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SUPERSTRUCTURE BRIDGE DESIGN

Volume 1

Strength
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LEAP Software, Inc. (800) 451-5327

Superstructure Bridge Design

Practical AASHTO LFD and LRFD

Superstructure Design Examples for Bridge Engineers

The primary objective of this book is to provide a number of practical design examples and basic concepts for design of precast/prestressed concrete bridge superstructures. This book is unique in the approach it takes, reflecting the belief that traditional, off-the-shelf publications often do not provide the in-depth information necessary to satisfy the needs of practicing engineers.

In satisfying these needs, the book contains five complete examples of typical design calculations for different types of prestressed/precast concrete bridge girders. The design examples cover both single and continuous girder designs. Two examples are in accordance with the AASHTO LRFD Specifications, while three examples are in accordance with the AASHTO Standard (LFD) Specifications.

The Introduction Section includes a unique and valuable collection of topics providing insight into practical design/planning issues. Some of the topics discussed are:

- Preliminary Design (Type, Size, and Location)
- Rehabilitation
- Staged Construction
- Bridge Replacement
- New Construction
- General Design Features

The Theory Section concentrates on design aspects specific to precast/prestressed bridge beam and girder design. Separate sections for the AASHTO LRFD Bridge Design Specifications and the AASHTO Standard (LFD) Specifications are provided.

The Hand Calculations Section contains an in-depth set of calculations for the critical design issues related to ultimate moment, service load criteria, and vertical shear. Other topics include prestress losses, cambers and deflections, and horizontal shear. The AASHTO Code Referencing of equations are also included. Three design examples are illustrated using the AASHTO Standard (LFD) Bridge Specifications along with two design examples using the AASHTO LRFD Specifications.

This book is the result of many years of practical engineering design. We hope it will become a trusted companion for all bridge structural engineers.

TABLE OF CONTENTS

At a glance...

INTRODUCTION	1
THEORY	11
AASHTO LRFD	12
AASHTO LFD	36
DESIGN EXAMPLES	
#1 MULTI-SPAN BULB TEE GIRDER DESIGN (LRFD)	53
#2 SIMPLE SPAN ADJACENT BOX BEAM BRIDGE DESIGN (LRFD)	111
#3 SIMPLE SPAN BULB TEE GIRDER DESIGN (LFD)	149
#4 MULTI-SPAN BULB TEE GIRDER DESIGN (LFD)	183
#5 SIMPLE SPAN ADJACENT BOX BEAM DESIGN (LFD)	221
REFERENCES	245

INTRODUCTION	1
Preliminary Design	1
Type Size and Location	1
Specific to Rehabilitation, Staged Construction, New Construction, and Bridge Replacement.....	3
Prestressed Concrete Bridge Beam and Girder Design	3
Precast/Prestressed Concrete	3
General Design Considerations	5
 THEORY	 11
AASHTO LRFD	12
LRFD Methodology	12
Limit States	13
Strength I.....	13
Strength II	13
Service I	13
Service III	13
Structural Modeling	13
Loads.....	15
Dead Loads	15
Live Loads	15
Pedestrian/Sidewalk Loads	16
Distribution of Loads	16
Dead Loads	16
Deck Self-Weight	17
On Composite	17
Supplemental Layer Self-Weight	17
On Supplemental	17
Live Load	18
Dynamic Load Allowance Factor for Truck Loads	18
Multiple Presence Factors	19
Load Factors	19

