficient depth and correct vertical alignment to permit attachment to pre-drilled holes, inserts or attachment plates in the supporting members.

If adjustable support clips or plates are used, the assemblies must be welded after adjustment; this requirement must be shown on the shop drawings.

On shop drawings for armored neoprene compression seals, the location of the lug bars should be about 1/2 in. or more below the compressed height as tested by the Laboratory Testing Section of the Innovation and Support Services Division.

Shop drawings for modular expansion dams, whose components are by themselves structural members (continuous beams), should show all shop splices, if any.

Splices must be made with full penetration welds or partial penetration welds augmented by improved section properties at the splices, if/or as approved by the BDTD.

A "Temperature-Joint Opening" chart ranging from -10° F to 100° F in 10° increments must be shown on the shop drawings for neoprene compression seals.

Ensure that the selected seal will be at least 20% compressed at full opening of the joint. Full opening consists of opening at construction temperature, effect of dead load rotation of bearings at the joint, and construction of the superstructure at lowest erection temperature.

The welding process and the electrodes must be shown on the shop drawings.

Special attention must be given to proprietary expansion dams, particularly the support systems. Approved proprietary dams will be listed in Bulletin 15, but such approval is intended primarily for the leakproof and movement capabilities of the dam. The support system for proprietary expansion dams must be equivalent to the support system shown in the Department's expansion dam standard drawings, unless otherwise detailed on the design drawings. When in doubt, contact BDTD for guidance.

Some suppliers may try to utilize unapproved Strip Seal Expansion Dam Retainers whose use will not ensure long-term performance of Strip Seal Dams. Unapproved material should not be submitted or approved through the shop drawing approval process.

Any vendor desiring to have their retainer approved must submit a product evaluation application through the New Product Evaluation Process and Tracking System (NPETS) on the eCAMMS website. Once it is approved and listed in Bulletin 15, it may be permitted in any contract.

(d) Railings and Barrier Protective Fences

There should be 9 in. minimum distance between the centerlines of the railing post and adjacent deflection joints, this should be checked at the time of shop drawing review. Also check that railings are spliced at expansion joints with articulated splices.

(e) Drainage Items

Ascertain that fabricator uses correct piping details at expansion joints. Bolt holes in scupper bases must be compatible with bolt holes in supporting diaphragms or stringers.

(f) Bearings

Check that surface finishes on matching bearing plates are specified. If bearing assemblies require welding on plates that have specified finishes, the finishing should be done after welding is complete. This will assure surface flatness and eliminate the effects of warpage, if any, due to welding.

Check the orientation of the bearings, both relative to the girder as well as to bearing components.

Check that the materials, surface finishes and details for pot bearings are in conformance with contract plans.

(g) Sign Structures

Reviewers should be familiar with standards, specifications and detailing when reviewing shop drawings. Fabrication knowledge is desirable. Design drawings that are not drawn to scale may not indicate an interference of members or fit up issues that shop drawings can reveal. Reviewers should be aware of this possibility if commenting on dimensioning or detailing discrepancies.

Check for correct member sizes and welding and bolting details. U-bolt openings need to account for nominal vs. outside diameter of the pipe section, the bolt diameter, and additional clearance to account for galvanizing thickness and prevent scratching of galvanizing. Make sure hand holes are provided in sign structures that are illuminated. Weep holes must be provided at bottom of tower shafts. Ensure that needed camber for trusses is shown. Camber should be provided as per applicable Standard Drawings BD-642M, BD-643M, BD-644M, BD-645M and BD-647M. Details shown in the BC standards are not required to be detailed unless indicated in the standard, necessary to aid in fit up detailing, or the BC detail is being modified.

(h) Light Poles

Check shop drawings and structural computations for structural capacity only. Electrical details are to be reviewed and approved by the District or Bureau of Maintenance and Operations, Maintenance Technical Leadership Division. Check for prior light pole approval by light pole manufacture under a General Submission.

(i) Pre-Tensioned and Post-Tensioned Concrete Beams and Panels

The shop drawings must show a framing plan for the whole structure, including proper beam identification for each beam. The force and eccentricity for all beams must conform to the design drawings within reasonable tolerance. Major deviations must be substantiated by calculations submitted by the fabricator with the shop drawings. Check the beam lengths and continuity details against the design assumptions and construction plan.

Concrete release strength and 28-day strength must be shown on the shop drawings, as well as strand patterns and all cast-in hardware, voids or other components. Generally, the Department accommodates prestress fabricators and allows deviations from design plans if allowable stresses are not exceeded and the Department receives a product as good as or better than designed, at no extra cost.

Check that tensile stresses in the top fiber at centerline of bearings of box beams are within allowable stresses, or have been reduced to allowable stresses by either unbonding and/or unbonding supplemented with mild reinforcement.

Check that shear reinforcement is properly spaced in the beams and that epoxy-coated bars are identified.

Shipping weight for each beam should be shown. When the difference between cambers for the Department supplied design and that shown on the shop drawings is significant, which can affect beam seat elevations, the fabricators should inform the Bridge Contractor for corrective measures.

Check for plastic drains, drip notch (if required), chamfers and other miscellaneous details. While a certain amount of minimum end block reinforcing is required in accordance with the Department's Standards, unusual end block conditions, particularly in post-tensioned or prepost-tensioned beams, requires additional reinforcement to inhibit end cracking. Frequently, designers ignore end block details, and it is up to the fabricators to provide a reinforcing cage for heavily stressed end blocks to inhibit cracking and crack propagation.

Check for post-tensioning sequence.

Insert sizes and locations in the beams must be verified, i.e., inserts for attachment of diaphragms, utility supports, lighting fixtures and, occasionally, guide rail connections.

(j) Laminated Shim Neoprene Pads

Check for size, total thickness, layers of neoprene, number of shims, hardness of neoprene, and skew and clip, if any. Make sure quantities of pads include sample pads for testing by the Laboratory Testing Section of the Innovation and Support Services Division. Pads must be pre-molded.

(k) Permanent Metal Deck Forms

Check against applicable BC-732M that the furnished formwork meets both, section modulus and moment of inertia requirements for the span length shown on the designs drawings (C. to C. stringers spacing less flange width, etc.). If a different pitch, depth or gauge thickness is used, the fabricators shall supply Manufacturer's computations for section modulus, area and moment of inertia for the forms.

Non-composite compression flanges must have flanges encased.

Where the bearing of the form is either at or below the bottom of the top flange, lateral support for the beams flanges may be assumed, and additional flange encasement is not required.

In continuous structures, welding of form supports to flanges in tension zones is not permitted. Design plans for rehabilitation structures frequently do not show tension zones and must be estimated or the data obtained from the designer. Check Special Provisions and design plans for restrictions on the use of metal deck forms. Generally, permanent metal deck forms are only permitted underneath structures. They are not intended for forming the outside of barriers, etc.

Review closure details at joints to assure compliance with permissible details. Details that could result in voids in the slab or difficult concrete placement should not be permitted.

Verify adjustments for camber and beams haunch, minimum gage requirements and configuration of forms.

(l) Metal Plate Culverts

Ascertain that the manufacturer furnishes the culvert specified on the design drawings and the Special Provision. Span and rise should be verified, as well as the gage of the material.

(m) Precast Concrete Culverts

The design drawings and Special Provisions will specify which design standard, if any, is applicable. Wall and slab thicknesses, as well as reinforcement, must be specified from the applicable standard. If the fabricator furnishes the design, a review of the design and approval by the District or BDTD must precede the shop drawing review. Assure that proper 28-day strength, stripping and shipping strength of concrete are required prior to shipment from a fabrication plant.

(n) Timber Bridges

Check timber sizes, type and principal dimensions. Ascertain that proper hardware sizes are used and treatment of the timber is as specified in the Special Provisions.

(o) Impact Attenuators, R. C. Cribbing

These are proprietary items and shop drawings should be checked against the Design Drawings and Special Provisions to ensure that the item specified is in fact being furnished. Usually this will involve no more than a check of general configuration, i.e., layout, geometry and a check against catalogs furnished by the manufacturer.

(p) Proprietary Retaining Walls (Reinforced Earth, Retained Earth, Doublewall, etc.) and Anchored Pile Walls

Because of the Department's alternate bidding system, the design drawings may present these walls in concept only, with design parameters being given in the Special Provisions. In such cases, the shop drawings may also contain design aspects that must be reviewed. The reviewer should coordinate the shop drawing review with the District Bridge Engineer. Certain aspects may be subjected to a design review before the shop drawing review is started. Ensure that specified corrosion protective system is provided. The 28-day compressive strength is applicable generally for all precast elements.

(v) Epoxy-coated Bars

The requirement of additional development length for the epoxy-coated bars should be verified during shop drawing review.

## 3. The following contains procedural guidelines. For Policy and Procedure related to shop drawing review see PP1.10.2. Use the attached standard transmittal letters as appropriate.

(a) Quality Assurance

Adherence to the outlined procedures and guidelines will assure that structural materials specified by bridge designers in the contract documents are shown on fabrication drawings and reflect the intent of the design. It is up to the Department's inspection agents in the fabricating plants to assure that the materials and details shown on the shop drawings are, in fact, used during fabrication.

(b) Fabrication Errors

Errors are made during fabrication, especially in welded structures, that frequently require changes from the original design. These changes must be approved either by the District or BDTD, and be thoroughly documented. This documentation may require changing the design plans.

(c) Welding Procedure

Routine welding procedures are approved by the Structural Materials Engineer, Structural Materials Section, Bridge Design and Technology Division, Bureau of Project Delivery. Welding procedures must be reviewed as part of the shop drawing review, with particular attention to fracture-critical members.

(d) Erection Plans

Erection plans are usually part of the regular shop drawing review of structural steel or prestressed concrete shop drawings. Make sure that the erection plans provide data for setting expansion dam openings for temperature, and if found significant, end rotation.

For bridges over railroads, provide erection plans to the railroad for review to ensure required offset of temporary support towers is achieved.

(e) Alternate Design and Value Engineering

Prior to shop drawing review, plans and specifications for alternate designs and value engineered design allowed by the proposal must first be approved by the District or BDTD. It is not the responsibility of the shop drawing reviewer to make judgment on equivalency of design, except for simple obviously equivalent substitutions of materials, welds, etc.

When proprietary items are used, it is important to ascertain that these items, whether they are taken from catalogs or Manufacturer's standard plans, have prior Department approval. In addition, the shop drawings shall be of standard size and the drafting requirement shall meet the drafting standards in Design Manual, Part 3.

- (f) In related matters on shop drawing reviews, the reviewer must ensure that all material, technical requirements and details indicated in the contract drawings, standards, construction specifications and design specifications (if applicable) are strictly adhered to. Any deviation must be approved in writing by the Director, Bureau of Project Delivery.



Sample  
**COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION**



IN REPLY REFER TO

County \_\_\_\_\_ Date \_\_\_\_\_  
Route \_\_\_\_\_ BR KEY \_\_\_\_\_ ECMS No. \_\_\_\_\_  
Station \_\_\_\_\_, Segment / Offset \_\_\_\_\_ S- \_\_\_\_\_

Fabricator's Address:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

All:

With your letter of \_\_\_\_\_, you submitted shop drawings showing the  
\_\_\_\_\_ for the subject structure.

Attached is one set of prints stamped (Accepted, Accepted as Noted, or Returned for Corrections.).

*If stamped Accepted:*

Please print a full size copy for our inspector/ representative at the location of fabrication.

*If stamped Accepted as Noted or Returned for Corrections:*

Please revise and resubmit a clean copy of the drawing with the changes indicated back through the workflow. Once Approved, print a full size copy as indicated above.

Very truly yours,

Attachment

cc: Contractor: (One set if requested)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

DESIGN MANUAL  
PART 4

**APPENDIX C – BRIDGE STANDARD DRAWINGS**

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The bridge standard drawings are divided into four (4) major categories.

Utmost caution is advised in the use of Standard Drawings and Design Data discussed under (a), (b) and (c), since most of the data is based on the concept of working stress or load factor design methods.

(a) Standards for Old Bridges

These standards were assembled primarily for general inspection activities and for the analysis and rating of existing structures. They were issued as an internal publication (not listed in PennDOT Publication Sales Catalog) in five volumes by time period as follows:

- Volume 1, from 1918 to 1930, published March 1983
- Volume 2, from 1931 to 1940, published May 1983
- Volume 3, from 1941 to 1960, published September 1983
- Volume 4, from 1961 to 1965, published September 1989
- Volume 5, from 1965 to 1972, published November 1989

These standards may be seen as a collection of subject matter for this time period containing construction details, as well as design data. All five volumes can be accessed from the [“Old Bridge Standards Lookup List”](#) that is available on the Bridge [“Plans, Standards and Specifications”](#) page of the Department website.

(b) Vintage Standard Drawings

Tables C-1 through C-8 present a comprehensive list of vintage standard drawings. It shall be noted, however, that many of the original designations have been changed. These tables can, therefore, be regarded as showing the historical changes of numbering and which standard drawings are most current.

In Table C-1, the drawing numbers in the columns on the left have an S-designation (pre-1965), and the equivalent ST-designation (1965–1968) is shown in the columns on the right. The ST-symbol was used in the 1960's to designate standard drawing series.

Table C-2 lists the ST-100 series standards (1965–1968) showing changes in approval dates, changes of drawing numbers, and elimination of individual drawings from the ST-series.

In 1968 the ST-100 series was divided into the ST-100 series for reinforced concrete and steel structures design-related items (Table C-3) and into the ST-300 series for construction-related items (Table C-4).

In 1970, the above designations were changed from ST-100 to BD-100 series for design standards, and from ST-300 to BC-300 series for construction standards.

In January 1989, the BD-100 series and the BC-300 series were replaced by the BD-600 series and the BC-700 series, respectively.

The drawings listed in the following tables were previously available under

- Publication No. 3, BD-100 Bridge Design Standards
- Publication No. 5, BC-300 Bridge Construction Standards
- Publication No. 218, BD-600 Series Standards for Bridge Design (these supersede the BD-100 Series)
- Publication No. 219, BC-700 Series Standards for Bridge Construction (these supersede the BC-300 Series)

Half-size drawings of the above are no longer available from the PennDOT Sales Store. The vast majority of old Bridge Standards can be accessed from the [“Old Bridge Standards Lookup List”](#) that is available on the Bridge [“Plans, Standards and Specifications”](#) page of the Department website.

(c) Low Cost Bridge Standards - BLC Series

The initial editions of the BLC standards were available as full-size, ready-to-use contract drawings (blank spaces provided for fill-in field data), as well as half-sized booklets containing a sample problem and instructions for the completion of the full-sized design drawings. At this time, only the Timber Glulam standards, BLC-560M, are approved for use on local projects as described in the Local Project Delivery Manual, Pub.740.

These standards were developed for use on single span bridges to eliminate cumbersome calculations and drafting. To further increase productivity, the entire BLC package, as listed below, were incorporated into the CAD system. A procedure for statewide usage was developed and was available on the District level. The application of the BLC Series did much to expedite the design and detailing of structures.

Small modifications were needed when these plans were used for bridges on higher classes of roadway (additional details for guardrail transition, accommodations for approach slabs).

Short and medium single span structures on tangent alignment were suited for these plans, whereas structures on curvature alignments required the conventional custom design approach.

In the past, full-sized ready-to-use contract drawings (mylars) had been available through the District offices. Only half-sized booklets for Pub. 6M are available from the Department's Publication Sales Office.

The BLC Series applies to the following span ranges and types of structures:

<u>Pub. No.</u>	<u>Series</u>	<u>Span Range</u>	<u>Type of Structure</u>
17	BLC-500	90' - 130'	Steel Girders, P/S I-Beams, P/S Box Beams
49	BLC-510	30' - 90'	Steel Girders, P/S Box Beams
76	BLC-520	18' - 35'	Steel Beams, P/S Box Beams, P/C Channel Beams
114	BLC-530		Metal Plate Pipe Metal Plate Box/Arch R.C. Rigid Frame, P/C R.C. Box, R.C. Box
130	BLC-540	30' - 90'	Timber on Steel Girders
134	BLC-550	18' - 35'	Timber Bridges
6M	BLC-560M	18' - 98'-5"	Hardwood Glulam Timber Bridge

Since November 2017, scanned images of the vast majority of the Department's old bridge standard drawings can be accessed from the ["Old Bridge Standards Lookup List"](#) that is available on the Bridge ["Plans, Standards and Specifications"](#) page of the Department website.

(d) Current Standard Drawings

In January 1996, the metric standard drawings, BD-600M Series and BC-700M Series, became the current standard drawings. They replaced the BD-600 Series and BC-700 Series standards listed in Tables C-7 and C-8 and are available via the previously mentioned ["Old Bridge Standards Lookup List"](#). The BD-600M Series and BC-700M Series standard drawings were produced with metric dimensions and are based on the LRFD Specification with the following exceptions. The Metal Culverts and Concrete Pipe Standards, BD-635M and BD-636M, are based on past AASHTO design specifications. The Overhead Sign Structures Standards (BD-641M through BD-650M and BC-741M through BC-747M) are based on the 2001 AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals including up through the 2006 Interims (this design specification is based on the working stress design criteria). The Sound Barrier Wall Standards (BD-676M through BD-680M) are based on allowable stress design.

In December 1999 and June 2000, many of the metric standard drawings were revised to include U.S. Customary units in parenthesis after the metric values. These dual units standard drawings remained part of the BD-600M Series and BC-700M Series. The previous corresponding Standards (original U.S. Customary) were discontinued as indicated in Tables C-7 and C-8.

In December 2009, as a result of a decision by the AASHTO Subcommittee on Bridges and Structures to no longer publish SI unit specifications, the Department began the process of removing metric dimensions and notes from the BD-600M Series and BC-700M Series Standard Drawings. All of the current and past editions of the BD-600M and BC-700M series can be accessed from the Bridge [“Plans, Standards and Specifications” page](#) of the Department website. The latest Editions of these two Bridge Standards Series in half-size (11”x17”) sets of are available from the [“Forms, Publications, and Maps” page](#) of the Department website as listed below:

- [PUB 218M – Bridge Design Standards – BD-600M Series](#)
- [PUB 219M – Bridge Construction Standards – BC-700M Series](#)

Table C-1 – List of 1955-1968 Standards (OBSOLETE)

APPROVED DATE		NO.	DESCRIPTION	NO.	APPROVED DATE	
	3-1-61	S-2700 TO S-2703	R.C. SLAB BRIDGES	ST-100	2-25-65	
	11-30-62*	SK-1188*	R.C. T-BM. BRIDGES	ST-101	2-25-65	
	3-1-61	S-2711 TO S-2715	STEEL I-BM. BRIDGES (Note: non-composite)			
	3-1-61	S-2716 TO S-2720	STEEL COMPOSITE I-BM. BRIDGES			
	8-2-63	S-2730 TO S-2736	STEEL I-BM. BRIDGES (Note: composite and non-composite)	ST-102	2-25-65	10-1-68
			COMPOSITE STEEL I-BM. BRIDGES – DESIGN GRAPHS	ST-103	2-25-65	10-1-68
8-2-63	3-1-61*	S-2724	STEEL I-BM. BRIDGES DIAPHRAGMS	ST-110	2-25-65	
8-2-63*	3-1-61	S-2721	STEEL I-BM. BRIDGES BEARINGS	ST-111	2-25-65	1-2-68
8-2-63*	3-1-61	S-2722	STEEL I-BM. BRIDGES PL. EXP. DAM	ST-112	2-25-65	
			STEEL I-BM. BRIDGES TOOTH EXP. DAM	ST-113	2-25-65	
	11-14-55*	S-1593	BRIDGE SCUPPERS & CATCH BASINS			
8-2-63*	3-1-61	S-2723	BRIDGE DRAINAGE AND SCUPPERS	ST-114	2-25-65	
8-2-63	3-1-61*	S-2727	R.C. ABUT. WITH BACKWALL	ST-120	2-25-65	
8-2-63	11-18-61*	S-2728	R.C. ABUT. LAYOUT & DETAILS	ST-120	2-25-65	
8-2-63	3-1-61*	S-2710	R.C. ABUT. WITHOUT BACKWALL	ST-121	2-25-65	
	7-5-61	S-2704	R.C. ABUT. FOR CONC. BRIDGES	ST-121	2-25-65	
	12-7-56	S-1612 †	WALL DETAILS/R.C. ABUT. DETAILS	ST-122	2-25-65	
8-2-63	3-1-61*	S-2726	R.C. RETAINING WALLS	ST-123	2-25-65	
8-2-63	3-1-61*	S-2725	ENDWALLS FOR M. PL. CULVERTS	ST-130	2-25-65	
	10-3-62	S-2729	R.C. BOX CULVERTS	ST-131	2-25-65	
	7-1-50 10-1-52 4-20-53 5-23-58 10-17-62	S-1614 S-1614A S-1614B S-1614B S-1614C	PARAPET & PARAPET RAILING			
			ALUM. BRIDGE RAILING	ST-140	2-25-65	
	3-2-59	S-3361	STEEL BRIDGE RAILING	ST-141	2-25-65	



Table C-1 – List of 1955-1968 Standards (OBSOLETE) (continued)

APPROVED DATE		NO.	DESCRIPTION	NO.	APPROVED DATE	
	7-10-63*	S-6500*	METAL CRIBBING, UNCOATED	ST-142	2-25-65	
	7-10-63	S-6500A	METAL CRIBBING, COATED	ST-143	2-25-65	
			CONCRETE CRIBBING, I & II	ST-144	2-25-65	
	2-13-58	S-1613	ELECTRICAL DETAILS	ST-145	2-25-65	12-10-65 *
			ALUM. BRIDGE RAILING	ST-146	11-4-65*	12-10-65
			STEEL BRIDGE RAILING	ST-147	11-4-65*	12-10-65
3-1-66	3-5-65	S-5657♦	PARAPET PROTECTIVE FENCE	ST-148	1-2-68	
			ELECTRICAL DETAILS	ST-149	1-2-68	
			ALUM. BRIDGE RAILING	ST-150	1-2-68	
	9-1-59	S-3361A	SIDEWALK RAILING			

† - S-series title = WALL DETAILS

♦ - S-series title = ALUM. CHAIN LINK FENCE

\* - not available on Department's website.

Table C-2 – ST-Series Standards (OBSOLETE)

DESCRIPTION	APPROVED DATE							
	MONTH	2	11	12	1	2	9	10
	DAY	25	4	10	2	5	23	1
YEAR	65	65	65	68	68	68	68	68
TABLE OF CONTENTS	-							100
R.C. SLAB BRIDGES	100							E
DECK SLAB DETAILS	-							101
R.C. T-BM. BRIDGES	101							E
STEEL I-BM. BRIDGES	102							102
STEEL I-BM. BRIDGES	103							103
DIAPHRAGMS	110							111
BEARINGS	111				111			112
CLOSED JT. DETAILS	-							113
PL. EXP. DAM	112							114
TOOTH EXP. DAM	113							115
BRIDGE DRAINAGE	114							116
R.C. ABUT. WITH BACKWALL	120							121
R.C. ABUT. WITHOUT BACKWALL	121							122
R.C. ABUT. DETAILS	122							123
R.C. RETAINING WALLS	123							124
ENDWALLS FOR M. PL. CULVERTS	130							131
R.C. BOX CULVERTS	131							132
R.C. ARCH CULVERTS	-							133
ALUM. BRIDGE RAILING	140	146*	146	150			312	
STEEL BRIDGE RAILING	141	147*	147	151			313	
METAL CRIBBING - UNCOATED	142					MC-2 ▲		
METAL CRIBBING - COATED	143					MC-1 ▲		
CONCRETE CRIBBING	144					CC-1 ▲		
ELECTRICAL DETAILS	145		145*	149			321	
PARAPET PROTECTIVE FENCE				148			301	

E - eliminated

▲ - eliminated from ST-series and included in the Roadway Standard Drawings

\* - not available on Department's website.

Table C-3 – ST-Series Standards (OBSOLETE)

DWG. NO.	DESCRIPTION	APPROVED DATE					
		MONTH	10	3	3	6	12
		DAY	1	18	24	12	17
		YEAR	68	69	69	69	69
ST-100	TABLE OF CONTENTS	X			X*	X	
ST-101	DECK SLAB DETAILS	X				X	
ST-102	COMP. A36 STEEL I-BM. BRIDGES	X					
ST-103	COMP. A441 STEEL I-BM. BRIDGES	X					
ST-111	DIAPHRAGMS	X			X*	X	
ST-112	BEARINGS	X				X	
ST-113	CLOSED JT. DETAILS	X					
ST-114	PLATE EXP. DAM	X				X	
ST-115	TOOTH EXP. DAM	X				X	
ST-116	BRIDGE DRAINAGE	X					
ST-121	R.C. ABUTMENT	X			X‡		
ST-122	R.C. ABUTMENT	X			X‡		
ST-123	R.C. ABUTMENT	X					
ST-124	R.C. RETAINING WALLS	X					
ST-131	METAL CULVERTS	X		X			
ST-132	R.C. BOX CULVERTS	X				X	
ST-133	R.C. ARCH CULVERTS	X				X	
ST-141	WATERSTOP DETAILS		X				

‡ - sheet 2 revised

\* - not available on Department's website.

Table C-4 – ST-Series Standards (OBSOLETE)

DWG. NO.	DESCRIPTION	APPROVED DATE			
		MONTH	9	6	12
		DAY	23	12	22
		YEAR	68	69	69
ST-300	TABLE OF CONTENTS	X*	X		
ST-301	PROTECTIVE FENCE ▽	X*	X		
ST-312	ALUM. BRIDGE RAILING	X*	X		
ST-313	STEEL BRIDGE RAILING	X*	X		
ST-314	ALUM. BRIDGE RAILING	X*	X		
ST-315	STEEL BRIDGE RAILING	X*	X		
ST-316	PEDESTRIAN RAILING				
ST-317	PEDESTRIAN-TRAFFIC BARRIER		X		
ST-321	ELECTRICAL DETAILS	X*	X		
ST-322	LIGHTING POLE ANCHORAGE		X		
ST-331	PRECAST CEM. CONC. BLOCK SLOPE WALL	X			
ST-332	PERM. METAL DECK FORMS			X	

▽ - 9/23/68 edition title = PARAPET PROTECTIVE FENCE

\* - not available on Department's website.

Table C-5 – BD-100 Series Standards (OBSOLETE)

DWG. NO.	DESCRIPTION	APPROVED DATE						
		MONTH	9	9	11	3	5	9
		DAY	1	1	1	1	12	28
		YEAR	70	72	72	73	76	82
BD-100	INDEX	X*				X		
BD-101	CONCRETE DECK SLAB	X*				X	X*	
BD-102	COMP. A36 STEEL I-BM. BRIDGES	X						
BD-103	COMP. A441 STEEL I-BM. BRIDGE	X				X*		
BD-104	MOMENT OF INERTIA GRAPHS	X*				X		
BD-105	LIVE LOAD DEFLECTION NOMOGRAPH	X						
BD-106	ALLOWABLE FATIGUE STRESS IN STEEL BEAMS & GIRDERS			X				
BD-111	CONCRETE DIAPHRAGM DETAILS	X*				X		
BD-112	BEARING PEDESTAL DETAILS					X		
BD-121	R.C. ABUTMENTS WITH BACKWALL	X*				X		
BD-122	R.C. ABUTMENTS WITH BACKWALL	X*				X		
BD-123	R.C. ABUTMENTS WITHOUT BACKWALL	X*				X		
BD-124	R.C. ABUTMENTS WITHOUT BACKWALL	X*				X		
BD-125	R.C. ABUTMENTS MISCELLANEOUS DETAILS	X*				X		
BD-126	R.C. RETAINING WALLS	X*				X		
BD-131	METAL CULVERTS END WALL DETAILS	X*				X		
BD-132	R.C. BOX CULVERTS	X						
BD-133	R.C. ARCH CULVERTS	X*				X		
BD-201	PRESTRESSED CONCRETE STRUCTURES				X			
BD-211	PRESTRESSED CONCRETE STRUCTURES – ADJACENT BOX BEAMS		X					

\* - not available on Department’s website.

Table C-6 – BC-300 Series Standards (OBSOLETE)

DWG. NO.	DESCRIPTION	APPROVED DATE																	
		MONTH	7	9	10	4	1	6	6	11	3	4	7	7	11	5	6	7	9
		DAY	1	18	20	1	10	1	20	10	2	1	1	8	4	10	21	12	1
		YEAR	70	70	70	71	72	72	80	80	81	81	81	81	81	82	82	82	83
BC-300	TABLE OF CONTENTS	X*												X					
BC-301A	PROTECTIVE FENCE	X*								X									
BC-309	PRECAST PARAPET											X						X	
BC-311A	ALUMINUM PROTECTIVE BARRIER	X*								X									
BC-312	ALUMINUM BRIDGE RAILING	X				X													
BC-313	STEEL BRIDGE RAILING	X				X													
BC-314	ALUMINUM BRIDGE RAILING	X					X												
BC-315	STEEL BRIDGE RAILING	X					X												
BC-316A	ALUMINUM PEDESTRIAN RAILING	X*								X									
BC-317A BC-317B	PEDESTRIAN-TRAFFIC BARRIER	X*								X								X	
BC-318	GUARD RAIL CONNECTIONS TO PARAPETS	X					X												
BC-320 BC-320A	ALUM. OR STEEL BRIDGE HAND RAILING											X						X	
BC-321 BC-321A BC-321B	ELECTRICAL DETAILS	X							X									X	
BC-322A	LIGHTING POLE ANCHORAGE	X*						X											
BC-331 BC-331A BC-331B	CEMENT CONC. BLOCK SLOPE WALL	X												X				X	
BC-332 BC-332A BC-332B	PERMANENT METAL DECK FORMS	X												X		X			
BC-333	STRUCTURE MOUNTED GUIDE RAIL & BARRIERS	X			X														

Table C-6 – BC-300 Series Standards (OBSOLETE) (continued)

DWG. NO.	DESCRIPTION	APPROVED DATE																	
		MONTH	7	9	10	4	1	6	6	11	3	4	7	7	11	5	6	7	9
		DAY	1	18	20	1	10	1	20	10	2	1	1	8	4	10	21	12	1
		YEAR	70	70	70	71	72	72	80	80	81	81	81	81	81	82	82	82	82
BC-334 BC-334A BC-334B	THREADED INSERT ANCHOR ASSEMBLY	X					X				X								X
BC-335 BC-335A BC-335B	CONSTR. & EXPAN. JOINT DETAILS	X												X					X
BC-336 BC-336A BC-336B	REINF. BAR FABRICATION DETAILS	X*			X									X					X
BC-337 BC-337A	RAILING ANCHOR SYSTEMS	X*					X			X									
BC-338 BC-338A	STRUC. MOUNTED GUARD RAIL & BARRIERS					X								X					
BC-399 BC-339A	BRG. TERMINAL CONN. & INLET PLACEMENT					X								X					
BC-351	BRIDGE DRAINAGE	X																	
BC-352	CONCRETE DECK SLAB DETAILS	X			X														
BC-353	STEEL GIRDER DETAILS				X														
BC-354	STEEL DIAPHRAGMS	X																	
BC-355 BC-355A	BEARINGS	X							X						X*				
BC-356 BC-356A	BEARINGS (FOR CURVED STL. BM. BRG.)				X				X										
BC-361	PLATE EXPANSION DAM	X																	
BC-362	TOOTH EXPANSION DAM	X																	
BC-363	ARMORED PREFORMED NEOPRENE COMPRESSION DAM			X															

Table C-6 – BC-300 Series Standards (OBSOLETE) (continued)

DWG. NO.	DESCRIPTION	APPROVED DATE																	
		MONTH	7	9	10	4	1	6	6	11	3	4	7	7	11	5	6	7	9
		DAY	1	18	20	1	10	1	20	10	2	1	1	8	4	10	21	12	1
		YEAR	70	70	70	71	72	72	80	80	81	81	81	81	81	82	82	82	83
BC-364	REINFORCED ELASTOMERIC EXPANSION DAM		X																
BC-365 BC-365A	CLOSED JOINT DETAILS				X													X	

\* - not available on Department's website.



Table C-7 – Listing of BD-600 Series Standards (OBSOLETE)

Standard	Title	Signature Date §
BD-600	INDEX OF STANDARDS FOR BRIDGE DESIGN	1/20/1989
		7/1/1993
		9/30/1994
		3/8/1996
		1/2/1998
		1/4/1999
		12/24/1999
		6/30/2000
		12/29/2000
		7/11/2001
		1/21/2003
BD-601	CONCRETE DECK SLAB, DESIGN & DETAILS FOR BEAM BRIDGES	1/20/1989
		8/10/1989
		7/1/1993
		9/30/1994
		6/9/1997
		12/24/1999
BD-602	SOUND BARRIER - CONCRETE POSTS ON SPREAD FOOTINGS, GEOMETRY AND REINFORCEMENT LAYOUT	3/8/1996
		1/2/1998
		6/30/2000
BD-604	GRID REINFORCED CONCRETE BRIDGE DECK	1/4/1999
		6/30/2000
BD-611	CONCRETE DIAPHRAGMS FOR STEEL I-BEAMS	6/1/1991
		7/1/1993
		9/30/1994
		12/24/1999
BD-621	R.C. ABUTMENTS TYPICAL SECTIONS & DETAILS	4/4/1989
		7/1/1993
		8/4/1993
		9/30/1994
		12/24/1999
BD-622	R.C. ABUTMENTS WITH BACKWALLS, LAYOUT & DETAILS	4/4/1989
		7/1/1993
		9/30/1994
		6/30/2000
BD-624	R.C. ABUTMENTS WITHOUT BACKWALLS, LAYOUT & DETAILS	4/4/1989
		7/1/1993
		9/30/1994
		6/30/2000
BD-625	R.C. ABUTMENTS, MISC. DETAILS	4/4/1989
		7/1/1993
		9/30/1994
		12/24/1999
BD-631	END WALL DETAILS FOR METAL CULVERTS	1/19/1990
		7/1/1993
		9/30/1994
		6/30/2000
BD-632	R.C. BOX CULVERTS	1/19/1990
		7/1/1993
		9/30/1994
		6/30/2000

Table C-7 – Listing of BD-600 Series Standards (OBSOLETE) (continued)

Standard	Title	Signature Date §
BD-633	R.C. ARCH CULVERTS	1/19/1990
		7/1/1993
		9/30/1994
		12/29/2000
BD-634	GABION END WALLS	1/19/1990
		7/1/1993
		9/30/1994
		12/29/2000
BD-635	DESIGN TABLES FOR METAL CULVERTS	1/31/1992
		7/1/1993
		9/30/1994
		6/30/2000
BD-636	REINFORCED CONCRETE PIPES	5/23/1994
		6/21/1994
		9/30/1994
		6/30/2000
BD-641	OVERHEAD SIGN STRUCTURES - CANTILEVER & CENTER-MOUNT STRUCTURES STRUT LENGTHS UP TO 40'	10/20/1995
		1/21/2003
BD-642	OVERHEAD SIGN STRUCTURES - TAPERED TUBE STRUCTURES SPANS FROM 30' TO 80'	8/1/1995
		1/21/2003
BD-643	OVERHEAD SIGN STRUCTURES - 2 POST PLANAR TRUSS SPANS FROM 30' TO 100'	8/1/1995
		7/11/2001
BD-644	OVERHEAD SIGN STRUCTURES - 2 POST AND 4 POST TRI-CHORD TRUSS SPANS FROM 60' TO 240'	8/1/1995
		1/21/2003
BD-651	P/S BRIDGES: TENDONS, DOWELS, SHEAR BLOCKS, DIAPHRAGMS & SKEW	1/20/1989
		6/1/1991
		7/1/1993
		9/30/1994
		12/24/1999
BD-652	P/S BRIDGES: BEAM SIZES & SECTION PROPERTIES	1/20/1989
		9/11/1989
		6/1/1991
		7/1/1993
		9/30/1994
		6/30/2000
BD-653	P/S BRIDGES: FRAMING & DETAILS	1/20/1989
		7/1/1993
		9/30/1994
		6/30/2000
BD-654	P/S BRIDGES: ADJACENT BOX BEAM DETAILS	1/20/1989
		1/16/1990
		6/1/1991
		7/1/1993
		9/30/1994
		6/30/2000
BD-655	P/S BRIDGES, SIMPLE SPANS: TYPICAL SUPERSTR. SECTION	1/20/1989
		6/1/1991
		7/1/1993
		9/30/1994
		12/24/1999

Table C-7 – Listing of BD-600 Series Standards (OBSOLETE) (continued)

Standard	Title	Signature Date §
BD-656	P/S BRIDGES, SIMPLE SPANS: TYPICAL LONGITUDINAL SECTIONS	1/20/1989
		9/11/1989
		1/16/1990
		6/1/1991
		7/1/1993
		9/30/1994
		6/30/2000
BD-657	P/S BRIDGES: ABUTMENTS (PLANS)	1/20/1989
		9/11/1989
		6/1/1991
		7/1/1993
		9/30/1994
BD-658	P/S BRIDGES: PIERS (PLANS)	12/24/1999
		1/20/1989
		9/11/1989
		7/1/1993
		9/30/1994
BD-659	P/S BRIDGES, SIMPLE SPANS: WATERPROOF. AT ABUTMENTS	12/24/1999
		1/20/1989
		7/1/1993
		9/30/1994
BD-660	P/S BRIDGES: DECK SLAB REINF.	12/24/1999
		1/20/1989
		9/11/1989
		6/1/1991
		7/1/1993
		9/30/1994
BD-661	P/S BOX BEAMS: REINF. - DETAILS	12/24/1999
		1/20/1989
		1/16/1990
		6/1/1991
		7/1/1993
BD-662	P/S I-BEAMS: REINF. - DETAILS	9/30/1994
		12/24/1999
		1/20/1989
		9/11/1989
		7/1/1993
BD-664	P/S I-BEAMS: CONTINUITY FOR LIVE LOAD DETAILS	9/30/1994
		12/24/1999
		1/20/1989
		9/11/1989
		1/16/1990
		6/1/1991
BD-664	P/S I-BEAMS: CONTINUITY FOR LIVE LOAD DETAILS	7/1/1993
		9/30/1994
		12/24/1999
		1/20/1989
		9/11/1989

Table C-7 – Listing of BD-600 Series Standards (OBSOLETE) (continued)

Standard	Title	Signature Date §
BD-665	P/S BOX BEAMS: CONTINUITY FOR LIVE LOAD DETAILS	1/20/1989
		9/11/1989
		1/16/1990
		6/1/1991
		7/1/1993
		9/30/1994
		12/24/1999
BD-666	P/S BEAMS: DEBONDED STRAND DATA	1/20/1989
		7/1/1993
		9/30/1994
		6/30/2000

§ - last date listed indicates when Standard was discontinued.

