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PCI BRIDGE DESIGN MANUAL _____CHAPTER 6 PRELIMINARY DESIGN 6.3.2 Abutments/6.5.1 Product Types 6 - 13 (Nov 11) For precast abutment walls, full capacity may be accomplished by means of field welding of connecting steel

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The third edition of the PCI Bridge Design Manual is now available for purchase as an electronic publication (ePub) or in hardcopy (2 binders).

Over 140 experts, 14 countries, and 89 chapters are represented in the second edition of the Bridge Engineering Handbook. This extensive collection highlights bridge engineering specimens from around the world, contains detailed information on bridge engineering, and thoroughly explains the concepts and practical applications surrounding the subjec
Over 140 experts, 14 countries, and 89 chapters are represented in the second edition of the Bridge Engineering Handbook. This extensive collection provides detailed information on bridge engineering, and thoroughly explains the concepts and practical applications surrounding the subject, and also highlights bridges from around the world.Published

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Over the past five decades, prestressed concrete bridge girders have evolved from traditional bulky shapes to efficient girder cross-sections with long spans and wide, thin top and bottom flanges. The objective of this research study is to provide the Kansas Department of Transportation (KDOT) with the information needed to make an informed decision about possible adoption of NU girders, including the data to determine whether or not wide-scale adoption is warranted. The investigation compared NU girders and Kansas K-girders in a parametric study of bridge superstructure designs using CONSPAN software, including evaluation of anticipated costs that include material, labor, and transportation. The bridge design procedure was based on the American Association of State Highway and Transportation Officials (AASHTO, 2012) Load and Resistance Factor Design (LRFD) Bridge Design Specifications (8th edition). Additional design guidelines were referenced from the Precast/Prestressed Concrete Institute's (PCI, 2014) Precast Prestressed Concrete Bridge Design Manual (3rd edition), and the KDOT (2015) Design Manual, Volume III – Bridge Section. The overall finding of this study is that K-girders should continue to be used instead of NU girders whenever normal spans and girder spacing allow, as this will likely result in the most economical superstructure. At longer spans (beyond 130 – 140 ft) NU girders are an excellent option and should become a standard design implementation to extend the applicable range of pretensioned girders to 200 ft and beyond. Additionally, the NU girder system can be used for the purpose of extending the span range (beyond K-girder capabilities) in specific situations where the maximum girder height is fixed. However, as shown previously through analyses, if K-girders can achieve the desired span at a normal spacing, then these will likely provide the most economical option.

The traveling public has no patience for prolonged, high cost construction projects. This puts highway construction contractors under intense pressure to minimize traffic disruptions and construction cost. Actively promoted by the Federal Highway Administration, there are hundreds of accelerated bridge construction (ABC) construction programs in the United States, Europe and Japan. Accelerated Bridge Construction: Best Practices and Techniques provides a wide range of construction techniques, processes and technologies designed to maximize bridge construction or reconstruction operations while minimizing project delays and community disruption. Describes design methods for accelerated bridge substructure construction; reducing foundation construction time and methods by using pile bents Explains applications to steel bridges, temporary bridges in place of detours using quick erection and demolition Covers design-build systems' boon to ABC; development of software; use of fiber reinforced polymer (FRP) Includes applications to glulam and sawn lumber bridges, precast concrete bridges, precast joints details; use of lightweight aggregate concrete, aluminum and high-performance steel

At head of title: National Cooperative Highway Research Program.

Gain Confidence in Modeling Techniques Used for Complicated Bridge StructuresBridge structures vary considerably in form, size, complexity, and importance. The methods for their computational analysis and design range from approximate to refined analyses, and rapidly improving computer technology has made the more refined and complex methods of ana

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