TABLE OF CONTENTS

Resistance Factors	19
Kern Points	20
Effective Flange Width	21
Prestress Losses	22
Transformed Section Properties	22
Elastic Shortening	23
Transfer and Development Length	23
Calculation of Strand Area and Location	24
Limiting Stress in Concrete	24
Vertical Shear	24
1994 AASHTO LRFD Method	25
2000 AASHTO LRFD Interim Method	27
Horizontal Shear	30
Straight Strand Pattern Design	30
Draped Strand Pattern Design	31
Debonding and Critical Point	31
Partially Debonded Strands	32
Midspan Debonding	32
Ultimate Capacity	32
Negative Moment Reinforcement	33
Positive Restraining Moments	34
Overlay/Supplemental Layer	34
Camber and Deflections.....	35
Optional Live Load Deflection Analysis	35
AASHTO LFD	36
Structural Modeling	36
Loads.....	37
Dead Loads	37
Live Loads	37
Pedestrian/Sidewalk Loads	37
Distribution of Loads	38
Topping Weight	38
Dead Load on Composite	38

Live Load	39
Resistance Factors/Strength Capacity Reduction Factors	40
Kern Points	41
Effective Flange Width	42
Prestress Losses	43
AASHTO Method.....	43
Derivation of Closed-Form Solution	43
Due to Elastic Shortening	43
Transformed Section Properties.....	44
Elastic Shortening.....	45
Transfer and Development Length	45
Calculation of Strand Area and Location	45
Allowable Stresses in Concrete	46
Vertical Shear	46
Horizontal Shear	47
Ultimate Capacity	48
Cracking Ratio.....	48
Straight Strand Pattern Design.....	48
Draped Strand Pattern Design	49
Debonding and Critical Point	49
Midspan Debonding.....	50
Negative Moment Reinforcement.....	50
Positive Restraining Moments.....	51
Overlay/Supplemental Layer.....	51
Camber and Deflections.....	52
DESIGN EXAMPLE #1 MULTI-SPAN BULB TEE GIRDER DESIGN (LRFD)	53
NU-1600 Girders	53
Materials	56
Cast in Place Slab	56
Precast Beams.....	56
Prestressing Strands.....	57
Reinforcing Bars.....	57

TABLE OF CONTENTS

Loads.....	57
Cross-Sectional Properties.....	58
Typical Interior Beam.....	58
Composite Section.....	59
Effective Flange Width.....	59
Transformed Section Properties.....	59
Shear Forces and Bending Moments.....	61
Unfactored Shear Forces and Bending Moments.....	63
Shear Forces and Bending Moments.....	63
Distribution Factor.....	63
Bending Moment.....	64
Shear Force.....	66
Dynamic Load Allowance.....	66
Unfactored Shear forces and Bending Moments.....	67
Load Combinations.....	68
Strand Pattern.....	70
Prestress Losses.....	71
Elastic Shortening.....	71
Shrinkage.....	72
Creep of Concrete.....	72
Relaxation of Prestressing Strands.....	73
Total Losses.....	74
Check of Concrete Stresses.....	75
Stress Limits for Concrete.....	75
Check of Stresses (at final).....	76
Draped Pattern.....	77
Check of Stresses.....	78
Stress Limits for Concrete.....	79
Concrete Stresses at the Top Fiber of the Beam.....	80
Concrete Stress at the Top Fiber of the Slab.....	81
Concrete Stress at the Bottom Fiber of the Beam.....	82
Check of Strength Limit State.....	83
Positive Moment Section.....	83
Negative Moment Section.....	85

Limits of Reinforcement	89
Positive Moment Section	89
Negative Moment Section	91
Shear Design	93
Shear Force Carried by the Concrete.....	97
Anchorage Zone Reinforcement	99
Horizontal Shear	100
Compute Minimum Shear Reinforcement.....	102
Deflection and Camber	103
Prestressing Force.....	103
Prestress	104
Beam	105
Slab and Haunch.....	106
Precast DC	106
Barrier	107
Future Wearing Surface	107
Summary	108
Live Load and Impact.....	108
DESIGN EXAMPLE #2 SIMPLE SPAN ADJACENT BOX BEAM BRIDGE DESIGN (LRFD)	111
Simple Span Adjacent Box Beam Bridge	111
Materials	112
Precast Beams	112
Prestressing Strands	113
Reinforcing Bars	113
Cross-Sectional Properties	114
Typical Interior Beam	114
Shear Forces and Bending Moments	115
Unfactored Shear Forces and Bending Moments	116
Shear Forces and Bending Moments	116
Distribution Factor	117
Dynamic Load Allowance	120
Unfactored Shear Forces and Bending Moments	120