Table C-8 – Listing of BC-700 Series Standards (OBSOLETE)

Standard	Title	Signature Date §
BC-700	INDEX OF STANDARDS FOR BRIDGE CONSTRUCTION	1/20/1989
		6/1/1991
		7/1/1993
		9/30/1994
		12/24/1999
		6/30/2000
		12/29/2000
BC-701	PROTECTIVE FENCE	11/15/1989
		7/1/1993
		9/30/1994
		6/30/2000
BC-702	SOUND BARRIER WALLS	9/3/1991
		7/1/1993
		9/30/1994
		1/2/1998
		6/30/2000
BC-711	ALUMINUM PROTECTIVE BARRIER	11/15/1989
		7/1/1993
		9/30/1994
		12/24/1999
BC-716	ALUMINUM PEDESTRIAN RAILING	11/15/1989
		7/1/1993
		9/30/1994
		12/24/1999
BC-720	ALUMINUM OR STEEL BRIDGE HAND RAILING	11/15/1989
		7/1/1993
		9/30/1994
		12/24/1999
BC-721	ELECTRICAL DETAILS	1/20/1989
		7/1/1993
		9/30/1994
		6/30/2000
BC-722	LIGHTING POLE ANCHORAGE	1/20/1989
		7/1/1993
		9/30/1994
		12/24/1999
BC-731	CEMENT CONCRETE SLOPE WALL	1/20/1989
		6/1/1991
		7/1/1993
		9/30/1994
		12/24/1999
BC-732	PERMANENT METAL DECK FORMS	1/20/1989
		7/1/1993
		9/30/1994
		12/29/2000
BC-734	ANCHOR SYSTEMS	11/15/1989
		7/1/1993
		9/30/1994
		12/24/1999

Table C-8 – Listing of BC-700 Series Standards (OBSOLETE) (continued)

Standard	Title	Signature Date §
BC-735	WALL CONSTRUCTION & EXPANSION JOINT DETAILS	1/20/1989
		7/1/1993
		9/30/1994
		12/29/2000
BC-736	REINFORCEMENT BAR FABRICATION DETAILS	3/1/1989
		6/1/1991
		7/1/1993
		9/30/1994
BC-738	STRUCTURE MOUNTED GUIDE RAIL AND CONCRETE BARRIER	11/15/1989
		7/1/1993
		9/30/1994
		12/24/1999
BC-739	BRIDGE PARAPET TO GUIDE RAIL TRANSITION	6/1/1991
		9/3/1991
		7/1/1993
		9/30/1994
BC-751	BRIDGE DRAINAGE DETAILS	12/24/1999
		1/20/1989
		11/15/1989
		6/1/1991
BC-752	CONCRETE DECK SLAB DETAILS	7/1/1993
		9/30/1994
		12/24/1999
		1/20/1989
BC-753	STEEL GIRDER DETAILS	6/1/1991
		7/1/1993
		9/30/1994
		12/24/1999
BC-754	STEEL DIAPHRAGMS	5/9/1989
		6/1/1991
		7/1/1993
		9/30/1994
BC-755	BEARINGS	12/24/1999
		7/1/1993
		9/30/1994
		6/30/2000
BC-757	STEEL PILE TIP REINFORCEMENT	1/20/1989
		6/1/1991
		12/2/1991
		7/1/1993
		9/30/1994
		12/29/2000

Table C-8 – Listing of BC-700 Series Standards (OBSOLETE) (continued)

Standard	Title	Signature Date §
BC-758	FIELD SPLICES FOR ROLLED BEAMS	1/20/1989
		5/9/1989
		7/1/1993
		9/30/1994
		12/29/2000
BC-762	TOOTH EXPANSION DAM	1/20/1989
		5/3/1989
		7/1/1993
		9/30/1994
		12/29/2000
BC-766	PREFORMED NEOPRENE COMPRESSION SEAL JOINT	1/20/1989
		5/3/1989
		7/1/1993
		9/30/1994
		12/29/2000
BC-767	NEOPRENE STRIP SEAL DAM	1/20/1989
		5/3/1989
		7/1/1993
		9/30/1994
		6/30/2000
BC-781	RANDOM STONE SLOPE WALL	1/20/89
		7/1/1993
		9/30/1994
		12/24/1999
BC-782	GABION SLOPE WALL	1/19/1990
		7/1/1993
		9/30/1994
		12/29/2000
BC-783	R.C. BRIDGE DECK REPAIR	7/1/1993
		9/30/1994
		12/29/2000
BC-784	R.C. PARAPET MODIFICATION	7/1/1993
		9/30/1994
		12/29/2000
BC-785	BACKWALL MODIFICATION DETAILS	7/1/1993
		9/30/1994
		12/29/2000
BC-791	LOW COST BRIDGE (P/C SLAB BRIDGES & CULVERT)	1/20/1989
		7/1/1993
		9/30/1994
		12/29/2000
BC-792	CURB DRAIN DETAILS	1/20/1989
		7/1/1993
		9/30/1994
		6/30/2000
BC-793	PRECAST CHANNEL BEAM BRIDGES	1/20/1989
		7/1/1993
		9/30/1994
		12/24/1999

Table C-8 – Listing of BC-700 Series Standards (OBSOLETE) (continued)

Standard	Title	Signature Date §
BC-794	UTILITY ATTACHMENT & SUPPORT DETAILS	1/20/1989
		7/1/1993
		9/30/1994
		12/29/2000
BC-795	GEN. NOTES & LEGENDS FOR SOIL/ ROCK DESCRIPTION	1/20/1989
		1/20/1990
		7/1/1993
		9/30/1994
BC-798	PRECAST & R.C. BOX CULVERT	6/30/2000
		1/19/1990
		7/1/1993
		9/30/1994
BC-799	PREFABRICATED RETAINING WALL DETAILS	12/29/2000
		7/1/1993
		9/30/1994
		6/9/1997
		6/30/2000

§ - last date listed indicates when Standard was discontinued.

Previous Tables C-9 and C-10, which contained the past and current Approval Dates for the BD-600M series and the BC-700M series, have been removed because the info is now available on-line as mentioned above.



PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

DESIGN MANUAL  
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**APPENDIX D – CHECKLIST FOR CONTRACTOR'S DESIGN  
ALTERNATE - CONCEPTUAL DESIGN REVIEW**

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Contractor's Design Alternates – Conceptual Design

The following items shall be addressed during conceptual design reviews:

- (a) The completeness of the submitted package.
- (b) The inclusion of comments from the reviewing Consultant and the District. Central Office review shall be complete by the time the comments from the District and Consultant come in if simultaneous submissions are made.
- (c) The computer program used in the analysis - state clearly which program is being used. The program(s) shall be PennDOT Engineering Program(s) or PennDOT Accepted Commercially Available or Consultant Developed Software. The agreement of Design/Analysis Methodology with Special Provision Design Methodology (line girder, 2-D, 3-D).
- (d) The pier/abutment arrangement - any variation from the original scheme (check Special Provisions for permissibility of geometry changes).
- (e) The provision of core boring data if required by the contract.
- (f) The provision of substructure design data - approved soil bearing resistance parameters, and approved pile resistance parameters shall be same as in original design unless otherwise allowed by Special Provisions.
- (g) The clear indication of pouring sequence - conceptual drawings shall show it.
- (h) Debonding - the use of up-to-date criteria.
- (i) Bearings - have they been altered? (If altered, is design and type of alternate bearing approved by the Department?)
- (j) Joint layout - has it been altered? (Number of joints may be decreased, but not increased.)
- (k) Diaphragm arrangement is to be checked closely; it shall meet LRFD requirements.
- (l) Approval letter must contain the following sentence: "Approval of concept is subject to review of detail plans/design."
- (m) Utility arrangement as compared to original design.
- (n) Type of expansion joints shall be approved at conceptual stage.
- (o) Expansion joints - check versus standard drawings.
- (p) The submission shall be treated as a combination of TS&L and Foundation with emphasized attention toward the original design.
- (q) Deck and end structure drainage shall be the same as in as-designed bridge plans or must be justified and permitted by Special Provisions.
- (r) Approval letter shall contain all TS&L items, girder spacing, foundation items (not as detailed as for regular approval) and design methodology.
- (s) Construction methods for atypical or unusual structures.
- (t) Awareness of problem areas - early partial submittals shall be submitted on problem areas.
- (u) Design flood clearance.

- (v) Commitment of the Contractor to his contract pile quantity in the approval letter, if alternate design uses as-designed piles. Pile quantity shall be approved in accordance with the Special Provisions. Contractor shall be notified if the required quantities are different from his bid quantity so he can withdraw his concept if he must install a significant amount of piling without compensation.
- (w) Steel structures - verify that web buckling criteria and deck pouring sequence were examined as required.
- (x) Corrosion protection of substructure in accordance with current Department criteria.
- (y) Pile driving requirements shall be checked if as-designed piles were not used.
- (z) Introduction of fatigue prone details - shall not be approved without approval of Chief Bridge Engineer.
- (aa) Fracture-critical concepts - do not allow unless included in as-designed bridge plans.
- (bb) Department criteria shall be checked to determine whether a backwall is required or an end diaphragm may be provided.
- (cc) A list must accompany the submissions that states all variations from the as-designed bridge plans. Anything not listed must conform to the as-designed plans.
- (dd) If light poles are located on the structure, the rotation and deflection of the structure at the light pole locations for the Contractor's alternate must be less than the structure rotation and deflection at the light pole locations for the as-designed structure. Calculations must show this.
- (ee) Precast elements – provide design and connection details, including material used in couplers, pockets and longitudinal joints.
- (ff) Approved Bridge and Structure Products – submit design to District for review of sizes or dimensions that are different from those previously approved.

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

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**APPENDIX E – BRIDGE MANAGEMENT WHITE PAPER**

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## 1.0 ASSET DEFINITION

PennDOT owns approximately 25,390 bridges greater than or equal to 8 feet in length, which is equivalent to more than 114 million square feet (MSF) of deck area. Of the 25,390 bridges, approximately 15,181 (107 MSF) have an opening along the centerline of roadway greater than 20 feet, which is the Federal Highway Administration's (FHWA) definition of a bridge. Approximately 2,600 of the 25,390 bridges are on the Interstate system and 7,100 more are on the National Highway System. PennDOT's bridge inventory consists of almost all structure types including significant arch or truss bridges crossing major rivers, but the predominant bridge type is an I-shape girder constructed of either steel or concrete. As an indication of the value of the bridge assets, the replacement cost of all bridges is more than \$57 billion for the construction value alone in 2018 dollars. Large bridges comprise a significant amount of deck area, in that approximately 1,300 bridges make up 50% of the deck area. Bridges comprise the majority of structural assets; however, other structural assets that are managed (inventoried and inspected) are sign structures, walls and tunnels.

## 2.0 GOALS AND POLICIES

The overarching goals of PennDOT's bridge program include:

- Ensuring the bridges are safe for the efficient movement of people and goods.
- Reducing the backlog of bridge deficiencies to the national average, as measured by the deck area of bridges that have components in poor or worse condition.
- Using good practice in design, construction and maintenance to sustain the continual improvement of our bridges in a cost effective manner and move towards a bridge life of 100 years.

Our holistic approach to bridge management includes timely inspection, load rating analysis, on-demand structural repairs, preservation and routine maintenance to maximize the life of a bridge. For bridge improvements, PennDOT is incorporating a design approach and details that will result in a 100-year service life. (See Table 2.0-1)

The policies governing the bridge program are:

### **Safety** - Inspection and load rating analysis

Federal Requirement - National Bridge Inspection Standards (NBIS), Code of Federal Regulations Title 23, Part 650, Subpart C

PennDOT Requirements - Publication 238 Bridge Safety Inspection Manual

### **100 Year Life** - Design and Construction

Federal Requirement - AASHTO LRFD Bridge Design Specification  
U.S. Code, Title 23, Section 144 – Highway Bridge Program [23 USC §144 was amended in 2012 and re-named “National bridge and tunnel inventory and inspection standards”. The HBP was completed in 2014.]

PennDOT Requirements - Publication 15M – Design Manual Part 4  
Publication 218M – Standards for Bridge Design (BD-600M series)  
Publication 219M – Standards for Bridge Construction (BC-700M series)  
Publication 408

### **Bridge Improvements and Preservation** - Planning and Programming

Federal Requirement - Code of Federal Regulations, Title 23, Part 515 – Asset Management Plans  
Code of Federal Regulations, Title 23, Part 667 – Periodic Evaluation of Facilities Repeatedly Requiring Repair and Reconstruction Due to Emergency Events

**Maintenance** - Address critical structural repairs, repair of leaking deck joints; routine cleaning and flushing of joints, decks, scuppers, and beam seats.

Federal Requirement - U.S. Code, Title 23, Section 116 – Maintenance

PennDOT Requirements - Publication 55 – Bridge Maintenance Manual  
Publication 23 – Maintenance Manual  
ASHMA Budget Allocation

Table 2.0-1 - 100 Year Bridge Life Matrix

Forces	Design and Construction Solutions	Era of Implementation	Construction Cost	Construction Quality	Inspections	Maintenance/Preservation	Rehabilitation
Corrosion	1. Minimize number of Deck Joints 2. Eliminate deck joints. No joints on bridges (put joints beyond approach slabs for bridge skews greater than 70°)	Mid 80s • Implement policy late 2006	Minimal net increase	Construction Quality - Do not accept defective material such as buckled steel or cracked prestressed beams. Install properly designed riprap, install piles in accordance with specifications, set bottom of footing elevation on proper bearing material	Focus on beam ends and bearing areas Element level inspection and reporting (BMS2) Deck concrete sounding Perform accurate and timely inspections	Repair leaking joints  Clean/flush deck, scupper, bearing areas and beam seats  Deck Patching  Latex overlays extends deck life 20 years  Membrane waterproofing and bituminous overlays  Spot and Zone Paint  Perform identified maintenance/repairs of structural components  Beam repairs  Defined process to address critical and high priority structure maintenance items termed 0's and 1's.	Replace ruptured joint glands  Hydro-demolition and overlay  Replace decks after 40-50 years  Blast and Repair Steel Bridges ( Environmental challenge for lead base paint)
	Eliminate Barrier Deflection Joints	Mid 80s	Minimal net increase				
	Epoxy coated deck reinforcement	Early to mid 70s	\$2000-\$5000 per bridge (\$0.05-\$0.10/lbs.)				
	Prestressed Beams with epoxy coated reinforcement	Mid 80s	Minimal increase				
	Prestressed Beams exposed to salt spray from traffic underneath chemical additives and sealants	• Under development	• Under development				
	Steel Beams: A588 Weathering Steel in certain environmental conditions with painted ends under joints Bridge Painting - Inorganic zinc rich paint system	Mid to late 80s  Mid to late 80s	\$0.05/lbs  \$0.15/lbs				
	Epoxy coated J-bars (Abutments and Piers)	Mid 80s	\$500-\$1000 per bridge (\$0.05-\$0.10/lbs.)				
	Fatigue	Improved Structural Detailing - Welding of connection plates	Mid 80s		\$1500-\$2000 per bridge	Fracture critical bridge inspection is critical Major structures susceptible connections at ends of floorbeams Pre mid 80s constructed bridges - web distortion	Drill tips of fatigue cracks prior to significant crack growth
Design Equations for 100 year life		Mid to late 80s	Minimal increase in material cost	Footing undermining of older bridges Movement of riprap Stream bed scour holes	Install counter scour measures - riprap, stream bed paving, curtain walls  Removal of debris in streams	Install counter scour measures – riprap Removal of debris in streams	
Scour	Properly designed riprap	Early 90s	\$15,000 per bridge				
	Appropriate Bottom footing elevations	Early 90s	\$30,000 per substructure				



### 3.0 INVENTORY

Inventory and location data is collected by PennDOT and stored in its Bridge Management System 2 (BMS2) for all state-owned bridges greater than or equal to 8 feet in length. PennDOT collects and stores all data as required by the FHWA's "Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges" for compliance with the Federal NBIS regulations. Examples of the inventory data are: Structure Type, Structure Length, Structure Width, Deck Type, Year Built, Latitude, Longitude, Features Intersected Data, Hydrologic Data and Posting Data. All bridge inventory data is entered into BMS2 prior to the initial inspection. All NBI bridges are inspected at a maximum frequency of 24 months, and changes in the inventory data are noted and collected in the field.

The Department also collects additional information for bridges that is not required by FHWA. Examples include: Design and Shop Drawing Numbers, State Senatorial and Congressional Districts, Detailed Railroad Information, Design and Material Information and Fracture Critical Information. Information is also collected for sign structures, walls and tunnels and is stored in BMS2.

PennDOT implemented Bridge Management software in November 2006. New data fields have been added to store more information in order to meet the Department's needs. The new fields include: additional Inspection Planning Information, Material Testing Results and additional Load Rating Information.

### 4.0 CONDITION ASSESSMENT

Inspection and appraisal data for bridges is also collected by PennDOT and stored in BMS2 for all state-owned bridges greater than or equal to 8 feet in length. PennDOT collects and stores all inspection data as required by the FHWA's "Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges".

Examples of the inspection data quantifying the condition of a bridge are:

- Superstructure Rating
- Substructure Rating
- Deck Rating
- Observed Scour Rating
- Load Capacity Rating

In addition to the FHWA required inspection data, PennDOT collects more detailed condition data on its bridges, such as Paint Condition.

The Department also requires bridge inspectors to recommend maintenance items from a pre-determined list of repair items.

The frequency of bridge inspections is every 2 years or less, depending on the condition of the structure (note: Publication 238 permits certain bridges under 20 feet in length to be inspected at a maximum interval of four years). Inspectors collect and enter the inspection data using computers and iForm software. The use of computers and iForm software has greatly expedited the transfer of data from the field to the office through an automated process. Once the data is entered and then approved by the Bridge Inspection Supervisors, it is available in BMS2 for Department personnel to run reports for their use. District Bridge Units typically query selected inspection, inventory and maintenance data items for their planning and programming of bridge work.

### 5.0 ALTERNATIVES EVALUATION AND OPTIMIZATION (DECISION MAKING PROCESSES)

Bridge improvements are identified and prioritized at the District level based on structural condition, scour assessment and repair needs identified from recent inspections.

Bridge preservation projects are prioritized based on work type (scour correction, leaking joints, elimination of the most urgent maintenance priorities – e.g. maintenance items with priorities of 0's and 1's) and road category as defined by the Business Plan Network.

For bridge improvements the funding is developed with Planning Organizations, Transportation Improvement Program (TIP), Bridge Bill and Twelve Year Plan (TYP).

In the future, the Bridge Asset Management System (BAMS) will produce a recommended, prioritized list of structures based on risk and lowest life-cycle cost.

## 6.0 IMPLEMENTATION (WHAT IS DONE AND HOW)

The major treatment categories for bridges are as follows:

- **Maintenance** - on-demand repairs to restore damaged or deteriorated members to a minimum level of safety performance, or small-scale preventive maintenance actions to ensure the bridge members realize their expected service life. Maintenance is generally limited to cleaning activities and smaller scale preventative maintenance items (e.g. sealing joints, drainage repairs) at each bridge. Work may be done by Department forces or by outside contractors.
- **Preservation** - actions to extend the life of a bridge without improving bridge functionality or performance (keeping good bridges good). The scale of work tends to be much larger than Maintenance work, with a longer extension of bridge life expected. Examples of preservation work items include deck joint replacement, beam end repairs, deck overlays, painting and fatigue retrofits. Most preservation projects are performed by contractors; some are performed by Department Maintenance crews.
- **Improvement** - major rehabilitation or replacement of bridges that require an improvement in bridge safety and/or performance over an extended period of time (30+ years). The objective of bridge rehabilitation is to improve the condition rating to a minimum value of 6. The need for improvement may be dictated primarily by structural concerns and/or, to a lesser extent, functional needs of the highway system. Improvements include structure replacement or major rehabilitation. Most Improvement projects are typically performed by contractors, but there is an occasional bridge replacement or rehabilitation performed by County Maintenance crews.

All bridge work to be performed takes into account the needs of other assets (e.g. roadways, signs, etc.) so that work for these items may be coordinated and implemented at the same time to reduce costs (e.g. mobilization, traffic control, etc.).

## 7.0 PERFORMANCE MONITORING

The following are measures and targets:

- Achieve the Number of Bridge Program Lets – Set Yearly by Executive Staff
- Achieve Performance Targets – Set by Asset Management Section regarding planning to lowest life-cycle costs
- Percent of Bridges with Components in Poor or Worse Condition, Measured by Deck Area for State-Owned Bridges  $\geq 8$  feet– Reduce Deck Area to national average
- Completion of 0 and 1 Maintenance Priorities for Bridge Maintenance Category – Goal is to complete priority maintenance items in accordance with timeframes in Publication 238
- Compliance with NBIS Inspection Frequency – 100% within the frequency specified in Pub. 238
- Monitor Bridge Analysis Backlog – 60-day cycle time on load rating analysis

## 8.0 NEXT STEPS

Next steps for improved bridge management include:

- **Inspection - Element Level Data Collection and Support for Predictive Modeling**  
Bridge inspections will collect more refined and quantified condition information such as lineal feet of deteriorated beams or square feet of deteriorated deck. This refined data will be used in predictive modeling. PennDOT has begun the task of collecting element level condition state assessments.  
The BAMS model will predict conditions and costs for an optimal mix of various actions (including preservation, rehabilitation and improvement) over time. A minimum level of maintenance is assumed. Some maintenance (e.g. cleaning, etc.) and preservation treatments (e.g. deck seals) can be achieved through specified treatment cycles. During the initial phase of element data collection, the Department will have sufficient time to develop its agency's modeling.
- **Risk Assessment**  
The Department is evaluating the risk to bridge safety and long-term performance by several factors, including scour, fracture-critical members, load capacity, maintenance needs as well as component condition. This assessment is being done to ensure that work critical to a bridge's performance is adequately considered in new bridge investment optimization methods and programming decisions.

- **Interstate Management Program**

The Interstate Management Program Guidelines have been published which include baseline indicators and target values. The Districts will use this information in project planning and programming, and we will monitor the program and resultant system improvement.

- **Support for Enterprise Asset Management**

Bridge analyses is to provide needed bridge costs and performance information, including “what-if” scenarios, to assist in trade-off analysis between asset categories. Analysis methodology must be consistent with Department standards.

## 9.0 IMPLEMENTATION AND CONTINUATION OF NEXT STEPS

To ensure the successful implementation and continuation of the initiatives for asset management of bridges, the following steps need to be taken and/or continued:

### 9.1 Communication

The intent and plan for Asset Management of Bridges will be communicated throughout the Department in the following forums:

- Various Department-wide leadership meetings held throughout the year including: Bridge Engineers meeting, Structure Control/Bridge Engineers meetings, Bridge Maintenance Coordinators meetings, selected DE/ADE meetings, bridge inspection training, manager meetings for other PennDOT systems (RMS, Plant Maintenance, etc.), Construction Management Training Workshops.

### 9.2 Implementation

The various components of Asset Management of Bridges will be incorporated into appropriate sections of the following Department documents:

- Design Manual, Part 4 – Structures (Pub 15M)
- Bridge Safety Inspection Manual (Pub 238)
- Software – The Department is to continue to develop and improve state-of-art software for various activities, such as:
  - Design – BRADD, other bridge design software
  - Planning and Programming – BMS2
  - Asset Management – BAMS (Bridge Asset Management System)
  - Inspection – iForms

### 9.3 Quality Assurance

Various aspects of the quality of the overall management of PA bridges program are reviewed for quality in the following ways:

- Design – QA review of District design processes/plans is performed by BDTD staff each year.
- Bridge Programming and Delivery – the projects selected and delivered by the Districts for the TIP are monitored on an on-going basis by the Asset Management Division to ensure program meets overall bridge initiatives and schedule.
- Inspection – Statewide Inspection QA program reviews selected bridge inventory, inspection, and capacity rating data from bridges in each District through blind inspections by consultant. Compliance with NBIS inspection frequency is checked monthly by the Asset Management Division. Additionally, in 2011 FHWA initiated a performance-based review termed 23 metrics.

### 9.4 Reporting and Monitoring Plans

Various aspects of the management of the bridges are monitored and reported through:

- Biennial Business Plans
- Dashboard and Scorecard Performance measure – PennDOT Data Integration Facility (PDIF)

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PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

DESIGN MANUAL  
PART 4

**APPENDIX F – REFERENCE MATERIAL FOR LATERALLY LOADED PILES AND DRILLED SHAFTS**

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PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

DESIGN MANUAL  
PART 4

**APPENDIX G – INTEGRAL ABUTMENTS**

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## SPECIFICATIONS

**1.1 PURPOSE**

These guidelines establish design criteria for Integral Abutments. Construction details are presented on Standard Drawing BD-667M.

The Department has developed an [Integral Abutment Design Spreadsheet](#) to aid engineers in the design of integral abutments. The spreadsheet includes the design criteria described herein and is based on the construction details shown on Standard Drawing BD-667M. It is available for download from the Bridge [“Design, Analysis and Rating” page](#) on the Department website.

**1.2 DESIGN CRITERIA****1.2.1 Bridge Length**

Maximum allowable bridge total length, for 90° skew, measured between the centerlines of end bearings shall be taken as:

Concrete Structures: 590 ft.

Steel Structures: 390 ft.

Use of integral abutments on structures with lengths over the above limits shall be considered on case-by-case basis and shall require the written approval of the Chief Bridge Engineer at the Type, Size and Location stage.

Expansion bearings shall be eliminated wherever possible. Span arrangement and interior bearing selection shall be such that approximately equal movements take place at both abutments.

The ratio between the span lengths in the bridge shall be chosen such that no net negative reaction is produced at the abutment at any limit state.

## COMMENTARY

**C1.1**

Integral abutment bridges (jointless bridges) serve to accomplish the following desirable objectives:

- Long-term serviceability of the structure
- Minimal maintenance requirements
- Economical construction
- Improved aesthetics and safety considerations

A jointless bridge concept is defined as any design procedure that attempts to achieve the goals listed above by eliminating as many expansion joints as possible from the structure. The ideal jointless bridge, for example, contains no expansion joints in the superstructure, substructure or deck.

Integral abutment bridges are generally founded on one row of flexible piles made of steel or concrete. This permits the elimination of expansion joints, bearings, piles for horizontal earth loads and other uneconomical details.

When expansion joints are completely eliminated from a bridge, thermal stresses must be relieved or accounted for in some manner. The integral abutment bridge concept is based on the assumption that due to the flexibility of the piles, thermal stresses are transferred to the substructure by way of a rigid connection, i.e. the uniform temperature change causes the abutment to translate without rotation. The concrete abutment contains sufficient bulk to be considered a rigid mass. A positive connection to the girder ends is generally provided by encasement in the reinforced concrete end diaphragm. This provides for full transfer of forces due to thermal movements and live load rotational displacement to the abutment piles.

**C1.2.1**

Length limits for integral abutment bridges are a function of local soil and weather conditions. At the present, comprehensive design guidelines that take all design parameters into account are nonexistent in most states. Such guidelines would include design criteria concerning piles, approach slabs, wingwalls, backfill, drainage provisions, and the safe length limits of integral abutment bridges based on soil and weather profiles.

Based on past experience with jointless bridges in Pennsylvania, bridges within the specified range did not have any serious problems. Some other states have successfully constructed longer jointless bridges. When economically feasible, the use of jointless bridges with lengths exceeding the limits specified herein should be investigated.

The live load negative reaction at the abutments of bridges with short end spans may be relatively high. Transverse and uplift wind forces also produce negative

## SPECIFICATIONS

**1.2.2 Skew**

Minimum allowable skew angle is:

- 70° for single span in excess of 130 ft. or for multiple span structures
- 60° for single span in excess of 90 ft. but not longer than 130 ft.
- 45° for single spans 90 ft. or less

**1.2.3 Horizontal Alignment and Bridge Plan Geometry**

Only straight beams may be used. Curved superstructures utilizing straight beams may be used, if approved by the Chief Bridge Engineer. All beams in each span of a curved bridge shall be parallel to each other. Integral abutments shall be allowed for straight bridges with splayed girders when the difference between the length of the two abutments does not exceed 10%.

**1.2.4 Grade**

The maximum vertical grade between abutments shall be 5%.

**1.2.5 Scour**

For structures over stream crossings, conduct an investigation for scour in accordance with guidelines given in Policies and Procedures, Chapter 7 (PP7). Utilize rip rap, geotextile and casing details per Standard Drawing BD-667M. Abutment protection provided in accordance with BD-667M will negate the need to compute the local scour depth. The depth of maximum scour shall be taken as the depth from bottom of footing elevation to the bottom of contraction scour. Contraction scour shall be measured from the low point (thalweg) of the stream for single span structures and from the low point of streambed in the adjacent span for multi-span structures.

**1.2.6 Drainage**

The area behind the abutments shall be backfilled in accordance to Ap.G1.2.9 and a proper drainage system shall be provided (see Standard Drawing BC-751M for drainage details).

**1.2.7 Loads and Load Combinations**

## COMMENTARY

forces acting on some of the piles. Due to the relatively light weight of integral abutments, it is possible to have a negative factored net force on some piles of bridges with short end span. To avoid any problems with the pile-abutment connection, a negative net force is not allowed on any pile.

**C1.2.2**

Earth pressure acts in a direction perpendicular to the abutments. For skewed bridges, the earth pressure forces on the two abutments produce a torque that causes the bridge to twist in plan. Limiting the skew angle reduces this effect. For continuous bridges, the mild skew angles reduce the forces acting on intermediate bents. For simple spans, limiting the length reduces the torque and the resulting twist of the bridge.

**C1.2.3**

Curved beams are not allowed to guard against the possibility of flange buckling caused by the beams trying to expand between the restraining abutments.

**C1.2.5**

Even when the piles are properly designed to withstand the loss of lateral support caused by scour, there is some concern for the integrity of bridge approaches. In light of this concern, the effect of scour on the stability of bridge approach embankment should be investigated.

**C1.2.6**

Providing a proper granular backfill and drainage system behind the abutment beneath the approach slab eliminates the buildup of hydrostatic pressure and controls erosion of the abutment embankment.

## SPECIFICATIONS

**1.2.7.1 Permanent Loads**

Permanent loads on the abutments include the weight of the girders, deck and approach slab, attached wingwalls, intermediate diaphragms and the abutment end diaphragm. Other permanent loads on the first span and the approach slab such as wearing surface, barriers, utilities, sign structures, lighting systems and sound barriers shall also be considered. The dead loads on the first span of the bridge shall be determined using the dead load reaction of the girders calculated during the design of the superstructure. The dead loads on the abutments shall be distributed equally to all piles.

**1.2.7.2 Live Loads**

For the design of the abutment and the piles, live loads will be assumed equally distributed to all girders in the cross section. No multiple presence factors will be applied.

The total live load on the abutment shall be determined assuming the largest number of traffic lanes that may be allowed by the total bridge width as specified in A3.6.1.1.1. For bridges with sidewalks, the following two load cases shall be investigated:

## COMMENTARY

**C1.2.7.1**

The dead loads on the abutments are distributed fairly uniformly across the width of the bridge. It is sufficiently accurate to assume equal distribution of dead loads to all piles.

**C1.2.7.2**

Due to the high rigidity of the abutment beam, the loads are expected to be distributed to more piles than those directly under the load. The loads are likely to be distributed equally to all piles, particularly in the case of narrow bridges. For wide bridges, where the total length-to-depth ratio of the abutment beam is relatively high, loads applied near the edge of the bridge will not be distributed equally to all piles. However, the critical load case for the piles is expected to be the case of maximum load on the bridge, i.e. all traffic lanes and sidewalks are loaded. In this case, the loads are distributed across the width of the bridge and are expected to produce approximately equal loads on all piles. The elimination of the multiple presence factor will eliminate the possibility of underestimating the maximum pile load for wide bridges.

For the design of integral abutments, the live load reaction of any girder may be calculated as follows:

$$LLR_{IA} = \frac{LLR_{DP} * NL}{DF_{DP} * NG} \quad (C1.2.7.2-1)$$

where:

- LLR<sub>IA</sub> = LL girder reaction for integral abutment design (kips)
- LLR<sub>DP</sub> = LL reaction for interior girders from the girder design program (kips)
- DF<sub>DP</sub> = LL reaction distribution factor from the girder design program
- NG = number of girders in the cross sections
- NL = maximum number of traffic lanes allowed by bridge clear width

## SPECIFICATIONS

1. The sidewalk is assumed to be eliminated. The number of traffic lanes is calculated based on the total width of the bridge including the width of the shoulders and sidewalks.
2. The number of traffic lanes is calculated based on the total width of the bridge excluding the sidewalks (i.e. the number of traffic lanes is calculated based on the clear width between curbs). For this load case, pedestrian loads acting on the abutment shall be calculated using Eq. 1.2.7.2-1:

$$SWL = \frac{PL * W_{SK} * (L_{ES} + L_{AS})}{2} \quad (1.2.7.2-1)$$

SWL: sidewalk reaction at the abutment (kips)  
 PL: pedestrian load per unit area as specified in A3.6.1.6 (ksf)  
 $W_{SK}$ : total Width of sidewalk(s) (ft.)  
 $L_{ES}$ : length of end span of the bridge (ft.)  
 $L_{AS}$ : length of the approach slab (ft.)

Centrifugal force shall be applied to the abutments of curved bridge, subject to the limitations of Ap.G1.2.3. The magnitude and point of application of the centrifugal force shall conform to the requirements of A3.6.3.

Braking forces shall not be considered in the design of integral abutments.

Dynamic load allowance shall be considered in the design of both the abutment wall and the supporting piles.

In determining vehicular loads on the approach slabs, all possible traffic lanes shall be assumed to have the uniform lane load portion of the PHL-93 loading. The approach slab shall be assumed to act as a simple beam supported at one end of the abutment and supported at the other end on the sleeper slabs.

**1.2.7.3 Wind Loads**

Wind uplift on the superstructure and transverse wind loads on the superstructure and on live load shall be considered in the design. The magnitude and point of application of these forces shall be calculated according to A3.8 and D3.8.

The direction of transverse wind forces shall be taken perpendicular to the longitudinal axis of the bridge.

**1.2.7.4 Thermal Movements**

The change in the bridge length due to uniform temperature change,  $\Delta t$ , shall be calculated as:

## COMMENTARY

Eq. 1.2.7.2-1 assumes that both the end span and approach slab are simply supported at both ends. The sidewalk load is generally small compared to traffic loads. Ignoring the continuity of the end span of continuous bridges is an acceptable approximation for the design of integral abutment

Braking forces are not considered in determining the lateral earth pressure on the abutment. Braking forces will conceivably push the abutment against the backfill causing the earth pressure to increase. However, the maximum earth pressure will never exceed the full passive pressure. The design of abutment components is based on the full passive pressure and, therefore, braking forces are not included.

Since the piles are attached directly to the structure, the dynamic load allowance is required to be considered in the pile design.

The truck load in each lane is assumed to be on the bridge and is considered in the girder reaction.

**C1.2.7.3**

The magnitude of wind forces due to wind pressure on the substructure is often small, relative to wind on the superstructure and on live loads, and may be neglected in the analysis.

For the case of curved bridges, subject to the limitations of Ap.G1.2.3, the direction of longitudinal and transverse wind forces on the end span of the bridge shall be taken parallel and perpendicular to the girders of the end spans, respectively.

**C1.2.7.4**

## SPECIFICATIONS

## COMMENTARY

$$\Delta L = \alpha \Delta t L \quad (1.2.7.4-1)$$

where:

- L = total bridge length between the centerlines of the abutments (in.)
- $\alpha$  = coefficient of thermal expansion of the bridge material as specified in D5.4.2.2 and A6.4.1 for concrete and steel bridges, respectively (in/in/°F)
- $\Delta t$  = uniform temperature change (°F)
- $\Delta L$  = change in bridge length due to uniform temperature change  $\Delta t$  (in.)

For the purpose of determining the maximum thermal movement at the abutments in one direction,  $\Delta_{\max}$ , after the time the connection between the abutment and the superstructure is made, the following uniform temperature changes,  $\Delta t_{\max}$ , shall substitute  $\Delta t$  in Eq. 1.2.7.4-1.

For steel bridges:

$$\Delta t_{\max} = 100^{\circ}\text{F temperature rise or fall}$$

For concrete bridges:

$$\Delta t_{\max} = 80^{\circ}\text{F temperature rise or fall}$$

where:

- $\Delta t_{\max}$  = design uniform temperature rise or fall, equal to the maximum possible difference between the construction temperature and the extreme temperature of the bridge during its useful life (°F)

For the purpose of determining the total change in the bridge length between the extreme high and low temperatures during the life span of the bridge, the uniform temperature change,  $\Delta t_{\text{total}}$ , shall substitute  $\Delta t$  in Eq. 1.2.7.4-1.

where:

- $\Delta t_{\text{total}}$  = sum of the temperature rise and temperature fall specified in D3.12.2.1 for the bridge material.

The design uniform temperature rise or fall,  $\Delta t_{\max}$ , used in determining the maximum movement in one direction (after making the connection between the abutment and the superstructure) is meant to be an upper-bound for the following two cases:

- The difference between the extreme high temperature during the life span of the bridge and the lowest allowable construction temperature
- The difference between the extreme low temperature during the life span of the bridge and the highest allowable construction temperature

Using the specified design uniform temperature rise or fall,  $\Delta t_{\max}$ , will make the actual thermal movement always less than or equal to the design thermal movement regardless of the construction temperature.

The total range of thermal movement is used in the pile ductility check. This total range of thermal movement is not a function of the construction temperature. It is a function of the difference between the extreme low and high temperatures of the structure during its useful life.

## SPECIFICATIONS

For simple spans with constant width, and for continuous spans having constant width and with both superstructure and substructure symmetric in the bridge elevation, the thermal movements at each abutment of bridges with integral abutments at both ends shall be taken as half the change in bridge length due to uniform temperature change.

For other bridges, the thermal movements of the abutments due to uniform temperature change shall be determined taking into account the type of bearings at intermediate supports and the stiffness of the substructure including the piers, intermediate bents and the abutments.

The following approximate procedure should be used to determine the stiffness and estimated maximum thermal movement of the abutments:

1. Estimate the thermal movement of one abutment,  $\Delta_{\max}$  (in.), based on the total length of the bridge and the design uniform temperature rise or fall,  $\Delta t_{\max}$ , for the bridge material. As a first step, this value may be assumed half the total change in the bridge length due to uniform temperature rise or fall,  $\Delta t_{\max}$ .
2. Determine the relative displacement ratio  $\Delta_{\max}/H$ , where  $H$  is the total height of the abutment, i.e. the sum of the heights of the pile cap, bearing pad, beams, haunch and deck slab (in.).
3. Determine the coefficient of passive earth pressure,  $k_p$ , corresponding to the calculated  $\Delta_{\max}/H$  as:

$$k_p = 0.5 + 125 \frac{\Delta_{\max}}{H} \leq 3.0 \quad (1.2.7.4-2)$$

## COMMENTARY

In some cases, the bed rock may be too close to the surface at one end of the bridge that the use of piles may not be feasible. If approved by the Chief Bridge Engineer, a concrete footing on rock with a semi-integral abutment may be used at one end of the bridge and an integral abutment at the other end. The smaller depth of the semi-integral abutment relative to the integral abutment will produce smaller earth pressure on the semi-integral end of the bridge. This will cause most of the thermal movements to take place at the semi-integral end. For design purposes, the full change in bridge length will be assumed to take place at the semi-integral end of bridges with one integral abutment and one semi-integral abutment. Bridges with one integral abutment and one semi-integral abutment will usually be short bridges due to the limitations of maximum movements of semi-integral abutments.

Similarly, if the bridge has one or more expansion joints, the entire thermal change in length of the bridge unit starting at an integral abutment and ending at an expansion joint will be assumed to take place at the expansion joint.

The stiffness of the abutment is a function of the depth of the abutment, the thermal movement and the backfill type and compaction. Due to the nonlinear change of the coefficient of earth pressure, the stiffness of the abutment varies nonlinearly depending on the magnitude of the displacement.

Eq. 1.2.7.4-2 is based on a two-line approximation of the passive pressure coefficient curve for loose sand in Fig. C1.2.7.4-1. It assumes that the coefficient of earth pressure changes linearly from the at rest coefficient of 0.5 for no displacement to 3.0 when  $\Delta t/H$  is equal to or greater than 0.02.

