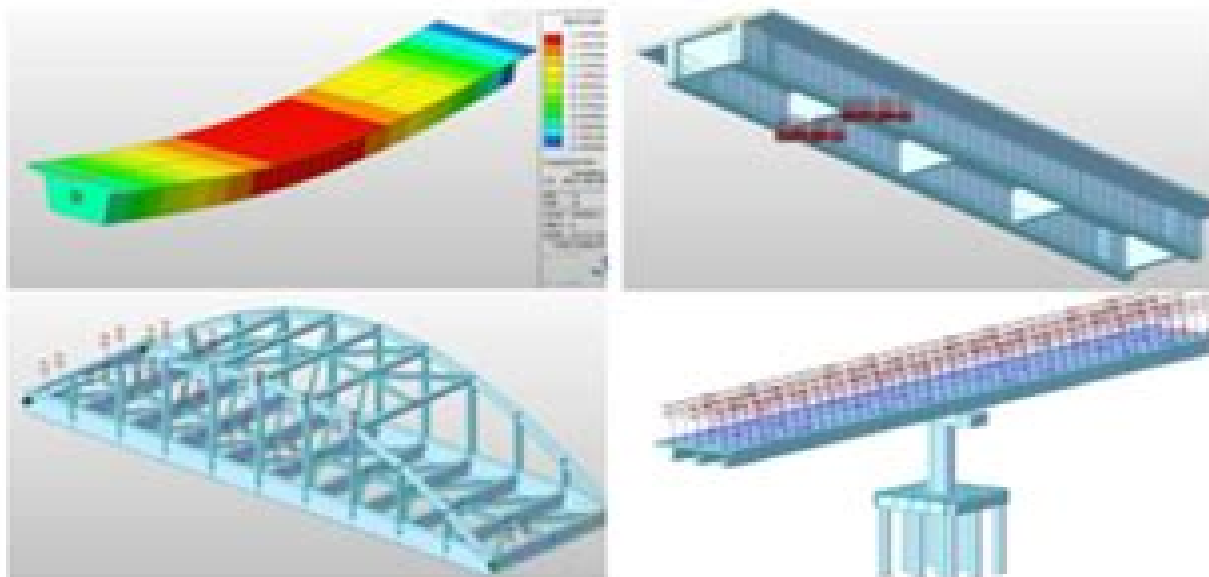




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Description Leland Clayton Albertson, Rine Michael Kruger, 1968 ***Seismic Design of Bridges. Design Example No. 5: Nine-span Viaduct Steel Girder Bridge** R. Mast, L. Marsh, C. Spry, S. Johnson, 1996 The Compact Edition of the Oxford English Dictionary Sir James Augustus Henry Murray, 1971 Micrographic reproduction of the 13 volume Oxford English dictionary published in 1933 **G 13.1 Guidelines for Steel Girder Bridge Analysis** American Association of State Highway and Transportation Officials, National Steel Bridge Alliance, 2014 **Steel/concrete Composite Box-girder Bridges** United States Steel Corporation, 1978 *An Economic Study of a Steel Girder Bridge by Ultimate Load Method* Rajendra Chinubhai Shah, 1970 **Design and Construction of Steel Bridges** Utpal K. Ghosh, 2006-09-21 Presents a perspective for the design and construction of steel bridges particularly from considerations of economy durability and ease of maintenance during service life Apart from a study of the evolution in the design of steel bridges this book also discusses basic topics such as design philosophies and characteristics of steel and loads FM 5-212 Medium Girder Bridge U S Army, Luc Boudreaux, 2021-04-25 This publication contains amendments to Technical Manuals TMs 5 5420 272 72 Operator and Organizational Maintenance Manual for Medium Girder Bridge MGB and 5 5420 272 72 7 Operator and Organization Maintenance Manual Link Reinforcement Set for the Medium Girder Bridge MGB These TMs are being updated to correspond with information contained in this field manual This publication describes design recon reports safety rules and

building boom and delaunch tables for the MGB Development of LRFD Specifications for Horizontally Curved Steel Girder Bridges J. M. Kulicki, National Cooperative Highway Research Program, 2006 This report contains the findings of research performed to develop design specifications for horizontally curved steel girder bridges *Design of Steel Bridges* F. C. Kunz, 1915 **The Design of Modern Steel Bridges** Sukhen Chatterjee, 2008-04-15 Bridges are great symbols of mankind's conquest of space They are a monument to his vision and determination but these alone are not enough An appreciation of the mathematical theories underlying bridge design is essential to resist the physical forces of nature and gravity The object of this book is to explain firstly the nature of the problems associated with the building of bridges with steel as the basic material and then the theories that are available to tackle them The book covers a technological history of the different types of iron and steel bridges the basic properties of steel loads on bridges from either natural or traffic induced forces the process and aims of design based on limit state and statistical probability concepts buckling behaviour of various components and large deflection behaviour of components with initial imperfections detailed guidance on the design of plate and box girder bridges together with some design examples The Second Edition includes a completely new chapter on the history and design of cable stayed bridges the various types of cable used for them and their method of construction and it addresses many of the changes introduced in the latest version of the British Standard Design Code for steel bridges BS 5400 Part 3 2000 **Improved Design Specifications for Horizontally Curved Steel Girder Highway Bridges** Dann H. Hall, Michael A. Grubb, Chai Hong Yoo, National Cooperative Highway Research Program, 1999 Post-tensioned Box Girder Bridge Manual , 1978 **Operator's Manual** United States. Department of the Army, United States. Marine Corps, 1994 **Computation of Live Load Deflections for a Composite Steel-girder Bridge** Thomas S. Jefferson, 2016 Current specifications of the American Association of State Highway and Transportation Officials AASHTO include restrictions on the live load deflections of highway bridge girders Conventional practice which utilizes hand calculations to estimate girder deflections assumes that all girders of a highway bridge deflect to the same degree In addition the conventional equations do not account for AASHTO specifications requiring the evaluation of extreme force effects As such the accuracy of the conventional approach for calculating girder deflections is under question The purpose of this study is therefore to check the accuracy of the conventional approach by testing the two aforementioned assumptions made by the equations A composite steel girder bridge example has been selected from Design of Highway Bridges An LRFD Approach Third Edition by Richard M Barker and Jay A Puckett The design example specifies the dimensions for all structural elements as well as the girder type and spacing The design example does not include specifications for the bridge bearings and so bearing pads are designed according to the Illinois Department of Transportation IDOT Bridge Manual 2012 This study consists of two steps First a hand calculated live load deflection for the bridge example is derived from the conventional approach assuming all girders deflect to the same degree and without consideration for extreme force effects Next the finite

element analysis software NISA Display IV is utilized to model and analyze the real world deflections of the bridge model. Three live loading conditions are applied to the finite element model in accordance with AASHTO specifications. For first live load condition the live loads are positioned at the center of each traffic lane. The second and third conditions apply extreme force effects to an interior girder and exterior girder respectively. The results for each finite element analysis are then compared with the conventional hand calculated deflection. The results of this study contradict the two aforementioned assumptions made by the conventional equations for calculating girder deflections. Firstly this study demonstrates that interior girders experience a significantly greater live load deflection than exterior girders. More importantly the results indicate that the conventional equations underestimate the live load deflection of an interior girder subjected to extreme force effects. None of the results however suggest that the bridge example is at risk of excessive deformation and so the extent to which these drawbacks present a concern can be left to the discretion of the engineer. *The Instrumentation, Testing, and Structural Modeling of a Steel Girder Bridge for Long-term Structural Health Monitoring* Paul J. Lefebvre, 2010

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