TABLE OF CONTENTS

Load Factors and Load Combinations	121
Strand Pattern.....	122
Prestress Losses	123
Elastic Shortening.....	123
Shrinkage.....	124
Creep of Concrete.....	125
Relaxation of Prestressing Steel	125
Total Loss.....	126
Check Prestressing Limit.....	127
Check Concrete Stresses.....	127
Stress Limits for Concrete	127
Stress Limits for Concrete	131
Check of Bottom Tension Stress.....	132
Check of Strength Limit State.....	133
Limits Of Reinforcement	135
Shear Design	138
Calculate the Strain in the Reinforcement on the Flexural Tension Side, ϵ_x	139
Shear Force Carried by the Concrete.....	142
Check Maximum Spacing of Transverse Reinforcement	143
Check Longitudinal Reinforcement.....	144
Pretensioned Anchorage Zone	145
Deflection and Camber	146
Summary.....	148
DESIGN EXAMPLE #3 SIMPLE SPAN BULB TEE GIRDER DESIGN (LFD)	149
72” Bulb Tee	149
Design Data.....	151
Loads.....	152
Dead Load on Precast	152
Dead Load on Composite	152
Effective Width.....	153
Live Load.....	153
Section Properties	154
Composite Properties	154

Impact	156
Moment.....	156
Shear	156
Prestressed Steel.....	156
Transfer Length.....	157
Development Length.....	157
AASHTO Losses	158
At Release	158
Total Losses	159
Final	160
Service Load Moments	161
Service Load Moments and Shears.....	162
Self-Weight	162
DL-Prec.....	162
Deck.....	163
SDL-Comp.....	163
LL + I (Eff.)	164
Release Stresses (Loss = 8.59%)	165
Prestress	165
Self-Weight	166
Total	166
Final Stresses (Loss = 21.06%).....	166
Prestress	166
Self-Weight	167
DL-Precast	167
Deck.....	167
SDL-Composite	167
LL+ I.....	168
Total	168
Vertical Shear	169
Prestress Force	172
Horizontal Shear	174
Ultimate Capacity	176
Cracking Moment	178

TABLE OF CONTENTS

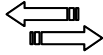
Camber and Deflections.....	179
Fully Bonded Strands	179
Deflections Due to Loads	181
Summary.....	182
DESIGN EXAMPLE #4 MULTI-SPAN BULB TEE GIRDER DESIGN (LFD)	183
72” Bulb Tee and Continuity Design.....	183
Design Data.....	186
Loads.....	187
Concrete Properties.....	187
Girder Line Data	187
Continuity Analysis	188
Static	188
Moving Load Analysis	188
Effective Width.....	189
Impact Factor.....	190
Live Load Distribution Factor	190
Section Properties	191
Transformed Widths of Slab Parts	191
Tributary Fraction	192
Kern Points	192
Prestressed Steel.....	193
Computed Losses.....	194
Release Losses.....	194
Final Losses	195
Service Load Moments and Shears.....	197
DL-Prec.....	198
Topping.....	198
DL-Comp.....	199
LL+I (Eff.).....	199
Release Stresses	200
Final Stresses	203
Positive Moment Envelope.....	203
Vertical Shear	206