SPECIFICATIONS

COMMENTARY

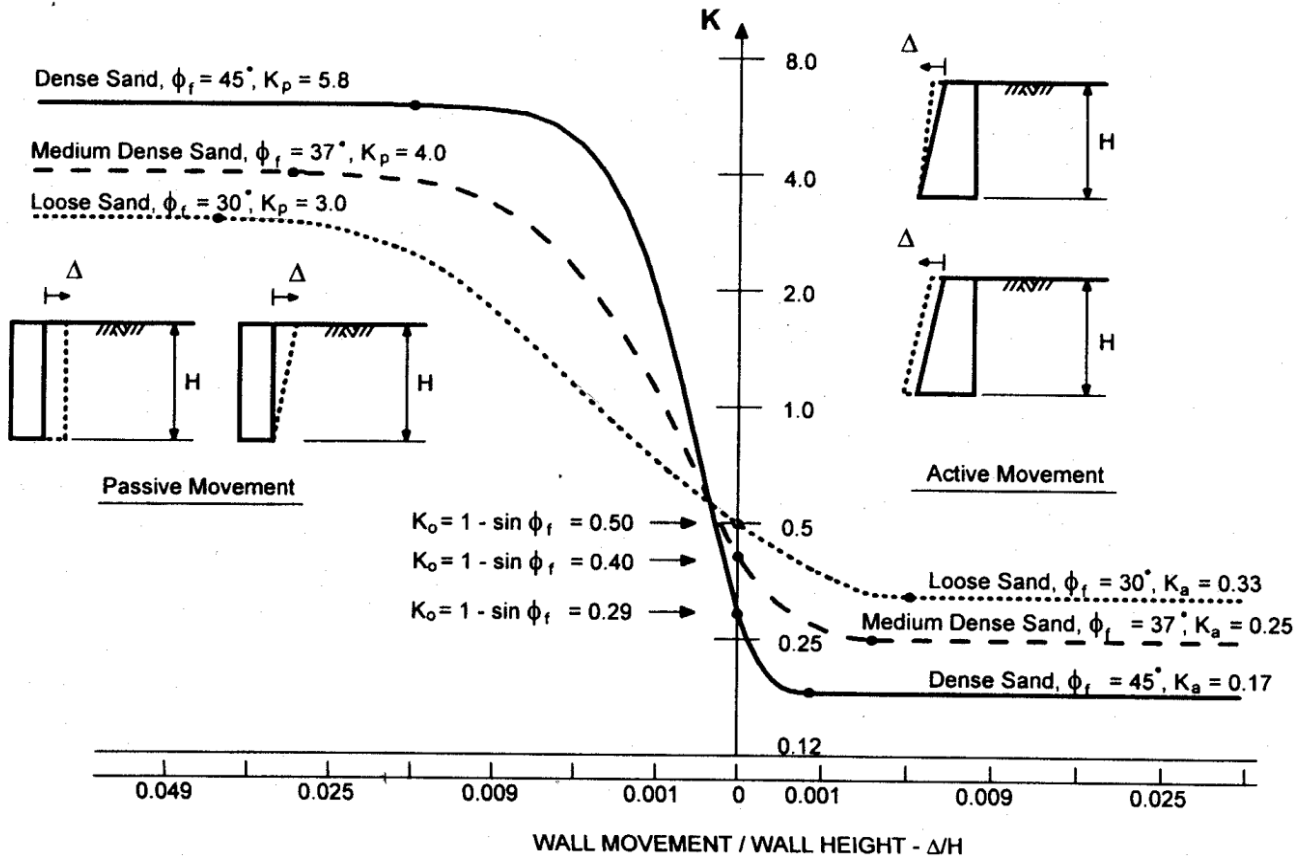


Figure C1.2.7.4-1 Passive Pressure Coefficient Curves (Barker, 1997)

- Determine the component of the total earth pressure force on the abutment parallel to the longitudinal axis of the bridge,  $F$ , using Eq. 1.2.7.4-3.

$$F = 1/2 \gamma k_p H^2 L \sin \theta \tag{1.2.7.4-3}$$

where:

- $\gamma$  = soil density (kcf)
- $\theta$  = skew angle (DEG)
- $H$  = abutment height (ft.)
- $L$  = length of the abutment along the skew (ft.)

- Determine the stiffness of the abutment,  $k = F/\Delta_{max}$  (k/in)
- Similarly, calculate the stiffness of the second abutment. The sum of the movements of the two abutments should equal the change in bridge length calculated for a uniform temperature change,  $\Delta t_{max}$ , using Eq. 1.2.7.4-1.

## SPECIFICATIONS

7. Use a structural analysis computer program acceptable to the Department to determine a more accurate value of the abutment displacement,  $\Delta_{\max}$ , for the specified design uniform temperature rise or fall,  $\Delta t_{\max}$ . The abutment stiffness shall be modeled as a horizontal spring with a stiffness equal to that calculated for the abutment. The end of the bridge at the abutment shall be modeled as being supported on a vertical movable support. Alternatively, the abutment may be modeled as a single vertical column fixed at the bottom and pinned to the superstructure. The column shall have a stiffness equal to the stiffness of the abutment calculated in step 5 above. The length,  $L_c$ , the modulus of elasticity,  $E_c$ , and the moment of inertia,  $I_c$ , of the column shall be chosen to satisfy:

$$k = \frac{3E_c I_c}{L_c^3} \quad (1.2.7.4-4)$$

8. Compare the estimated displacement used in Step 1 to the displacement calculated in Step 7. If the difference is within 10%, there is no need for further iterations. If larger difference is obtained, go back to Step 2 and use the calculated displacement to determine a new value of  $\Delta_{\max}/H$ .

The total range of movement of an integral abutment during the bridge life span,  $\Delta_{\text{total}}$ , (in.) shall be determined as:

$$\Delta_{\text{total}} = \Delta_{\max} (\Delta t_{\text{total}}/\Delta t_{\max}) \quad (1.2.7.4-5)$$

where:

$\Delta_{\max}$  = The maximum design thermal movement in one direction as calculated in Step 8 above (in.)

### 1.2.7.5 Secondary Loads

Except for the effect of creep and shrinkage on the vertical reactions of simple prestressed spans made continuous for live loads, abutment loads caused by creep, shrinkage, thermal gradient and differential settlements need only be considered for bridges longer than those specified in Ap.G1.2.1, which are approved by the Chief Bridge Engineer. The method of applying secondary loads requires the approval of the Chief Bridge Engineer.

### 1.2.7.6 Load Combinations

Load combinations for integral abutments shall be taken as shown in Table 1.2.7.6-1.

## COMMENTARY

Due to the approximate nature of the process, a 10% difference between the estimated displacement (Step 1) and the calculated displacement (Step 8) is considered to be an acceptable difference.

The total range of thermal movement,  $\Delta_{\text{total}}$ , is used in the pile ductility check. As shown in Steps 1 through 8, the movement of each abutment as a percentage of the total thermal change of length is a function of the stiffness of the abutment. Eq. 1.2.7.4-1 assumes that the stiffness of the abutment used to calculate the maximum thermal movement in one direction will remain constant as the bridge moves from the extreme high temperature to the extreme low temperature. Ignoring the change in the abutment stiffness is an approximation used to simplify the design. The effect of this approximation is expected to be minor due to the small difference between  $\Delta t_{\text{total}}$  and  $\Delta t_{\max}$ .

### C1.2.7.5

The states contacted during the development of these specifications, which utilize integral abutment bridges, do not consider secondary loads in the design of integral abutment bridges with total length within the limits stated in Ap.G1.2.1. For longer bridges, the effect of secondary loads may be significant and are required to be considered in the design.



Table 1.2.7.6-1 – Load Combinations for Integral Abutments

Load Factors for Integral Abutments												
Load Case	SERV I		STR I		STR IP		STR II		STR III		STR V	
	max	min	max	min	max	min	max	min	max	min	max	min
$\gamma_{DC}$	1.00	1.00	1.25	0.90	1.25	0.90	1.25	0.90	1.25	0.90	1.25	0.90
$\gamma_{DW}$	1.00	1.00	1.50	0*	1.50	0*	1.50	0*	1.50	0*	1.50	0*
$\gamma_{EV}$	1.00	1.00	1.35	1.00	1.35	1.00	1.35	1.00	1.35	1.00	1.35	1.00
$\gamma_{EH}^{**}$	1.00	1.00	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
$\gamma_{ES}$	1.00	1.00	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
$\gamma_{LS}$	1.00	1.00	1.75	1.75	1.35	1.35	1.35	1.35	0.00	0.00	1.35	1.35
$\gamma_{LLIM}$	1.00	0 <sup>#</sup>	1.75	0 <sup>#</sup>	1.35	0 <sup>#</sup>	1.35	0 <sup>#</sup>	0.00	0.00	1.35	0 <sup>#</sup>
$\gamma_{PL}$	0.00	0.00	0.00	0.00	1.75	1.75	0.00	0.00	0.00	0.00	0.00	0.00
$\gamma_{WS}$	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00
$\gamma_{WL}$	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
$\gamma_{CE}$	1.00	1.00	1.75	1.75	1.35	1.35	1.35	1.35	0.00	0.00	1.35	1.35
$\gamma_{TU}^{++}$	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Design Vehicle	PHL-93		PHL-93		PHL-93		Permit (P-82 & P2016-13)		—		PHL-93	

\* For existing bridges where the future wearing surface has been already applied, use 0.65 for the minimum  $\gamma_{DW}$ .

\*\* Use the specified load factors for active pressure. Use a load factor of 1.25 for passive pressure.

# For a negative reaction on an abutment (uplift), use the maximum load factor.

++ Thermal movement is a major source of loads on the abutment and abutment piles. Both the passive earth pressure on the abutment and the stresses in steel piles due to thermal movements are not reduced by the plastic flow of the concrete expected due to the seasonal nature of the thermal movements. Therefore, no reduction in the load factor for uniform temperature is allowed and a load factor of 1.0 is used all the time. For concrete-filled pipe piles, the same load factor is applied. The effect of the plastic flow of the concrete filling is considered in the analysis by applying a reduction factor of 0.4 to the transformed area and moment of inertia of the concrete filling.

## SPECIFICATIONS

**1.2.8 Girder Types, Maximum Depth and Placement**

Only steel I-beams, concrete I-beams and concrete spread box beams shall be allowed for use with integral abutments.

Maximum girder depth for use with integral abutments shall be 72 in. Deeper girders may be used in integral abutment bridges if approved by the Chief Bridge Engineer.

All girders in integral abutment bridges, including box beams, shall be placed with their webs vertical. The roadway cross slopes and superelevation shall be accommodated by changing the depth of the concrete haunch across the width of the girders.

**1.2.9 Backfill Material and Sequence**

The area behind the abutments shall be backfilled with granular material such as open-graded stone (OGS) (See RC-12M for backfill limits).

Flowable fill and large stone fill shall not be allowed in conjunction with integral abutments

A 2-in.-thick sheet of preformed cellular polystyrene shall be placed against the entire area of the back face of the abutment below the bottom of the approach slab.

The fill located within a 2-ft. width directly behind both the abutment and the attached wingwalls shall be nominally compacted using two passes of a walk-behind vibratory-plate soil compactor. The fill in this area shall be compacted in lifts as specified in Standard Drawing RC-12M, Sheet 2 based on the type of backfill material used. The fill behind both abutments shall be compacted simultaneously. The difference in the fill depth between the two ends shall not exceed 1 ft. at any point of time.

**1.3 SUPERSTRUCTURE DESIGN**

The superstructure shall be designed similar to conventional superstructures with expansion joints. The fixity developed as a result of rigidly connecting the superstructure to the abutments and the piers shall not be considered in the design of the superstructure.

Compressive axial load equal to the passive earth pressure on the abutment shall be considered in the design of the superstructure.

For multi-span structures where flexibility for locating substructures is available, it is desirable to provide span ratios (interior/exterior) that produce near equal total design moments for all spans.

## COMMENTARY

Deeper abutments are subjected to larger earth pressure force and, therefore, less flexible. Girder depth limit is based on past successful practices by other states and is meant to ensure a reasonable level of flexibility of the abutment. Deeper girders may be allowed when the soil conditions are favorable and the total length of the bridge is shorter than the length limits in Ap.G1.2.1.

Placing the girders with their webs vertical will allow the beam seat area to be horizontal in all cases and will facilitate using thin neoprene bearing pads.

**C1.2.9**

Flowable fill and large stone fill are self-compacting. They will reduce the desired flexibility of the abutment.

The specified compaction is meant to reduce the passive earth pressure acting on the abutment and the wingwalls when moving toward the soil.

Filling behind both abutments simultaneously will keep the earth pressure on both abutments approximately equal at all times during construction. This will minimize unanticipated movements of the bridge due to imbalanced earth pressure forces.

**C1.3**

This provision will only be used to check the compressive stress at the ends of deep, widely spaced prestressed beams (beam depth greater than 6 ft. and spacing greater than 12 ft. The estimated additional compressive stress is in the order of 30 ksf. For sections not close to the end of the span, the design under all loads is usually controlled by tension in the concrete and the additional compressive stress will not be a critical factor.

This preferred arrangement of span lengths results in more economical structures. The resulting length of end spans is approximately 80% of the adjacent interior spans. This length ratio produces relatively small negative live load reaction, thus, reduces the possibility of negative net reaction at the abutments.

## SPECIFICATIONS

## COMMENTARY

**1.4 INTEGRAL ABUTMENT DESIGN****1.4.1 General**

The portion of the deck slab within 4 ft. from the front face of the abutment shall be poured after the remaining of the deck is poured. The end portion of the deck and the end diaphragm of the abutment will be poured at the same time.

Integral abutments shall be constructed in two stages:

**Stage 1:**

A pile cap supported on one row of vertical piles shall be constructed. The top of the pile cap shall reach the bottom of the bearing pads under the girders. The top of the pile cap shall be smooth in the area directly under the girders and a strip 2 in. wide around this area. Other areas shall be intentionally roughened (rake finished).

**Stage 2:**

After pouring the entire deck slab, except for the portions of the deck within 4 ft. from the front face of the abutments, an end diaphragm encasing the ends of the bridge girders shall be poured. The end 4 ft. of the deck shall be poured simultaneously with the end diaphragm for beams  $\leq 36$  in. For beams deeper than 36 in., wait a minimum of 2 hours after casting the end diaphragm before casting the deck slab portion over the end diaphragm. This ensures that settlement of the poured concrete has occurred in the end diaphragm placement before beginning placement of the deck slab portion over the end diaphragm. The concrete end diaphragm and the end portion of the deck shall be poured when the surface temperature is between 35°F and 89°F. The expected air temperature during the six hours following pouring this concrete should be within the same range. The end diaphragm shall have the same width as the pile cap constructed in Stage 1. The end diaphragm shall extend from the top of the pile cap to the top surface of the deck slab.

The width of the pile cap shall be 4 ft.

The height of the pile cap shall not be less than 3'-3" at its shallowest point, unless otherwise approved by the Chief Bridge Engineer.

The maximum difference between the minimum and maximum depth of the pile cap shall not exceed 1 ft. for skew angles less than 80° and 1'-6" for skew angles 80° or larger.

**1.4.2 Piles****C1.4.1**

Pouring most of the deck slab before pouring the connection between the integral abutment and the superstructure minimizes the dead load rotations imposed on the piles. The dead load rotations at the ends of the girders will not be transferred to the piles. The end portions of the deck and the abutment wall (end diaphragm) may be poured immediately after the deck.

When a median barrier exists on the bridge, split the abutment at the center of the barrier and leave a 1-in. gap between the two halves. Place a closed cell neoprene sponge in the gap. Glue the neoprene sponge to both sides. Place an approved membrane waterproofing along the rear face of the abutment along the vertical joint.

The 4-ft. width can accommodate four bars of longitudinal reinforcement of the pile cap, concrete cover, stirrups, HP14 piles at 45° skew and allows for 3 in. of pile placement tolerance in any direction.

The height of the pile cap will vary along the length of the abutment due to differences in the beam seat elevations. These differences are due to the cross slopes of the roadway on the bridge and due to superelevation.

The bottom of the pile cap will generally be horizontal. If the limit on the maximum difference in pile cap depth could not be satisfied, the bottom of the abutment may be made parallel to the roadway surface resulting in a constant total height of the abutment.

## SPECIFICATIONS

**1.4.2.1 General**

Integral abutments may be supported on end bearing piles or friction piles. Steel-encased concrete piles or steel H-piles may be used.

Monotube piles shall not be allowed in integral abutments.

Tapered pipe piles may be used provided the taper point is below the point of contraflexure.

The minimum edge distance between the centerline of the pile and the end of the abutment, measured along the skew, shall be the larger of:

- 1'-6" and
- the distance required to provide 3" clearance from the pile to the horizontal reinforcement extending from the wingwall.

The maximum edge distance between the centerline of the pile and the end of the abutment, measured along the skew, shall be the larger of:

- 2'-6" and
- the following formula (rounded up to the next 3" increment)

$$d_{\max} = \frac{W + d_{\text{pile}} / 2}{\sin \theta}$$

where:

- W = width of wingwall at rear face of integral abutment, neglecting the 1'-0" haunch (ft.)
- $d_{\text{pile}}$  = outside diameter for pipe piles or pile depth for H-piles (ft.)
- $\theta$  = skew angle (DEG)

For cast-in-place pile caps, the piles shall be embedded a minimum of 1'-6" into the abutment. For precast H-pile caps, the piles shall be embedded a minimum of 2'-0" into the abutment with 3 7/8" diameter studs installed on each side of the H-pile. The maximum pile spacing for integral abutment piles shall be 10 ft. The minimum pile spacing requirements of D10.7.1.2 shall apply.

## COMMENTARY

**C1.4.2.1**

Steel-encased concrete piles (pipe piles) are less ductile than H-piles and may be damaged if subjected to relatively large lateral displacements and rotations. Thus, the analysis may prove they are inadequate for use in longer bridges, in particular when the girders in the end span are flexible. The ends of such girders will be subjected to a relatively high rotation due to live loads and composite dead loads. .

There is no available data on the behavior of monotube piles under plastic deformations. The thin walls, the taper and the wall corrugations of the monotube piles are expected to make their inelastic behavior different from that of smooth pipes. These factors make it likely that these piles will not have the ductility required to resist the movements of integral abutments without local buckling of the pile sections.

## SPECIFICATIONS

Steel H-piles shall be driven with their weak axis perpendicular to the centerline of the beams of the end span regardless of the skew.

For structures less than or equal to 100 ft. in length, pre-augering is not required except for situations where shallow rock, rock embankments, or obstructions are encountered within 10 ft. of the bottom of pile cap, or unless otherwise required due to the geology of the location. For structures over 100 ft. in length, oversize pre-augered holes shall be drilled at pile locations prior to driving the piles. The minimum depth of the pre-augered holes shall be 10 ft.. The piles shall then be placed in the pre-augered holes. The holes shall be filled with dry sand or pea gravel after the piles are placed in the holes but before driving the piles. Following, the piles shall be driven to the required tip elevation, bearing stratum and driving resistance.

The minimum diameter of the pre-augered holes shall be the larger of:

- 2 ft.
- The largest dimension of the pile, i.e., pipe pile diameter or H-pile diagonal, plus 10 in.

Integral abutment piles shall be anchored to the abutment as follows:

- For pipe piles: A reinforcement cage shall be placed inside the top portion of the pile. The longitudinal bars shall be 4-#8 for 1'-0"-diameter piles and 5-#8 for 1'-2" and 1'-4"-diameter piles.
- For H-piles: One reinforcement bar, 3 ft. long shall be placed through a hole in the web of the pile. The hole diameter shall be 1.5 times the reinforcement bar diameter and shall be located 6 in. from the top of the pile.

The details of the pile anchorage are shown on Standard Drawing BD-667M.

## COMMENTARY

Thermal movements of integral abutments are parallel to the longitudinal axis of the girders of square bridges. Orienting the H-piles with their weaker axis perpendicular to the longitudinal axis of the bridge reduces the restraint forces developed at the pile-to-abutment connection due to thermal movements. In case of skewed and curved bridges, thermal movements are affected by the geometry of the bridge. However, especially for mild skews, the thermal movements are still close to be parallel to the girders of the end span. Therefore, H-piles are still required to be driven with the weaker axis perpendicular to the longitudinal axis of the girders of the end span.

Installing the piles in pre-augered oversize holes is a common practice used in the design of integral abutments. Horizontal soil forces act on the piles of integral abutments when subjected to thermal movements. The magnitude of the horizontal soil forces is a function of the type of soil and the magnitude of thermal movements. The use of pre-augered holes reduces the magnitude of the horizontal soil forces and moves the point of fixity lower in the soil. The deeper the point of fixity, the larger the radius of curvature of the piles when deformed by the effect of thermal movement. The larger radius of curvature reduces the ductility demand on the piles. Increasing the depth of the pre-augered holes should be considered when higher ductility of the piles is required; particularly when the top layers of the soil are stiff.

Pre-augered oversize holes may also be used to minimize downdrag forces when piles are driven in compressive soils. Excessive downdrag forces, if not prevented, may lead to a premature failure of the piles. The use of oversized pre-augered holes also tends to minimize the effects of concrete shortening due to creep effects when used with prestressed concrete beam superstructures.

Two conflicting concerns are to be considered when refilling pre-augered holes. First, pile buckling is to be prevented by providing lateral support along the full length of the pile and, second, the fill should be flexible enough to allow the pile to move laterally without being subjected to high lateral loads and moments. Sand or pea gravel fills provide the required characteristics.

Integral abutment piles are anchored in the abutment to guard against any unanticipated uplift on the piles. In addition, for the stiffer pipe piles, they ensure adequate moment transfer between the pile and the abutment.

The reinforcement bar size is based on the pile size and is shown on Standard Drawing BD-667M.

## SPECIFICATIONS

All piles shall have a penetration length into the original soil at least equal to the larger of the following two values:

- (1) For piles through embankment fills, the minimum penetration into original ground specified in D10.7.1.3
- (2) For piles bearing on soil or weak or soft rock, the depth to point of fixity (first point of zero deflection) plus 5 ft. For piles bearing on competent rock, the depth to point of fixity (first point of zero deflection).

The minimum acceptable pile length, measured from the bottom of the abutment to the pile tip, shall be 15 ft.

When scour is anticipated, the minimum pile length shall be provided beyond the depth of computed maximum scour.

**1.4.2.2 Pile Design**

Piles shall be designed for normal vertical loads and lateral loads. Piles shall also be analyzed for both the abutment thermal movements and the superstructure live load and composite dead load rotations. The thermal movements shall be calculated in accordance with Ap.G1.2.7.4.

## COMMENTARY

This minimum length is required to provide fixity and adequate capacity to the piles. Piles satisfying the required minimum length are expected to adequately resist vertical and lateral loads and avoid a stilt-type effect.

A COM624P or LPILE analysis is required for the determination of the point to fixity. Soft and weak rock shall be considered per DC10.7.3.2.2.

In cases where the bedrock is close to the surface, the pre-augered holes shall be continued into the bedrock to provide the minimum required pile length.

The minimum pile length is provided below the design scour depth to ensure the safety of the structure.

**C1.4.2.2**

Larger pile reactions may be obtained by maximizing the transverse moments on the abutments. These transverse moments are produced by (1) transverse wind load on the structure and on live load, and (2) centrifugal force on curved bridges, subject to the limitations of Ap.G1.2.3.

Overturning moments due to wind load on the superstructure and on live load, wind uplift and centrifugal force transmitted to the abutment are assumed to be resisted by axial forces on the piles. The pile loads are assumed to increase linearly from zero at the center of the abutment to maximum for the piles near the end of the abutment as shown in Fig. C1.4.2.2-1. For clarity, only centrifugal force and wind on the superstructure are shown in this figure. Wind uplift and wind on live load are applied similarly.

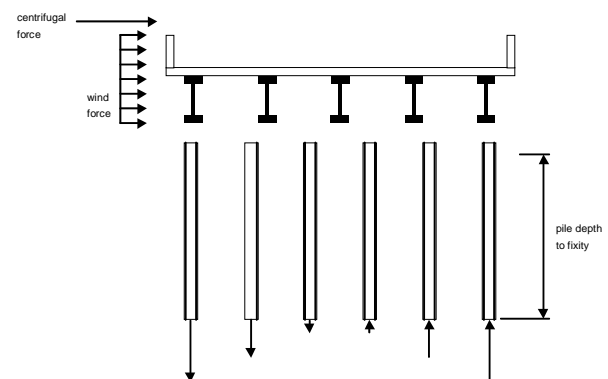


Figure C1.4.2.2-1. Pile Vertical Loads Due to Overturning Moments

## SPECIFICATIONS

## COMMENTARY

Earth pressure on the abutments of continuous spans will produce additional vertical loads on the piles. The value of the additional vertical load per pile may be approximately calculated using Fig. C1.4.2.2-2 and Eq. C1.4.2.2-1. This approximate calculation assumes that the end span is separated from the remaining of the bridge and that the end of the span at the first pier is simply supported.

$$P_T = \frac{\left(\frac{2FH}{3N}\right) + H_T H + M_T}{L} \quad (\text{C1.4.2.2-1})$$

where:

- $P_T$  = additional vertical load per pile due to earth pressure on the abutment (kips)
- $N$  = number of piles in the abutment
- $F$  = passive pressure force on the abutment (kips)
- $H$  = height of the abutment (ft.)
- $H_T$  = horizontal force on the pile, may be calculated as twice the plastic moment of the pile divided by the distance from the bottom of the abutment to the point of fixity of the piles (kips)
- $M_T$  = moment at the top of the pile, may be conservatively taken as the plastic moment of the pile (kip-ft.)
- $L$  = length of end span (ft.)

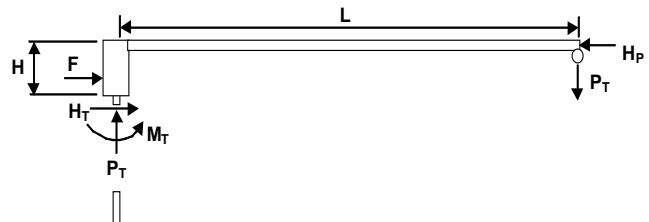


Figure C1.4.2.2-2 Pile Vertical Load Due to Earth Pressure on the Abutment

The design of the pile is controlled by the minimum capacity as determined for the following cases:

Case A: Capacity of the pile as a structural member according to the procedures outlined in A10.7.3.13, D10.7.3.13 and Ap.G1.4.2.4. The design for combined moment and axial force shall be based on an analysis that takes the effect of the soil into account.

Case B: Capacity of the pile to transfer load to the ground.

Case C: Capacity of the ground to support the load as specified in A10.6.2.6, A10.7.3 and D10.7.3.

Maximum load capacity of the pile based on the soil conditions will be determined using the soil properties provided by the geotechnical engineers.

## SPECIFICATIONS

The top portion of friction piles where the lateral deflection exceeds 0.02 of the pile width perpendicular to the longitudinal axis of the bridge shall be ignored in determining the friction capacity of the piles.

**1.4.2.3 Pile Analysis**

When the piles in an abutment vary in length such that some or all of the piles have one point of inflection (zero moment), the analysis shall be conducted for both of the end piles in the abutment. For other cases, the analysis shall be conducted on the longer of the two end piles.

Moments, shears, and deflections along the length of the piles shall be determined using the computer program COM624P or LPILE by specifying a top of pile boundary condition which permits a specified lateral deflection along with an applied pile head slope:

Apply the maximum vertical pile load to the top of the pile simultaneously with the abutment maximum thermal movement,  $\Delta_{max}$ , calculated using Ap.G1.2.7.4. The axial load and deflection should be entered as positive values. Apply the beam end rotation (positive value) due to live load and composite dead load to the head of the pile and run the pile analysis using COM624P or LPILE. The pile analysis is complete if the absolute value of the calculated pile head moment (negative value) is less than the absolute value of the plastic moment. When this condition is not met, apply the negative plastic moment (in lieu of the beam end rotation) to the pile head and rerun to obtain the values to be used in the spreadsheet.

The soil properties within the depth of the pre-augered holes shall be assumed to be the weaker of loose sand and the surrounding soil.

In determining the plastic moment of concrete-filled pipe piles, the concrete inside the pipe shall be ignored.

For concrete-filled pipe piles,  $M_y$  used in the analysis shall not exceed  $M_p$ .

## COMMENTARY

The movement of the pile reduces the effectiveness of its contact with the soil at its top portions. This effect diminishes when the pile movement is less than 0.02 of the pile width (Fleming et. al. 1985). The pile width should be taken as the H-pile depth or the diameter of round piles.

**C1.4.2.3**

Extending the length of the piles below the second point of zero moment has a very little effect on the results in the upper, more critical, portions of the pile. In some cases, the bedrock elevation, and the length of piles, vary significantly and some or all of the piles will have only one inflection point. The behavior in these cases may vary and it is required to perform the analysis for both of the end piles. The choice of the end piles is based on them having the highest load and that they are likely to be the longest and shortest piles in the abutment (assuming bedrock slope is approximately linear across the width of the bridge.)

The computer program COM624P or LPILE is based on assuming elastic behavior. For small movements, the pile will remain elastic. Step 2 assumes elastic behavior as long as the maximum moment is below the plastic moment. Once the pile reaches its plastic moment, the moment transferred to the pile cannot be increased further.

Once the moment at the head of the pile reaches the plastic moment and a plastic hinge forms, the rotations of the pile head become independent of the rotations of the abutment. The difference between the rotation of the pile head obtained from COM624P or LPILE analysis and the rotation of the superstructure represents the inelastic deformation of the plastic hinge at the top of the pile.

There is no simple way to use COM624P or LPILE to analyze piles with maximum moment between the yield moment and the plastic moment. As a simplification, piles with maximum moments exceeding the yield moment but below the plastic moment are assumed to remain elastic. This will be a conservative solution since that COM624P or LPILE results overestimate the moment in the piles when the moment exceeds the yield moment. This is because the program does not consider the redistribution of forces associated with inelastic behavior.

Representative  $k$  values for loose sand within the pre-augered hole are 20 lb/in<sup>3</sup> saturated (below the water table) and 25 lb/in<sup>3</sup> dry (above the water table).

The plastic rotations required at plastic hinge locations will cause the concrete filling to crack and become ineffective in resisting the applied plastic moments. At lower moments, the concrete will still be effective and should be considered in determining the area and moment of inertia of the section.

When the applied moment is less than the yield moment, the concrete filling is assumed effective. In some cases,  $M_y$  (calculated using Eq. C1.4.2.3-4 below) may exceed  $M_p$  (calculated using Eq. C1.4.2.3-1). This is not allowed as the plastic moment is assumed to be the upper bound of the section resistance.



## SPECIFICATIONS

The moment of inertia of the concrete-filled pipes shall be taken as that of the transformed section (transformed to steel). The modulus of elasticity shall be taken as that of steel. A reduction factor of 0.4 shall be applied to the concrete area and moment of inertia when calculating the transformed section properties.

Under normal conditions, a COM624P or LPILE analysis shall be conducted assuming that the entire pile is below ground surface. When scour is expected, a separate analysis shall be conducted assuming that the length of the pile from the bottom of the abutment to the ground surface after scour takes place is unsupported.

**1.4.2.4 Pile Design as a Structural Member**

The portion of the pile between the bottom of the abutment and the closest point of zero moment shall be checked for ductility as specified in Ap.G1.4.2.5.

The piles shall be checked as a structural member subject to axial load and flexure. The axial force shall be taken as the

## COMMENTARY

Thermal movements of integral abutments are seasonal in nature. The relatively long time over which these movements take place allows for plastic flow of the concrete. The effective stiffness of the concrete in these cases is less than its elastic stiffness. The reduction factor of 0.4 applied to the concrete area and moment of inertia when calculated the transformed section properties is meant to account for this nonlinear behavior. The value of 0.4 is chosen to match that required by A6.9.5.1 when analyzing concrete-filled pipe columns.

The plastic moment, transformed area, transformed moment of inertia and yield moment of concrete-filled pipe can be calculated as follows:

$$M_p = 4f_y R^2 t \quad (C1.4.2.3-1)$$

$$A_t = 2\pi R t + \frac{0.4\pi R_i^2}{n} \quad (C1.4.2.3-2)$$

$$I_t = \pi R^3 t + \frac{0.1\pi R_i^4}{n} \quad (C1.4.2.3-3)$$

$$M_y = \frac{f_y I_t}{R_o} \quad (C1.4.2.3-4)$$

where:

- $R_i$  = inside radius of the steel pipe (in.)
- $R_o$  = outside radius of the steel pipe (in.)
- $R$  = average radius of the steel pipe (in.)
- $t$  = thickness of the pipe (in.)
- $f_y$  = specified minimum yield stress for the pipe material (ksi)
- $n$  = modular ratio between the steel and the concrete filling
- $M_p$  = plastic moment of the steel pipe (kip-in)
- $M_y$  = yield moment of the composite section (kip-in.)
- $A_t$  = transformed area of the steel and concrete section (in<sup>2</sup>)
- $I_t$  = transformed moment of inertia of the steel and concrete (in<sup>4</sup>)

**C1.4.2.4**

The stresses in the pile near its connection to the abutment need not be checked. Yielding and redistribution of forces is allowed in this area.

For friction piles, the axial force decreases along the length of the pile. However, the first point of zero deflection

## SPECIFICATIONS

full pile load and the moment shall be taken as the maximum moment within the length under consideration. The moments shall be obtained from the COM624P or LPILE computer program output. The length used in determining the axial load capacity of the pile as a compression member shall be taken as:

- (1) The portion of the pile between the two points of zero moment closest to the bottom of the abutment. This length shall be assumed pinned at both ends.
- (2) For shorter piles that have only one point of zero moment, the length between the point of zero moment and the tip of the pile. This length shall be assumed pinned at both ends.
- (3) When scour is expected to expose the top portion of the piles, the length of the pile from the bottom of the abutment to the pile point of fixity should be considered unsupported. This length shall be assumed fixed at both ends. This case is applied at the Service I Limit State.

**1.4.2.5 Pile Ductility Requirements**

Integral abutment piles shall satisfy the following equations:

For steel H-piles:

$$2 \left[ \frac{\Delta_{\text{total}}}{2L} - \frac{M_p L}{6EI} \right] + \theta_w \leq \frac{3C_i M_p L}{4EI} \quad (1.4.2.5-1)$$

$$C_i = \frac{19}{6} - 5.68 \sqrt{\frac{f_y}{E} \frac{b_f}{2t_f}} \quad (1.4.2.5-2)$$

For concrete-filled pipe piles:

$$2 \left[ \frac{\Delta_{\text{total}}}{2L} - \frac{M_p L}{6EI} \right] + \theta_w \leq \frac{C_i M_p L}{2.08EI} \quad (1.4.2.5-3)$$

$$C_i = 3.5 - 1.25 \sqrt{\frac{f_y}{E} \frac{D}{t}} \quad (1.4.2.5-4)$$

where:

- $\Delta_{\text{total}}$  = total thermal movement of the abutments calculated by Eq. 1.2.7.4-5 (in.)
- $L$  = twice the length from the bottom of the abutment to the first point of zero moment in the pile (in.)
- $M_p$  = plastic moment of the H-pile in weak axis bending or the plastic moment of the steel pipe without considering the concrete filling (kip-in)
- $E$  = modulus of elasticity of the steel (ksi)

## COMMENTARY

is usually a short distance below the bottom of the abutment and the axial force at this point will essentially be equal to the pile load.

**C1.4.2.5**

The basis for the ductility requirements for H-piles may be found in the Transportation Research Record Report No. 1223 and Greimann, et. al (1987). The ductility requirements for pipe piles were driven using the same principals.

## SPECIFICATIONS

- I = H-pile moment of inertia about the weak axis or moment of inertia of the filled pipe considering both the steel pipe and the concrete filling calculated using Eq. C1.4.2.3-3 (in<sup>4</sup>)
- $\theta_w$  = maximum range (Positive + |negative|) of factored angle of rotation of the superstructure at the abutment calculated assuming the structure is simply supported on the abutment, always taken as a positive quantity. This rotation is the sum of the rotations due to composite dead loads and live loads. Live load rotations shall be calculated assuming all traffic lanes on the bridge are loaded and the live loads are distributed equally to all girders (rad).
- $C_i$  = ductility reduction factor for piles,  $0.0 < C_i < 1.0$
- $f_y$  = specified minimum yield stress for pipe material (ksi)
- $b_f$  = width of pile flange (in.)
- $t_f$  = pile flange thickness (in.)
- D = outer diameter of the concrete-filled pipe pile (in.)
- t = thickness of concrete-filled pipe pile (in.)

**1.4.3 Abutment/End Diaphragm/Pile Cap Design**

The effect of cushion material, placed behind the end diaphragm of the abutment, on the earth pressure shall not be considered in the design.

The longitudinal bars in the deck slab shall be extended as far as practical into the end diaphragm. When the transverse bars in the deck are placed parallel to the abutment, these bars need not be placed past the front face of the end diaphragm. In case of skewed bridges with deck transverse bars placed perpendicular to the girders, the transverse bars of the slab shall be extended inside the end diaphragm and be terminated as close to the back face of the end diaphragm as practical.

The longitudinal reinforcement of the abutment shall be designed assuming that all vertical loads on the abutment are resisted by the bottom 3'-3" of the abutment; i.e. resisted by the pile cap. Abutment walls shall be designed for the following two cases:

- Case 1: Vertical loads assuming the abutment wall to act as a continuous beam supported on the piles. The effect of the lateral loads transmitted to the abutment shall be considered in determining the maximum girder vertical reactions.

## COMMENTARY

**C1.4.3**

The earth pressure forces acting on the abutment due to thermal expansion of the bridge will be reduced by the preformed cellular polystyrene sheet placed behind the abutment before backfilling, as specified in Ap.G1.2.9. The preformed cellular polystyrene will yield under pressure and thus help in reducing the restraining forces.

The reinforcement details shown on Standard Drawing BD-667M are intended to satisfy these requirements.

In case of skewed bridges with deck transverse bars perpendicular to the girders, place the top reinforcement bars of the end diaphragm below the top reinforcement layer of the deck. This arrangement eliminates the interference between the end diaphragm reinforcement and the transverse deck slab bars extending inside the end diaphragm.

Loads acting on the abutments are listed in Ap.G1.2.7

Simplified approaches may be used to calculate shears and moments in the abutment walls. Continuous beam moments may be taken as 80% of simple span moments. Shears may be taken equal to simple span shears. Due to the relatively large depth and short spans of the abutment walls, minimum reinforcement is usually sufficient to satisfy the strength requirement.

In determining the maximum girder reaction, overturning moments due to wind load on the superstructure and on live load, wind uplift and centrifugal force are assumed to be transmitted to the abutment through vertical girder reactions. The girder vertical reactions due to lateral loads are assumed to increase linearly from zero at the center of the abutment to maximum for the exterior girders as shown in Fig. C1.4.3-1.

SPECIFICATIONS

COMMENTARY

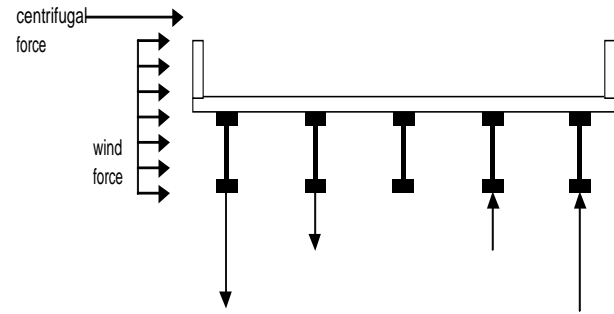


Figure C1.4.3-1 – Girder Vertical Reactions Due to Overturning Moments

Dead loads applied before the top part of the abutment hardens are resisted by the pile cap. Loads applied after that are resisted by the full abutment wall. For simplicity, all loads are assumed to be applied to the pile cap. Due to the large size of the pile cap, the increase in the reinforcement due to this conservative assumption is minor. Figure C1.4.3-2 gives the longitudinal reinforcement of the pile cap. The shown reinforcement represents an upper-bound for the required reinforcement assuming the girders are located at the positions that produce maximum effects on the pile cap and assuming a conservative value of other dead loads on the abutment wall.

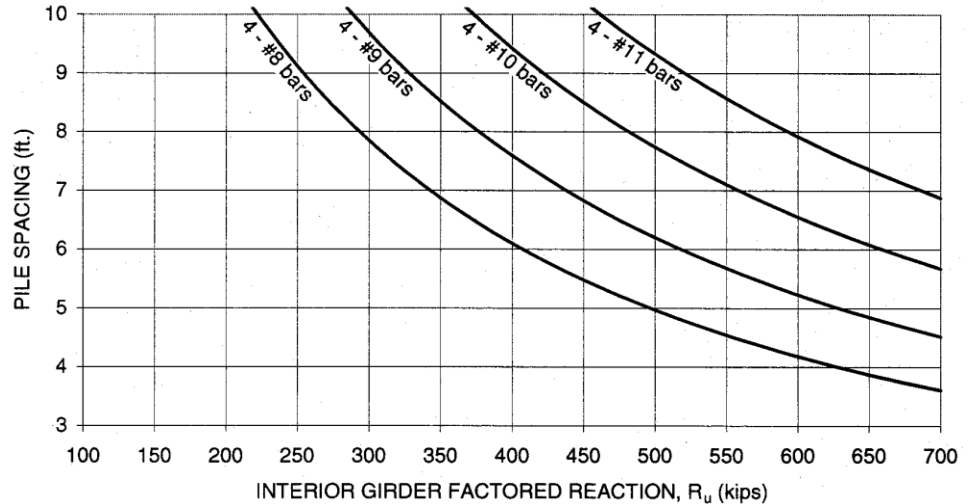


Figure C1.4.3-2 – Pile Cap Top and Bottom Reinforcement

Case 2: Horizontal earth pressure loads assuming the abutment to act as a continuous beam supported on the girders.

