

MDOT Camelback Bridge Example

AASHTOWare Bridge Rating

May 2022

Contents

MDOT Camelback Bridge Example AASHTOWare Bridge Rating	1
Background	2
Assumptions/Limitations	2
General Bridge Information	3
Material Properties	5
Superstructure Definition	8
Load Case Descriptions	11
Framing Plan Details	12
Typical Section	13
Shear Reinforcement	17
Member Descriptions	18
Cross Sections	21
Bridge Alternatives.....	38
Analysis	40
Vehicle Selection	40
Analysis	41
Reporting	41

This tutorial was created on behalf of MDOT by the Center for Technology & Training, please contact loadrating@mtu.edu for assistance or visit <http://loadrating.michiganltap.org/> for more information.

Background

What follows is a general guide for modeling a camelback bridge in AASHTOWare Bridge Rating (BR). The sample bridge was taken from a set of MDOT standard plans for a 60-ft reinforced concrete girder with a 22-ft roadway. A similar approach can be applied to other standard lengths. The tutorial methodology should be adapted accordingly for any modifications to the standard plan and for the specific rebar present in the bridge.

This tutorial is being provided by the Michigan Department of Transportation (herein referred to as MDOT) as a courtesy service to contractors, consultants and local agency bridge owners. In preparation of this tutorial, MDOT has endeavored to offer current, correct and clearly expressed information. However, error may occur. MDOT expressly disclaims any liability, of any kind, for any reason, that might arise out of the use of this tutorial.

Assumptions/Limitations

This tutorial is prepared based on the assumption that the bridge is in a pristine, un-deteriorated state and was built in accordance with the construction plans. All load ratings must reflect the current condition of the structure. The load rating engineer should perform a field evaluation to confirm the correctness of the plans and use engineering judgment to determine whether any observed deterioration may affect the structural capacity of the bridge.

In a more traditional girder arrangement the compression zone of each girder is laterally braced by the bridge deck. The camelback bridge design results in an un-braced compression zone. This situation is not addressed by AASHTOWare Bridge Rating. Should there be evidence of distress in the compression zone of a camelback beam; a more detailed finite element model may be warranted.

The deck is conservatively considered for weight only, and contributes no structural capacity to the bridge as modeled in this tutorial. For situations where additional capacity is needed in the bridge, a portion of the deck slab can be considered as a structural part of the girder, subject to the limitations of AASHTO Section 8. Note that BR calculates the weight of the structural portion of the deck, so it should be deducted from the additional self-load entered on the Member Alternative Description screen.

Material properties have been assumed, according to the age of the bridge, using the Michigan Bridge Analysis Guide (BAG). The most recent bridge design revision date from the standard plans was 1922, which was assumed to coincide with construction for the purpose of determining material properties.

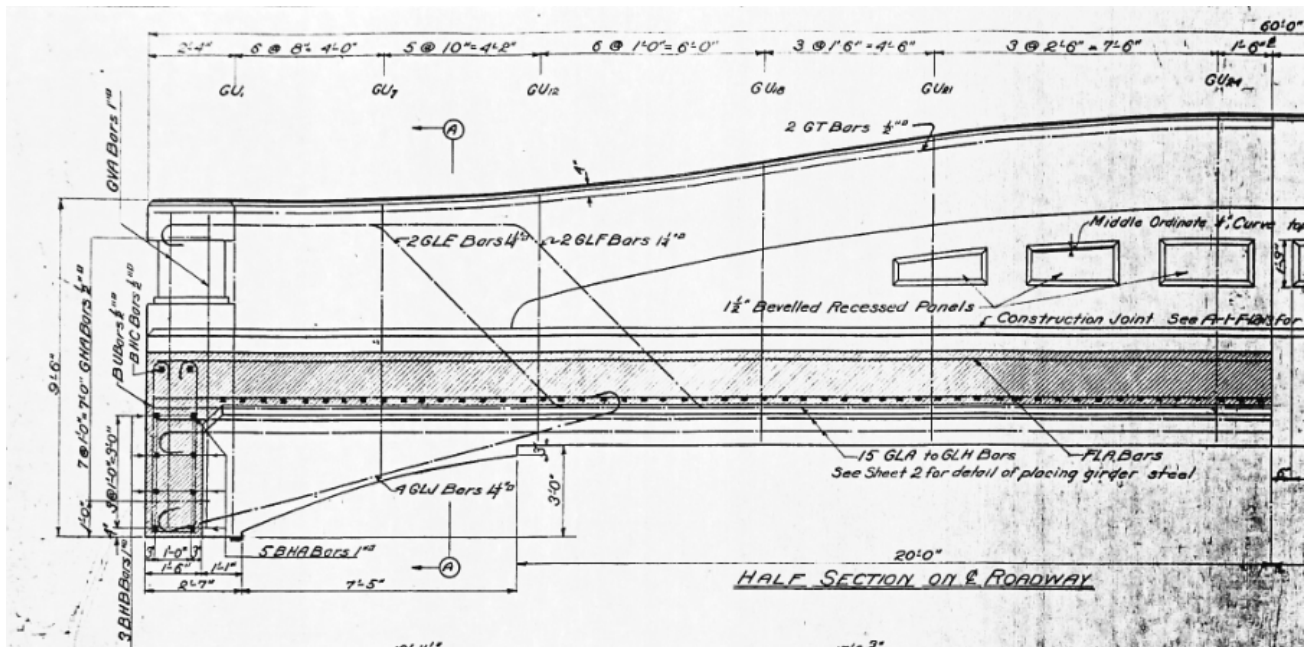
BAG, Table 10.28: 1922-1935 Grade A Concrete:

$$f'c = 3 \text{ ksi}$$

$$Es/Ec = n = 12$$

BAG, Table 10.26: Structural or unknown grade prior to 1954:

$$fy = 33 \text{ ksi}$$



Elevation

General Bridge Information

From BR's Bridge Explorer window, create a new bridge by selecting *File/New/New Bridge* and enter the following description data:

Bridge ID: NBI structure ID (8):

Template Superstructures
 Bridge completely defined Culverts
 Substructures

Description | Description (cont'd) | Alternatives | Global reference point | Traffic | Custom agency fields

Name: Year built:

Description:

Location: Length: ft

Facility carried (7):

Route number:

Feat. intersected (6):

Mi. post:

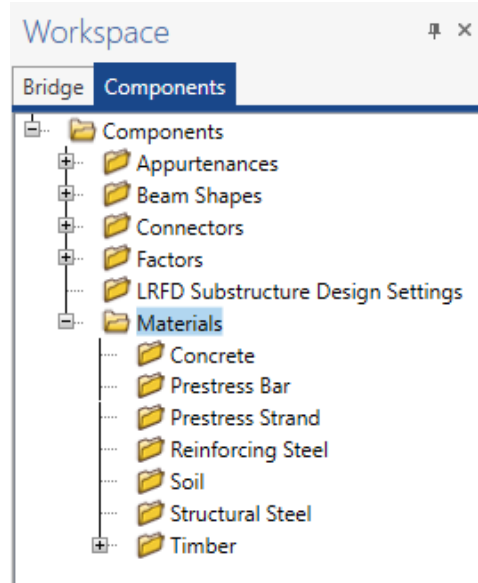
Default units: ▼

AASHTOWare association... BrR BrD BrM

Close the window by clicking **OK**. This saves the data to memory and closes the window.

Material Properties

Enter the materials to be used by members of the bridge by clicking on + to expand the tree for Materials, listed under the Components tab in the Workspace window. The tree with the expanded Materials branch is shown below:



To add a new concrete material click on **Concrete** in the tree and select *File/New* from the menu (or right mouse click on **Concrete** and select *New*).

Enter the data shown in the window below.

Name:

Description:

Compressive strength at 28 days (f'c): ksi

Initial compressive strength (f'ci):

Composition of concrete:

Density (for dead loads): kcf

Density (for modulus of elasticity): kcf

Poisson's ratio:

Coefficient of thermal expansion (α): 1/F

Splitting tensile strength (fct):

Std modulus of elasticity (Ec): ksi

LRFD modulus of elasticity (Ec): ksi

Std initial modulus of elasticity: ksi

LRFD initial modulus of elasticity: ksi

Modulus of rupture: ksi

Shear factor:

Click **OK** to save the data to memory and close the window.