Prestress	208
Horizontal Shear	211
Ultimate Capacity	213
Cracking Load	214
Camber and Deflections.....	215
Prestress	215
Self-Weight	216
Final Stresses	217
Negative Moment Envelope	217
Total	218
DESIGN EXAMPLE #5 SIMPLE SPAN ADJACENT BOX BEAM DESIGN (LFD)	221
39” AASHTO Box Beam (B III-48).....	221
Design Data.....	223
Loads.....	223
Dead Load on Precast	223
Beam Self Weight	224
Clear Span.....	224
Service Load Moments	224
At Release.....	224
Shears at Final (all loads)	224
Live Load Distribution Factor	225
Impact	226
Prestressed Steel.....	227
Transfer Length.....	227
Development Length, Basic.....	227
AASHTO Losses	228
Final Losses	230
Release Stresses	231
Prestress	232
Self-Weight	232
Total	232
Final Stresses	232
Prestress	233

TABLE OF CONTENTS

Self-Weight	233
DL- Precast	233
LL + I.....	233
Total Final Stresses	234
Vertical Shear	234
Ultimate Capacity	238
Cracking Moment	239
Camber and Deflections.....	240
Fully Bonded Strands	240
Strands With Debonding.....	242
Deflections Due to Loads	243
Summary.....	244
REFERENCES	245

ELASTIC SHORTENING



Same as LFD

Loss of prestress due to elastic shortening is a consequence of elastic shortening of a girder after release. When transformed section properties are used, the loss of prestress due to elastic shortening does not have to be evaluated explicitly since the equations for evaluation of stress already includes the effect of elastic shortening. This is because the area and moment of inertia of the beam includes the transformed steel.

TRANSFER AND DEVELOPMENT LENGTH

The transfer length is the distance required to transfer the force in the strand, under service loads, from a value of 0% at the end of the beam (or end of debonding, if present) to 100% of its capacity. For locations within this region, a linear interpolation is typically performed to compute the effective area of prestressing strand.

The basic transfer length is $60 d_b$, as per **Art. 5.11.4.1**. The development length is the distance required to develop the design strength of the strand and is used for ultimate capacity calculations under factored loads. Since the stress under factored loads is higher, the development length is longer than the transfer length. For locations between transfer length and development length, a parabolic interpolation maybe assumed to compute the effective area of steel as per **Art. 5.11.4.1**. A linear interpolation can also be assumed to further simplify computations. Development length as per **Art. 5.11.4.2** is:

$$\begin{aligned} \text{US Units} \quad & 1_d \geq (f_{ps} - 0.6667f_{pe})d_b \\ \text{Metric Units} \quad & 1_d \geq (0.15f_{ps} - 0.097f_{pe})d_b \end{aligned}$$

where:

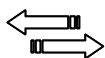
d_b = Nominal strand diameter, in (mm)

f_{ps} = Average stress in prestressing steel at time for which nominal resistance of a member is required, ksi (MPa)

f_{pe} = Effective stress in prestressing steel after losses, ksi (MPa)

The development length multiplier for debonded strands is 2.0 per **Art. 5.11.4.3**. Readers are encouraged to obtain a copy of the Federal Highway Administration Memorandum dated October 26, 1988 regarding “Prestressing Strand for Pretension Applications - Development Length Revisited”. This memorandum states that the “Development length for all strand sizes up to and including 9/16 inch special strand shall be determined as 1.6 times AASHTO Equation 9-32.” See also FHWA publication number FHWA-RD-98-116 for additional research literature (**Ref. 6**).

DISTRIBUTION OF LOADS



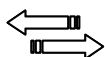
Same as LRFD

TOPPING WEIGHT

The weight of the cast-in-place deck/topping is calculated for the tributary width of each beam. For an interior beam, the tributary width is calculated as half of the distance to the CL of the beams on each side of the beam under consideration. For an exterior beam, the tributary width extends from the edge of the bridge to half of the distance of the next beam, see Figure TH-4 on page 16.

Note that the tributary width should not be confused with the effective width, which is the width of the slab used to calculate the composite section properties.