The maximum possible earth pressure force on the abutment is the passive earth pressure. For abutments with relatively small thermal movement, the full passive pressure may not develop. The reinforcement shown on Standard Drawing BD-667M will be sufficient to resist the full passive pressure for all cases of integral abutments. Due to the large thickness of the abutment, this reinforcement is controlled by the minimum reinforcement requirements for most cases.

## SPECIFICATIONS

Stirrups designed to resist vertical shear forces acting on the abutment shall be provided.

L-shaped reinforcement bars shall be provided to transfer the connection moment between the abutment and the superstructure. The vertical leg of these connection bars shall be placed as close as practical to the back face of the abutment. The horizontal leg of these bars shall be extended into the deck at the elevation of the deck top longitudinal reinforcement for a minimum of 3 ft. beyond the front face of the integral abutment. The connection bars shall be #6 @ 9 in. for girders up to 8 ft. deep. For deeper girders, if such girders were approved by the Chief Bridge Engineer, the L-shaped bars shall be designed to transfer the maximum expected connection moment between the abutment and the superstructure.

**1.4.4 Wingwalls**

Only U-wingwalls (wingwalls parallel to the longitudinal axis of the bridge) shall be used in conjunction with integral abutments.

A 1-ft. chamfer shall be used between the abutment and all wingwalls. The 1 ft. shall be measured from the point of intersection of the back face of the abutment and the wingwall.

Depending on the situation, one of the following three wingwall configurations shall be used:

1. Attached rectangular wingwall: This is the preferred wingwall configuration and shall be used where possible. The maximum length of the rectangular wingwall measured from the back face of the abutment shall be 8'-8".
2. Tapered attached wingwalls: Tapered wingwalls shall be used when the length of the wingwall exceeds the maximum length allowed for rectangular wings. The maximum length of the tapered wingwalls measured from the back face of the abutment shall be 16'-7". The depth of the wingwall at its free end shall be 2 ft.
3. Detached wingwalls: Detached wingwalls shall be used when the required length of the wingwall exceeds that allowed for attached wingwalls. A 3-ft.-long attached rectangular wingwall shall be used and a compression seal expansion joint will separate the attached portion of the wingwall from the detached portion. The detached portion of the wingwall shall be designed as an independent retaining wall.

Wingwall reinforcement shall be taken as shown on Standard Drawing BD-667M.

## COMMENTARY

In some cases in the past, transverse cracks in the deck were observed parallel to the integral abutments. This was attributed to the premature termination of the bars connecting the superstructure to the abutment. The provided reinforcement (#6 @ 9 in.) and their specified embedment in the deck are intended to satisfy the connection requirements for girders up to 8 ft. deep spaced at up to 13'-9" girder spacing.

**C1.4.4**

Wingwalls parallel to the abutment are subject to significant passive pressure and are not allowed to be integral with the abutment.

Rectangular wingwalls simplify construction but they are subject to high earth pressure. As the length of the wingwall increases, tapering the wings will reduce the earth pressure force and will allow the use of longer wings.

Skewed integral abutment bridges tend to twist in the horizontal plane. This results in some wingwalls moving toward the backfill. These movements are not expected to be large enough to produce passive pressure. However, due to the uncertainty of the magnitude of the movements, the wingwalls are checked for the full passive pressure.

## SPECIFICATIONS

**1.5 APPROACH SLAB**

Approach slabs shall be provided at each abutment unless their elimination is approved by the District Bridge Engineer. Approach slabs shall be cast on two (2) layers of 4 mil. thick polyethylene sheets. The width of the approach slab perpendicular to the direction of traffic shall run from bridge gutter line to bridge gutter line. The approach slab skew angle shall match the bridge skew angle and be within the skew limitations listed in Ap.G1.2.2.

The approach slab shall be designed as a simple span slab bridge subjected to all applicable loads. The 25'-0" long approach slab length shown on Standard Drawing BD-628M (Type 5 approach slab), may be reduced to the value indicated in the Minimum Approach Slab Length Table on Standard Drawing BD-667M. The soil support under the approach slab shall be ignored in the design. The thickness of the approach slab shall be 1'-6".

A contraction joint shall be located along the edge of the approach slab at the abutment. Form the joint and seal with an approved sealer. The vertical interface between the abutment and the approach slab shall be coated with an approved bond breaker prior to pouring the approach slab.

Use bidwell to finish the approach slab.

The approach slab shall be connected to the abutment using epoxy coated dowels extending from the end diaphragm through the bottom of the approach slab near the back face of the end diaphragm. These bars shall be #6 @ 9 in. and will be detailed as shown on Standard Drawings BD-667M and BD-628M.

The approach slab shall rest on the abutment at one end and on a sleeper slab at the other end. The reinforcement and dimensions of the approach and sleeper slabs are shown on Standard Drawing BD-628M.

**1.6 EXPANSION JOINTS**

For total bridge lengths of 150 ft. or less (i.e. 75 ft. maximum expansion length), no provisions for expansion at the end of the approach slab shall be provided when the roadway has flexible pavement. For longer bridges when the roadway has flexible pavement and for all bridges when the roadway has concrete pavement, provisions shall be made for expansion, in the form of a strip seal expansion dam at the end of the approach slab. A short sleeper slab shall be

## COMMENTARY

Wingwall reinforcement shown on Standard Drawing BD-667M was checked for the following cases:

1. Passive earth pressure acting on the wingwall
2. Collision force at Test Level 4 (TL-4) acting near the free end of the wingwall plus active earth pressure.

The soil angle of internal friction used in designing the wingwall reinforcement is 30°.

**C1.5**

Providing a reinforced concrete approach slab tied to the bridge deck moves the expansion joint away from the end of the bridge. In addition, the approach slab eliminates settlement due to traffic compaction and backfill settling into the void left when the bridge contracts. It also prevents undermining of the abutments due to drainage at the bridge ends. Approach slabs are required despite the type of roadway pavement (rigid or flexible pavement).

The soil support under the approach slab was ignored to account for the possibility of soil settlement and erosion expected to take place directly behind the abutment.

Contraction joints at bridge abutments provide a controlled crack location rather than allowing a random crack pattern to develop.

The specified location of the dowels is intended to eliminate the development of negative moments in the approach slab along its connection to the abutment. This allows the approach slab to deflect without causing tension cracking at its top surface.

**C1.6**

Expansion joint at the end of the approach slab placed over a sleeper slab is a working joint. It opens and closes due to thermal expansion and contraction. The sleeper slab is provided to ensure proper movement of the structure and facilitate proper functioning of the expansion dam. It also provides protection against permanent migration.

## SPECIFICATIONS

provided beneath the expansion dam at the end of the approach slab and beginning of the rigid pavement. Details of the expansion joint (Details 13, 14 and 15) are shown on Standard Drawing BD-628M.

When a detached wingwall is used, provide a neoprene compression seal expansion joint between the abutment and the detached wingwall. Details of the expansion joint are shown on Standard Drawings BD-667M and BC-766M.

When possible, the expansion devices at the end of the approach slab and adjacent to detached wingwalls shall have a total range of movement equal to twice the abutment thermal movement,  $\Delta_{max}$ , calculated using Ap.G1.2.7.4, but not less than 2 in.. The gap between the two sides of the expansion dam at the time of construction shall be such that it allows the expansion device to be subjected to a displacement  $\Delta_{max}$  in expansion or in contraction safely.

In the case of a relatively large abutment design movements, expansion devices having a total range of movement twice the abutment thermal movement,  $\Delta_{max}$ , may not be available. In these cases, the largest available expansion device of the type specified above for each location shall be used. The opening of the expansion dam at the time of construction shall be adjusted based on the expected total abutment movement,  $\Delta_{total}$ , calculated using Ap.G1.2.7.4, and the actual construction temperature. The excess capacity of the expansion device beyond  $\Delta_{total}$  shall be divided equally between expansion and contraction.

**1.7 BEARING PADS**

Plain, 50 durometer neoprene bearing pads shall be placed under all girders. The bearing pads shall be 3/4" thick and 1 ft. wide. The length of the bearing pads shall depend on the width of the bottom flange of the girders. The pads shall be placed as shown on Standard Drawing BD-653M, for both concrete and steel girders.

Block the areas under the girders not in contact with the bearing pads using backer rods.

**1.8 DESIGN DETAILS**

Integral abutment standard details are shown on Standard Drawing BD-667M.

**1.9 REFERENCES**

1. W. G. Fleming, A. J. Weltman, M. F. Randolph and W. K. Elson. Piling Engineering. Halsted Press, New York, 1985.
2. L. F. Greimann, R. E. Abendroth, D. E. Johnson and P. B. Ebner, "Pile Design and Tests for Integral Abutment Bridges". Iowa Department of Transportation Report HR-273, 1987.
3. Richard M. Barker and Jay A. Puckett, Design of Highway Bridges, John Wiley and Sons, Inc., 1997.

## COMMENTARY

The calculations of the abutment movements are subject to a relatively high level of uncertainty due to the variation in soil properties and compaction conditions. The specified range of movements for expansion devices is intended to account for these uncertainties.

**C1.7**

Blocking the areas under the girders not in contact with the bearing pads is intended to prevent honeycombing of the surrounding concrete. Honeycombing will take place when the cement paste enters the 3/4" gap between the bottom of girders and the top of the pile cap in the areas under the girders not in contact with the bearing pads.

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PART 4

**APPENDIX H –CONCRETE PIPES**

**UNDER DEVELOPMENT**

**Appendix H in previous editions  
has been removed and its  
replacement is under development**

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**APPENDIX I – EXTENSIBLE REINFORCEMENTS**

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**APPENDIX J – ACCEPTED COMMERCIALY AVAILABLE OR  
CONSULTANT DEVELOPED SOFTWARE**

**HAS BEEN DELETED  
AND REPLACED**  
by the on-line document  
*[Accepted Commercially Available or  
Consultant Developed Software](#)*  
**available on the Department website**  
(click on above hyperlink to open)

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DESIGN MANUAL  
PART 4

**APPENDIX K – APPROVED PREFABRICATED RETAINING WALLS**

**HAS BEEN DELETED**

**Approved Prefabricated Retaining Walls  
can be found in the on-line document  
[Approved Bridge and Structure Products](#)  
available on the Department website**

(click on above hyperlink to open)

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**APPENDIX L – SOIL-CORRUGATED METAL STRUCTURE INTERACTION SYSTEMS  
SOIL-CULVERT INTERACTION (SCI) DESIGN PROCEDURE**

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**APPENDIX M – SOIL-CORRUGATED METAL BOX STRUCTURE INTERACTION SYSTEMS  
SOIL-CULVERT INTERACTION (SCI) DESIGN PROCEDURE**

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**APPENDIX N – PROCEDURE FOR ISSUING A NEW STANDARD OR REVISING AN EXISTING STANDARD**

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4.0 PENNDOT AND PENNSYLVANIA TURNPIKE COMMISSION COORDINATION OF STANDARDS .....Ap.N - 3

1.0 PROCEDURE FOR DEVELOPING A NEW STANDARD OR REVISING AN EXISTING STANDARD

DECISION FLOW CHART

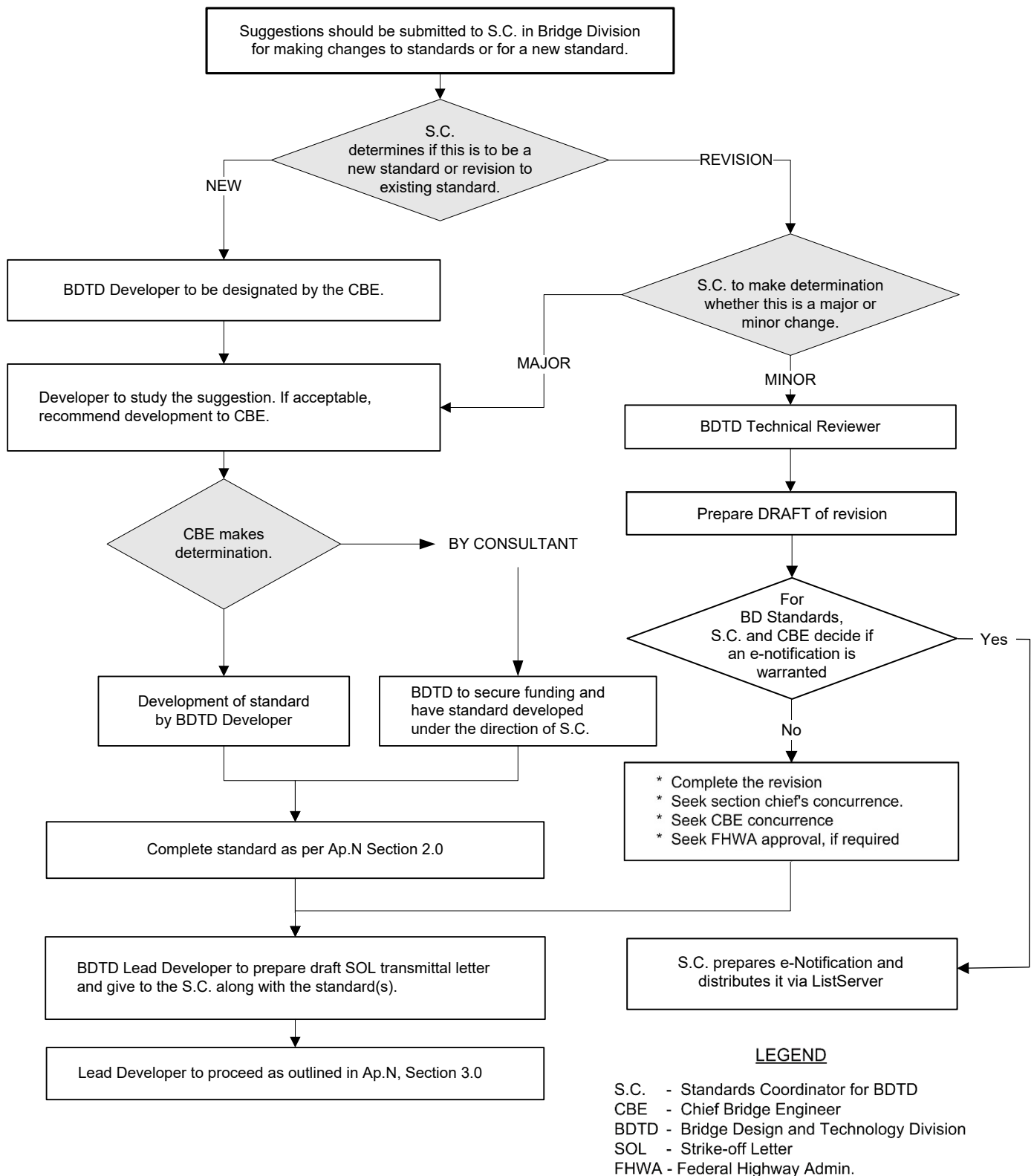


Figure 1.0-1 – Procedure for Developing a New Standard or Revising an Existing Standard

## 2.0 PROCEDURE FOR PREPARATION OF STANDARD DRAWINGS

1. Requests for a new standard or revisions to an existing standard are sent to BDTD's Standard Coordinator (S.C.).
2. The S.C. determines if submitted suggestion is to be a new standard or a revision to an existing standard.
3. The S.C., along with input from the Chief Bridge Engineer, considers the level of effort required to complete the requested standard development/revision and, if necessary, contracts the assistance of a Design Consultant. Typically, standards with minor changes are assigned to a designated BDTD Technical Reviewer or Standard Developer.
4. Reviewers and/or Developers create a redline markup set of the standard along with a description of change(s) and submit them to the S.C. for approval. Description of changes are entered into BDTD's "Bridge Standards Revisions Application" database's "Release Information" table. The markups are best done using the markup tools in Adobe Acrobat or similar software.
5. After approval by the S.C., documents are given to the Lead Developer/CADD Coordinator. The Lead Developer determines whether to use Department or Design Consultant CADD resources based on the deadline and overall amount of current Department CADD work.
6. Revised PDFs of standards are returned to assigned reviewers for their review. Reviewers use Adobe Acrobat or similar software to add color highlighting to indicate changes made to these drawings.
7. Lead Developer creates Transmittal Letter's "Description of Changes" table using data pulled from a Query contained within the "Bridge Standards Revisions Application" database.
8. Lead Developer is responsible for sending out all new Standards and those Standards with significant changes via clearance transmittal to the Districts, Pennsylvania Turnpike Commission (PTC), FHWA and others for their review and comment. This clearance transmittal must also include drafts of the associated Transmittal Letter, associated special provisions, design manual revisions and Strike-off Letter (SOL). PDF files of all documents are uploaded to the clearance transmittal folders.
9. Clearance transmittal review comments, and both electronic and paper markups are logged and compiled. These comments are reviewed by the appropriate developers and final changes are prepared and submitted to the S.C. for concurrence.
10. The Lead Developer submits final markup set of standard(s) to CADD unit for final changes.

## 3.0 PROCEDURE FOR ISSUANCE OF STANDARDS

The Lead Developer shall proceed as follows:

1. Obtain PDF files of drawings from the CADD unit that have been enabled for commenting. Add unique colored highlighting to indicate current and past revisions to each standard. When only a small number of sheets is being released and manual signing of drawings is possible, direct the CADD unit to postdate the drawings by approximately one week.
2. Circulate the Standard drawings, Transmittal Letter(s) and draft issuing SOL to obtain signatures from the Chief Bridge Engineer and Director of BOPD on the Electronic Signatures Authorization Form.
3. The signed Transmittal Letter(s) must be scanned to PDF. If the drawings were manually signed, they also must be scanned to PDF. Otherwise, direct the CADD unit to add electronic signatures to the PDF files using Adobe Acrobat or similar software. Print out all the drawing sheets and circulate back to the Chief Bridge Engineer and Bureau Director for their final review and to obtain their signatures on the Electronic Signatures Ratification Form.
4. Upon satisfactory review, a number along with an effective date will be assigned to the SOL for release of the Standards. Create a PDF file of the SOL, including all its attachments.
5. Lead Developer prepares a FHWA Concurrence Letter with links to revised bridge standards included in release. Letter must be sent to FHWA's PA regional office. A week turn-a-round time is to be given to be obtain a sign off and letter's return to BDTD.



6. In the updated Index Sheet PDF file, create links to all the individual standards' PDF files. In addition, bookmarks must be added to all new individual standard PDF files to provide a means to return to the Index sheet or to move to a specific sheet in the standard. Create a single "all-in-one" PDF file with all the drawings and Transmittal sheets for each publication. Copies of this combined file will need to have their comments deleted and then submitted to the Publications Office.
7. Provide all individual standard PDF files and combined files to the Department's webmaster to update the set of active Bridge Standards available from the BDTD Web site. The webmaster archives the PDF files of all superseded and discontinued Standards and updates the archives Web page.
8. E-mail the SOL to all individuals on the Distribution list.
9. The Publications Office sends a PDF file of each Publication Change or New Edition to Graphic Services for printing and general distribution.

#### **4.0 PENNDOT AND PENNSYLVANIA TURNPIKE COMMISSION COORDINATION OF STANDARDS**

As future Standards are developed and released, there will be direct coordination between the Department and the PTC. When the PTC develops/updates a Standard, the PTC Standard will be coordinated with PennDOT by the Clearance Transmittal Process. When the Department develops/updates a Standard or develops/updates a Publication, the Department will coordinate with the PTC by the Clearance Transmittal Process. Additionally, proposed revisions will be discussed and coordinated directly between the PTC and PennDOT personnel responsible for the applicable standard.

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PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

DESIGN MANUAL  
PART 4

**APPENDIX O – SOIL-NAILED RETAINING WALLS**

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## SPECIFICATIONS

## 1.1 GENERAL

Soil-nailed walls may be used to stabilize and retain permanent or temporary cut slopes of weathered rock, granular soils, and clayey soils whose liquidity index is less than 0.2 and undrained shear strength greater than 1.04 ksf. The finished slope may be vertical or at a batter. At present, the permanent facing may be constructed as cast-in-place concrete, shotcrete, or with precast concrete panels.

Soil-nailed retaining walls may be constructed for fill situations with bottom-up construction. For bottom-up construction, District Bridge Engineer approval shall be obtained prior to the design.

Soil-nailed retaining walls shall not be used in conjunction with a mechanically stabilized earth retaining walls or abutments to retrofit/repair or stabilize. The restriction on the use of soil-nailed walls with mechanically stabilized earth retaining systems applies to temporary and permanent applications.

Because of limited experience with these types of systems, they shall not be used under the following conditions:

- (a) For structures greater than 50 ft. in height
- (b) For retention of granular slopes composed of uniform fine sands or where 5-ft. cuts would not stay vertically open for the amount of time required for the installation of the nails and the application and subsequent curing of the shotcrete
- (c) For retention of cohesive clay slopes exhibiting liquidity indexes greater than 0.2 and undrained shear strengths less than 1.04 ksf
- (d) Where the nails would extend beyond the right-of-way limits
- (e) For retention, where high groundwater table would generate excessive flows
- (f) For retention of frost-susceptible and expansive soils
- (g) For retention of weathered rock with weak structural discontinuities that are inclined steeply toward and daylight into the excavation face

The design of Soil Nail Walls shall follow design methodology established in the FHWA and NHI Soil Nail Wall Reference Manual (FHWA-NHI-14-007). The references to Allowable Stress Design (ASD) shall utilize the service load design (SLD) approach as defined in the AASHTO Standard Specifications for Highway Bridges, seventeenth edition, (2002). The references to LRFD approach shall utilize the current AASHTO LRFD Bridge

## COMMENTARY

## C1.1

Soil nailing systems are designed to reinforce in situ soil, using passive reinforcements to retain excavations or stabilize or construct vertical or nearly vertical slopes. In soil-nailed retaining structures, the inclusions (nails) are generally steel bars or other metal elements, which can resist tensile stresses and bending moments. They are either placed in drilled boreholes and grouted along their total length or driven in the ground. The nails are not prestressed, and their center-to-center spacing (density) is relatively tight, thus providing an anisotropic cohesion. The outside facing of the structure, which ensures local stability between the reinforcement layers, can consist of a thin layer of shotcrete 4 in. to 6 in. thick reinforced with a steel mesh, prefabricated panels, or a cast-in-place concrete veneer. Certain methods of nail installation may be proprietary, as well as certain types of prefabricated facings.

Appendix O provides a design guideline for Soil-nailed Retaining Wall as there is limited design criteria in AASHTO.

The proposed LRFD Design Specifications for Soil Nail Walls contained in NCHRP Report 701, Appendix A, have been supplemented by the FHWA and NHI Soil Nail Wall Reference Manual (FHWA-NHI-14-007).

## SPECIFICATIONS

Design Specification as supplemented by Design Manual Part 4 and as defined in Soil Nail Wall Reference Manual (FHWA-NHI-14-007). The most conservative design for the soil nail shall be used, i.e., the longest nail length. The design of the other wall elements, concrete facing, reinforcement, etc., shall follow an LRFD approach as defined in the 2017 AASHTO LRFD Bridge Design Specifications.

Contractors specializing in the design and construction of soil-nailed structures shall be responsible for final wall design using the guidelines herein.

**1.2 LOADING**

Soil-nailed retaining walls shall be investigated for all applicable load combinations from the AASHTO Standard Specifications for Highway Bridges, 2002, Article 3.22, and DM-4, Table D3.4.1.1P-3 including, as a minimum for both approaches:

- lateral earth and water pressures, including any live and dead load surcharge
- the self weight of the wall

Walls shall be designed for a minimum live load surcharge equal to 3 ft. of soil, or the actual surcharge, whichever is greater.

In general, temperature and shrinkage deformation effects are not applicable in the design of soil-nailed retaining walls. However, temperature and shrinkage deformation effects shall be considered when a soil-nailed retaining wall is utilized for an underpass widening where the existing end slopes are removed under an existing bridge abutment.

**1.3 MOVEMENT UNDER THE SERVICE LIMIT STATE**

The effects of horizontal and vertical wall movement on existing structures or underground utilities shall be investigated.

Horizontal and vertical displacements associated with the construction of the wall may be estimated using Fig. 1.3-1. For calculations of settlement behind the wall, linear interpolation shall be used with a maximum value of  $\delta_v$  at the top of the displaced wall decreasing to a value of zero at a distance of  $\delta_h + \lambda$  from the back of the displaced wall as shown in Fig. 1.3-1.

## COMMENTARY

The design of soil-nailed walls is a complex problem of soil-structure interaction, strongly influenced by methods of construction. To provide guidance in the design and construction of soil-nailed structures, the Federal Highway Administration (FHWA) and National Highway Institute (NHI) have developed a Reference Manual for the design and construction of soil-nailed walls (FHWA-NHI-14-007). Preliminary design guidelines, restrictions, and technical considerations developed in earlier editions of this manual have been incorporated herein.

**C1.3**

The horizontal and vertical movements of the wall given in Fig. 1.3-1 are associated with the construction of the wall. These displacements are the result of the mobilization of the tensile loads within the nails.

SPECIFICATIONS

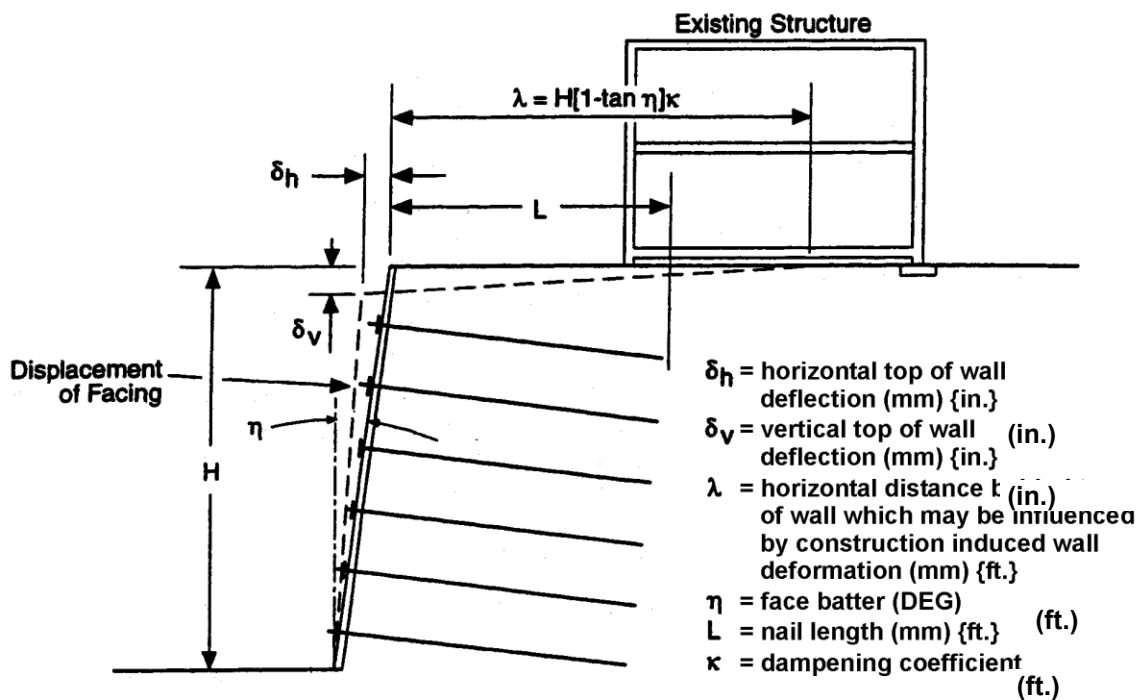
In addition to the displacements associated with the construction of the wall, any time dependent displacements of the wall shall be considered.

When precast panels, CIP concrete, or a second layer of shotcrete is added to the initial construction facing to provide a permanent facing, additional vertical settlement of the wall shall be considered.

COMMENTARY

Depending on the ground type, post-construction monitoring of wall displacements has indicated that some ongoing movements may occur with time.

For typical construction facings consisting of shotcrete 4 in. thick, the weight of the construction facing is supported by the installed nails. When thicker shotcrete facings are employed during construction, strut nails are usually installed to carry the additional weight. However, when permanent facing is installed after the initial construction facing has been applied, no provisions are made to carry the additional weight of the permanent facing. This additional weight is carried by the soil beneath the wall resulting in additional settlement and an increased potential for a bearing capacity failure of the soil.



Type of Soil	Weathered Rocks Stiff Soils	Sandy Soils	Clayey Soils
$\delta_h - \delta_v$ coefficient $\kappa$	$H / 1000$ 0.8	$2 H / 1000$ 1.25	$3 H / 1000$ 1.5

Figure 1.3-1 – Deformation Behavior of Soil-Nailed Walls (after Clouterre, 1991)

1.4 SAFETY AGAINST SOIL FAILURE

The nailed soil mass shall be treated as a gravity wall and checked for stability against sliding, bearing capacity failure, overturning, and deep-seated foundation failure.

C1.4

The consideration of checking the dimensioned structure as a coherent structure subject to sliding and overturning forces is consistent with the present German Design Code,

SPECIFICATIONS

In determining safety against soil failure, the magnitude, location, and inclination of the resultant earth pressure load, applied to the back of the nailed soil mass, shall be taken as specified in Article 5.8.2 of the AASHTO Standard Specifications for Highway Bridges, 2002 and D11.6.3. However, the soil unit weight,  $\gamma$ , and friction angle,  $\phi$ , shall be based on the in-situ soil behind the reinforced soil mass. The back and base of the nailed soil mass shall be defined as shown in Fig. 1.4-1.

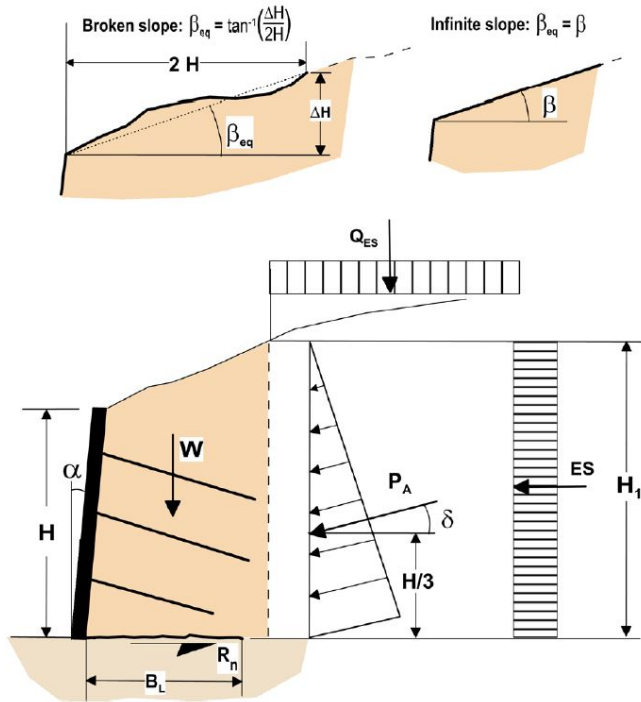


Figure 1.4-1 – Lateral sliding of a soil nail wall (FHWA/NHI, 2015)

For stability computations, live load surcharges shall be applied from a vertical plane beginning at the back of the nailed soil mass. In addition, a saturated soil condition shall be considered in determining stability.

1.4.1 Sliding

The soil-nailed wall shall be dimensioned to ensure that the factor of safety against sliding is greater than or equal to 1.5. The vertical force,  $V_2$ , due to the surcharge load shall not be used in determining the factor of safety against sliding. The soil-nailed wall shall be checked to ensure the requirements of A11.6.3.6, D11.6.3.6, A10.6.3.4 and D10.6.3.4 are satisfied for the LRFD approach.

COMMENTARY

the only known adopted code of practice as outlined by Stocker, et al, (1979). The additional check on bearing capacity failure and deep-seated foundation failure is in accordance with the Manual for Design and Construction Monitoring of Soil Nail Walls (Byrne, et al, 1998).

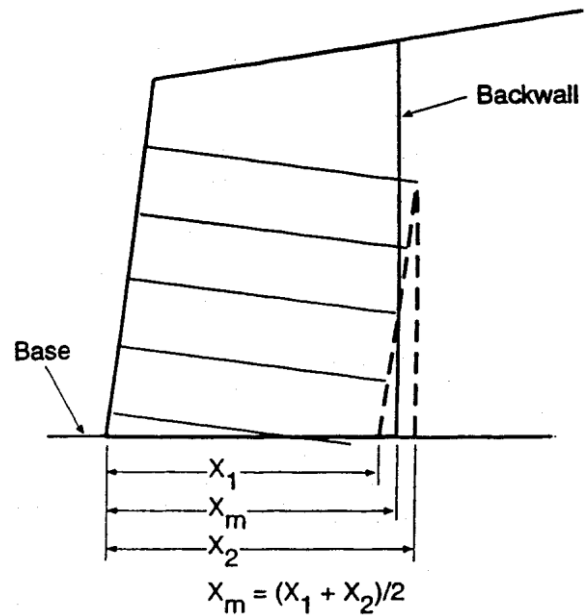


Figure C1.4-1 – Nailed Soil Mass (Byrne, et al, 1998)

Figs. 5.8.2A, 5.8.2B, and 5.8.2C in the AASHTO Standard Specifications for Highway Bridges, 2002 illustrate stability calculations applicable to soil-nailed walls, with the following revision:

- $L = X_m$



## SPECIFICATIONS

**1.4.2 Bearing**

Bearing capacity shall be evaluated in accordance with Article 5.8.3 of the AASHTO Standard Specifications for Highway Bridges, 2002. Bearing resistance shall be evaluated in accordance with D11.6.3.2 for the LRFD approach. However, the width of the footing for ultimate bearing capacity shall be taken as shown in Fig. 1.4-1.

When precast panels, CIP concrete, or a second layer of shotcrete is added to the initial construction facing to provide a permanent facing, the soil beneath the wall facing shall be investigated for a local bearing capacity failure.

**1.4.3 Overturning**

For stability against overturning, the soil-nailed wall shall be dimensioned to ensure that the factor of safety is greater than or equal to 2.0 on soil and 1.5 on rock and the location of the resultant is in accordance with A11.6.3.3 and D11.6.3.3 for the LRFD approach.

**1.4.4 Overall Stability**

Overall stability shall be evaluated in accordance with Article 5.2.2.3 of the AASHTO Standard Specifications for Highway Bridges, 2002 and A11.6.2.3 and D11.6.2.3 for the LRFD approach. For structures loaded with sloping surcharges, general stability analyses shall be performed using Swedish circle methods and yielding a minimum safety factor of 1.5.

**1.4.5 Passive Resistance**

The passive resistance of soil in front of the wall shall be neglected in stability calculations.

**1.4.6 Nail Pullout Capacity**

The ultimate pullout resistance per unit length used for preliminary design shall be taken as:

$$Q_u = 12\sigma_b\pi D \quad (1.4.6-1)$$

where:

$Q_u$  = ultimate pullout resistance per unit length (kip/ft)

$\sigma_b$  = ultimate grout-ground bond stress estimated from Table 1.4.6-1, 1.4.6-2, or 1.4.6-3 (ksi)

$D$  = nail drill hole diameter (in.)

## COMMENTARY

**C1.4.2**

Refer to the last paragraph of Section C1.3.

**C1.4.6**

SPECIFICATIONS

COMMENTARY

The design pullout resistance in accordance with LRFD used for preliminary design shall be taken as:

$$Q = \phi_q Q_u r \tag{1.4.6-2}$$

where:

- $\phi_q$  = ground pullout resistance factor
- = 0.65, Strength Limit State
- = 0.65, Extreme Limit State

Q = design pullout resistance (kip/ft)

r = soil weight factor, see Fig. 1.5.1-3

The indicated resistance factor of 0.65 for both the Strength and Extreme Limit State are from Table 6.3 in the Reference Manual for Soil Nail Walls (FHWA-NHI-14-007).

In calculating the allowable pullout resistance, factors of safety shall be as specified in Article 5.7.6.2 of the AASHTO Standard Specifications for Highway Bridges, 2002.

Table 1.4.6-1 – Ultimate Bond Stress for Cohesionless Soils

Soil Type	Ultimate Bond Stress (ksi)
Non-plastic silt	0.0030 - 0.0045
Loess	0.0035 - 0.0110
Medium dense sand and silty sand/sandy silt	0.0070 - 0.0110
Dense silty sand and gravel	0.0115 - 0.0145
Very dense silty sand and gravel	0.0175 - 0.0345

Table 1.4.6-2 – Ultimate Bond Stress for Cohesive Soils

Soil Type	Ultimate Bond Stress (ksi)
Stiff Clay	0.0060 - 0.0085
Stiff Clayey Silt	0.0060 - 0.0145
Stiff Sandy Clay	0.0165 - 0.0290

## SPECIFICATIONS

## COMMENTARY

Table 1.4.6-3 – Ultimate Bond Stress for Rock

Rock Type	Ultimate Bond Stress (ksi)
Marl/Limestone	0.0435 - 0.0580
Phillite	0.0145 - 0.0435
Chalk	0.0720 - 0.0865
Soft Dolomite	0.0580 - 0.0865
Fissured Dolomite	0.0865 - 0.1445
Weathered Sandstone	0.0290 - 0.0435
Weathered Shale	0.0145 - 0.0215
Weathered Schist	0.0145 - 0.0255
Basalt	0.0720 - 0.0865

Tables 1.4.6-1 through 1.4.6-3 are based on straight shaft nail drill holes formed by rotary drilling in rock and open hole construction in soils and subsequently grouting by gravity or low pressures.

Field pullout tests shall be conducted to verify the values of the ultimate bond stress used for preliminary design using procedures outlined in the specifications. Final design shall be based on field data obtained.

## 1.5 SAFETY AGAINST STRUCTURAL FAILURE

### 1.5.1 Global Stability

Soil-nailed structures shall be dimensioned to ensure a minimum factor of safety of 1.5 with respect to global stability.

The global stability of the soil-nailed wall shall be evaluated using slip surface limiting equilibrium methods of analysis modified to incorporate the additional resisting forces provided by the nail reinforcement. The reinforcing contribution of a nail shall be a function of the location at which the associated slip surface intersects the nail, as demonstrated in Fig. 1.5.1-1 for a planar slip surface. The available nail strength is limited by the tensile strength of the nail, pullout resistance, or the strength of the nail head. Shear and bending of the nails shall be ignored. Fig. 1.5.1-2 shall be used to determine the available nail strength as a function of the location of the intersection of the slip surface with the nail.

For design calculation purposes, the nail length pattern used in the analysis of global stability shall be determined from Fig. 1.5.1-3. However, it is preferred that nails of uniform length be installed for ease of construction. Shorter nails may be installed in the lower part of the wall provided the appropriate external stability checks are performed.

The tables of ultimate bond stress values are consistent with data available in the literature and shall not be used for final design without verification pullout tests as provided in the Special Provisions.

### C1.5.1

The Davis (Shen, et al, 1981) or French (Schlosser, et al, 1984) method, modified to meet the requirements herein, may be used. In addition, in using the Davis method, the soil stress ratio,  $K$ , shall be taken as the at-rest earth pressure coefficient,  $K_0$ . The French method is preferred where complicated soil stratigraphy is present or seepage pressures must be considered.

A limitation of the slip surface limit equilibrium method in the design of soil-nailed walls is that it is possible to define a wide variety of nail length patterns that satisfy the specified factor of safety, but result in excessive wall deflections. Performance monitoring of several soil-nail walls has demonstrated that the nails in the upper portion of the wall are more significant than those located lower down in the

SPECIFICATIONS

For LRFD design,

$$Q_D = (\phi_q Q_u) / (r_w \gamma_{S_v} S_h)$$

Where:

$r_w$  = soil load factor from Tables A3.4.1-1 and A3.4.1-2.

COMMENTARY

wall in developing resisting loads and controlling displacements. If nails having the same length as those located in the upper portion of the wall are used in the lower part of the wall, design calculations could overstate their contribution to the global stability of the wall. This can have the effect of indicating shorter nails and/or smaller nail sizes in the upper part of the wall, which is undesirable from a performance standpoint.