Double click on **Reinforcing Steel** in the bridge tree. The reinforcing steel may be copied from the library. Select the **Copy from Library...** button and choose the appropriate material from the list. The window will look like that shown below:

Name:

Description:

Material properties

Specified yield strength (fy): ksi

Modulus of elasticity (Es): ksi

Ultimate strength (Fu): ksi

Type

Plain

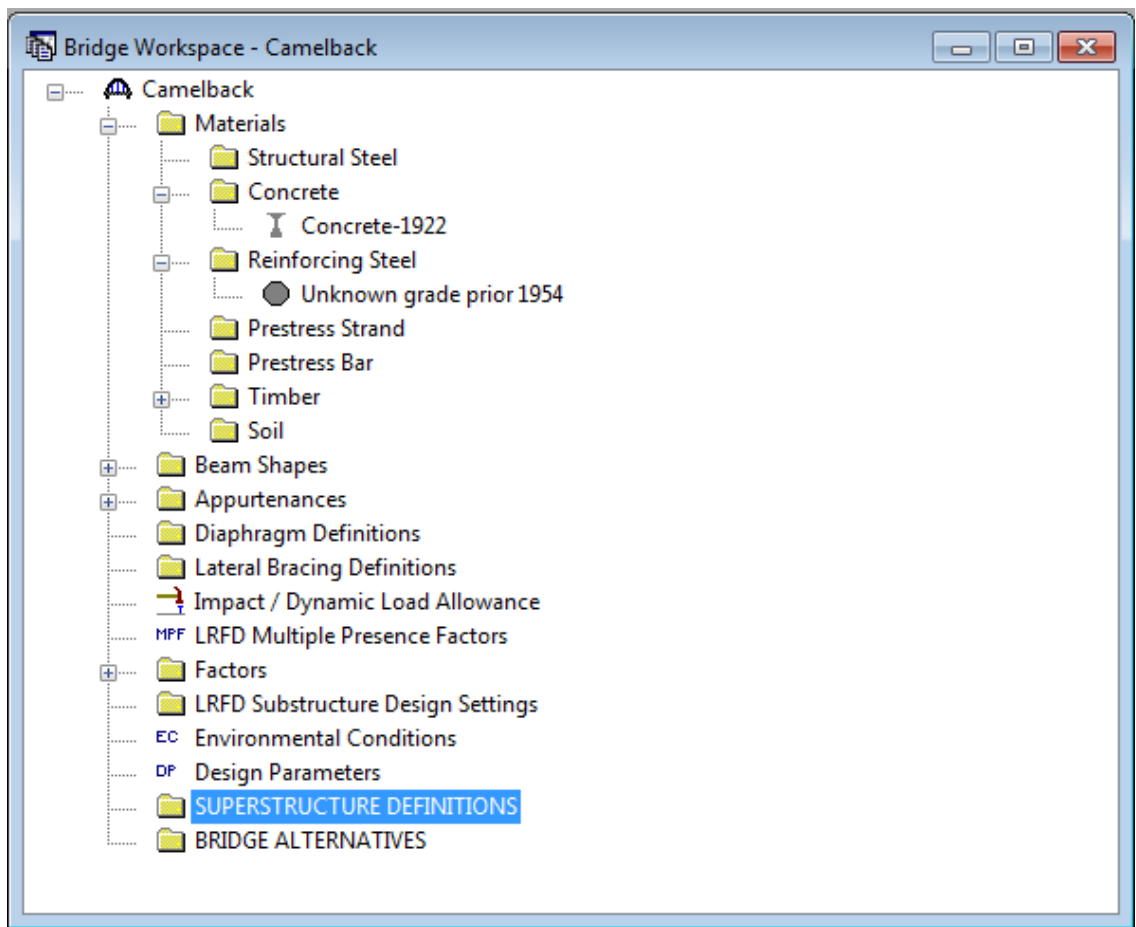
Epoxy

Galvanized

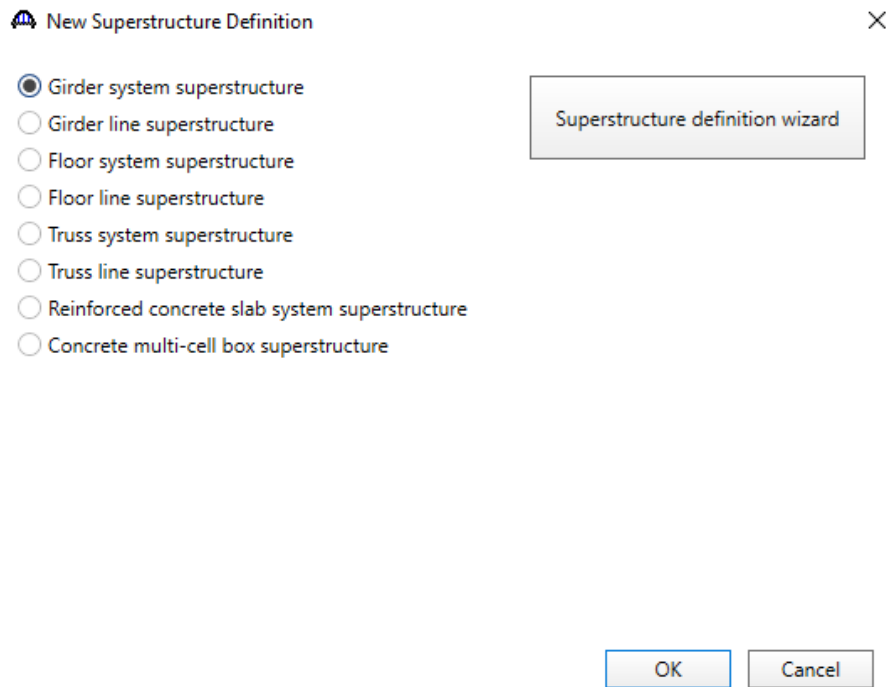
Click **OK** to save the data to memory and close the window.

Superstructure Definition

The default impact factors will be used so we can skip to **Structure Definition**, listed under the Bridge tab in the Workspace window.



Doubleclick on **SUPERSTRUCTURE DEFINITIONS** to create a new structure definition. The following dialog will open.



Select **Girder System Superstructure** and the Structure Definition window will open. Enter the data shown below:

Click **OK** to save the data to memory and close the window.

Definition Analysis Specs Engine

Name: Camelback

Description:

Default units: US Customary

Number of spans: 1

Number of girders: 2

Enter span lengths along the reference line:

Span	Length (ft)
1	60.00

Frame structure simplified definition