DEAD LOAD ON COMPOSITE



Same as LRFD

If the composite dead loads (e.g. FWS) are analyzed as area loads, then the area load is multiplied by the overall width of the bridge or face to face of barriers to obtain the total dead load acting on the bridge. Then, a continuous beam analysis is performed to compute moments and shears along the span. The proportionate share of moment and shear distributed to each beam is then computed as follows:

$$DL - Comp Trib Frac = \frac{B_{Trib}}{Overall Width}$$

where:

$DL - Comp Trib Frac$	=	tributary fraction for dead load on composite
B_{Trib}	=	tributary width of beam under consideration
$Overall Width$	=	out-to-out width of the bridge.

Art. 3.23.2.3.1.1 allows (but does not require) curbs, railings, and wearing surface to be distributed equally to all roadway stringers or beams if they are placed after the slab has cured. To specify this, the value of the dead load tributary fraction would be equal to 1/(number of beams).

Design Example #1 Multi-Span Bulb Tee Girder Design (LRFD)

NU-1600 GIRDERS

This design example is an example of a continuous three-span bridge with NU-1600 girders with no skew. Diagrams and hand calculations are included in this section. It demonstrates the design of 30000, 33000 and 30000 mm NU-1600 beam bridge, as shown in Figure DE1-5.

This example illustrates in detail the design of a typical interior beam of the center span at the critical sections in positive flexure, negative flexure, shear, and deflection due to prestress, dead loads, and live loads. The superstructure consists of four NU-1600 beams spaced at 3600 mm centers, as shown in Figure DE1-2. Beams are designed to act compositely with the 200 mm cast-in-place concrete slab to resist all superimposed dead loads, live loads, and impact. A 10 mm wearing surface is considered to be an integral part of the 200 mm slab. Design live load will be AASHTO LRFD HL-93. The design will be carried out in accordance with “AASHTO LRFD Bridge Design Specifications,” Second Edition, 1998, including the 1999 Interims.

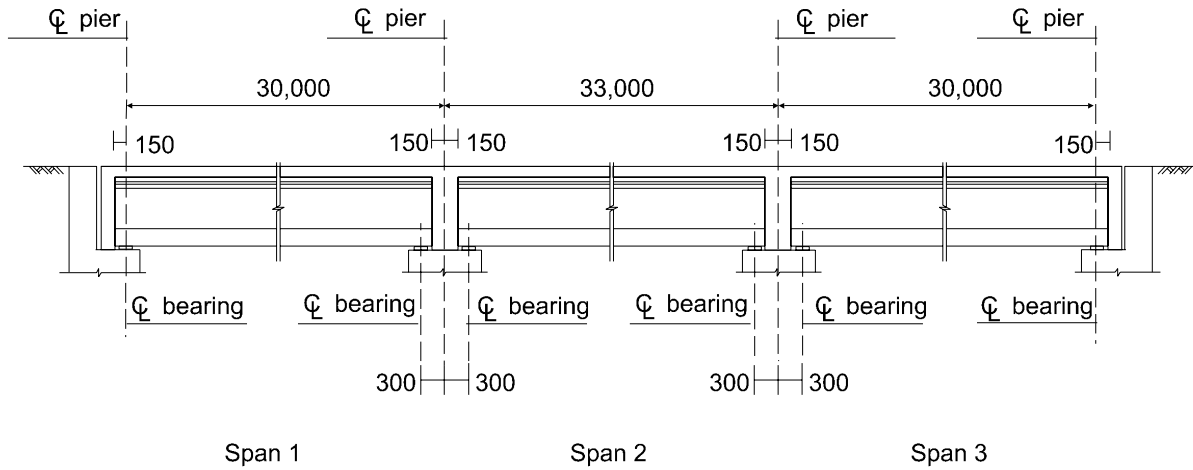


FIGURE DE1-1. Elevation (all dimensions are in mm.)