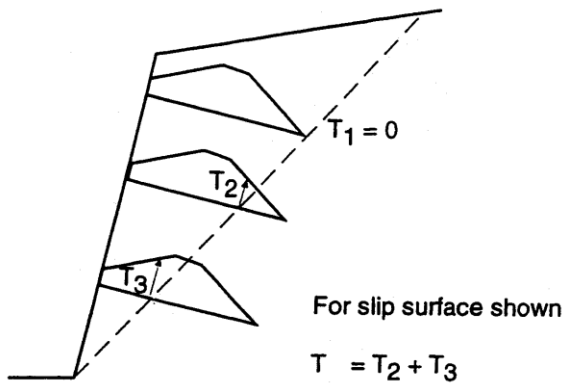
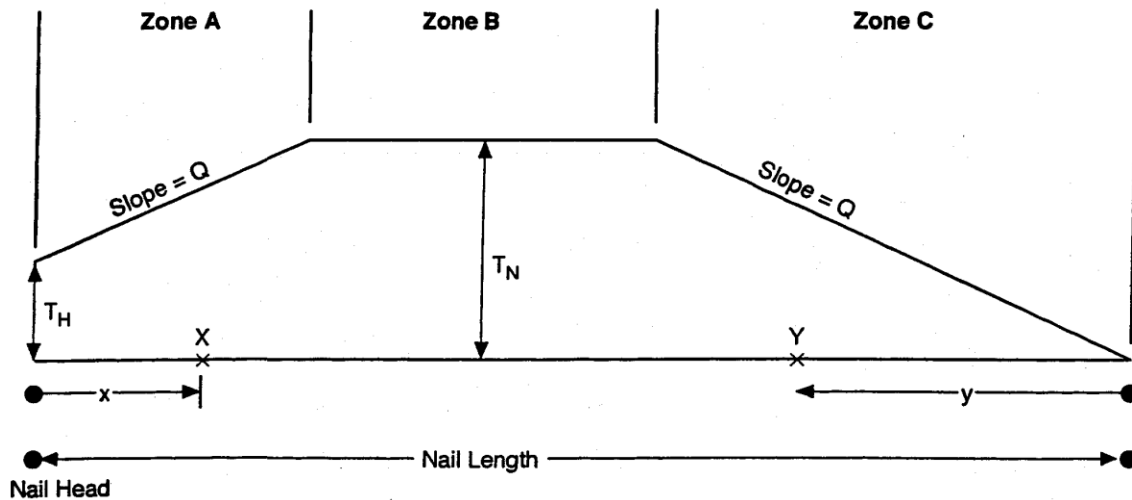


Figure 1.5.1-1 – Nail Reinforcing Contribution (Byrne, et al, 1998)



Slip surfaces intersecting the nail in Zone A at Point X:  $T = T_H + Qx$

Slip surfaces intersecting the nail in Zone B:  $T = T_N$

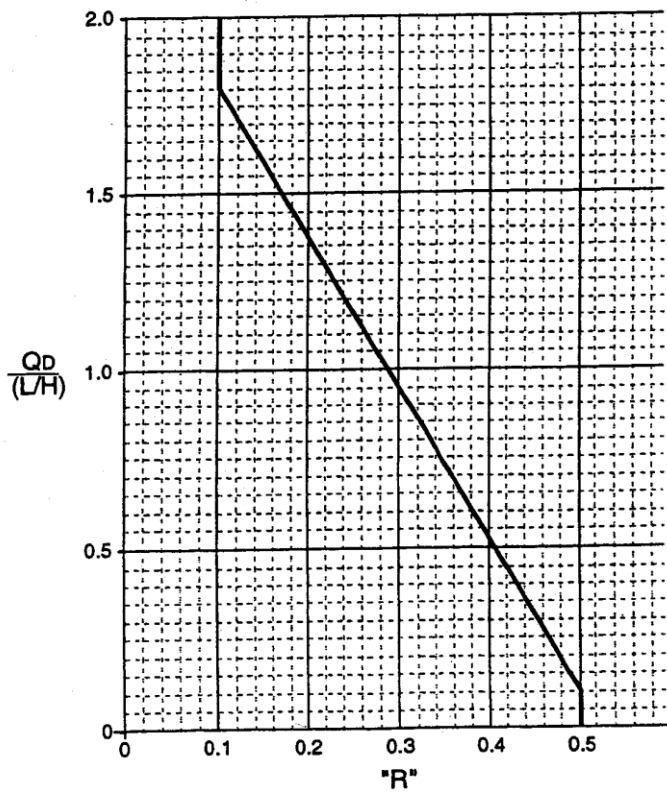
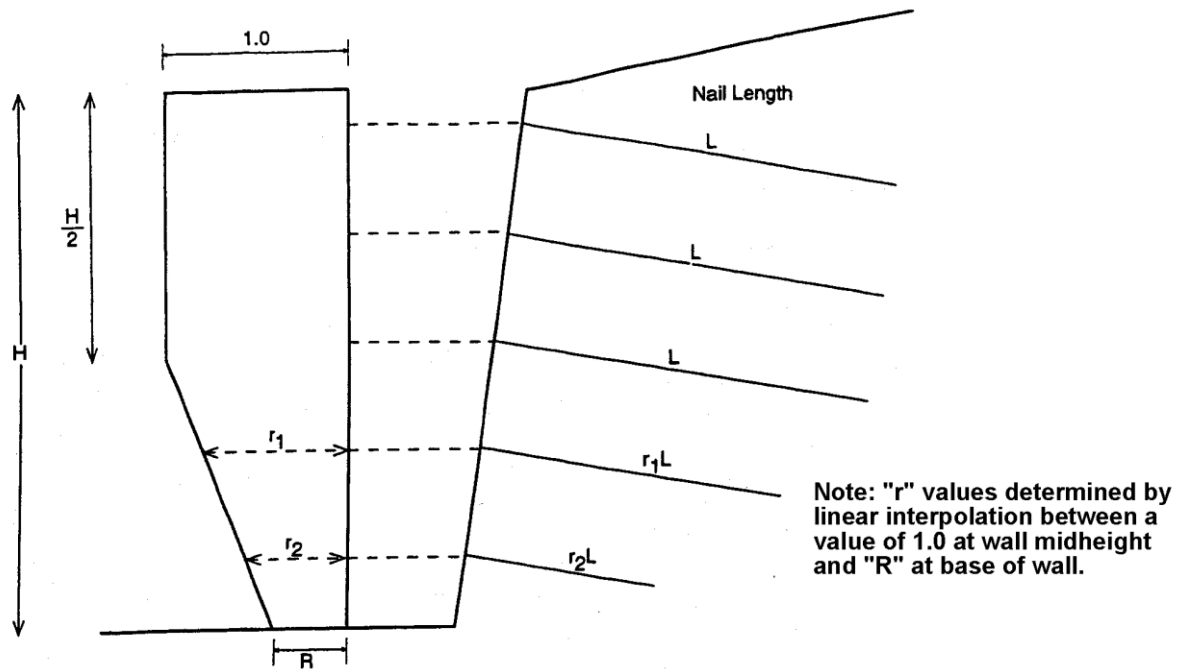
Slip surfaces intersecting the nail in Zone C at Point Y:  $T = Qy$

$T_H$  = allowable nail head strength in accordance with Section 1.5.2.3

$T_N$  = allowable nail tensile strength as given by Equation 1.5.2.1-1

$Q$  = allowable pullout resistance in accordance with Section 1.4.6

Figure 1.5.1-2 – Available Nail Resistance (after Byrne, et al, 1998)



L = maximum nail length (ft.)  
 H = wall height (ft.)  
 Q<sub>D</sub> = dimensionless pullout resistance taken as:

$$Q_D = \frac{Q_u}{FS \gamma S_H S_V}$$

where:

FS = factor of safety as given in Section 1.4.6

Q<sub>u</sub> = ultimate pullout resistance as given by Equation 1.4.6-1 (kip/ft.)

γ = unit weight (kcf)

S<sub>H</sub> = horizontal nail spacing (ft.)

S<sub>V</sub> = vertical nail spacing (ft.)

Figure 1.5.1-3 – Nail Length Distribution Assumed for Design (after Byrne, et al, 1998)

## SPECIFICATIONS

When heterogeneous conditions exist, such as variable soil properties or highly non-uniform surface surcharges, critical slip surfaces that pass through points higher up on the wall shall be investigated.

Frictional and cohesive strength of soils to be used in stability analyses shall be obtained from direct shear or triaxial testing and evaluated at residual strength levels.

## COMMENTARY

For relatively uniform surface surcharges and homogeneous soil profiles, the critical slip surfaces resulting in the lowest calculated factors of safety will tend to pass through a point near the toe of the wall. However, when heterogeneities of any type are present, the critical slip surface may not pass through the toe of the wall. An example of this would be when a weak soil overlies a much stronger one. In this case, the critical slip surface may pass through the wall in the vicinity of the contact surface between the weak and strong soil as shown in Fig. C1.5.1-1.

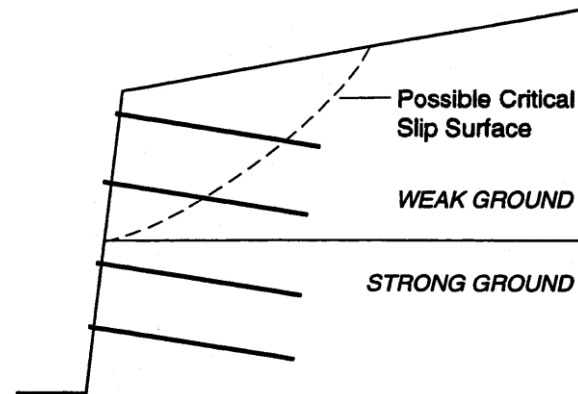


Figure C1.5.1-1 – Potential Critical Slip Surface for Heterogeneous Soil Profiles (Byrne, et al, 1998)

The stability of the wall during its construction shall be investigated. This investigation shall consider temporary construction conditions corresponding to the situation in which the next lift has been excavated, prior to the installation of the nails for that lift. A minimum factor of safety of 1.35 shall be provided.

## 1.5.2 Internal Stability

### 1.5.2.1 Soil Nail

The required horizontal component of each nail force shall be computed using the apparent earth pressure distribution given in Fig. 1.5.2.1-1 and any other horizontal pressure components acting on the wall. The total nail force shall be determined based on the nail inclination. The horizontal/vertical nail spacing and nail capacity shall be selected to provide the required total nail force.

Construction conditions may control in situations where significant surcharge loads adjacent to the wall exist during construction.

### C1.5.2.1

The apparent earth pressure distribution given in Fig. 1.5.2.1-1 is based on field measurements of instrumented nails in several soil-nailed walls (Byrne, et al, 1998).

## SPECIFICATIONS

## COMMENTARY

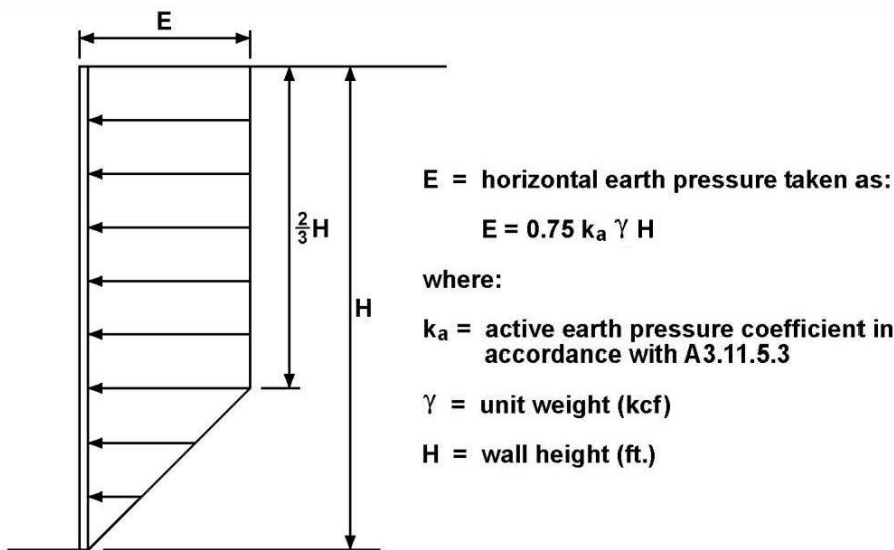


Figure 1.5.2.1-1 – Apparent Earth Pressure Distribution for Soil Nail

The allowable tensile capacity of the nail shall be taken as:

$$T_N = 0.55 A_N F_y \quad (1.5.2.1-1)$$

where:

$T_N$  = allowable nail tensile strength (kips)

$A_N$  = cross-sectional area of nail (in.<sup>2</sup>)

$F_y$  = specified yield strength of nail (ksi)

For LRFD, design nail tensile strength shall be taken as:

$$T_N = \phi_n T_{NN} \quad (1.5.2.1-1)$$

where:

$T_N$  = design nail tendon tensile strength (kips)

$T_{NN}$  = ultimate tendon yield strength (kips)  
=  $A_N F_y$

$\phi_n$  = tendon strength resistance factor  
= 0.75 Strength and Extreme Limit State (ASTM A615)  
= 0.65 Strength and Extreme Limit State (ASTM A722)

Selection of nail inclination shall consider the location of suitable soil and rock strata and the presence of buried utilities and other geometric constraints.

Nail inclinations of 15 degrees are common. Flatter or steeper inclinations may be required due to drill rig access restrictions or to avoid underground obstructions. For tremie-grouted nails, care should be taken to ensure that grout fills

SPECIFICATIONS

Horizontal/vertical spacing of nails in soil shall not exceed 7 ft.

Minimum bar size used for soil nails shall be No. 6.

1.5.2.2 Soil-Nail Pullout

The nail load shall be developed by sufficient embedment beyond the line of maximum tension given in Fig. 1.5.2.2-1.

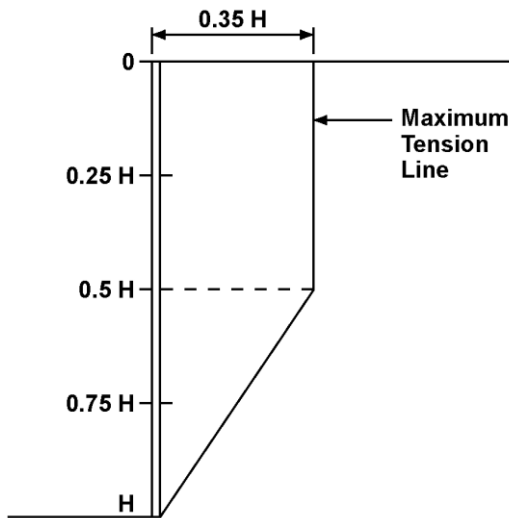


Figure 1.5.2.2-1 – Line of Maximum Tension

1.5.2.3 Nail Head

The allowable (or LRFD design) nail head strength shall exceed the computed nail head service load (or resistance) for all applicable loads including, but not limited to, horizontal earth pressure, surcharge, water pressure, and seismic loadings. Unless site specific monitoring information is available from walls constructed in similar soils, the nail head load due to horizontal earth pressure may be computed using the apparent earth pressure distribution given in Fig. 1.5.2.1-1 multiplied by a nail head reduction factor,  $F_F$ , equal to 0.8.

The nominal nail head strength (or LRFD design nail head strength) will be limited by the flexural strength of the facing, the punching shear strength of the facing, or in the case of permanent wall facings, the tensile capacity of the headed studs.

The nominal nail head capacity based on the flexural strength of the facing shall be taken as follows:

$$(T_{HN})_F = C_F [(M_V)_{NEG} + (M_V)_{POS}] \left[ \frac{8S_H}{S_V} \right] \quad (1.5.2.3-1)$$

COMMENTARY

the nail hole through the entire length of the nail for inclination angles of less than about 10 degrees due to the increased potential for voids in the grout column.

Common nail spacings are 5 ft. by 5 ft. or 6 ft. by 6 ft.

C1.5.2.2

The shape of the maximum tension line is actually curvilinear and intercepts the surface at about 0.3H to 0.35H. The shape and location of the maximum tension line is empirically based and is applicable to nearly vertical walls with horizontal backslopes and homogeneous soil conditions. The line of maximum tension given in Fig. 1.5.2.2-1 is an approximation to the curvilinear line and may not apply to heterogeneous soil conditions or sloped back surfaces.

C1.5.2.3

Researchers do not have a good understanding of the loads that develop at the nail head due to a lack of sound data in this area. However, the earth pressure distribution given in Fig. 1.5.2.1-1 multiplied by a nail head reduction factor of 0.8 may be used until further research becomes available. The nail head reduction factor accounts for the fact that observed nail head loads for typical nail spacings have been significantly less than the loads developed within the nail at the maximum tension line.

The pressure factor,  $C_F$ , given in Table 1.5.2.3-1, accounts for the increased capacity of the facing due to soil arching and was taken as recommended by the FHWA-SA-96-069R (1998). Eq. 1.5.2.3-1 also comes from the FHWA-SA-96-069R (1998).



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## COMMENTARY

where:

$(T_{HN})_F$  = nominal nail head capacity based on the flexural strength of the facing (kips)

$C_F$  = pressure factor for flexure given in Table 1.5.2.3-1

$(M_V)_{NEG}$  = vertical unit moment resistance at the nail head based on limit state design (kip-ft/ft)

$(M_V)_{POS}$  = vertical unit moment resistance at midspan based on limit state design (kip-ft/ft)

$S_H$  = horizontal spacing of nails (ft.)

$S_V$  = vertical spacing of nails (ft.)

When horizontal nail spacings are greater than the vertical spacing of nails or when horizontal unit moment capacities are less than those in the vertical direction, Eq. 1.5.2.3-1 shall also be computed with unit moment capacities corresponding to the horizontal direction and with the vertical nail spacing substituted for the horizontal spacing and vice versa.

Table 1.5.2.3-1 – Pressure Factor for Flexure

Thickness of Facing	$C_F$ for Temporary Facings	$C_F$ for Permanent Facings
4 in	2.0	1.0
6 in	1.5	1.0
8 in	1.0	1.0

When using a  $C_F$  value greater than 1.0, the reinforcement ratio (based on gross area) shall not exceed 0.35 percent.

The nominal nail head capacity based on the punching shear strength of the facing shall be taken as:

$$(T_{HN})_v = 0.126 \sqrt{f'_c} \pi D'_c h_c \quad (1.5.2.3-2)$$

where:

$(T_{HN})_v$  = nominal nail head capacity based on the punching shear strength of the facing (kips)

$f'_c$  = compressive structural design strength of concrete at 28 days, unless another age is specified (ksi)

$D'_c$  = diameter of effective punching cone (in.)

For reinforcing ratios (based on gross area) greater than 0.35 percent, Eq. 1.5.2.3-1 tends to overestimate strength when  $C_F$  is greater than 1.0.

In determining the nail head capacity based on the punching shear strength of the facing, Eq. 1.5.2.3-2 ignores the resistance provided by the soil as shown in Fig. 1.5.2.3-1.

SPECIFICATIONS

COMMENTARY

- for bearing plate connections:

$$D'_c = b_{PL} + h_c$$

where:

$b_{PL}$  = width of bearing plate as shown in Fig. 1.5.2.3-1 (in.)

$h_c$  = effective cone depth equal to the full thickness of the facing as shown in Fig. 1.5.2.3-1 (in.)

- for headed stud connections:

$$D'_c = S_{HS} + h_c$$

where:

$S_{HS}$  = stud spacing as shown in Fig. 1.5.2.3-1 (in.)

$h_c$  = effective cone depth taken from the top of the headed studs as shown in Fig. 1.5.2.3-1 (in.)

For headed-stud connections in which the length of the stud is less than half the stud spacing, the strength of the nail head based on the pullout capacity of individual studs shall also be evaluated.

In the case of permanent wall facings, the nominal nail head capacity based on the tensile strength of the headed studs shall be taken as follows:

$$(T_{HN})_T = n A_{HS} F_y \tag{1.5.2.3-3}$$

where:

$(T_{HN})_T$  = nominal nail head capacity based on the tensile strength of the headed studs (kips)

$n$  = number of studs

$A_{HS}$  = cross-sectional area of stud body (in<sup>2</sup>)

$F_y$  = yield strength of stud (ksi)

The nominal nail head capacity shall be the minimum determined from Eqs. 1.5.2.3-1, 1.5.2.3-2, and 1.5.2.3-3.

In determining the allowable nail head strength, the factor of safety shall be based on the limiting failure mode and taken as follows:

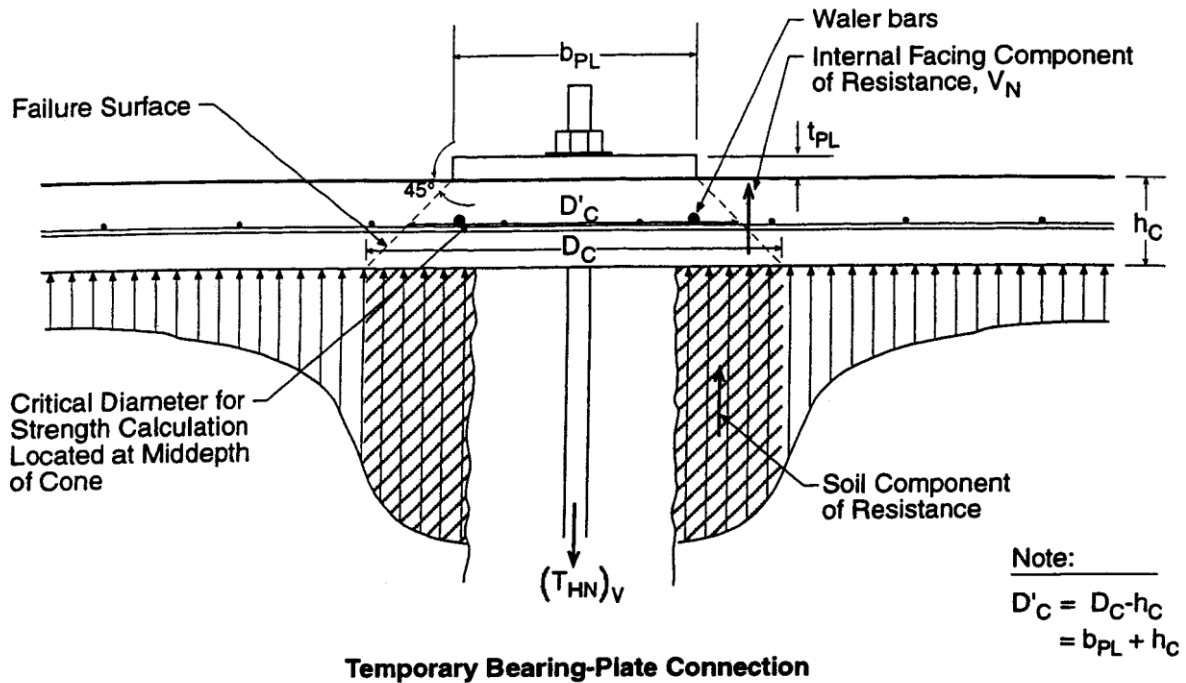
For nail head strength limited by:

- facing flexure .....1.75
- facing punching shear .....1.75
- headed-stud yielding.....1.75

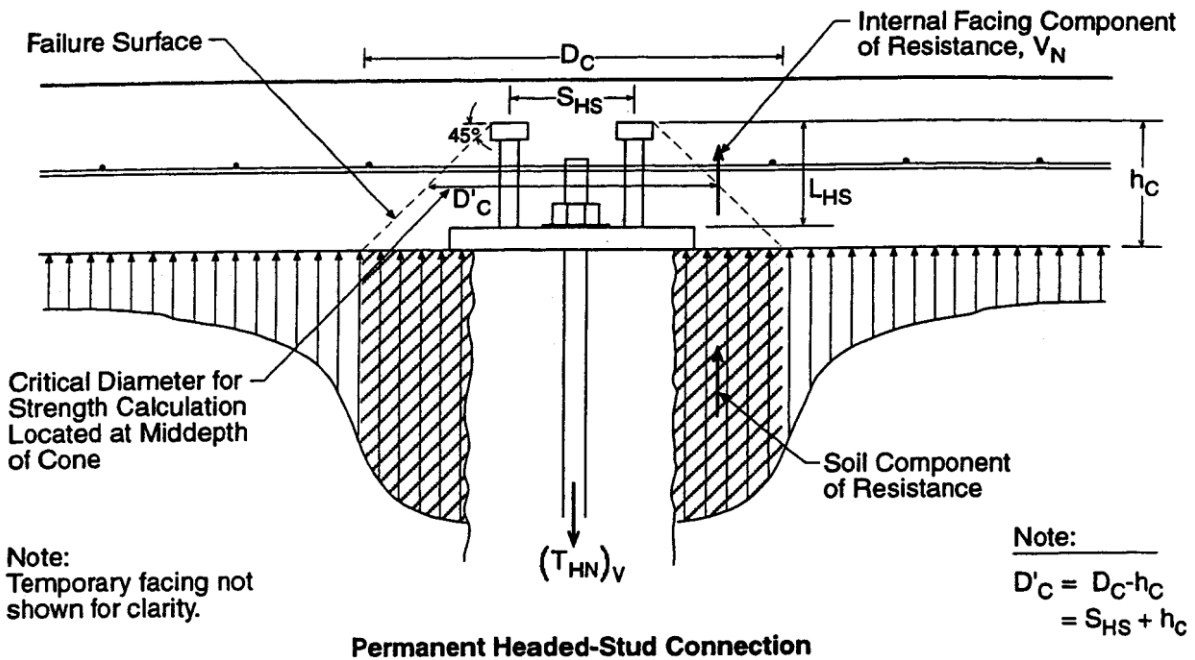
Equation 1.5.2.3-3 was adopted from PCI (1999).

Factors of safety were obtained by dividing the critical load combination for horizontal earth pressure and live load surcharge by the appropriate resistance factor in accordance with LRFD specifications.

For LRFD design, determine the design nail head strength by multiplying the nominal nail head strength by the appropriate resistance factor from Table 6.3 in the Reference Manual for Soil Nail Walls (FHWA-NHI-14-007).



Temporary Bearing-Plate Connection



Permanent Headed-Stud Connection

Figure 1.5.2.3-1 – Punching Shear of Nail-Head Connections (after Byrne, et al, 1996)

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COMMENTARY

1.5.3 Facing

C1.5.3

A shotcrete facing reinforced with wire mesh may be used for all temporary support systems or for those permanent support systems where aesthetic and environmental concerns would permit it. For permanent applications, a cast-in-place curtain wall or precast panel shall be considered in front of the shotcrete facing.

Cast-in-place concrete facings shall be designed to carry the loads outlined in Section 1.5.2.3. The effects of the temporary facing shall be neglected. When precast concrete facings are used, the shotcrete facing shall be designed as the permanent structural facing. The precast panels and connections from the nail assemblies or shotcrete facing shall be designed to carry the load due to the weight of the facing and the pressure resulting from the previous drainage fill placed between them.

The minimum thickness of shotcrete facing for temporary support shall be 4 in.; for permanent support it shall be 6 in. The minimum thickness of a cast-in-place facing shall be 8 in. Minimum cover for mesh in the shotcrete facing shall be 2 in.

For temporary facings, a minimum of two No. 4 waler bars shall be placed along each nail row and shall be located between the face bearing plate and the back of the shotcrete facing.

The moment and shear at the base (centerline of top nail row) of the upper cantilever portion of a soil-nail wall shall be investigated as illustrated in Fig. 1.5.3-1. For fill placement and subsequent compaction behind the cantilever, an increased earth pressure shall be considered to account for compaction induced stresses behind the wall.

Waler bars provide for the development of full plastic moment capacity and also provide an element of ductility in the event of a punching shear failure.

Unlike the rest of the wall, the upper cantilever cannot redistribute load by soil arching to adjacent spans, therefore, the moment and shear at the base of the cantilever needs to be checked.

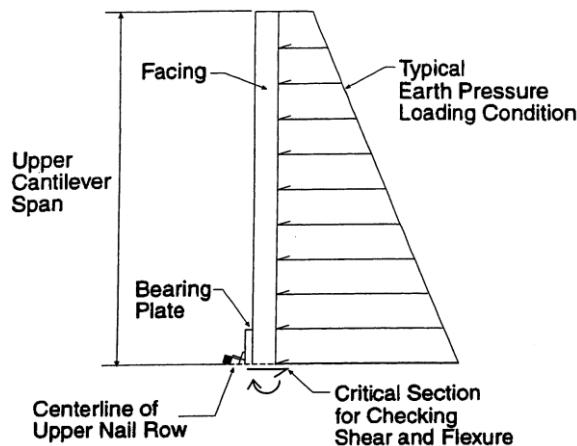


Figure 1.5.3-1 – Upper Cantilever Design Check (Byrne, et al, 1996)

The upper cantilever of a permanent soil-nail wall shall meet the requirements of D5.6.7 with A5.6.7.

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The distance between the base of the wall and the bottom row of nails shall not exceed two-thirds the average vertical nail spacing.

Cantilevered end spans shall not exceed two-thirds the average nail spacing.

Shrinkage and temperature reinforcement requirements of D5.10.6 with A5.10.6 shall apply for permanent facing systems.

For permanent applications using shotcrete, consideration shall be given to the introduction of expansion and contraction joints at intervals not exceeding those given in D11.6.1.6.

**1.5.3.1 Strut Nail**

For construction facings thicker than 4 in., consideration shall be given to the installation of strut nails to support the weight of the facing.

**1.5.3.2 Connection Systems**

Bearing plates shall have a minimum width of 8 in. and a minimum thickness of 3/4 in.

Headed studs shall extend to at least the mid-depth of the permanent facing and their heads shall be anchored beyond at least one mat of reinforcement within the permanent facing.

For headed studs, the cross-sectional area of the head shall exceed 2.5 times the cross-sectional area of the body. In addition, the thickness of the head shall exceed one-half the difference between the head diameter and the body diameter.

**1.6 SEISMIC DESIGN PROVISIONS**

For typical soil-nailed walls constructed in Pennsylvania, forces arising from seismic activity need not be considered.

## COMMENTARY

If the requirement on the cantilevered end spans is not met, additional design checks are required in this area.

**C1.5.3.1**

For typical construction facings consisting of 4 in. of shotcrete, the soil nails are capable of supporting the weight of the facing through direct shear and bearing on the soil beneath the nails. The maximum thickness of shotcrete facing that can be supported by direct shear and bearing is dependent on the nature of the soil. For relatively thick facings constructed in less competent ground, the soil nails may not be able to support the weight of the facing without large downward and outward displacements of the wall.

**C1.5.3.2**

For bearing plates having a minimum yield stress of 36 ksi with dimensions less than the specified minimum, flexure and shear of the bearing plate may be critical.

**C1.6**

For peak ground accelerations below 0.25g, the seismic loading condition will generally not control in the design of soil-nailed walls (Byrne, et al, 1998). Since peak ground acceleration design values do not exceed 0.15g in Pennsylvania, seismic loading will seldom govern in the design of soil-nailed walls.

Should seismic forces be considered, the design engineer shall determine these forces with input from seismic experts with knowledge and experience in seismology and geotechnical engineering.

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**1.7 CORROSION PROTECTION****C1.7**

Nail head assemblies and nails shall be protected against corrosion consistent with site conditions. The level and extent of corrosion protection shall be a function of the ground environment and of whether the nail is intended for temporary or permanent applications. For permanent applications in non-aggressive ground, a minimum of double corrosion protection shall be provided. Double corrosion protection can be achieved by resin bond epoxying of the nail and head assembly to a minimum thickness of 12 mils in accordance with AASHTO M 284/M 284M and providing minimum grout cover of 1.5 in. along the entire length of the nail. For permanent applications in aggressive ground or for critical structures, nails shall be fully encapsulated. Full encapsulation consists of a nail grouted full-length inside a plastic corrugated tube, placed in an oversized drill hole, and then grouted again against the side of the drill hole. Aggressive site conditions exist whenever one or more of the limiting values specified in Table D11.9.7-1 is exceeded. For all temporary applications, grout cover over the entire nail length shall be adequate. Other potentially corrosive conditions shall be identified and evaluated by the wall designer, and appropriate means of corrosion protection shall be designed by the soil nail wall specialty contractor.

The nail tendon protection, whether epoxy coating or encapsulation, shall extend at least 3 in. into the shotcrete construction facing.

The permanent facing shall provide minimum concrete cover over the nail head assembly in accordance with D5.10.1.

If the nail is encapsulated or is an epoxy-coated deformed bar with machine threads at the upper end, the corrosion protection is terminated to expose the bare tendon at the head of the nail in order to allow attachment of the bearing plate and nut. The portion of the exposed tendon within 3 in. of the retained earth is susceptible to corrosion; therefore, the corrosion protection shall extend for at least this distance into the shotcrete construction facing.

**1.8 NAIL TESTING**

Nail testing for ultimate capacity shall be conducted in accordance with Special Provisions of the Specifications for Soil-Nailed Retaining Walls.

**1.9 DRAINAGE**

Drainage systems shall be in accordance with A11.9.9 and D11.9.9.

In addition, measures shall be taken to control surface runoff and subsurface flow during construction.

## SPECIFICATIONS

## COMMENTARY

**1.10 SUBMITTALS**

As a minimum for preliminary design, the information outlined for final design shall be provided with the following changes:

- (a) Special Provisions for Soil-Nailed Retaining Walls shall be amended as necessary and included.
- (b) Nails shall have no free stressing length.
- (c) Type of facing, or shotcrete or cast-in-place concrete (or both) shall be indicated.

As a minimum for final design, the following information shall be provided when applicable.

- (a) Subsurface exploration information. As a minimum, the following information shall be obtained through the subsurface exploration and testing program for use in design:
  - (1) Location and thickness of soil and rock units
  - (2) Engineering properties of in situ soil and rock and granular soil backfill including unit weight, shear strength, and compressibility
  - (3) Groundwater conditions
  - (4) Ground surface topography
  - (5) Geochemistry of soil and groundwater for corrosion potential
  - (6) Presence of stray electrical currents
- (b) Design earth pressures, water pressures, and surcharge loadings (to be included in final plan submission)
- (c) Allowable foundation pressures/factored foundation resistance (to be included in final plan submission)
- (d) Design depth of scour if the wall is located adjacent to a stream channel (to be included with foundation stage submission)
- (e) Geometric considerations including beginning and ending wall stations, wall profile and alignment, right-of-way limits, utility locations, construction considerations such as traffic restrictions or required construction sequences, and location of wall appurtenances such as drainage outlets, overhead signs and lights, and traffic barriers (to be included in the plans)

## SPECIFICATIONS

## COMMENTARY

- (f) References and methods used for analysis including all calculations, computer analyses, assumptions, input, and explanation of all symbols, notations, and formulas (to be included in final plan submission)
- (g) Vertical wall element types, sizes, and spacing; hardware details; and erection sequence (to be included in the plans)
- (h) Details, dimensions, connections, and schedules of all reinforcing steel for vertical wall elements and facing (to be included in the plans)
- (i) Drainage requirements (to be included in the plans)
- (j) Corrosion protection and/or accommodation details for the wall elements and hardware (to be included in the plans)
- (k) Nail type and estimated capacity, nail inclination, and nail locations and spacings
- (l) Description of nail installation procedures including drilling and grouting
- (m) Corrosion protection details for the nails and nail head assemblies
- (n) Detailed plans for proof, performance/verification, creep (if applicable), and pullout testing of nails including specified load measuring devices, test locations, and testing procedures
- (o) Analyses of the stability of the wall at critical stages of construction

**1.11 CONTRACTOR'S QUALIFICATIONS**

See provisions and requirements under Construction Specifications.

**1.12 CONSTRUCTION SPECIFICATIONS****1.12.1 General**

Construction specifications for contractor-designed soil-nailed walls shall be governed by the specifications herein. For soil-nailed walls designed by the Department, the following changes shall be made:

- (a) Section 1.12.2 – Delete “design and.”
- (b) Section 1.12.4, item (a) – Delete in its entirety and substitute, “Provide two sets of shop drawings, material



## SPECIFICATIONS

## COMMENTARY

certificates, construction procedures, and detailed construction sequencing plans. For temporary shotcrete facing, provide complete specifications for materials and methods.”

- (c) Section 1.12.4, item (g)(3) – Delete “Any modification of design or construction procedures shall be at no change in the contract prices” and substitute, “Should the nail tests prove that the ultimate bond stress actually being obtained in field production is significantly different than the ultimate bond stress assumed in design, the engineer will make design modifications to increase the nail length or decrease the nail spacing to ensure a stable completed structure. Additional nail lengths or nails beyond those shown on the plans will be paid under an item “Additional Nail Length.”

**1.12.2 Description**

The furnishing of necessary design and materials as well as the construction of a retaining wall in a cut by internally reinforcing the soil mass with grouted reinforcing elements (nails).

Soil nailed retaining walls are typically suitable for cut slopes. The wall is constructed from the top down as the soil in front of the wall is removed and the nails are installed and grouted at each level. The exposed soil face is immediately protected with a wire mesh reinforced shotcrete facing. A structural cast-in-place concrete or precast concrete facing may subsequently be constructed and suitably attached.

**1.12.3 Materials**

- (a) Soil nails – Section 709.1 of Publication 408 (Pub 408) – Thread as necessary. Provide epoxy-coated bars with a minimum thickness of 12 mils where required and shown on the plans. Epoxy coating to be in accordance with AASHTO M 284/M 284M.
- (b) Steel welded wire fabric – Section 709.3 of Pub 408.
- (c) Cast-in-place concrete – Provide Class AA concrete for structural concrete facing where required and shown on the plans, conforming to the requirements of Section 704 of Pub 408.
- (d) Precast concrete – Provide precast concrete facing where required and shown on the plans, conforming to the requirements for panels for mechanically stabilized earth walls.
- (e) Permanent structural shotcrete facing, provide shotcrete conforming to the requirements in Section 1043 of Publication 408.

## SPECIFICATIONS

## COMMENTARY

- (f) Temporary shotcrete facing - Provide for approval, materials, methods, and control procedures in accordance with Section 1043 of Publication 408.
- (g) Grout - Provide a neat cement grout to be used in soil nail anchorage consisting of a pumpable mixture capable of reaching a cube strength of 3 ksi in accordance with AASHTO T 106. Chemical additives that can control, bleed, or retard set in the grout are to be used only when approved in writing.
- (h) Fasteners and attachment devices - Provide high-strength nuts conforming to Section 1105.02(c)2.a of Pub 408. Provide plates and shims conforming to Section 1105.02(a)2 of Pub 408. Provide plastic centralizers of a minimum diameter 1/2 in. smaller than the nominal diameter of the drill hole.
- (i) Horizontal drains - Provide as required and shown on the plans slotted and unslotted PVC pipe conforming to AASHTO M 278. Install to the depths directed by the engineer, which will not exceed the maximum depths shown on the plans. Insure that the hole does not collapse prior to the insertion of the slotted drain. Only the front 12 in. of drain pipe shall be unslotted.
- (j) Wall drains - Provide as required and shown on the plans, prefabricated, fully wrapped, preformed drains. The core, not less than 1/4 in. thick or more than 1/2 in. thick, shall be either a preformed grid of embossed plastic or a system of plastic pillars and interconnections forming a semirigid mat. When covered with filter fabric, the core material shall be capable of maintaining a drainage void for the entire height of permeable liner. Provide a polypropylene geotextile having a minimum weight of 6 oz/yd<sup>2</sup> as the filter fabric.

**1.12.4 Construction**

- (a) Submittals - Provide two sets of design drawings, calculations, material certificates, construction procedures, and detailed construction sequencing plans, including excavation sequence for approval. Provide sufficient details in the design drawings to eliminate a need for shop drawings.  
Assume all risks for work performed without approved plans.
- (b) Qualifications - Submit proof of two projects on which contractor has designed and/or installed soil nails or ground anchors in the past two years. The contractor's staff on this project is to include a supervising engineer with at least three years of experience in the design and construction of anchored walls.

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## COMMENTARY

Drilling operators and foreman are to have a minimum of two-year experience installing soil nails or permanent ground anchors with the contractor's organization. Submit documentation that project personnel have appropriate qualifications. Inadequate proof of personnel qualifications shall be cause for withholding wall design approval. Changes to previously approved personnel must be approved in writing.

The shotcrete crew foreman and nozzle men must meet the requirements specified in Section 1043.3(a) of Pub. 408.