 Deck type: Concrete Deck
 For PS only
 Average humidity: %
 Member alt. types
 Steel
 P/S
 R/C
 Timber

Horizontal curvature along reference line

Horizontal curvature
 Superstructure alignment
 Curved
 Tangent, curved, tangent
 Tangent, curved
 Curved, tangent

Distance from PC to first support line: ft
 Start tangent length: ft
 Radius: ft
 Direction: Left
 End tangent length: ft
 Distance from last support line to PT: ft
 Design speed: mph
 Superelevation: %

OK Apply Cancel

Load Case Descriptions

Click **Load Case Description** in the bridge tree by expanding the Superstructure Definition branch to define the dead load cases. Select **Add Default Load Case Descriptions**. The completed Load Case Description window is shown below.

Load case name	Description	Stage	Type	Time* (days)
DC1	DC acting...	N... ▾	D,DC ▾	
DC2	DC acting...	C... ▾	D,DC ▾	
DW	DW acting...	C... ▾	D,DW ▾	
SIP Forms	Weight du...	N... ▾	D,DC ▾	

*Prestressed members only

Add default load case descriptions

New Duplicate Delete

OK Apply Cancel

Click **OK** to save the data to memory and close the window.

Framing Plan Details

Double-click **Framing Plan Detail** in the tree to describe the framing plan. Enter the data shown below.

Structure Framing Plan Details

Number of spans: Number of girders:

Layout Diaphragms

Girder spacing orientation

Perpendicular to girder
 Along support

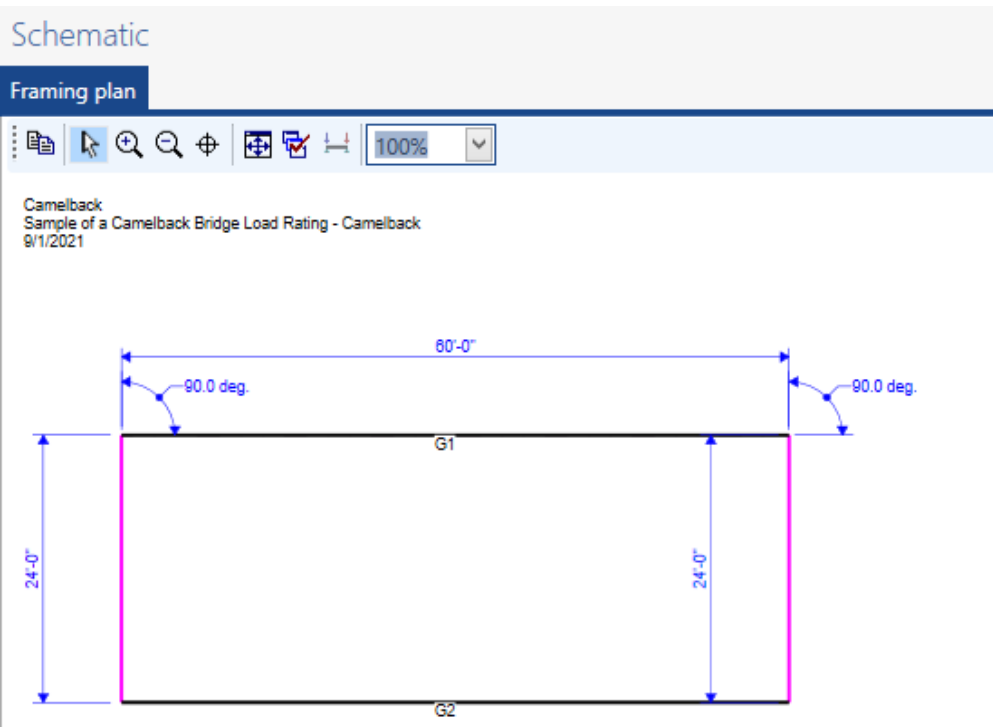
Support	Skew (degrees)
1	0.000
2	0.000

Girder bay	Girder spacing (ft)	
	Start of girder	End of girder
1	24.00	24.00

OK Apply Cancel

Select **OK** to close the window.

It is always a good idea to check the schematic after entering the framing plan detail information. Do this by selecting the **schematic** button while **framing plan detail** is highlighted in the bridge workspace tree. Alternatively, you may select *Bridge/schematic* while the **framing plan detail** is highlighted.

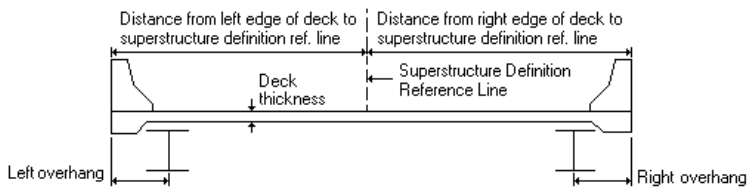


Typical Section

Next define the structure typical section by double-clicking **Structure Typical Section** in the Bridge Workspace tree. Input the data describing the typical section as shown below.

Deck Geometry

Structure Typical Section

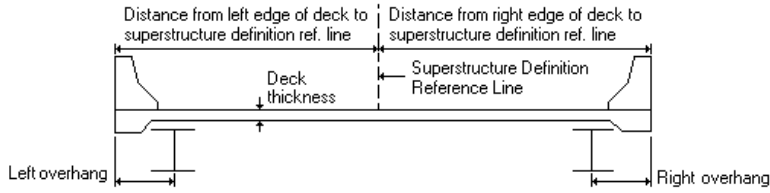


Deck Deck (cont'd) Parapet Median Railing Generic Sidewalk Lane position Striped lanes Wearing surface

Superstructure definition reference line is the bridge deck.

	Start	End
Distance from left edge of deck to superstructure definition reference line:	<input type="text" value="13.00"/> ft	<input type="text" value="13.00"/> ft
Distance from right edge of deck to superstructure definition reference line:	<input type="text" value="13.00"/> ft	<input type="text" value="13.00"/> ft
Left overhang:	<input type="text" value="1.00"/> ft	<input type="text" value="1.00"/> ft
Computed right overhang:	<input type="text" value="1.00"/> ft	<input type="text" value="1.00"/> ft

The **Deck (cont'd)** tab is used to enter information about the deck concrete and thickness. The material to be used for the deck concrete is selected from the list of bridge materials described in the Background section.