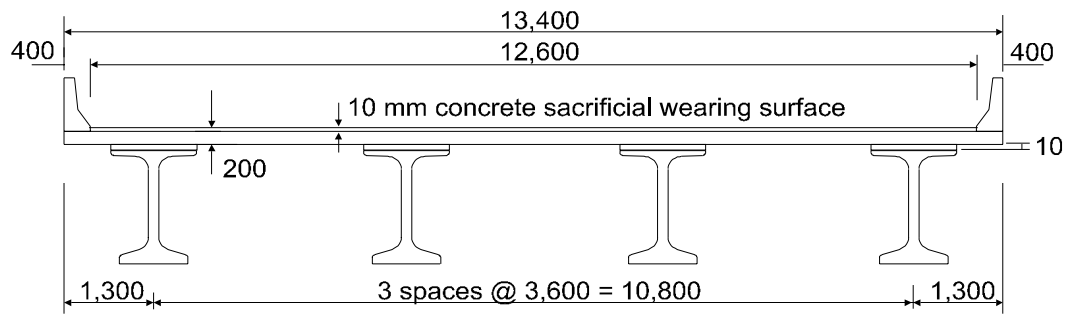


FIGURE DE1-2. Bridge Cross Section (all dimensions are in mm.)

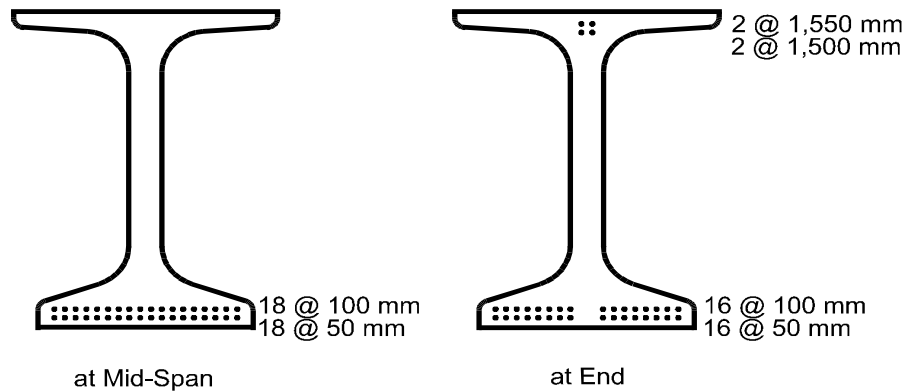


FIGURE DE1-3. Strand Pattern (Span 2, Beam 2)

PRESTRESS LOSSES

Art. 5.9.5

Total prestress losses:

$$\Delta f_{pT} = \Delta f_{pES} + \Delta f_{pSR} + f_{pCR} + f_{pR2}$$

Eq. 5.9.5.1-1

where:

Δf_{pES} = loss due to elastic shortening

Δf_{pCR} = loss due to creep

Δf_{pSR} = loss due to shrinkage

Δf_{pR2} = loss due to relaxation of steel after transfer

ELASTIC SHORTENING

$$\Delta f_{pES} = \frac{E_p}{E_{ci}} f_{cgp}$$

Art. 5.9.5.2.3a

Eq. 5.9.5.2.3a-1

where:

E_p = modulus of elasticity of prestressing reinforcement
= 197000 MPa

E_{ci} = modulus of elasticity of beam at release
= 29966 MPa

f_{cgp} = sum of concrete stresses at the center of gravity of prestressing tendons due to prestressing force at transfer and the self-weight of the member at sections of maximum moment

where:

Force per strand immediately after transfer:

= (area of strand) (prestress after transfer)

= (98.7)(0.70)(1861.6 MPa)

= 128,628 N

NOTE: Art. 5.9.5.2.3 states that "... f_{cgp} may be calculated on the basis of a prestressing steel stress assumed to be $0.65 f_{pu}$ for stress-relieved strands and $0.70 f_{pu}$ for low-relaxation strands".

P_i = Total prestressing force at release

= (36 strands)(128628)

= 4,630,642 N

Design Example #4 Multi-Span Bulb Tee Girder Design (LFD)

72" BULB TEE AND CONTINUITY DESIGN

Design Example #4 is a continuous three-span bridge with Bulb Tee Girders and Continuity Design. Diagrams and hand calculations are included in this section. An interior beam in the end span (Span 1) will be designed.