- (c) Excavation – In conformance with Section 203 of Pub 408, and to the limits and construction stages indicated.
- (d) Shotcreting – After each stage cut, and in anticipation of shotcreting, prepare surfaces in accordance with Section 1043.3(b) of Pub. 408. Use weep holes, drain pipes, or other methods to control seepage. Where used, provide a weep hole, a 2-ft.-long, 2-in.-diameter, slotted drain pipe (Schedule 40 PVC) placed in pre-drilled holes sloped 5 percent to drain. Apply shotcrete conforming to the requirements in Section 1043 of Publication 408.
- (e) Nail installation – Drill holes for soil nails at the location shown. Provide the soil nail length necessary to develop adequate load capacity to satisfy testing acceptance criteria for the design load required, but not less than the length shown on approved plans. Casing may be necessary to maintain a clean open hole drilled to the size and inclination shown. Drilling methods and grouting pressure are at the option of the contractor. At the point of entry, the nail angle shall be within plus or minus 3 degrees of that shown on the approved plans. Subsidence or physical damage by such operations shall be cause for immediate cessation of operations and repair at the contractor's expense.

Inject grout at the lowest point of the drill hole. Pump grout through grout tubes, casing, hollow-stem augers, and drill rods until the hole is filled to prevent air voids. Fill with grout progressively from the bottom to top. Provide grouting equipment capable of continuous mixing and producing a grout free of lumps. Place a nail in each drilled hole within 15 minutes of the grout injection.

Place centralizers at 10-ft. intervals in total length, and ensure that no less than 1.5 in. of grout cover is achieved at all locations along the tendon.

## SPECIFICATIONS

## COMMENTARY

Lightly stress installed nails to take up any slack after the grout has reached a compressive strength of at least 1.5 ksi.

- (f) Construction sequencing – Follow the construction sequence on the approved plans closely.
- (g) Nail testing:
  - (1) Equipment – Provide a dial gauge capable of measuring to 0.001 in. to measure movement. A hydraulic jack and gauge calibrated as a unit shall be used to apply the test load. Provide pressure gauge graduated in 100 psi increments or less and use to measure the applied load. Apply test load incrementally.
  - (2) Pullout testing – Install one nail per horizontal row, but no more than 3 percent of the total number of nails as non-service nails, and load test to pullout failure (maintained movement without increased load). Install and test at each level at a rate consistent with construction operations. Choose test length of nail to cause pullout failure prior to steel yield, but not at less than 8 ft. Provide a minimum ungrouted zone 3 ft. long to the face. The method of installation and size of the drill hole shall be the same as for the production nails.

Grout in place each test nail as part of a regular production grouting process. After grouting, do not load for a minimum of three days.

Perform pullout test by incrementally loading the nail in accordance with the following schedule. Measure nail movement and record to the nearest 0.001 in. with respect to an independent fixed reference point at each increment of load. Monitor the test with a pressure gauge. The load hold period shall start as soon as the test load is applied. Movement shall be recorded at 1 minute, 2, 3, 4, 5, 6 and 10 minutes. Each increment of load shall be no greater than 15 percent of the steel yield strength of the nail. Terminate loading at failure or earlier, at the option of the contractor, if the design friction limit is demonstrated.

- (3) Acceptance criteria – The nail is acceptable if the developed friction limit at failure is greater than the design friction limit. Unacceptable test results shall result in modification to design and/or construction procedures. Any modification of design or construction procedures shall be at no change in the

## SPECIFICATIONS

## COMMENTARY

contract prices. Graphs shall be plotted during the test of deflection against load.

- (h) Cast-in-place concrete facing – At the completion of the sequenced construction and where required, construct cast-in-place structural facing in accordance with the provisions of Section 1001, Pub. 408.
- (i) Precast concrete facing – At the completion of the sequenced construction and where required, construct precast concrete structural facing in accordance with the provisions for precast concrete panels for mechanically stabilized embankments. Attachment devices are to be shown on the plans as to size and material composition.

**1.12.5 Measurement and Payment**

Lump sum.

**1.13 REFERENCES**

AASHTO Standard Specifications for Highway Bridges, Seventeenth Edition, 2002.

Byrne, R. J., D. Cotton, J. Porterfield, C. Wolschlag, G. Ueblacker. Manual for Design and Construction Monitoring of Soil Nail Walls. FHWA-SA-96-069, 1996, Revised October 1998.

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FHWA/NHI, 2015. “Geotechnical Engineering Circular No. 7, Soil Nail Walls – Reference Manual”, FHWA-NHI-Report No. 14-007, National Highway Institute, Federal Highway Administration, Washington, DC, February 2015.

French National Research Project Clouterre, Recommendations Clouterre 1991 (English Translation) Soil Nailing Recommendations, Federal Highway Administration, Washington, D.C., FHWA-SA-93-026, 1991.

NCHRP, 2011. *Proposed Specifications for LRFD Soil-Nailing Design and Construction*, NCHRP Report 701 Project 24-21. Carlos A. Lazarte, Geosyntec Consultants, Columbia, MD.

Precast/Prestressed Concrete Institute (PCI). PCI Design Handbook, 5<sup>th</sup> Edition, 1999.

Schlosser, F., F. Blondeu, et al, “Talren Method of Calculation for Reinforced Soil Structures,” Proceedings of the International Conference of In Situ and Rock, Paris, 1984. (in French)

Shen, C. K., et al, “An In Situ Earth Reinforcement Lateral Support System,” NTIS PB82-149055, 1981.

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PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

DESIGN MANUAL  
PART 4

**APPENDIX P – JACKING AND SUPPORTING THE SUPERSTRUCTURE**

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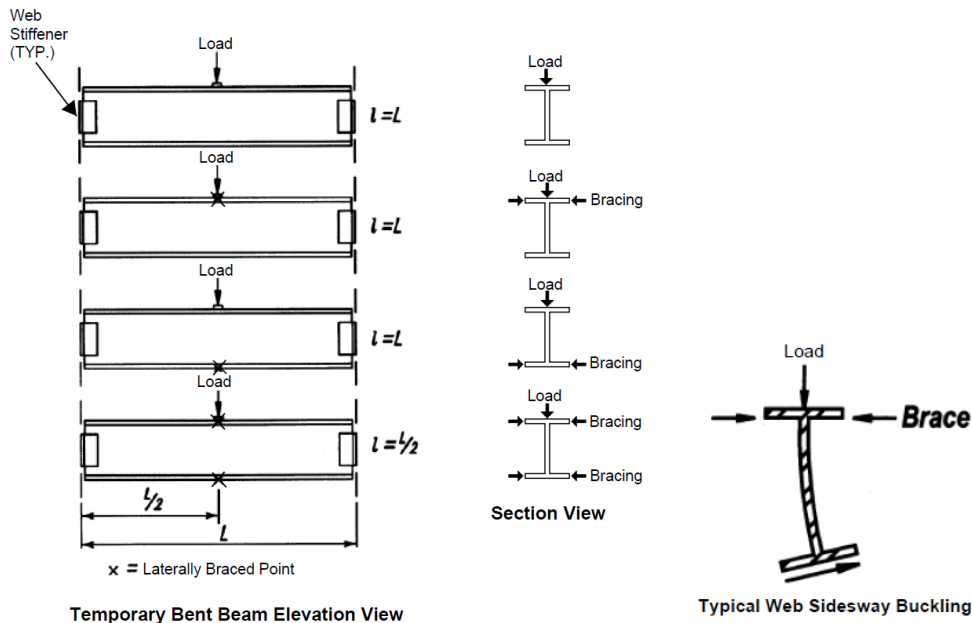
## 1.0 GENERAL

The following sections contain excerpts from the AASHTO Maintenance Manual for Roadways and Bridges 2007 and are provided for guidance in developing shoring or jacking of superstructures. Other recommended references to provide guidance in developing temporary supports include AASHTO Guide Design Specifications for Bridge Temporary Works, and AASHTO Construction Handbook for Bridge Temporary Works. In general, designs that are self-supporting or use standardized falsework systems are preferred to those requiring unique or complex falsework. *[Editor's Note: Appendix P will be updated following a review of the 2nd Editions of the AASHTO Guide Design Specifications for Bridge Temporary Works and AASHTO Construction Handbook for Bridge Temporary Works.]*

## 2.0 JACKING AND SUPPORTING THE SUPERSTRUCTURE

Bridge rehabilitation and superstructure repair often require jacking to provide load transfer and bridge support while repairs are made. If jacking is required, both the safety of any vehicular traffic continuing to use the bridge while maintenance and repair are conducted and the safety of all working personnel must be considered. Refer to D2.5.3.1P for additional requirements.

- Typically, web sidesway buckling will not be an issue in bridge jacking because of standard girder proportions and detailing practices; however, shoring members may be susceptible to web sidesway buckling. Therefore, the temporary bent beam, if applicable, shall be checked against web sidesway buckling due to the concentrated load during jacking. The following guidelines shall be followed:
  - Determine the maximum unbraced length,  $l$ , of the temporary bent beam as follows:



- Calculate the ratio of web depth,  $D$ , to thickness,  $t_w$ , of the temporary bent beam.
  - Calculate the ratio of the unbraced length,  $l$ , to flange width,  $b_f$ , of the temporary bent beam.
  - The ratio of these two ratios shall satisfy:  $(D/t_w) / (l/b_f) > 1.7$ .
  - If Step 4 fails, web bearing stiffeners shall be provided at locations of concentrated loads.
- Jacks and jacking supports must be straight, plumb, and of sufficient capacity to support the portion of the bridge being lifted.
  - Place jacks at points that will not damage the structure; reinforce jacking points on the structure if necessary.

- Before jacking, check deck joints for offsets that might be damaged from differential movement between spans during jacking; to prevent damage, check railings and disconnect them, if needed.
- Uniformly raise and lower jacks to distribute the jacking load evenly and prevent overstressing or twisting the bridge.
- Position blocks adjacent to the jacks to increase their height as the structure is raised, minimizing any loss of support if a jack fails during the jacking operation.
- Do not permit traffic on the bridge while it is supported by jacks. If traffic is permitted on the bridge while it is supported by blocks, a vertical transition slope should be provided to avoid abrupt changes in the road surface, to provide a safe riding surface, to prevent damage to the bridge, and to minimize any vertical acceleration loading from the traffic.

### 3.0 PROCEDURE FOR JACKING THE SUPERSTRUCTURE

The procedure shall be designed by a Professional Engineer licensed in the Commonwealth of Pennsylvania for each jacking set-up, ensuring that it is adequate for the job to be undertaken. This design and review must account for the following factors. Refer to D2.5.3.1P for additional requirements.

- Dead-load reaction to bear on the jacks.
- If the bridge cannot be closed to traffic during jacking (preferable), then the expected live load on the jacks must be included.
- The size and number of jacks required.
- The location of the jacks.
- Any temporary bents or cribbing required to support the jacks.
- Any modifications to bridge structural members required at the jacking points so that the bridge members can sustain the jacking pressure.
- Sufficient space at deck joints to permit differential movement between spans.
- Defining the height to which the structure needs to be jacked, jacking only as high as is absolutely necessary to conduct the required maintenance.

Generally, the steps and precautions included within a jacking procedure to ensure successful, safe operation are as follows:

1. Construct the necessary bents and cribbing to support the jacks when it is not possible to locate supports on the existing substructure. An adequate foundation to prevent differential settlement is very important.
2. As necessary, reinforce bridge members to withstand the force of the jacks.
3. If necessary, disconnect railing and utilities.
4. Place jacks snugly in position.
5. Restrict vehicular traffic on the span while it is supported by jacks.
6. Raise the span by jacking. Pressure gauges should be used to ensure that all of the jacks are lifting the span evenly.
7. Use observers placed at strategic points to watch for signs of structural distress because of jacking.
8. Jack, block, and re-jack until the required position is achieved.
9. Protect joints and provide a transition to the span with steel plates if traffic is maintained while the span is on blocks.

10. Check periodically to ensure that there is no differential settlement.
11. After the repairs are completed, remove the blocks using the jacks.
12. After the span has been lowered into place, ensure that the deck joints are functioning properly, that the alignment has not been changed, that there is adequate space for expansion without debris or restriction in the joints, and that the joint seal is watertight.

#### **4.0 TEMPORARY SHORING SCHEMATICS**

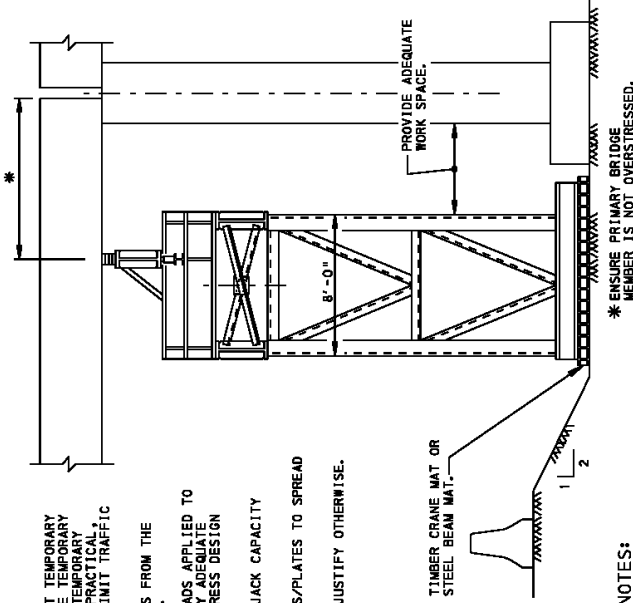
The following schematics are provided for guidance in developing temporary shoring plans:

- Partially Supported Superstructure, sheet 1 of 3
- Fully Supported Superstructure, sheet 2 of 3
- Partially Supported Superstructure Alternate Shoring Method, sheet 3 of 3

DM4\_TEMP\_BRACING.DWG

**GUIDANCE NOTES:**

1. DEFINE WORKING SPACE LIMITS AND PROTECT TEMPORARY BENT FROM TRAFFIC AS REQUIRED. PROVIDE TEMPORARY ROADWAY BARRIERS AND TERMINATION OF TEMPORARY BARRIERS PER RC-58M AS NEEDED. WHERE PRACTICAL, CONSIDER USE OF TEMPORARY BARRIER TO LIMIT TRAFFIC ON SUPERSTRUCTURE.
2. OBTAIN DESIGN AND CONSTRUCTION DRAWINGS FROM THE DISTRICT OFFICE OF THE EXISTING BRIDGE.
3. DETERMINE ANTICIPATED DEAD AND LIVE LOADS APPLIED TO TEMPORARY BENT AND PROVIDE STRUCTURALLY ADEQUATE MEMBERS/TOWERS. USE OF THE WORKING STRESS DESIGN METHOD IS ACCEPTABLE.
4. INDICATE TOWER CAPACITY AND HYDRAULIC JACK CAPACITY ON THE DRAWINGS.
5. CONSIDER USE OF LARGE DISTRIBUTION MATS/PLATES TO SPREAD BENT LOAD OVER A LARGE AREA.
6. ASSUME 1-2 T.S.F. BEARING CAPACITY OR JUSTIFY OTHERWISE.
7. OTHER SIZE TOWERS:  
5' x 5' - 680K/TOWER  
10' x 10' - 385K/LEG x 4 LEGS

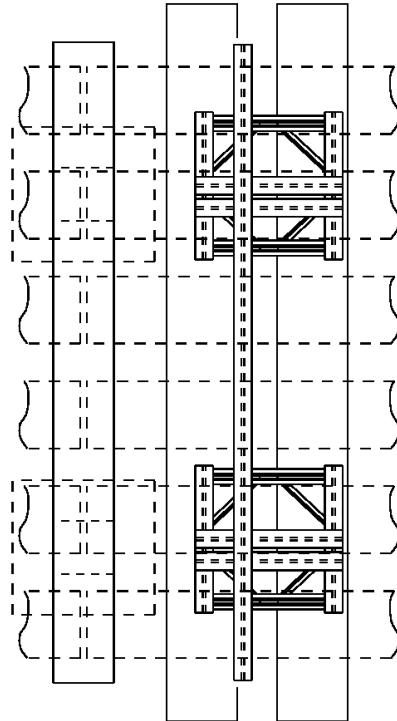


**ELEVATION**

**SUGGESTED CONSTRUCTION NOTES:**

1. PROVIDE TEMPORARY BENT AND BRACING AS REQUIRED TO MAINTAIN STRUCTURAL STABILITY.
2. PROVIDE MATERIALS AND WORKMANSHIP IN ACCORDANCE WITH PUBLICATION 408.
3. EVALUATE IN-SITU FOUNDATION MATERIAL AND OVER EXCAVATE ANY UNSUITABLE FOUNDATION MATERIAL AND BACK FILL WITH COMPACTED NO. 2A COARSE AGGREGATE WHEN REQUIRED.
4. DIVERT SURFACE WATER RUNOFF AWAY FROM THE TEMPORARY BENT FOUNDATION.
5. PROVIDE SHIMS AND BRACING AS REQUIRED TO MAINTAIN STRUCTURAL STABILITY AND SUPERSTRUCTURE ALIGNMENT. SUPERSTRUCTURE SUPPORT SHALL BE UNKICKED, UNLOADED, GUIDED OR OTHERWISE SECURED SUFFICIENT TO PRECLUDE UNLIMITED STRUCTURE MOVEMENTS WHILE SUPPORT HAS BEEN TRANSFERRED TO THE TEMPORARY BENT.
6. PROVIDE TEMPORARY BRACING CALCULATIONS AND DRAWINGS SEALED BY A PROFESSIONAL ENGINEER REGISTERED IN PENNSYLVANIA.
7. DO NOT CAUSE UNACCEPTABLE OVERSTRESS TO OTHER BRIDGE COMPONENTS.
8. CERTIFY FALSE WORK PER PUB. 408, SECTION 105.03 (c).
9. JACK SIMULTANEOUSLY WHEREVER POSSIBLE. ALTERNATELY JACK WITH ASSIST POINT.

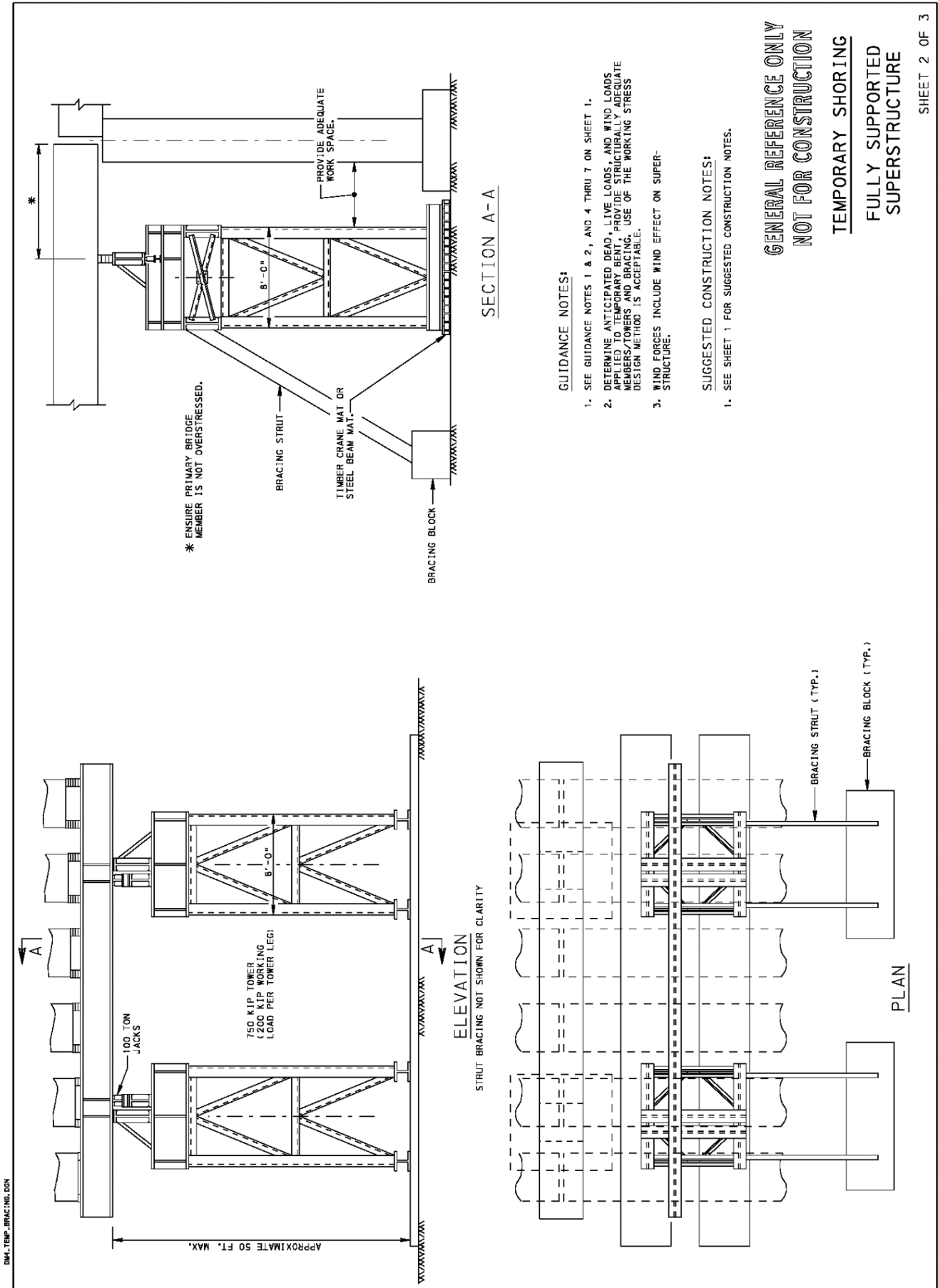
**SECTION A-A**



**PLAN**

**GENERAL REFERENCE ONLY  
NOT FOR CONSTRUCTION**

**TEMPORARY SHORING  
PARTIALLY SUPPORTED  
SUPERSTRUCTURE**



DM4\_TEMP\_BRACING.DWG

\* ENSURE PRIMARY BRIDGE MEMBER IS NOT OVERSTRESSED.

100 TON JACKS  
750 KIP TOWER  
200 KIP WORKING LOAD PER TOWER LEG

8'-0"

BRACING STRUT  
TIMBER CRANE MAT OR STEEL BEAM MAT  
BRACING BLOCK

PROVIDE ADEQUATE WORK SPACE.

ELEVATION  
STRUT BRACING NOT SHOWN FOR CLARITY

SECTION A-A

**GUIDANCE NOTES:**

1. SEE GUIDANCE NOTES 1 & 2, AND 4 THRU 7 ON SHEET 1.
2. DETERMINE ANTICIPATED DEAD, LIVE LOADS, AND WIND LOADS APPLIED TO TEMPORARY BENT. PROVIDE STRUCTURALLY ADEQUATE MEMBERS/TOWERS AND BRACING. USE OF THE WORKING STRESS DESIGN METHOD IS ACCEPTABLE.
3. WIND FORCES INCLUDE WIND EFFECT ON SUPER-STRUCTURE.

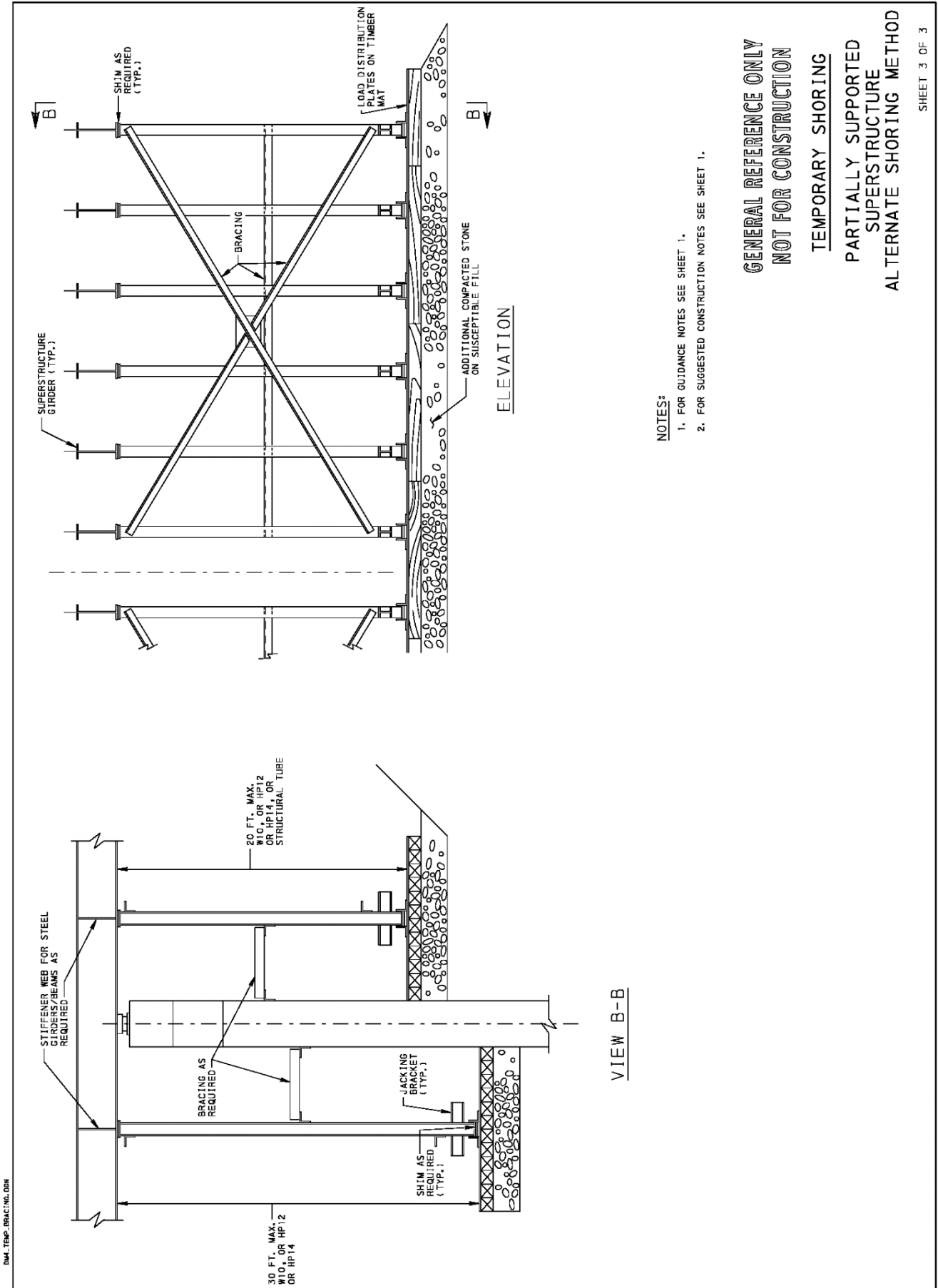
**SUGGESTED CONSTRUCTION NOTES:**

1. SEE SHEET 1 FOR SUGGESTED CONSTRUCTION NOTES.

**GENERAL REFERENCE ONLY  
NOT FOR CONSTRUCTION**

**TEMPORARY SHORING  
FULLY SUPPORTED  
SUPERSTRUCTURE**

PLAN



PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

DESIGN MANUAL  
PART 4

**APPENDIX Q – STREAMLINED TYPE, SIZE AND LOCATION (TS&L) SUBMISSION REQUIREMENTS**

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5.0 QUALITY ASSURANCE CHECKLISTS .....Ap.Q - 3



## 1.0 GENERAL

The intent of this appendix is to illustrate the minimum requirements of a Streamlined TS&L Submission for full bridge replacement, superstructure replacement and rehabilitation projects in accordance with PPI.9.3.3.2. At the discretion of the District Bridge Engineer, additional information may be requested, based on project specific conditions or project documentation requirements.

A Streamlined TS&L Submission is the result of a Bridge Pro-Team meeting where the appropriate agencies that must provide approvals are provided an opportunity to review the project scope. The team then recommends the most effective structure type to meet the project need at the conclusion of the meeting.

The Bridge Pro-Team may consist of representatives from the following:

- Bridge Unit (District and Central Office, if needed)
- Geotechnical Unit
- Construction Unit
- Environmental Unit
- Right-of-Way Unit
- Utilities Unit
- Highway Unit
- Traffic Unit (Maintenance and Projection of Traffic, Signal, Bicycle/Pedestrian Coordinator, etc.)
- Design Development Unit
- Any other specialty group or permitting agency based on the project type (FHWA, PADEP, PFBC, ACOE, etc.)

The Bridge Pro-Team meeting should be conducted in conjunction with the Scoping Field View to reduce duplicating a similar type of project meeting. For some small projects, where a Scoping Field View is not warranted, the Bridge Pro-Team meeting should review all available data sources to determine the project site context (i.e. video logs, aerial photography, Type 10 map, etc.).

The following lists some basic information, tools and key considerations that the Bridge Pro-Team should have or consider, as part of the Bridge Pro-Team meeting, to assist in making the decision on the effective structure type:

Existing Condition Data:

- Existing Structure Plans
- Structure Inspection Report
- Preliminary H & H Information or Scour Information (depth/countermeasures) from Inspection Report
- LPN Data (Linking Planning and NEPA)

Tool Kit Items:

- BRADD
- P/S Beam Charts
- Short Span Steel Bridge Alliance [ESPAN140](#)
- Video Log of Approach Roadway
- GIS – MPMS IQ
- Annual Bridge Construction Cost Data (Approximate Cost / SF based on structure type and size)
- [Approved Bridge and Structure Products](#). (Note: Several of the bridge types are patented. Thus, designers should review the restrictions for the use of these bridge types before incorporating into a project as the as-designed bridge type.)
- Prestressed Beam Standard (BD-651M) for skew limitations based on beam type

Key Considerations:

- Adjacent Features or Obstacles:
  - Intersections
  - Structures
  - Height restrictions for deliveries
  - Length restrictions for deliveries
  - Weight restrictions for deliveries
  - Crane access (pile installation, beam erection, etc.)

- Utility restrictions
- Railroad restrictions
- Geometry and Preliminary H & H Data (if applicable):
- Barrier Type
- Horizontal Alignment – Tangent, Curved, etc.
- Vertical Alignment – Tangent, Sag Vertical Curve (increased haunch at bearings), Crest Vertical curve (increased haunch at mid-span), etc.
- Lane Width
- Shoulder Width
- Pedestrian / Bike Access
- Overall Bridge Width
- Right-of-Way restrictions or considerations
- Span Lengths – Refer to PP2.7
- Bridge Skew Angle
- Feature Intersected – Protective Fence Requirements, Scour Protection, etc.
- Future Re-decking Considerations
- Structure Inspection Considerations
- Design Storm Water Surface Elevation
- 100-Year Storm Water Surface Elevation
  
- Superstructure:
  - Culverts
  - Precast Concrete Elements
  - Galvanized Steel Beams (consider length of galvanizing beds to required span length)
  - Weathering Steel Beams
  - P/S Concrete Beams (Box Beams, Bulb-Tees, AASHTO I-Beams)
 See PP4.1.3 for additional guidance
  
- Substructure:
  - Integral Abutments
  - Reinforced Concrete Cantilever Abutments
  - Reinforced Concrete Piers
  - Precast Concrete Elements
  - MSE Abutments
  - GRS Abutments (Low ADT Applications and Low Stream Velocities)
  - Foundations:
    - Spread Footing on Rock or Soil (if appropriate)
    - Piles
    - Caissons
    - Micropiles

The Bridge Pro-Team should develop a Summary of Structure Alternatives discussed during the Pro-Team meeting, to be included in the meeting minutes, which should include the following:

- List of Suitable Structure Types (see note below)
- Preliminary Cost Estimate for each Suitable Structure Type
- Advantages and Disadvantages for each Suitable Structure Type
- Anticipated Construction Schedule for each Suitable Structure Type
- Future Maintenance Issues or Concerns for each Suitable Structure Type

Note that the processes illustrated above are based upon the full replacement of an existing structure; however, the streamlined process is also applicable to superstructure replacement and rehabilitation projects.

## **2.0 STREAMLINED TS&L SUBMISSION LETTER**

A sample Streamlined TS&L Submission letter in accordance with the requirements of PP1.9.3.3.1, item (a) is provided in Fig.2.0-1. Note that the sample letter and TS&L plans illustrate a Prestressed Concrete superstructure; however, the streamlined TS&L submission process is also applicable to steel superstructures.

## **3.0 STREAMLINED TS&L PLANS**

The Streamlined TS&L Plans are to be developed in accordance with the requirements of PP1.9.3.3.1, item (b). Two sample TS&L Plans to illustrate a BRADD generated TS&L plan and a Consultant generated TS&L plan are provided in Figs. 3.0-1 and 3.0-2, respectively.

## **4.0 BRIDGE PRO-TEAM MEETING MINUTES / DOCUMENTATION**

A sample format for Bridge Pro-Team meeting minutes is provided in Fig.4.0-1.

Documentation of the selected structure may be as simple as all attendees signing the Bridge Pro-Team meeting minutes and attaching a conceptual sketch of the selected alternative.

## **5.0 QUALITY ASSURANCE CHECKLISTS**

A copy of the appropriate checklist (No. 1 through No. 4) must be completed, as appropriate, and included as part of the Streamlined TS&L submission.

The Pro-Team meeting minutes, or other correspondence, may discuss the alternatives that were evaluated; however, a maximum of two (2) alternatives are to be provided on the Quality Assurance Checklists.

Note that for many projects one (1) alternative is adequate for completion of the Quality Assurance Checklist given the level of detail provided in the Pro-Team meeting minutes, which are included with the Streamlined TS&L submission.

[Department or  
Consultant Letterhead]

[Letter Date (mmmm dd, yyyy)]

[Ms./Mr.] [Full Name], [P.E. (if applicable)]  
District Executive  
Pennsylvania Department of Transportation  
Engineering District [#]-0  
[Street Address]  
[City/Town Name], PA [Zip Code]  
Attention: [District Bridge Engineer's Full Name]

Re: S.R. [#####], Section [###]  
[County Name] County  
S.R. [#####] over (or under) [Feature Intersected]  
Segment [#####], Offset [#####]  
**TS&L Submission**

Dear [Ms./Mr.] [Last Name]:

Enclosed is a streamlined TS&L for the above referenced structure. The following information is being included in accordance with PP1.9.3.3.1, item (a) of Design Manual, Part 4 Structures.

- Location:  
S.R. [#####], Section [###]  
Segment [#####], Offset [#####]  
Station [#####]+[##.##] over (or under) [Feature Intersected]  
[Local Municipality Name]  
[County Name] County, Pennsylvania
- Superstructure Type:  
[Description of recommended superstructure type (e.g. Single Span Composite P/S Spread Box Beam Bridge)]  
Deck Slab: [# #/##"] minimum deck thickness (includes 1/2" Integral Wearing Surface) (from BD-601M (or BD-661 for Adjacent Box Beams))  
Beam Size: [Number and Size of Beam (e.g. # - ##" x ##")] [Material Type (e.g. P/S Conc., Steel, etc)] [Beam Type (e.g. Box, Bulb Tee, I-Beam, etc.)] Beams  
Beam Spacing: [##'-##"] center to center (spacing of beam lines may vary)  
Overhang: [##'-##"] deck overhang (measured from centerline of exterior fascia beam to outside face of deck/barrier)
- Span:  
[###'-##"] Centerline of Bearings Abutment 1 to Centerline of Pier [i] (if applicable)  
[###'-##"] Centerline of Pier [i] (if applicable) to Centerline of Bearings Abutment 2
- Roadway Width:  
Out-to-Out: [##'-##"] (overall structure width, perpendicular to Baseline)  
Curb-to-Curb: [##'-##"] (deck width between barriers, perpendicular to Baseline)  
Sidewalk: [##'-##"] (if applicable) [left side, right side, both or none]
- Skew Angle: [##°-##'-##"] [Left or Right] Ahead
- Vertical and Horizontal Clearances:  
Vertical: [##'-##"] Required, [##'-##"] Provided – [location of indicated vertical clearance]  
Horizontal: [##'-##"] Required, [##'-##"] Provided – [location of indicated horiz. clearance]

Figure 2.0-1 – Sample Streamlined TS&amp;L Submission letter

- 7. Substructure Type:
  - Abutment 1: [Proposed substructure type (e.g. Cast in place reinforced concrete cantilever abutment with flared wings. Foundation type is to be determined upon completion of geotechnical investigation. Spread footing anticipated.)]
  - (Piers as applicable)*
  - Pier [i]: [Proposed substructure type (e.g. Reinforced concrete hammerhead pier on pile supported footing.)]
  - Pier [i]: [Proposed substructure type (e.g. Reinforced concrete multi-column bent. Foundation type is to be determined upon completion of geotechnical investigation. Individual spread footing anticipated.)]
  - Pier [i]: [Proposed substructure type (e.g Reinforced concrete solid shaft wall pier)]
  - Abutment 2: [Proposed substructure type (e.g. Reinforced concrete stub abutment on vertical piles with MSE abutment and U-wings.)]
  
- 8. Deck Joints:
  - Abutment 1: [Proposed joint type (e.g. No Joint, Neoprene Strip Seal, Tooth Dam, Neoprene Compression Seal for Type [X] Approach Slab, etc.)]
  - Abutment 2: [Proposed joint type (e.g. No Joint, Neoprene Strip Seal, Tooth Dam, Neoprene Compression Seal for Type [X] Approach Slab, etc.)]
  
- 9. Bearing Type:
  - Abutment 1: [Bearing type (e.g. Laminated Neoprene, Pot, Disk, etc.)] – [Fixity (fixed or expansion)]
  - (Piers as applicable)*
  - Pier [i]: [Bearing type (e.g. Laminated Neoprene, Pot, Disk)] – [Fixity (e.g. fixed or exp.)]
  - Abutment 2: [Bearing type (e.g Laminated Neoprene, Pot, Disk, etc.)] – [Fixity (fixed or expansion)]
  
- 10. Drainage:
  - Bridge Deck: [Scupper type (per BC-751M)] [at #' spacing (if applicable)] (if required)
  - Off Structure: [Drainage type (e.g. Type C Inlet, naturally off shoulder, etc.)]
  