Deck Deck (cont'd) Parapet Median Railing Generic Sidewalk Lane position Striped lanes Wearing surface

Deck concrete: Concrete-1922

Total deck thickness: 18.0000 in

Load case: Engine Assigned

Deck crack control parameter: kip/in

Sustained modular ratio factor: 3.000

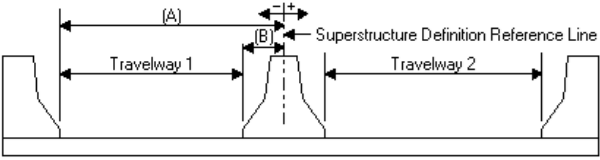
Deck exposure factor:

OK Apply Cancel

Lane Positions

Select the **Lane Position** tab. Manually enter the width of the travelway as shown in the figure below

Structure Typical Section



The diagram shows a cross-section of a bridge deck with two travelways. A vertical dashed line represents the Superstructure Definition Reference Line. Dimension (A) is the distance from the left edge of the deck to the reference line. Dimension (B) is the distance from the right edge of the deck to the reference line. Travelway 1 is the area between the left edge and the reference line, and Travelway 2 is the area between the reference line and the right edge.

Deck Deck (cont'd) Parapet Median Railing Generic Sidewalk Lane position Striped lanes Wearing surface

Travelway number	Distance from left edge of travelway to superstructure definition reference line at start (A) (ft)	Distance from right edge of travelway to superstructure definition reference line at start (B) (ft)	Distance from left edge of travelway to superstructure definition reference line at end (A) (ft)	Distance from right edge of travelway to superstructure definition reference line at end (B) (ft)
1	-11.00	11.00	-11.00	11

LRFD fatigue

Lanes available to trucks:

Override Truck fraction:

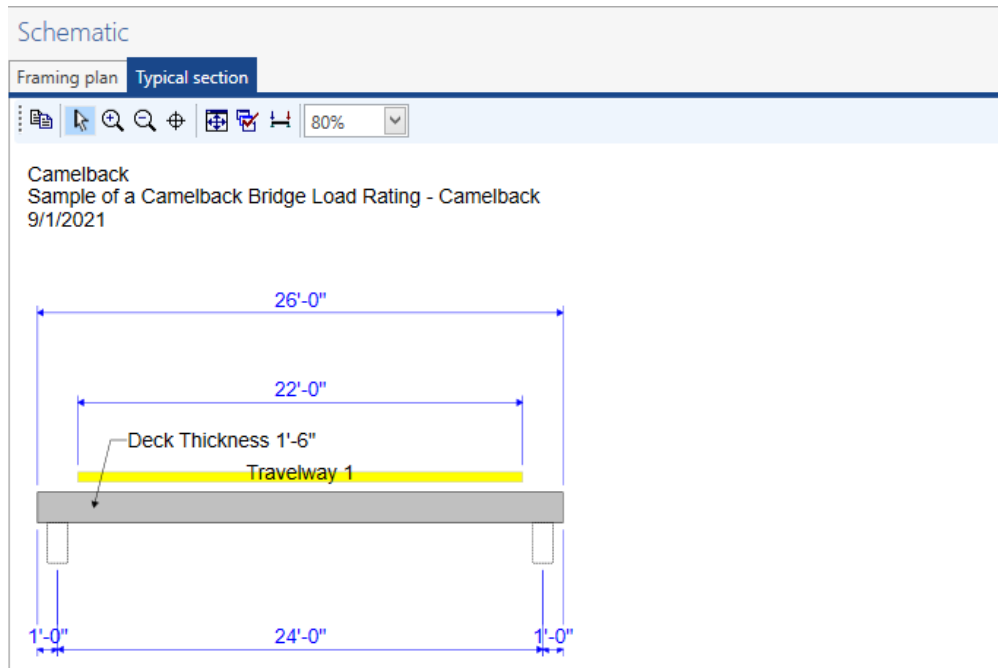
Compute

New Duplicate Delete

OK Apply Cancel

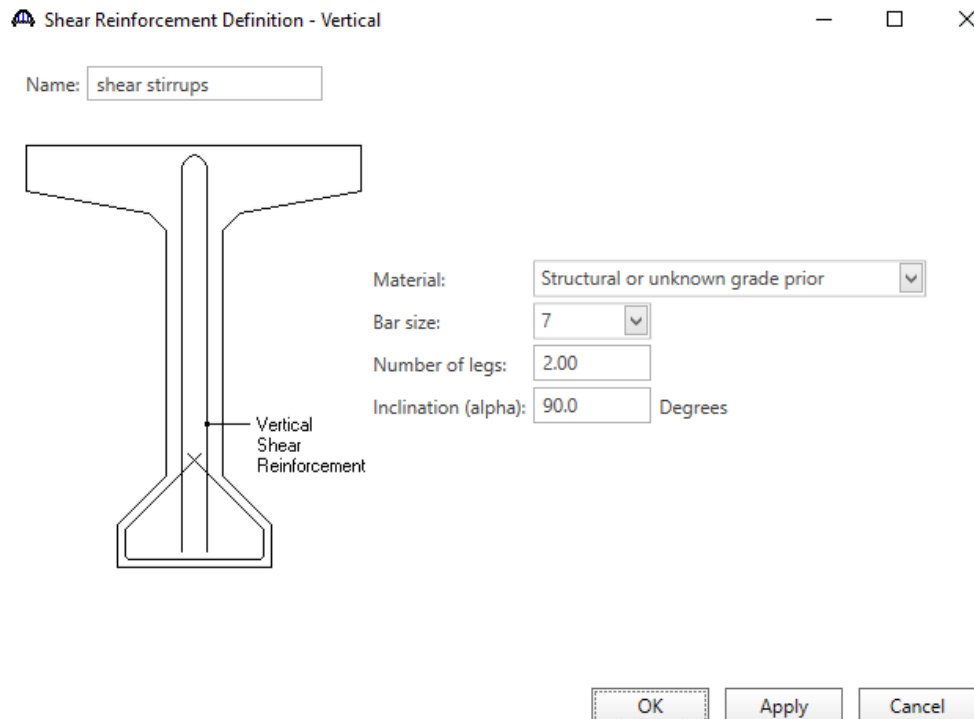
Click **OK** to save the data to memory and close the window.

It is also a good idea to check the schematic after entering the structure typical section information. This is done in the same manner as was used to check the schematic of the framing plan details. Note that for reinforced concrete structures a generic beam shape is used to represent the beam.



Shear Reinforcement

Now define the vertical shear reinforcement by double-clicking on **Vertical** (under **Shear Reinforcement Definitions** in the tree). Define the reinforcement as shown below.



Click **OK** to save to memory and close the window.

Member Descriptions

The Member window shows the data that was generated when the structure definition was created. No changes are required at this time. The first Member Alternative that we create will automatically be assigned as the Existing and Current Member alternative for this member (as shown below).

Member

Member name: Link with:

Description:

Existing	Current	Member alternative name	Description
----------	---------	-------------------------	-------------

Number of spans:

Span no.	Span length (ft)
1	60.00

Double-click **MEMBER ALTERNATIVES** in the tree to create a new alternative. The New Member Alternative dialog shown below will open. Select **Reinforced Concrete** for the Material Type and **Reinforced Concrete I** for the Girder Type.

New Member Alternative

Material type:

- Prestressed (pretensioned) concrete
- Reinforced concrete**
- Steel
- Timber

Girder type:

- Reinforced Concrete I**
- Reinforced Concrete Tee

Click **OK** to close the dialog and create a new member alternative.

The Member Alternative Description window will open. Enter the appropriate data as shown below. Note: BR 6.4.1 will not automatically calculate and include the self-weight of the deck. Therefore, you must estimate the weight of the deck and apply it to the beam as an additional self-load. In this example, the deck is 1.5 feet thick and spans 22 feet between beams. Therefore, the additional self-load can be approximated as $11 \text{ ft} \times 1.5 \text{ ft} \times 0.150 \text{ k/ft}^3 = 2.475 \text{ k/ft}$, which is entered below.

By entering the deck weight at this location you are assuming that the deck and slabs were cast as a single unit while supported by false work. If this condition does not appear to be true for your particular bridge you should instead add the deck weight as an additional uniform load under the **Member Loads** tab.

Member Alternative Description

Member alternative: Camelback beam

Description | Specs | Factors | Engine | Import | Control options

Description:

Material type: Reinforced Concrete

Girder type: Reinforced Concrete I

Default units: US Customary

Girder property input method

Schedule based

Cross-section based

End bearing locations

Left: in

Right: in

Self load

Load case: Engine Assigned

Additional self load: 2.475 kip/ft

Additional self load: %

Default rating method: LFD

Crack control parameter (Z)

Bottom of beam: kip/in

Exposure factor

Bottom of beam:

OK Apply Cancel

Expand **Member Alternatives** and **camelback beam (E)(C)** portions of the tree. The default materials for the member alternative must be defined. Enter data as shown in the figure below.

