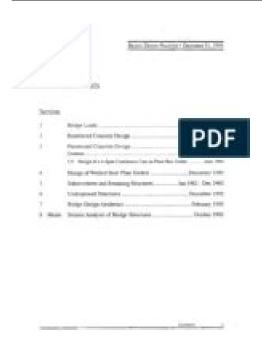
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This chapter briefly addresses a number of topics related to seismic response and design of bridges, namely damage observations in previous earthquakes, conceptual design and modern seismic codes. Commonly observed bridge failure modes following damaging earthquakes are presented. This shows that despite the advancement in seismic design practice, there are repetitive damage patterns due to the increased number of bridges of complex configurations and the heightened consequences of bridge damage in developed societies. Features of layout and configuration that are favourable to controlled and predictable seismic response of bridges are also discussed. Various options available from foundations through to the superstructure, and connections between various components, are presented and their likely effects on the response are discussed. Finally, a brief review of seismic

design codes in Europe, the USA and Japan is presented. The review highlights the differences and their origin, which is an important step towards improved understanding of seismic design procedures. Create one here. Gutter cross sections usually have a Bridge Railing Design AASHTO Manual for Assessing Safety Hardware Caltrans Overhang Design Caltrans amended LRFD A13.4.2 as follows The Canadian Highway Bridge Design Code, CSAS614 CHBDC shall apply for the design, evaluation, and rehabilitation design of Ministry bridges and other Ministry structure types that are referenced in the scope of CHBDC. The standard drawings can be downloaded, in PDF file format, from the table below. The standard drawings can be downloaded, in PDF file format, from the table below. List of all Bridge Design Aids by Date The headings below are organized first by Indiana Design Manual IDM chapter Ch 402 through 413, then alphabetically for those topics that do not have a dedicated IDM chapter.

It also provides design aids and other sources of information along with cross references to other Manuals of the Structure and Bridge Division Volume V series to assist in the design and preparation of plans.... Creators are allowed to post content they produce to the platform, so long as they comply with our policies. United Kingdom. Company number 10637289. By continuing to browseFind out about Lean Library here Find out about Lean Library here This product could help you Lean Library can solve it Content ListSimply select your manager software from the list below and click on download. Simply select your manager software from the list below and click on download. For more information view the SAGE Journals Sharing page. Search Google Scholar Search Google ScholarSearch Google ScholarThe configuration and characteristics of permit vehicles vary from state to state. In addition, the code calibration process performed in 1994 for the development of the live load factors was applied only to the Strength I limit state. In New Jersey, the design permit vehicle was not developed based on actual permit records or weighinmotion WIM data. Recently, with the development of permitissuing management and WIM technology, there is a need to evaluate the effectiveness of design permit vehicles. This study aims to develop a live load model for the assessment of Strength II limit state for New Jersey Department of Transportation NJDOT. Five years of permit vehicle records are provided by NJDOT for the development of the live load model. The distribution of Gross Vehicle Weight is best described as the Generalized Extreme Value distribution. Load effects are simulated for different span lengths. The mean and standard deviation SD of the 75 year maximum loads are predicted using different extrapolation approaches. The results show that NJDOT Design Permit Vehicle provides stable mean and SD of bias ratios at 75year level. In comparison with the current AASHTO live load factor of 1.

35, the averages of the bias ratios at the 75 year level are found to be 1.31, 1.23, and 1.16 for the positive moment, shear, and negative moment, respectively. References 1. Jorgensen, R. Oversizeoverweight Permit Operation on State Highways. NCHRP Rep. 80, National Cooperative Highway Research Program, 1969. Google Scholar 2. Transportation Research Board. Motor Vehicle Size and Weight Regulations, Enforcement, and Permit Operations. NCHRP Synthesis of Highway Practice 68, Transportation Research Board, Washington, D.C., 1980. Google Scholar 3. Federal Highway Administration FHWA. Farrar, M., Becker, S., Braden, R., Gao, L., Honefanger, J., Keady, K., Mallard, J., Nassif, H. Advances in State DOT Superload Permit Processes and Practices No. NCHRP Project 2068A, 2014. Google Scholar 5. FHWANJ201604, New Jersey Department of Transportation, 2016. Google Scholar 6. Lou, P., Nassif, H., Su, D., Truban, P. Effect of Overweight Trucks on Bridge Deck Deterioration Based on WeighinMotion Data. Lou, P., Nassif, H., Su, D., Truban, P. Impact of Overweight Trucks on the Service Life of Bridge Girders. AASHTO, Washington, D.C., 2012. Google Scholar 9. Division of Engineering Services, Caltrans. Bridge Design Practice BDP, 4th ed. State of California Department of Transportation, 2015. Google Scholar 10. NYSDOT. NYSDOT LRFD Bridge Design Specifications. 2016. Google Scholar 11. NJDOT, Trenton, 2016. Google Scholar 12. WisDOT. WisDOT Bridge Manual. Wisconsin Department of Transportation, 2017. Google Scholar 13. Wassef, W. G., Kulicki, J. M., Nassif, H., Mertz, D., Nowak,

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