- 11. Design Methodology:
  - AASHTO / DM-4 Load and Resistance Factor Design (LRFD)

Enclosed are the following materials:

- 1. TS&L Plans
- 2. [Correspondence/documentation for recommended structure alternative(s) (e.g. Bridge Pro-Team Scoping meeting minutes, e-mail correspondence discussing alternatives studied and recommended alternative, etc.)]
- 3. Quality Assurance Checklist No. [#] *(Insert the appropriate checklist number)*
- 4. Structure Plan Number (S-number) and Bridge Key (BRKEY)

Recommended by: \_\_\_\_\_ Date: \_\_\_\_\_  
 District Bridge Engineer

*(Include additional signature lines, as applicable)*  
 Recommended by: \_\_\_\_\_ Date: \_\_\_\_\_  
 Chief Bridge Engineer

Recommended by: \_\_\_\_\_ Date: \_\_\_\_\_  
 FHWA

Figure 2.0-1 – Sample Streamlined TS&L Submission letter (continued)

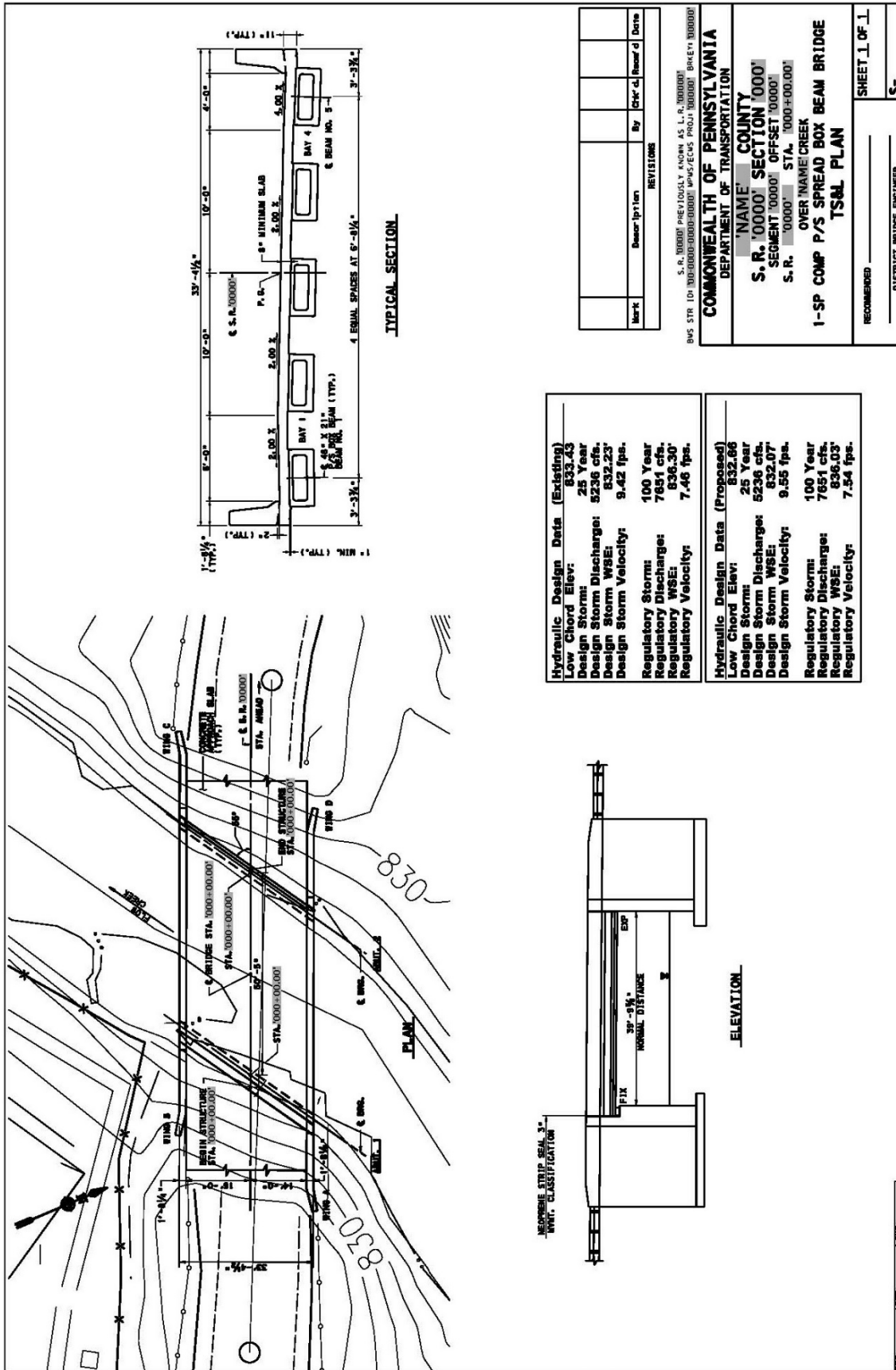


Figure 3.0-1 – Sample BRADD Generated T.S.&L. Plan

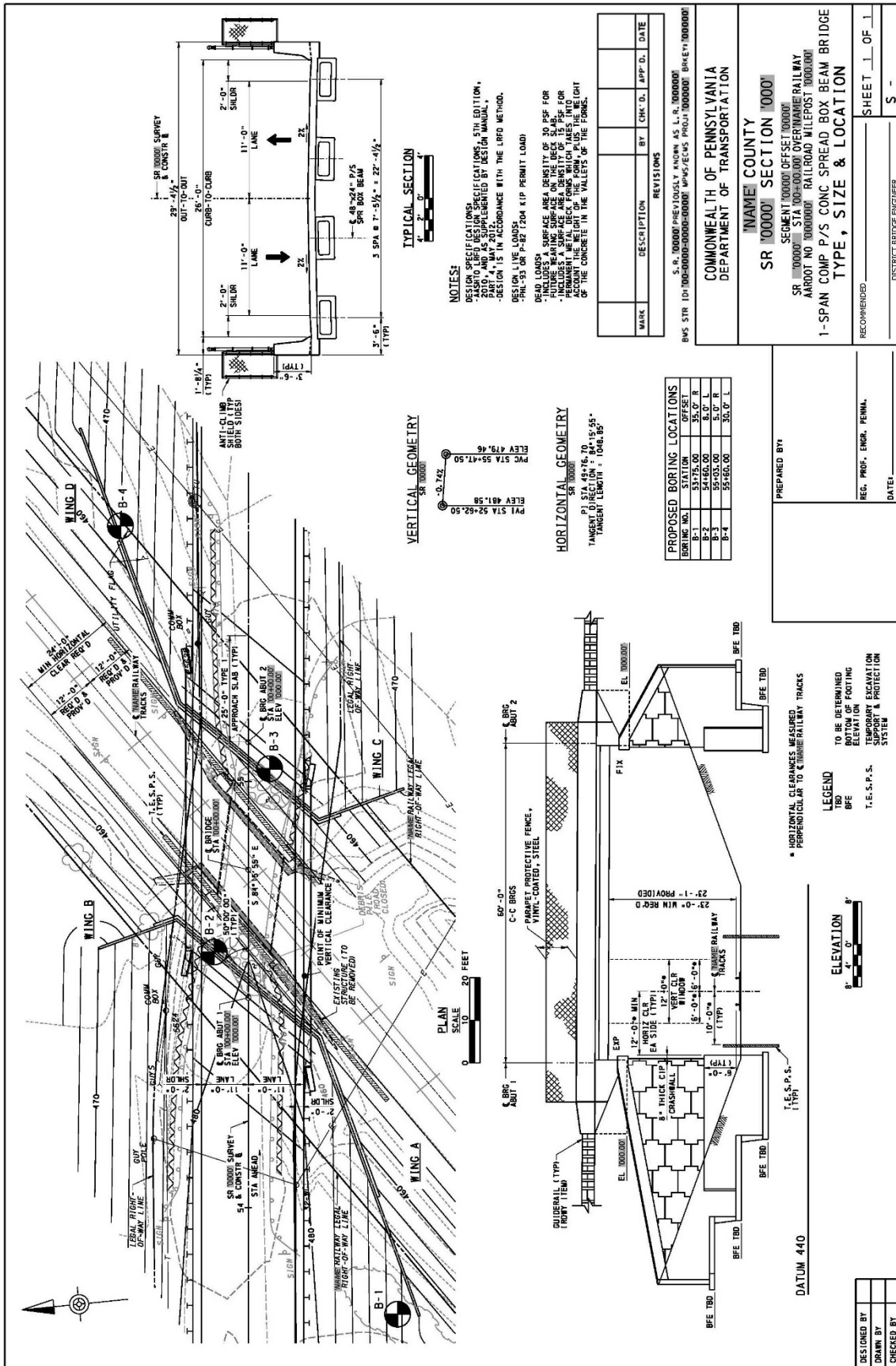


Figure 3.0-2 – Sample Consultant Generated T.S.&L. Plan

On [Date (mmmm dd, yyyy)] a Bridge Pro-Team meeting was held for the S.R. [#####], Section [###] project in [County Name] County. The following were in attendance:

- [Name of Attendee] – Bridge Unit
- [Name of Attendee] – Geotechnical Unit
- [Name of Attendee] – Construction Unit
- [Name of Attendee] – Environmental Unit
- [Name of Attendee] – Right-of-Way Unit
- [Name of Attendee] – Utilities Unit
- [Name of Attendee] – Highway Unit
- [Name of Attendee] – Traffic Unit
- [Name of Attendee] – Design Development Unit
- [Name of Attendee] – [Other Internal or External Regulatory or Approving Agencies]

The scope of work for the project is a complete replacement of a 50-foot single span bridge with a new single span structure.

The following comments were made at the field view:

- The existing bridge will be completely replaced at the same location.
- Maintain the existing horizontal geometry, but investigate the feasibility of fixing the superelevation on the severe curve at the far approach.
- Maintain existing width.
- Provide two (2) 10'-0" lanes, 4'-0" right shoulder and a 6'-0" left shoulder to accommodate pedestrian access across the new bridge for a curb-to-curb width of 30'-0".
- Provide the Typical Concrete Barrier (1'-8 1/4" W x 3'-6" H) on each side for an out-to-out width of 33'-4 1/2".
- Investigate the possibility of lowering the vertical curve located on the structure which is currently creating a hump in the road.
- Use 48" wide x 21" deep spread box beams to limit impacts on waterway opening.
- Set the center-to-center bearing span length at 50'-5" to increase the waterway opening an equivalent amount to accommodate the increased superstructure depth (i.e. lower "Low Chord Elev.").
- Use full height abutments and wingwall with spread footings founded on rock to limit scour potential.
- There are numerous overhead utilities and a gas line adjacent to the bridge that will need to be relocated for construction.
- A detour will be required for construction. Half width construction will not be possible due to the deterioration of the existing bridge.
- A USGS Bench Mark on the existing bridge will need to be removed and replaced as part of the project. This should be coordinated with USGS.

**Summary of Suitable Alternatives:**

<u>Alternative</u>	<u>Approx. Cost</u>	<u>Advantages</u>	<u>Disadvantages</u>	<u>Est. Const. Schedule</u>
4 – 33/31 Bulb-Tee	\$ 2.6 Mil.	Fewer beams	SIP Forms	7 Months
5 – 48x21 Spread Boxes	\$ 2.5 Mil.	Shallower beams	SIP Forms	7 Months
4 – 48x24 Spread Boxes	\$ 2.4 Mil.	Fewer beams	SIP Forms	7 Months
8 – 48x17 Adj. Boxes	\$ 2.6 Mil.	Shallower beams	More beams	6 Months
10 – 36x17 Adj. Boxes	\$ 2.7 Mil.	Shallower beams	More beams	6 Months

Figure 4.0-1 – Sample format for Bridge Pro-Team meeting minutes



The following comments were received with the meeting minute concurrence request:

- [Name of Commenter] – Pavement Manager
  - (a) For any approach work less than 500 feet, on either side of the structure, match existing pavement structure according to Pub. 242, Section 6.1.2.
- [Name of Commenter] – Environmental Unit
  - (a) The environmental document will be completed by the District.
  - (b) The project qualifies as an Environmental Document (ED – 100% State funding).
  - (c) A CEE will be required if Federal funding is used in any phase of the project.
  - (d) There are no properties or structures that would be considered 4(f) resources in the project area. Cultural Resources will be coordinated with the SHPO under Stipulation C.2a of the Minor Projects Programmatic Agreement.
- [Name of Commenter] – Right-of-Way Unit
  - (a) South side of structure may need required right-of-way or temporary construction easement. The apartment complex needs to be avoided at all costs.

Figure 4.0-1 – Sample format for Bridge Pro-Team meeting minutes (continued)

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**APPENDIX R – STREAMLINED FOUNDATION SUBMISSION REQUIREMENTS**

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## 1.0 GENERAL

The intent of this Appendix is to illustrate the minimum requirements of a Streamlined Foundation Submission for a full bridge replacement and rehabilitation projects with foundation modifications, in accordance with PPI.9.4.3.2. At the discretion of the District Bridge Engineer or Geotechnical Engineer, additional information may be requested, based on project specific conditions or project documentation requirements.

A Streamlined Foundation Submission is the result of a Bridge Pro-Team meeting, where the appropriate agencies that must provide approvals are provided an opportunity to review the project scope. The team then recommends the most effective foundation type to meet the project need at the conclusion of the meeting.

The Bridge Pro-Team may consist of representatives from the following:

- Bridge Unit (District and Central Office, if needed)
- Geotechnical Unit
- Construction Unit
- Environmental Unit
- Right-of-Way Unit
- Utilities Unit
- Highway Unit
- Traffic Unit (Maintenance and Projection of Traffic, Signal, Bicycle/Pedestrian Coordinator, etc.)
- Design Development Unit
- Any other specialty group or permitting agency based on the project type (FHWA, PADEP, PFBC, ACOE, etc.)

The Bridge Pro-Team meeting should be conducted in conjunction with the Scoping Field View to reduce duplicating a similar type of project meeting. For some small projects, where a Scoping Field View is not warranted, the Bridge Pro-Team meeting should review available data sources to determine the project site context (i.e. video logs, aerial photography, Type 10 map, etc.). Foundation types will be considered/eliminated based on the site conditions encountered during the field view or from published information and existing foundation performance (scour, undermining, settlement, etc.).

For complex bridges or problematic site conditions, it may be necessary to conduct a separate Bridge-Foundation Pro-Team meeting, as directed by the District, once the subsurface exploration has been completed and all foundation investigation information is available. This information will then be used in making recommendations for the most effective foundation type.

Where new borings are not required, the foundation information used for the existing structure must be provided.

The following lists some general information, tools and foundation information that the Bridge Pro-Team should have or consider, as part of the Bridge Pro-Team meeting, to assist in making the decision on the most effective foundation type:

### General Information:

- Existing Structure Plans
- Review of available published and unpublished information ( surface features on topographic maps, geologic maps, soil survey maps, logs of existing wells, etc.) See Publication 293 Section 1.2.4.2 and 1.3.4.2.
- Borings/Cores for Each Substructure Unit (existing and/or new)
- Settlement Control Scheme or Mitigation Plan, if applicable
- Preliminary H & H Information or Scour Information (depth/countermeasures) from Inspection Report
- LPN Data (Linking Planning and NEPA)

### Tool Kit Items:

- BRADD
- LPILE/COM624P
- TS&L Submission, if made prior to Bridge-Foundation Pro-Team meeting
- Video Log of Lower Roadway, if applicable
- Site photos
- Abutment/Pier Standard Drawings (BD/BC)
- Annual Bridge Construction Cost Data (Approximate Cost / SF based on structure type and size)

## Foundation Information:

- Driller's Logs, if available/applicable
- Inspector's Field Logs, if available/applicable
- Final Engineer's Logs, if available/applicable
- Laboratory Test Results, if available/applicable
- Estimated Settlement
- Scour Depth
- Substructure Type
  - Integral Abutments (pile supported)
  - Reinforced Concrete Cantilever Abutments (spread footing or deep foundations)
  - Reinforced Concrete Piers (spread footing or deep foundations)
  - Precast Concrete Elements
  - MSE Abutments
  - GRS Abutments (Low ADT Applications and Low Stream Velocities)
- Special Conditions Identified during Subsurface Exploration (See DM-4, 10.4.7P), for example:
  - Mine Voids
  - Karst Conditions
  - Claystone
  - Corrosive Environment

The Bridge Pro-Team should develop a Summary of Foundation Alternatives discussed during the Pro-Team meeting, to be included in the meeting minutes, which should include the following:

- List of Suitable Foundation Types (see note below)
- Preliminary Cost Estimate for each Suitable Foundation Type
- Advantages and Disadvantages for each Suitable Foundation Type
- Anticipated Construction Schedule for each Suitable Foundation Type
- Future Maintenance Issues or Concerns for each Suitable Foundation Type

Note that the processes illustrated above are based upon the full replacement of an existing structure; however, the streamlined process is also applicable to rehabilitation projects with modifications to existing foundation elements.

## 2.0 STREAMLINED FOUNDATION SUBMISSION LETTER

A sample Streamlined Foundation Submission letter developed in accordance with the requirements of PP1.9.4.3.1, item (a) is provided in Fig. 2.0-1. Information contained in the Streamlined Foundation Submission letter shall be provided for each substructure unit. Note that the sample letter and foundation plans illustrate substructures supported by H-piles and drilled shafts; however, the Streamlined Foundation submission process is also applicable to substructures supported by spread footings, pipe piles, monotube piles, or micropiles. For illustration purposes, only the Southbound substructure information has been included in the following sample letter. Foundation information for all substructure units must be provided with an official submission.

## 3.0 STREAMLINED FOUNDATION PLANS

A sample set of Streamlined Foundation Plans developed in accordance with the requirements of PP1.9.4.3.1, item (b) are provided in Fig. 3.0-1. For illustration purposes, only the boring sheets for the southbound structure have been included. All boring sheets for each substructure unit must be included with an official submission.

## 4.0 BRIDGE PRO-TEAM MEETING MINUTES / DOCUMENTATION

For non-complex bridges or non-problematic site conditions, documentation of the selected substructure type(s) and foundation type(s) is as simple as all attendees signing the Bridge Pro-Team meeting minutes (see Appendix Q, Fig. 4.0-1) and attaching a conceptual sketch of the selected alternative.

For complex bridges or problematic site conditions, a sample format for the Bridge-Foundation Pro-Team meeting minutes is provided in Fig. 4.0-1.

**5.0 QUALITY ASSURANCE CHECKLISTS**

A copy of the Quality Assurance Checklist No. 5 must be completed, as appropriate, and included as part of the Streamlined Foundation submission.

The Pro-Team meeting minutes, or other correspondence, may discuss the alternatives that were evaluated; however, only provide the applicable information on the Quality Assurance Checklists based on the recommended foundation type for each substructure unit.

[Department or  
Consultant Letterhead]

[Letter Date (mmmm dd, yyyy)]

[Ms./Mr.] [Full Name], [P.E. (if applicable)]

District Executive  
Pennsylvania Department of Transportation  
Engineering District [#]-0  
[Street Address]  
[City/Town Name], PA [Zip Code]  
Attention: [District Bridge Engineer's Full Name]

Re: S.R. [#####], Section [###]  
[County Name] County  
S.R. [#####] over (or under) [Feature Intersected]  
Segment [#####], Offset [#####]  
**Foundation Submission**

Dear [Ms./Mr.] [Last Name]:

Enclosed is a streamlined Foundation submission for the above referenced structure. The following information is being included as per PP1.9.4.3.1, item (a) of Design Manual, Part 4 Structures.

1. Proposed bottom of footing elevation: *(list applicable substructure units)*
  - a) Abutment 1 – [#####.##']
  - b) Abutment 2 – [#####.##']
2. Test borings: *(list applicable test borings)*  
Boring logs for [boring #'s (e.g. B#, B#, etc.)] are attached
3. Proposed nominal foundation bearing resistance: *(See QA Checklist No. 5 in Appendix A)*  
[N/A (H-pile and Drilled Shaft foundations)]
4. Pile information: *(list applicable substructure units)*
  - a) Abutment 1:
    - i. Type and size – [HP## x ##]
    - ii. Pile tip reinforcement – [pile tip reinforcement (see BC-757M)]
    - iii. Axial pile load resistance – [#####.##] kips
    - iv. Driving method – [X]
    - v. Load transfer method – [method (e.g Point bearing, End bearing, or Friction)] piles
  - b) Abutment 2:
    - i. Type and size – [HP## x ##]
    - ii. Pile tip reinforcement – [pile tip reinforcement (see BC-757M)]
    - iii. Axial pile load resistance – [#####.##] kips
    - iv. Driving method – [X]
    - v. Load transfer method – [method (e.g Point bearing, End bearing, or Friction)] piles

Figure 2.0-1 – Sample Streamline Foundation Submission Letter



5. Deep foundation information: *(list applicable substructure units)*
  - a) Abutment 1:
    - i. Estimated pile tip elevation - [####.##']
  - b) Pier 1:
    - i. Estimated top of drilled shaft elevation - [####.##']
    - ii. Estimated top of rock socket elevation - [####.##']
    - iii. Estimated tip elevation - [####.##']
    - iv. Total length of rock socket - [##.##']
  - c) Pier 2:
    - i. Estimated top of drilled shaft elevation - [####.##']
    - ii. Estimated top of rock socket elevation - [####.##']
    - iii. Estimated tip elevation - [####.##']
    - iv. Total length of rock socket - [##.##']
  - d) Pier 3:
    - i. Estimated top of drilled shaft elevation - [####.##']
    - ii. Estimated top of rock socket elevation - [####.##']
    - iii. Estimated tip elevation - [####.##']
    - iv. Total length of rock socket - [##.##']
  - e) Abutment 2:
    - i. Estimated pile tip elevation - [####.##']
6. Drilled shaft / Micropile information: *(list applicable substructure units)*
  - a) Pier 1:
    - i. Drilled shaft diameter - [##.##']
    - ii. Rock socket diameter - [##.##']
    - iii. Axial drilled shaft resistance - [###.##] kips - [Indicate "geotechnical" or "structural"]
    - iv. Load transfer method - [Transfer method (e.g. Point bearing, End bearing, or Friction)]
    - v. Lateral shaft resistance - [##.##] kips
  - b) Pier 2:
    - i. Drilled shaft diameter - [##.##']
    - ii. Rock socket diameter - [##.##']
    - iii. Axial drilled shaft resistance - [###.##] kips - [Indicate "geotechnical" or "structural"]
    - iv. Load transfer method - [Transfer method (e.g. Point bearing, End bearing, or Friction)]
    - v. Lateral shaft resistance - [##.##] kips
  - c) Pier 3:
    - i. Drilled shaft diameter - [##.##']
    - ii. Rock socket diameter - [##.##']
    - iii. Axial drilled shaft resistance - [###.##] kips - [Indicate "geotechnical" or "structural"]
    - iv. Load transfer method - [Transfer method (e.g. Point bearing, End bearing, or Friction)]
    - v. Lateral shaft resistance - [##.##] kips
7. Estimated settlement: *(for spread footings, fill material/existing soils causing downdrag, if applicable)*
  - a) Abutment 1 - [#.##"]
  - b) Pier 1 - [#.##"]
  - c) Pier 2 - [#.##"]
  - d) Pier 3 - [#.##"]
  - e) Abutment 2 - [#.##"]

Figure 2.0-1 – Sample Streamline Foundation Submission Letter (cont.)

8. Scour depth: *(attach scour calculations, if applicable)*

- a) Abutment 1 - [##.##']
- b) Pier 1 - [##.##']
- c) Pier 2 - [##.##']
- d) Pier 3 - [##.##']
- e) Abutment 2 - [##.##']

9. Corrosive environment information:

[Submit information in accordance with D10.7.5.5P]

Enclosed are the following materials:

- 1. Foundation Plans
- 2. [Correspondence/documentation for recommended substructure alternative(s) (e.g. Bridge Pro-Team Scoping meeting minutes, e-mail correspondence discussing alternatives studied and recommended alternative, etc.)]
- 3. Quality Assurance Checklist No. 5

Recommended by: \_\_\_\_\_ Date: \_\_\_\_\_  
District Bridge Engineer

*(Include additional signature lines, as applicable)*

Recommended by: \_\_\_\_\_ Date: \_\_\_\_\_  
Chief Bridge Engineer

Recommended by: \_\_\_\_\_ Date: \_\_\_\_\_  
FHWA

Figure 2.0-1 – Sample Streamline Foundation Submission Letter (cont.)

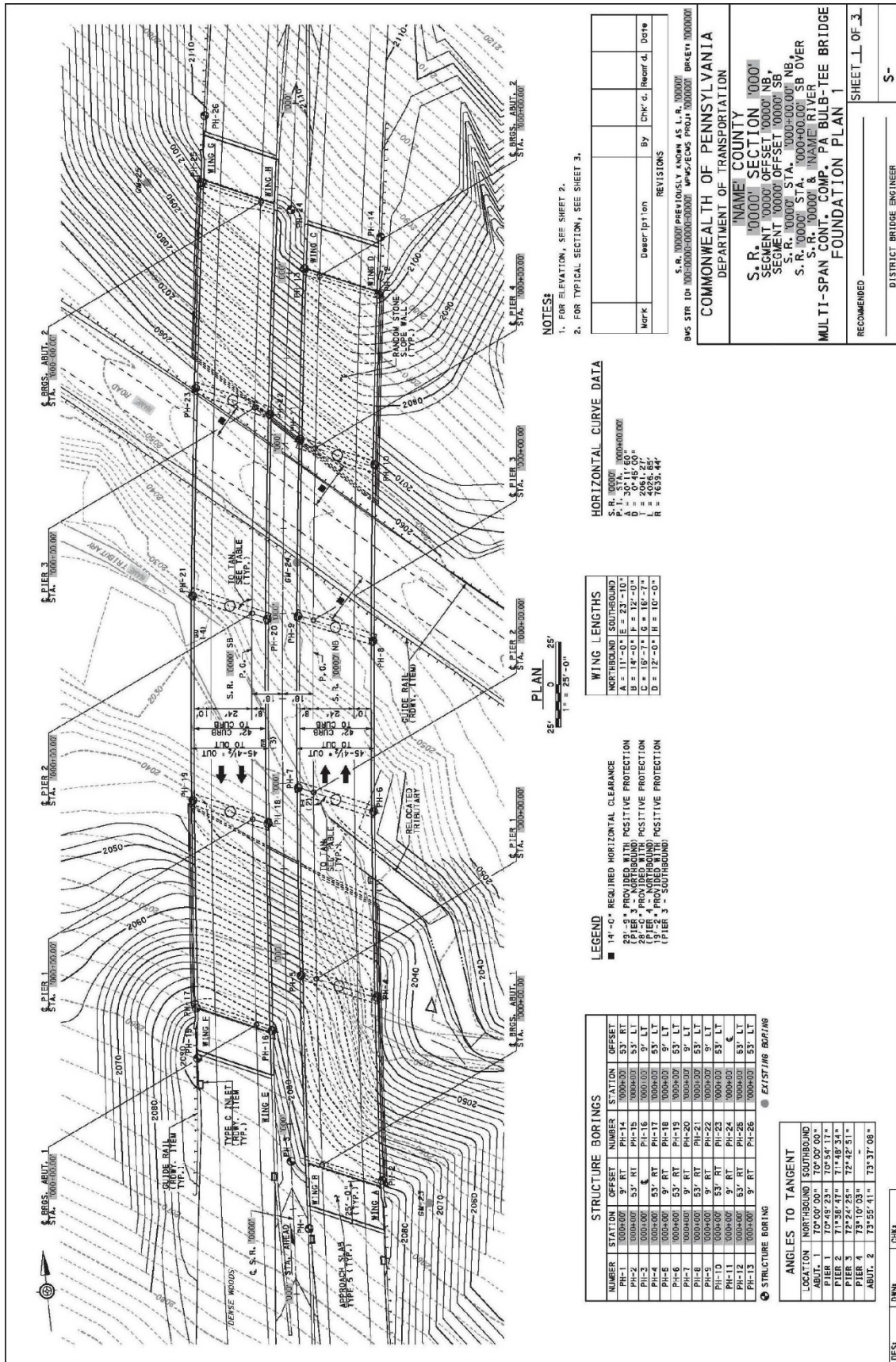


Figure 3.0-1 – Sample Foundation Plans

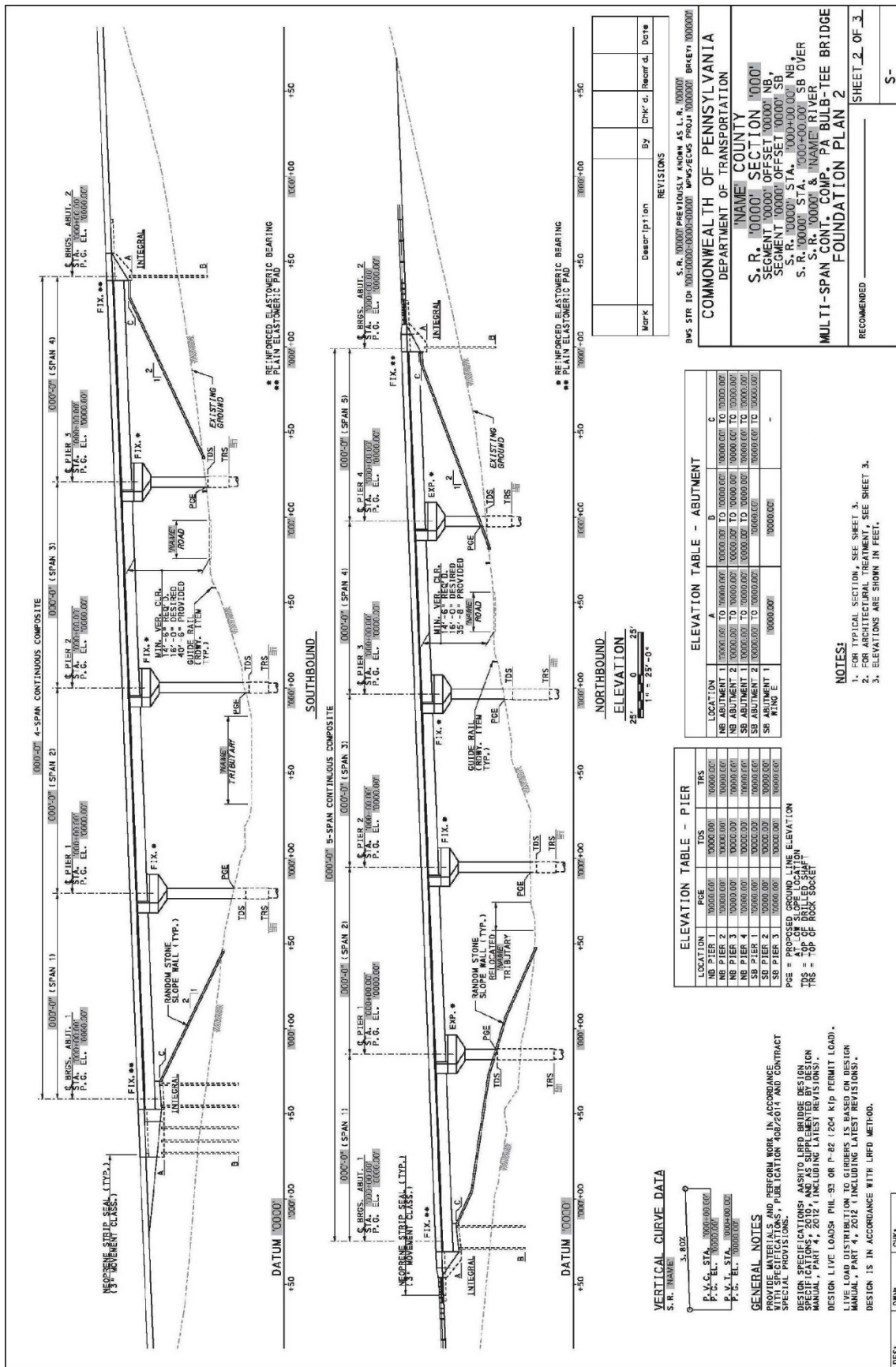
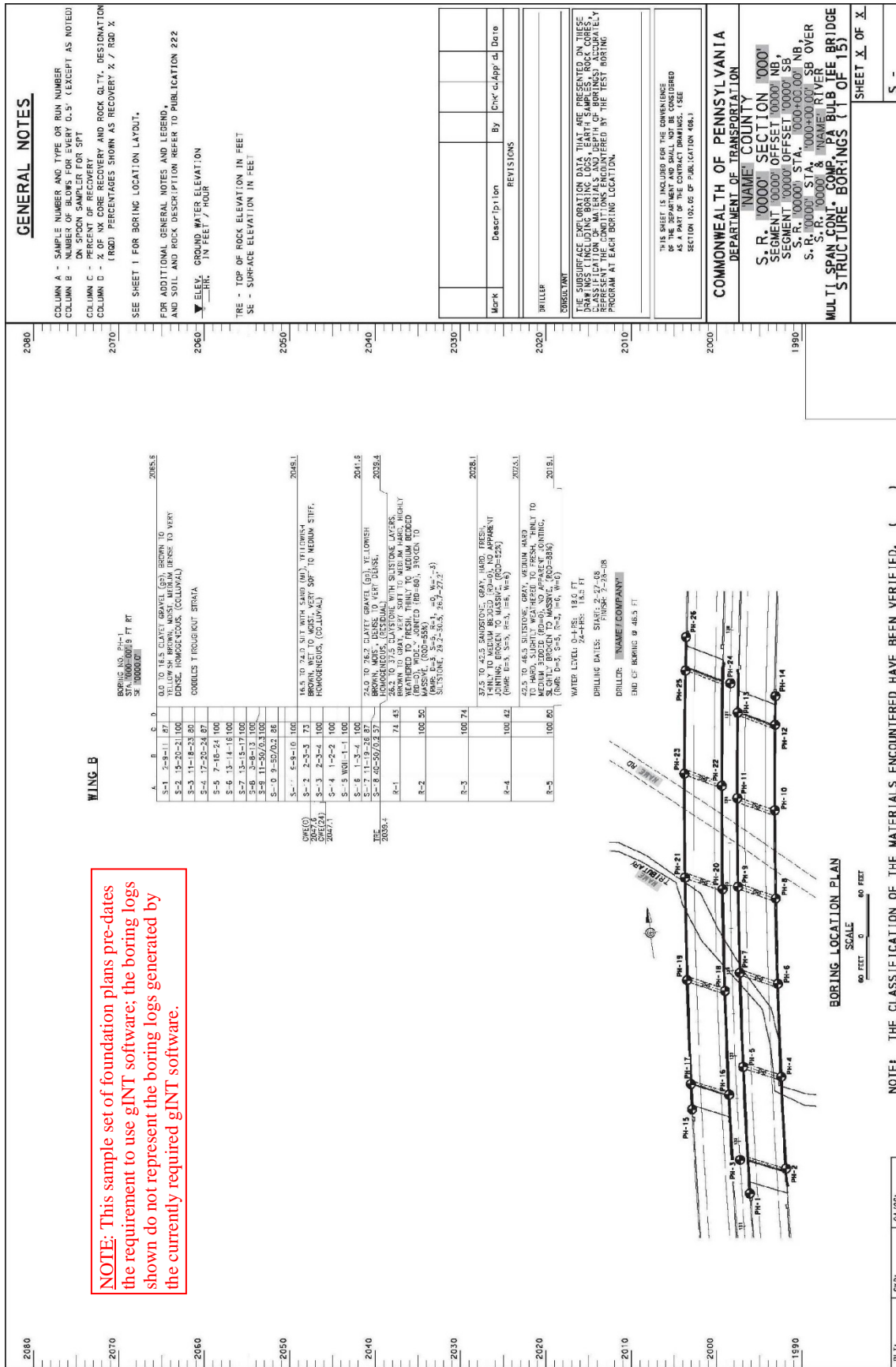


Figure 3.0-1 – Sample Foundation Plans (cont.)





**NOTE:** This sample set of foundation plans pre-dates the requirement to use GINT software; the boring logs shown do not represent the boring logs generated by the currently required GINT software.

Figure 3.0-1 – Sample Foundation. Plans (cont.)

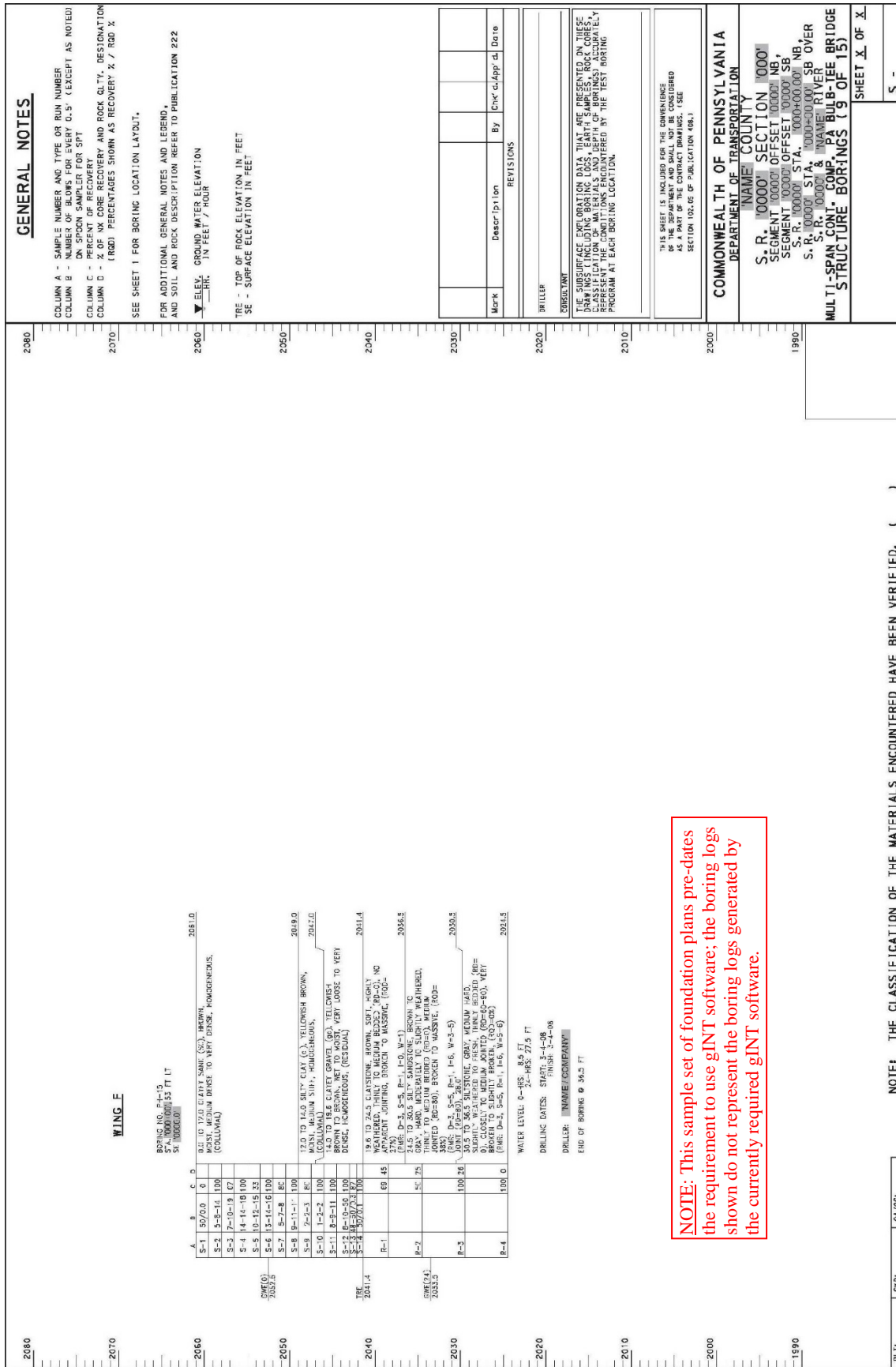
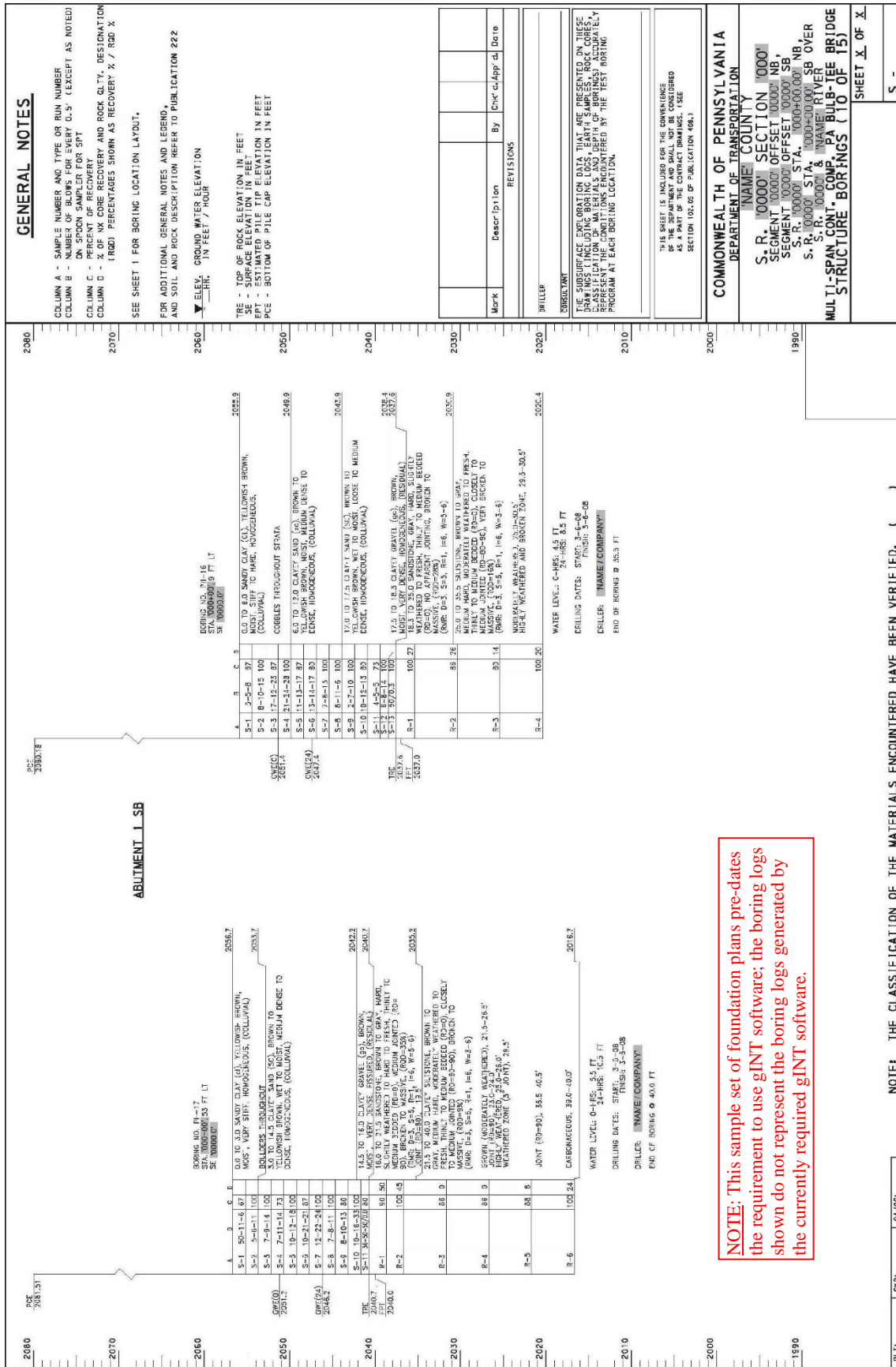


Figure 3.0-1 – Sample Foundation. Plans (cont.)