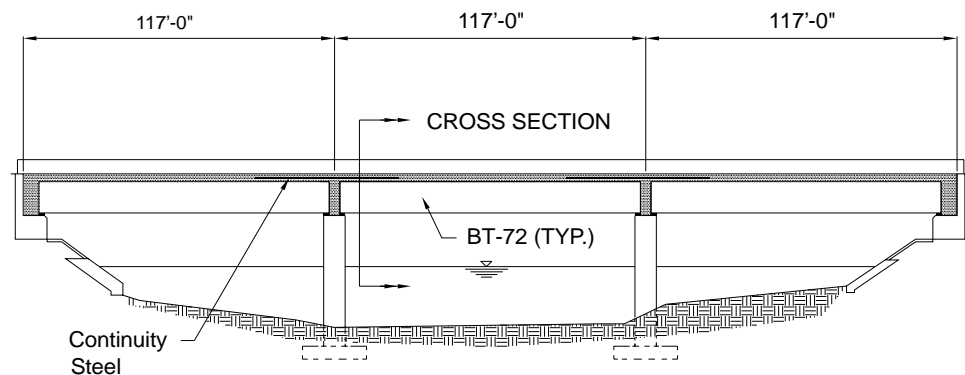


FIGURE DE4-1. Elevation View

The weights of the barriers and the future wearing surface are assumed to be equally divided among girders.

HORIZONTAL SHEAR

AT H/2 As for Vertical Shear, section in right half controls:

$$\begin{aligned}
 V_u &= \text{total factored shear force} \\
 &= 1.3 [(SW + DL_{prec} + \text{Top} + DL_{comp}) + 1.67(LL)] \\
 &= 1.3 [(43.26 \text{ k}) + (9.75 \text{ k}) + (47.21 \text{ k}) \\
 &\quad + (17.10 \text{ k}) + 1.67(80.70)] \\
 &= 328.1 \text{ k}
 \end{aligned}$$

$$V_{nh} \geq \frac{V_u}{\phi} = \frac{328.1 \text{ k}}{0.90} = 364.6 \text{ k}$$

CASE (A): *Contact surface is roughened.*

$$\begin{aligned}
 V_{nh} &= 80b_v d && \text{Art. 9.20.4.3(a)} \\
 &= \frac{(80)(42)(76.25)}{1000} = 256.2 \text{ k} < 364.6 \text{ k} \text{ NG}
 \end{aligned}$$

CASE (B): *Minimum ties provided, contact surface not roughened.*

$$V_{nh} = 80b_v d = 256.2 \text{ k} \quad \text{Art. 9.20.4.3(b)}$$

$$A_{vhmin} = \frac{50b_v s}{f_y} = \frac{50(42)(12)}{60,000} = 0.42 \text{ in}^2/\text{ft} \quad \text{Art. 9.20.4.5(a)}$$

If 0.42 in²/ft of steel is provided, capacity of unroughened surface is 256.2 k. Therefore, additional steel must be provided to increase capacity. For each percent of tie reinforcement crossing the contact surface in excess of minimum, V_{nh} may be increased by:

$$\left(\frac{160f_y}{40,000} \right) b_v d$$

$$\text{Surf} = (12)(42) = 504.0 \text{ in}^2/\text{ft}$$

$$1\% = (.01)(504.0) = 5.04 \text{ in}^2/\text{ft}$$

Consequently, if 5.04 in² of steel are provided, additional capacity is:

$$\begin{aligned}
 &= \frac{\left[\frac{(160)(60,000)}{40,000} \right] (42)(76.50)}{1000} = 771.1 \text{ k}
 \end{aligned}$$

Additional capacity needed:

$$364.6 \text{ k} - 256.2 \text{ k} = 108.4 \text{ k}$$