**NOTE:** This sample set of foundation plans pre-dates the requirement to use gINT software; the boring logs shown do not represent the boring logs generated by the currently required gINT software.

Figure 3.0-1 – Sample Foundation Plans (cont.)



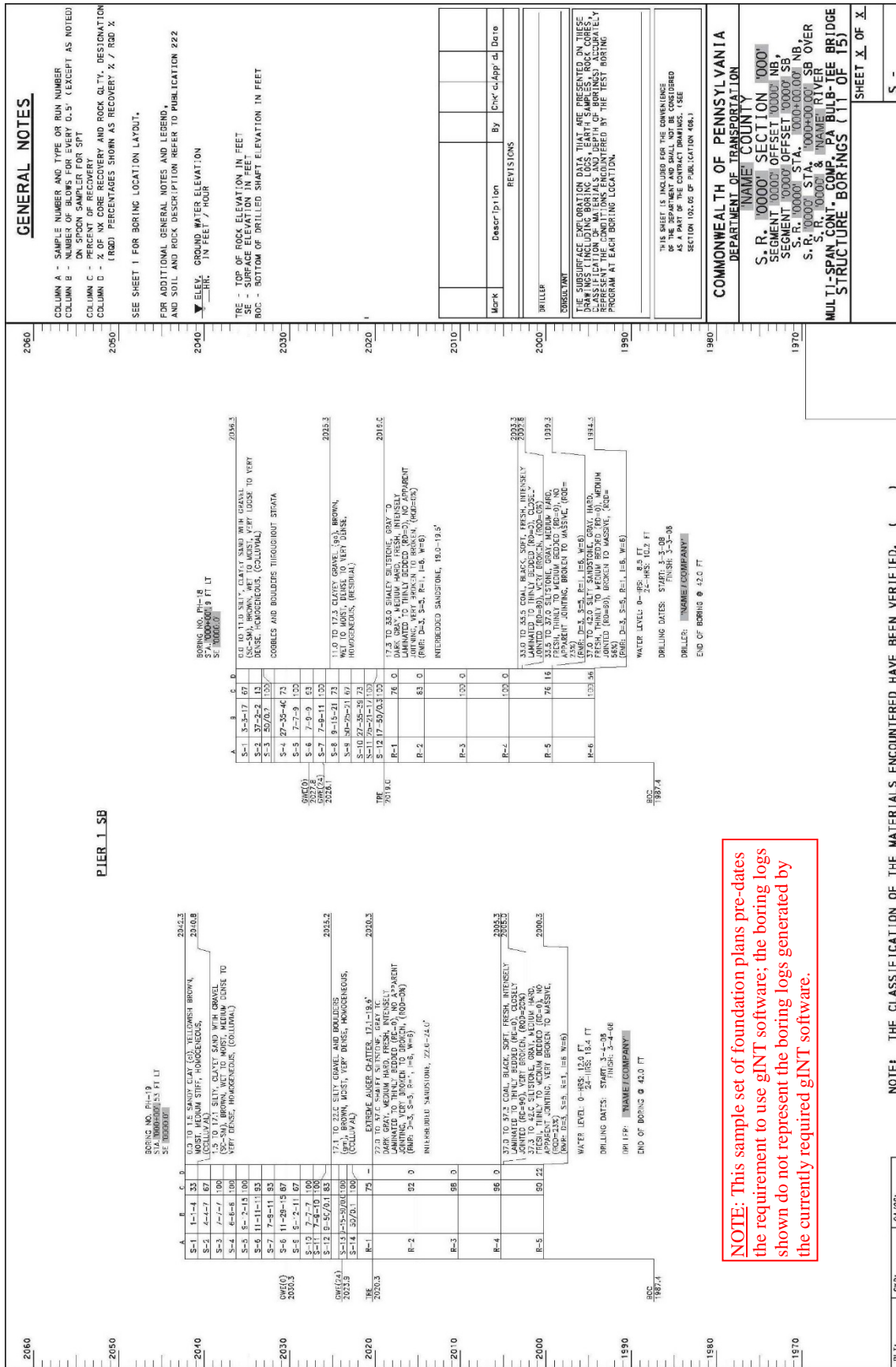


Figure 3.0-1 – Sample Foundation. Plans (cont.)

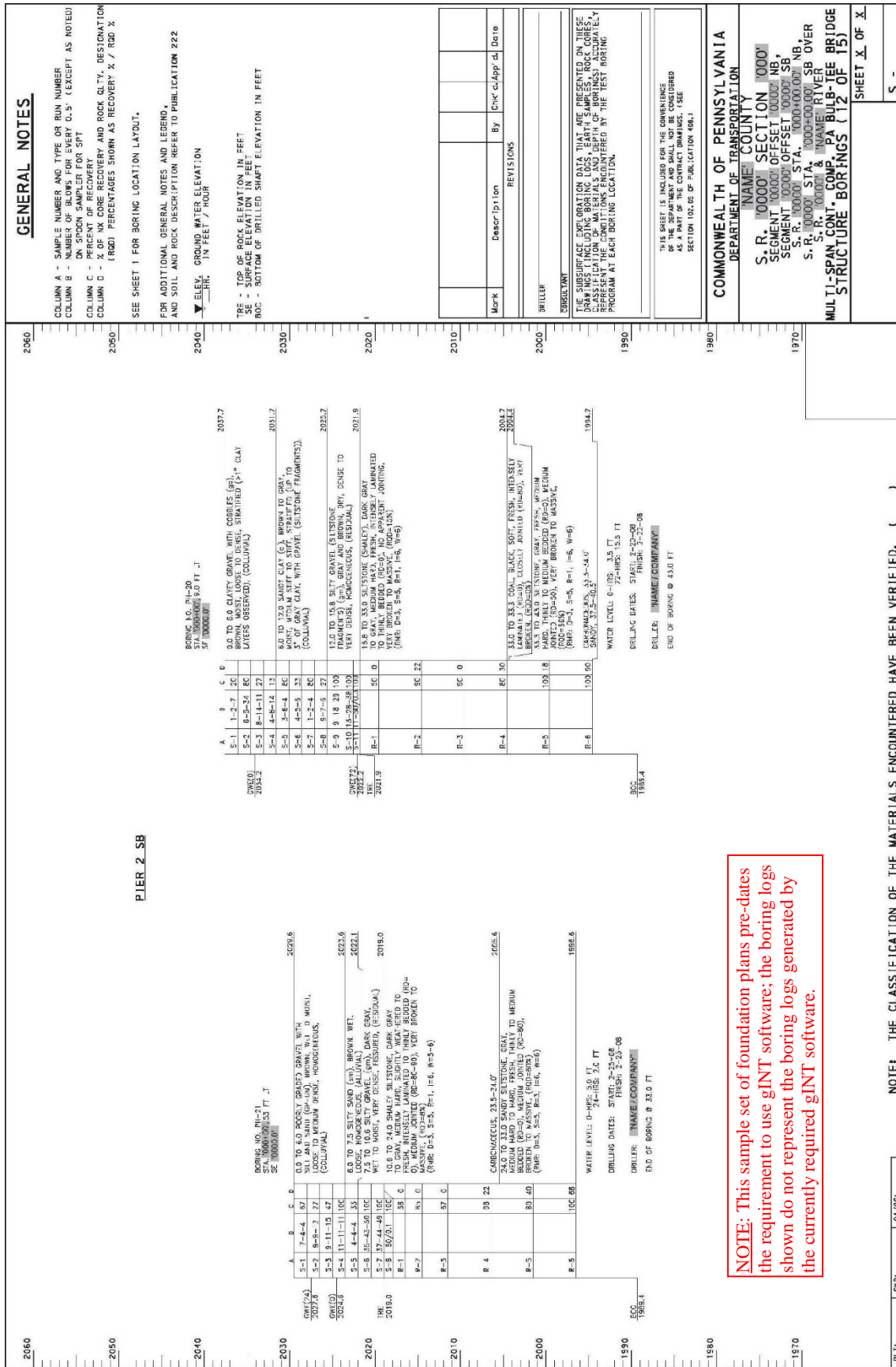
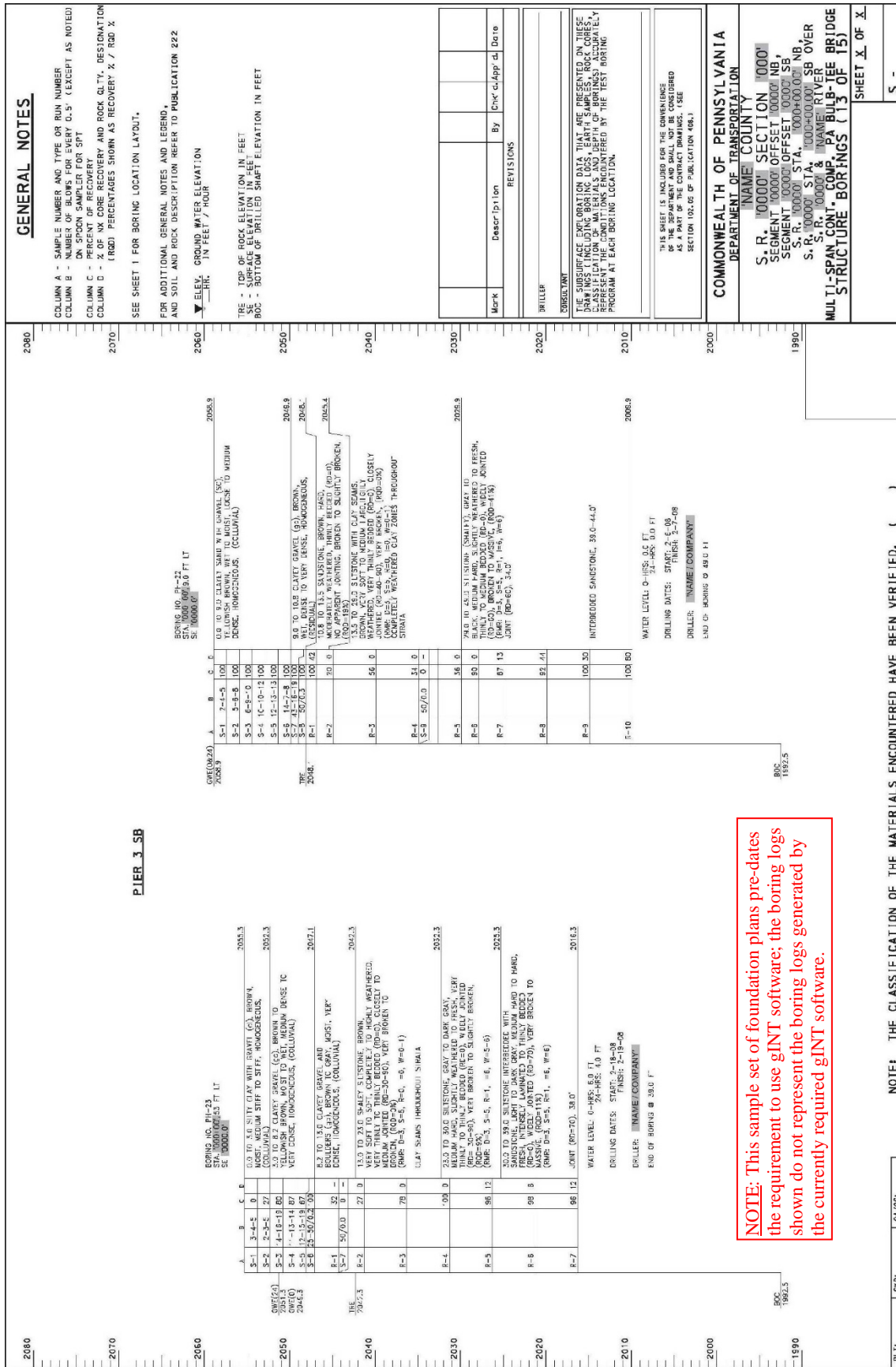


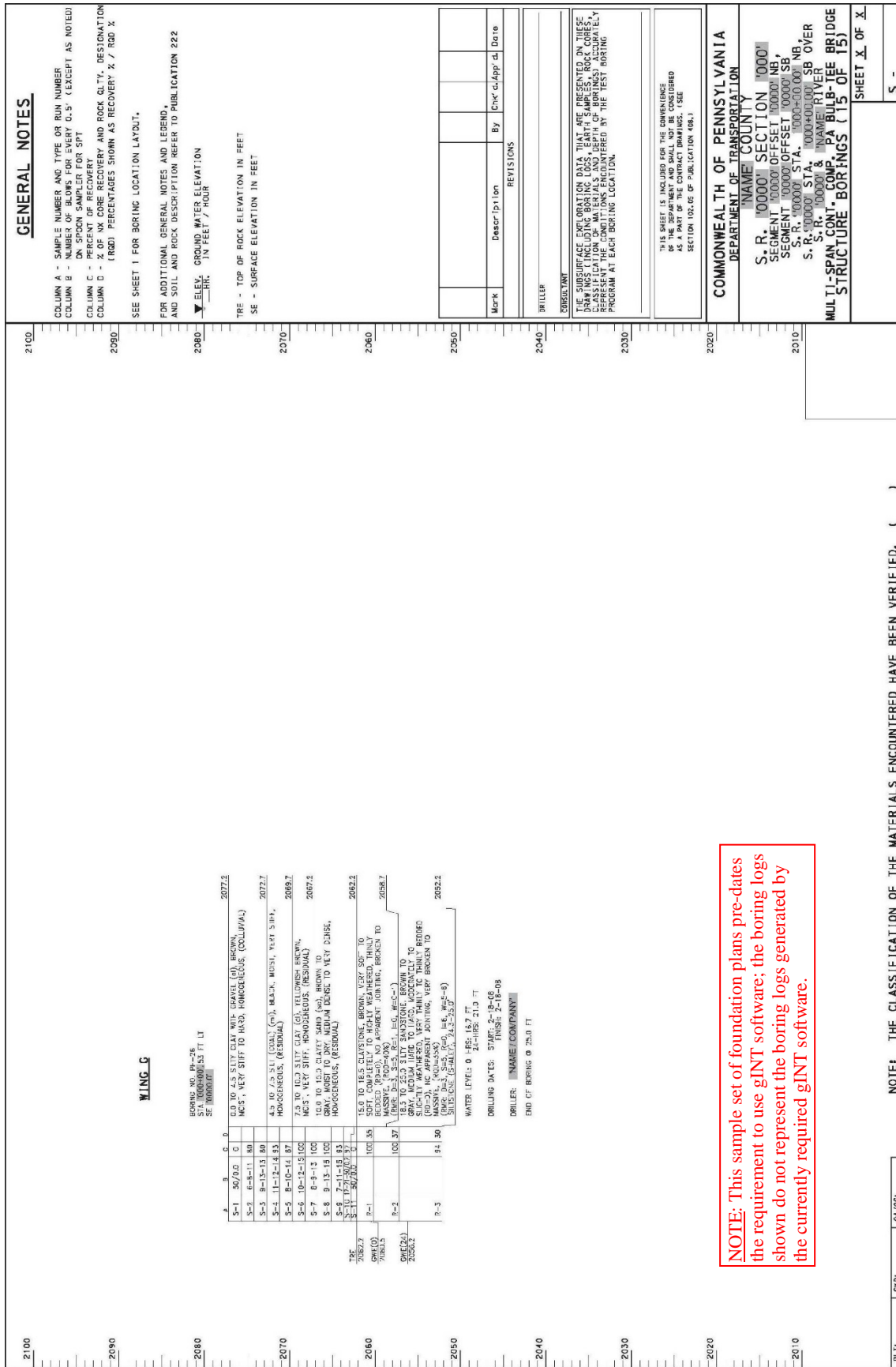
Figure 3.0-1 – Sample Foundation. Plans (cont.)



**NOTE:** This sample set of foundation plans pre-dates the requirement to use GINT software; the boring logs shown do not represent the boring logs generated by the currently required GINT software.

Figure 3.0-1 – Sample Foundation. Plans (cont.)





NOTE: This sample set of foundation plans pre-dates the requirement to use GINT software; the boring logs shown do not represent the boring logs generated by the currently required GINT software.

Figure 3.0-1 – Sample Foundation. Plans (cont.)

On [Date (mmmm dd, yyyy)] a Bridge-Foundation Pro-Team meeting was held for the S.R. [#####], Section [###] project in [County Name] County. The following were in attendance:

- [Name of Attendee] – Bridge Unit
- [Name of Attendee] – Geotechnical Unit
- [Name of Attendee] – Construction Unit
- [Name of Attendee] – Environmental Unit
- [Name of Attendee] – Right-of-Way Unit
- [Name of Attendee] – Utilities Unit
- [Name of Attendee] – Highway Unit
- [Name of Attendee] – Traffic Unit
- [Name of Attendee] – Design Development Unit
- [Name of Attendee] – [Other Internal or External Regulatory or Approving Agencies]

The scope of work for the project is a new set of dual structures consisting of a 5-span configuration for the Northbound structure and a 4-span configuration for the Southbound structure. The project is needed to remove heavy truck traffic on S.R. [#####] through [Name of Community].

The following comments were made at the meeting:

- Minimize stream (tributary) relocation as much as possible.
- Utilize consecutively fixed piers where applicable.
- Provide two (2) 12'-0" lanes, an 8'-0" inside shoulder and a 10'-0" outside shoulder across the new bridges for a curb-to-curb width of 42'-0".
- Provide the Typical Concrete Barrier (1'-8 1/4" W x 3'-6" H) on each side for an out-to-out width of 45'-4 1/2".
- Use 33/71.5 PA Bulb-Tee beams.
- Abutment 1 will be set at approx. 70 degrees to centerline of structure. Remaining substructure units will be placed parallel to Abutment 1. This will result in all beams within a span to be equal lengths.
- Use integral abutments with attached wingwalls (Wing E will be a detached wingwall due to its length).
- Piers shall be hammerhead type on spread footings or drilled shafts with rock sockets. Due to the close proximity of bedrock (11 feet) at some of the proposed pier locations, pile foundations are not feasible.
- Architectural treatment on the barriers and substructures is required by the Programmatic Agreement between FHWA and the Pennsylvania Historic Museum Commission.
- Surrounding area is predominantly privately owned farmland and standing timber.

**Summary of Suitable Alternatives:**

<u>Superstructure Alternatives</u>	<u>Advantages</u>	<u>Disadvantages</u>	<u>Approx. Cost</u>	<u>Est. Const. Schedule</u>
Southbound				
4 spans with 6-28x63 AASHTO I-Beams	Shorter Spans	Requires more tributary relocation	\$3.9 Mil.	12 months
4 spans with 5-33/71.5 PA Bulb-Tee Beams	Fewer Beams	Longer Spans	\$3.8 Mil.	12 months
Northbound				
4 spans with 6-28x63 AASHTO I-Beams	Fewer Spans	Requires more tributary relocation	\$3.9 Mil.	12 months
5 spans with 4-33/71.5 PA Bulb-Tee Beams	Fewer Beams	More spans	\$4.1 Mil.	12 months

Figure 4.0-1 – Sample Bridge-Foundation Pro-Team Meeting Minutes

<u>Foundation Alternatives</u>	<u>Advantages</u>	<u>Disadvantages</u>	<u>Approx. Cost</u>	<u>Est. Const. Schedule</u>
Abutments				
Stub Abutments on Piles	Works well in embankment fill conditions	Settlement/downdr g	N/A	N/A
Integral Abutments	Eliminate expansion joints on bridge	Pre-augered holes	Included with costs above	Included with schedule above
Piers				
Spread Footings	Reduced initial construction cost	Large excavation/disturba nce area, Scour, Low RQD bedrock	N/A	N/A
Drilled Shafts	Reduced area of disturbance, Support obtained in "good" material beneath top layers	Unsupported length due to scour and coal seams	Included with costs above	Included with schedule above

The following comments were received with the meeting minute concurrence request:

- **[Name of Commenter]** – Environmental Unit
  - a) The tributary is managed by the state resources agencies to support fish and aquatic life suited for both cool and cold water habitats.
  - b) Tributary is not identified by PA Fish and Boat Commission as a stream containing reproducing populations of fish or approved trout water.
- **[Name of Commenter]** – Hydraulic Unit
  - a) Relocation of a portion of the stream (tributary) will be required to accommodate the placement of the piers for the new structures. A temporary stream (tributary) crossing will be located approximately 175 feet downstream of the proposed horizontal alignment.
  - b) A Chapter 105 permit is required if the drainage area at the downstream end of the proposed bridge is greater than 100 acres.

Figure 4.0-1 – Sample Bridge-Foundation Pro-Team Meeting Minutes (cont.)

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PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

DESIGN MANUAL  
PART 4

**APPENDIX S – COVERED BRIDGE PROTECTION GUIDANCE**

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Covered bridges and historic trusses are engineering feats from our past. Preservation of these treasures is important to the Department. As stewards of the Commonwealth, we are responsible, wherever possible, for protecting this legacy of our evolution in design and construction methods as well as landmarks PA's residents and visitors enjoy seeing. The problem lies in that, due to their age, deterioration, and the method by which they were designed, these older structures were not built for today's modern vehicles. Vehicle heights, as well as weights, have increased significantly in the last 200 years. More and more often, overheight vehicles have tried (and failed) to cross covered bridges or historic trusses and caused significant structural damage to portals, knee braces, sway bracing, or other overheight elements. To protect these structures, the Department has developed decision making logic for the various methods of bridge protection. Bridge owners can use this logic as guidance for choosing what preventative measures could be implemented to monitor their historic low-clearance structures or possibly use this guidance for other low-clearance applications.

Choosing a mechanism for covered bridge protection involves several factors: type of protection, frequency of impact, historic significance of the structure, and external needs of the protection system. The type of protection should reflect the needs of the structure and the accessibility to resources.

## **1.0 TYPES OF PROTECTION**

Protection systems can be very simple or highly complex. Simple protection systems could entail increased signage, pavement markings, rumble strips or headache bars. More advanced systems might include warning lights used by themselves or in conjunction with laser vertical detection devices or infrared cameras. The simple protection systems stand alone in that they don't require any special power supply or other outside connections.

Consideration needs to be made for the accessibility of a power source if using lights, lasers, or cameras. Some advances have been made in the realm of solar power, but it is not a reliable power source at this time.

### **1.1 Increased Signage**

Accurate and effective placement of the low clearance signs W12-2 and W12-2A in accordance with Publication 236M is the minimum required signage. Additional, optional signage may be developed to give additional warning of covered bridge ahead as necessary. Consider advanced signage not just on the road where the bridge is located, but at larger arterial roads from where the larger vehicle traffic may be originating.

### **1.2 Pavement Markings**

While no specific low clearance signage is in the current PennDOT pavement markings standards (Publication 111, TC-8600), individual lettering guides can be used to develop pavement markings noting "WARNING" or "LOW CLEARANCE AHEAD". These markings may be useful on covered bridges with perched approaches where the pavement markings are set more in a vertical angle due to the grade of the roadway. Transverse pavement markings, like those used on a stop approach where running stop sign crashes are a problem, can also be considered. Additional striping on the roadway to encourage improved centering of vehicles on the bridge is another type of pavement marking that has been found to reduce impacts, especially to the portals and knee braces.

### **1.3 Increased Curb Widths**

Where portals and knee bracing has been damaged repeatedly, some owners have used extra-wide curbs within the structure to improve centering of the vehicles and move them to where clearances are higher. Offset curbs can also be used to direct the vehicles to the center of the structure as they are entering the bridge.

### **1.4 Rumble Strips**

While rumble strips are typically used on high volume roads to alert drivers to the edges of pavements or to warn of stop conditions, in a rural setting on a low volume road (such as covered bridges typically are), rumble strips in advance of the structure could be a suitable warning of a low clearance road. Teaming rumble strips with pavement markings or increased signage could have added benefit in the warning scheme.

### **1.5 Headache Bars**

Headache bars, consisting of either a rigid frame structure or a hanging horizontal bar or pipe, are a low cost, effective passive vertical clearance control measure. However, there can be issues with liability and aesthetics that need to be considered before implementation. Liability of ensuring solid connections of the headache bars to prevent damage to vehicles and verifying

the headache bar is at the proper elevation to maintain the safety of the bridge are the primary concerns. Aesthetically, headache bars can obstruct the view or picturesque nature of the covered bridge site.

Liability needs to be weighed versus the history of damage to the bridge and the historic significance of the structure. Caution should be given to using headache bars on routes with high traffic volumes or higher speed limits (i.e., 35 mph or higher). Criteria for the design of the cross bar should be established on a case-by-case basis depending on the level of stopping power desired, protection of the public should an impact of the headache bar occur, and other site specific concerns. If headache bars are determined to be an option, consider a stepped approach of installing a breakaway structure first that has little risk of vehicle damage or personal injury. If the breakaway structure does not reduce the damage to the structure or prevent restricted vehicles from crossing, a more rigid structure may be contemplated.

## 1.6 Warning Lights

Warning lights attached to advance warning vertical clearance signs or on the face of the structure can draw the attention of drivers to the hazards ahead. However, lights require a power source so consideration needs to be made as to access to a power grid or use of alternative renewable energy sources. Warning lights can also be used in conjunction with advanced electronic equipment.

## 1.7 Advanced Electronic Equipment (Cameras, laser vertical detection devices)

Technological advances are occurring at an unfathomable rate. At the time of writing this guidance, three main types of electronic equipment are common overheight detection/warning systems. Warning lighting attached to the bridge can be used alone or can be combined in conjunction with the other types of detection/warning equipment. Infrared or motion cameras have been typically used for prevention of vandalism or fire, but could be modified to log a license plate should a bridge hit occur. Laser vertical detection equipment has been used already in detection of overheight vehicles prior to entering tunnels, but could be used in the same manner for covered bridges.

## 2.0 CONSIDERATIONS FOR IMPLEMENTATION

Before any of the above methods of protection should be implemented at a bridge, an analysis and evaluation of the site should be conducted. Once a system is defined, evaluation of the site should be done to see if the needs of the system can be met and a re-evaluation of the chosen system if it is cost prohibitive to implement the system. All of the systems should be evaluated based on the historic significance of the structure and any past history of bridge damage. As part of the decision-making process, discussions should also be conducted with respect to traffic modifications to the roadway carried by the bridge (i.e., restricting the road and bridge to “No trucks or buses”, creating Stop conditions at the bridge approaches, making the roadway leading to the bridge One Way, etc.). Where possible, consider providing wide approaches to allow overheight/overweight vehicles to turn around before getting to the bridge structure. Turnarounds should be placed in advance of rigid headache bars.

Considerations to the implementation of the systems named above have been made to help with the evaluation of the applicability of the system for the needs of the bridge owner.

### 2.1 Increased Signage

- Low cost option with limited effectiveness
  - Additional signage is easy to install.
  - Custom signs can be created to call additional attention to the covered bridge.
  - The effectiveness of additional signage is questionable. To draw attention to the signs, flashing lights may be added.
  - Covered bridges that have yet to be damaged, but may have increased traffic in the future, could benefit from additional signage as a preventative measure.

### 2.2 Pavement Markings

- Passive warning system
  - No official wording is available but can be developed.
  - Easy to install but maintenance required to retain the effectiveness of the paint.
  - Provides limited impact on drivers.

### 2.3 Rumble Strips

- Used in conjunction with signs or pavement markings, it would trigger both a visual and auditory signal.
  - Not a physical barrier but gives another level of warning other than a sign or pavement markings alone
- Not a typical or standard use of rumble strips.
- Will require cutting pavement to create rumble strips.
  - Noise factor needs to be considered if buildings or homes are in the vicinity of the bridge.
  - Where noise is an issue, consider the use of transverse pavement markings.
- Typical rumble strips can create a control issue for bicyclists.
  - Consider the use of Bicycle Tolerable Shoulder Rumble Strips, as discussed in Publication 638, where bicycles are known to use the bridge.

### 2.4 Headache Bars

- A physical impediment in the roadway to restrict traffic
  - Rigidity of connections and type of barrier need to be taken into consideration.
  - Need to ensure that the clearance of the barrier matches the clearance of the signs and also the required vertical clearance of the bridge.
  - Legal liability if the headache bar is not at least the same height as the vertical clearance restriction signs in advance of the bridge.
  - Should be used where there is a history of bridge hits.
  - Requires maintenance to check connections for safety.
  - Needs to be reset if paving occurs in the vicinity of the barrier.

### 2.5 Advanced Electronic Equipment (Lighting, cameras, laser vertical detection devices):

- Bridge Location relative to power source.
  - Tying into Grid Power is optimal if available, economical and dependable. Only downside to grid power is the reoccurring cost from local power companies. Given the energy needs of most systems are relatively small, cost should be minimal.
  - If grid power is not available, a renewable energy source would be the next best option. There are two main types of renewable energy that would be applicable at most locations, wind and solar. Note that these renewable energy sources are not always reliable so precautions should be taken to insure the advanced electronic system always has sufficient power.
    1. Wind Energy – A wind turbine harnesses energy from the blades turning from wind and converts it into energy. Wind turbines should be placed in areas with constant, non-turbulent wind. Generally turbines should be placed 30 ft. from obstructions (e.g. structures, trees, changes in terrain). Also consider the relationship between wind speed and energy output, check with manufacturers.
    2. Solar Energy – Solar panels harness the sun's energy and convert it to usable energy. The efficacy of solar panels varies so the relationship between the area of panel and power output should be verified with the manufacturer.

Other equipment needed if using renewable energy source.

    1. Battery Banks – Batteries are important for any renewable power source system for moments when insufficient power is being produced.
    2. Inverter – Renewable energy sources produce DC power, an inverter is used to convert the DC power to usable AC power. Note that the process for converting AC to DC is not 100% efficient; when calculating energy needs the energy loss during this process needs to be taken into consideration.
    3. Controller – If using a battery bank to store power for use when insufficient power is being produced, a controller should be used to monitor the level of charge in the individual batteries in the bank; charging the batteries that need charged and not over charging the batteries that are fully charged.
- Placement of Electronic Hardware
  - Equipment should be attached to either the bridge or other surrounding structures including poles or other structures. Depending on the equipment needed and where it needs to be placed to be the most effective; it may not be the most aesthetically pleasing for the historic structure but the effectiveness of the equipment should not be compromised for the aesthetics.
  - Consider the location and placement of the electronic equipment and the level of protection that may be needed. If the equipment is easily accessible, a higher level of security case/enclosure should be used.

- Wiring should be run through conduit. The conduit should meet fire and electronic code as well as protect the wiring from animals, insects and people who could break the conduit causing damage to the wires.
- Supplementary Equipment to Consider:
  - Communication Devices – Depending on the type of system installed, a communication device can be installed to communicate data between the system and local authorities or the bridge owner. There are multiple ways of transferring information from the bridge site to outside sources; directional antennas that access wireless connections are commonly used communication devices.
  - Storage Devices – Depending on the communication device, it may not be possible to send required data through wireless sources. A storage device can be used to store additional information. It is not usually cost-effective to store the information that is recorded at the bridge site; it is recommended to record data for an appropriate amount of time (e.g., a week to a month).
  - Software – There are numerous software options when designing a monitoring system. Evaluation of the options and discussing the needs and wants with the manufacturer will aid in obtaining the best fit product utility.
- Consideration for Maintenance for Electronic Systems:
  - Prior to installation, components of the system should be tested in a controlled environment. If possible, not only should the individual components be tested but the entire system should be set up and tested as well.
  - On-Site Testing – Before conducting maintenance tests notify the proper authorities or bridge owner that the systems alarms/alerts will be triggered and for the given testing time and that no emergency is occurring at the bridge site (unless otherwise notified) . Certain equipment has temperature thresholds; testing should be conducted in extreme conditions.

### 3.0 REFERENCES

1. B. Phares, T. Wipf, R. Sievers, T. Hosteng. Covered Bridge Security Manual. FPL-GTR-223, 2013

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

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**APPENDIX T – DELEGATION OF REVIEW AND APPROVAL RESPONSIBILITY FOR  
FINAL PLANS OF CONSULTANT-DESIGNED NON-COMPLEX STRUCTURES**

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## 1.0 GENERAL

The review and approval of final plans of certain consultant-designed non-complex structures may be delegated to the design consultant by the District Bridge Engineer on an individual basis in accordance with the guidelines herein. When the final structure plans review and approval responsibility is delegated, the Department Quality Control (QC) reviews and approvals of final structure plans do not occur. QC reviews for delegated consultant-designed non-complex structures are solely the responsibility of the design consultant.

## 2.0 ELIGIBILITY

### 2.1 Eligible Projects

Eligible non-complex structure types (see article 2.2 below) that are part of Moderately Complex and Most Complex (Major) Projects (see DM-1, Chapter 2, Section 2.1) may be considered for delegation of final plans review and approval responsibility. This delegation of responsibility is not applicable to design-build projects and projects designed in-house.

### 2.2 Eligible Structure Types

Tables PP1.9-1 and PP1.9-3 indicate with footnotes which non-complex structure types whose final plans review and approval responsibility is assigned to the District Bridge Engineer may be considered for delegation of that responsibility to the design consultant.

## 3.0 DELEGATION OF RESPONSIBILITY

The delegation of final plans review and approval responsibility for eligible non-complex structures within eligible consultant-designed projects is not automatic or required; delegation is determined at the discretion of the District Bridge Engineer. A separate determination shall be made for each eligible non-complex structure on the project.

In order to delegate final plans review and approval responsibility to the design consultant, the project advertisement, both project specific and open-end agreements, must identify that the final plans review and approval for eligible non-complex structures could be delegated to the design consultant. The scope of work must clearly identify that, if the District Bridge Engineer elects to delegate the final plans review and approval of an eligible non-complex structure, the design consultant is solely responsible for the QC review process for the final structure plans and the policies in DM-4, Appendix T will be followed.

The District Bridge Engineer's decision to delegate final plans review and approval responsibility shall be made prior to or concurrent with TS&L approval and the following standard statement shall be included in the TS&L approval letter:

*The final plans review and approval responsibility for this structure has been delegated to the design consultant and the policies of Design Manual–Part 4, Appendix T will be followed.*

## 4.0 FINAL PLANS REVIEW AND APPROVAL

When final structure plans review and approval responsibility has been delegated to the design consultant, the District will not review or approve final plans submittals from the design consultant. Accordingly, the District will not seal the final structure plans and the District Bridge Engineer signature line shall be removed from the title block on sheet 1 of the plans (see Figure PP1.6.2-1).

The design consultant will perform the Quality Control (QC) review process for the final structure plans as outlined in the scope of work and the consultant's Quality Control Plan. The QC plan must include development of a design review checklist for the review and associated criteria. The consultant is also responsible for executing their Quality Assurance (QA) procedures which ensures the QC procedures are performing as intended.

The design consultant's QC/QA review of the final structure plans shall include a constructability review and shall require the completion of all applicable Quality Assurance checklists in Appendix A. The review shall ensure that the final design of the structure is in compliance with the approved Hydraulics and Hydrologic Report (if applicable), the approved Type, Size and Location (TS&L), and the approved Foundation Submission and is compatible with the final roadway plans and traffic control plans.

A letter certifying that all final structure plans QC/QA reviews have been performed by the design consultant shall accompany the final structure plans as part of the Plans, Specifications and Estimate (PS&E) submission to the District. See Figure 4.0-1 for a sample certification letter.

[Consultant Letterhead]
[Letter Date (mmmm dd, yyyy)]
[Ms./Mr.] [Full Name], [P.E. (if applicable)] District Executive Pennsylvania Department of Transportation Engineering District [#]-0 [Street Address] [City/Town Name], PA [Zip Code] Attention: [District Bridge Engineer's Full Name]
Re: S.R. [#####], Section [###] over (or under) [Feature Intersected] Segment [#####], Offset [#####] [County Name] County ECMS No. [#####], S-[S-number] <b>Final Structure Plans QC/QA Certification</b>
Dear [Ms./Mr.] [Last Name]:
We are submitting a complete set of final structure plans, design computations, specifications, quantities and cost estimate for the above referenced structure. We hereby certify that a complete quality control and quality assurance check, including a constructability review, has been performed for the final structure plans and accompanying computations, specifications, quantities and estimate. In addition, we certify that the final design of the structure is (a) in conformance with all applicable Department standards, specifications, and publications; (b) is in compliance with the approved Hydraulics and Hydrologic Report (if applicable), the approved Type, Size and Location, and approved Foundation Submission; and (c) is compatible with the final roadway plans and traffic control plans.
Please contact [full name] at [telephone number] if you have any concerns or questions.
Sincerely,
[Ms. /Mr.] [Full Name] [name of design consultant company]

Figure 4.0-1 – Sample Final Structure Plans QC/QA Certification Letter

## 5.0 CONSULTANT ACCOUNTABILITY

As with all projects, the design consultant is responsible for submitting a final structure design which is in conformance with all Department standards, specifications, and publications and which meets the standard of care for design professionals. Any design errors, mistakes or omissions that do not reflect a standard of care, which are identified by the Department, will be the responsibility of the consultant to rectify, at no cost to the Department, in accordance with Publication 93, Policy and Procedures for the Administration of Consultant Agreements, Chapter 5, Consultant Agreement Support, Section 5.7, Design Error Process. The consultant will be held responsible for payment of all costs incurred above what the Department's cost would have been without design errors that are determined to be the responsibility of a consultant, including but not limited to, design and review costs, actual construction costs, and delay costs.

## **6.0 DISTRICT REVIEWS**

### **6.1 Constructability Review(s)**

The consultants are required to do a constructability review of the structure (see article 4.0 above). In order for the District to perform constructability reviews of the project (including the structure), the design consultant shall provide the district with structure plans when requested.

### **6.2 Quality Assurance Review**

The District will perform a Quality Assurance (QA) review on the final structure plans. This QA review is to be conducted to ensure that the design consultant has performed and documented thorough Quality Control and Quality Assurance reviews of the final structure plans. The District QA review will occur after advertisement, but prior to let. The District Quality Assurance Checklist below will be completed as part of this QA review and will be posted to the Project Development Checklist in ECMS. If a "No" is checked on the District QA Checklist or another deficiency is noted, the District shall inform the design consultant who shall take appropriate action to resolve the issue(s). Projects should not be let until all issues are resolved from the QA review.

**District Quality Assurance Checklist for  
Final Structure Plans Approval by Design Consultant**

ECMS No. \_\_\_\_\_ Project Name: \_\_\_\_\_

S.R. No./Section: \_\_\_\_\_ County: \_\_\_\_\_

Reviewer: \_\_\_\_\_ Date: \_\_\_\_\_

This District Quality Assurance review is to be conducted to ensure that the design consultant has performed and documented Quality Control and Quality Assurance reviews of the final structure plans. This Quality Assurance review will include the following items at a minimum:

If "No" is checked, please provide comment. Attach additional sheets as necessary.

YES NO

1. Upon review, the District can confirm that the design consultant has followed their QC review process and completed a QC review.

\_\_\_\_\_  
\_\_\_\_\_

2. Upon review, the District can confirm that the design consultant has followed their QA review process and completed a QA review.

\_\_\_\_\_  
\_\_\_\_\_

3. The design consultant has submitted their QA/QC sign-off checklist indicating completion of their QA/QC review process.

\_\_\_\_\_  
\_\_\_\_\_

4. Other comments:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Post one completed checklist per applicable structure to the Project Development Checklist in ECMS.