Default Materials

Member alternative name: Camelback beam

Deck concrete: Concrete-1922

Deck reinforcement: Structural or unknown grade prior

Beam concrete: Concrete-1922

Reinforcement: Structural or unknown grade prior

Stirrups: Structural or unknown grade prior

OK Apply Cancel

Open the **Live Load Distribution** window from the tree beneath **camelback beam**.

The screenshot shows the 'Live Load Distribution' window with the 'LRFD' tab selected. The 'Distribution factor input method' section has three radio buttons: 'Use simplified method' (selected), 'Use advanced method', and 'Use advanced method with 1994 guide specs'. There is also a checkbox for 'Allow distribution factors to be used to compute effects of permit loads with routine traffic' which is unchecked. Below this is a table with the following data:

Lanes loaded	Distribution factor (wheels)			
	Shear	Shear at supports	Moment	Deflection
1 Lane	1.500	1.500	1.500	1.000
Multi-lane	2.083	2.083	2.083	2.000

At the bottom of the window are buttons for 'Compute from typical section...', 'View calcs', 'OK', 'Apply', and 'Cancel'.

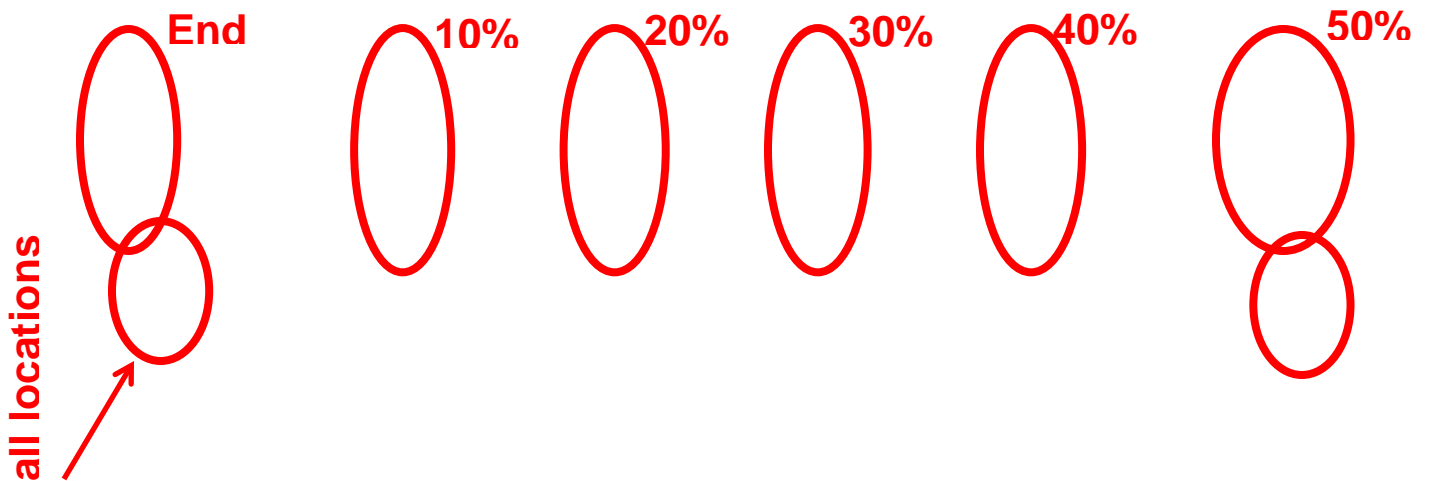
If we try to use the **Compute from Typical Section** button on the Live Load Distribution **Standard tab** to populate the LFD live load distribution factors for this member alternative, we will receive a message that BR cannot calculate the distribution factors because beam shapes are not assigned to adjacent member alternatives.

You must revisit this window after the member alternative has been created for the other side of the bridge. Then the **Compute from Typical Section** button will compute the distribution factors for you.

Cross Sections

The camelback shape will be modeled as a series of cross sections located at discrete points. Cross sections should be determined for 10th points along the length of the bridge. An elevation of half the bridge and half

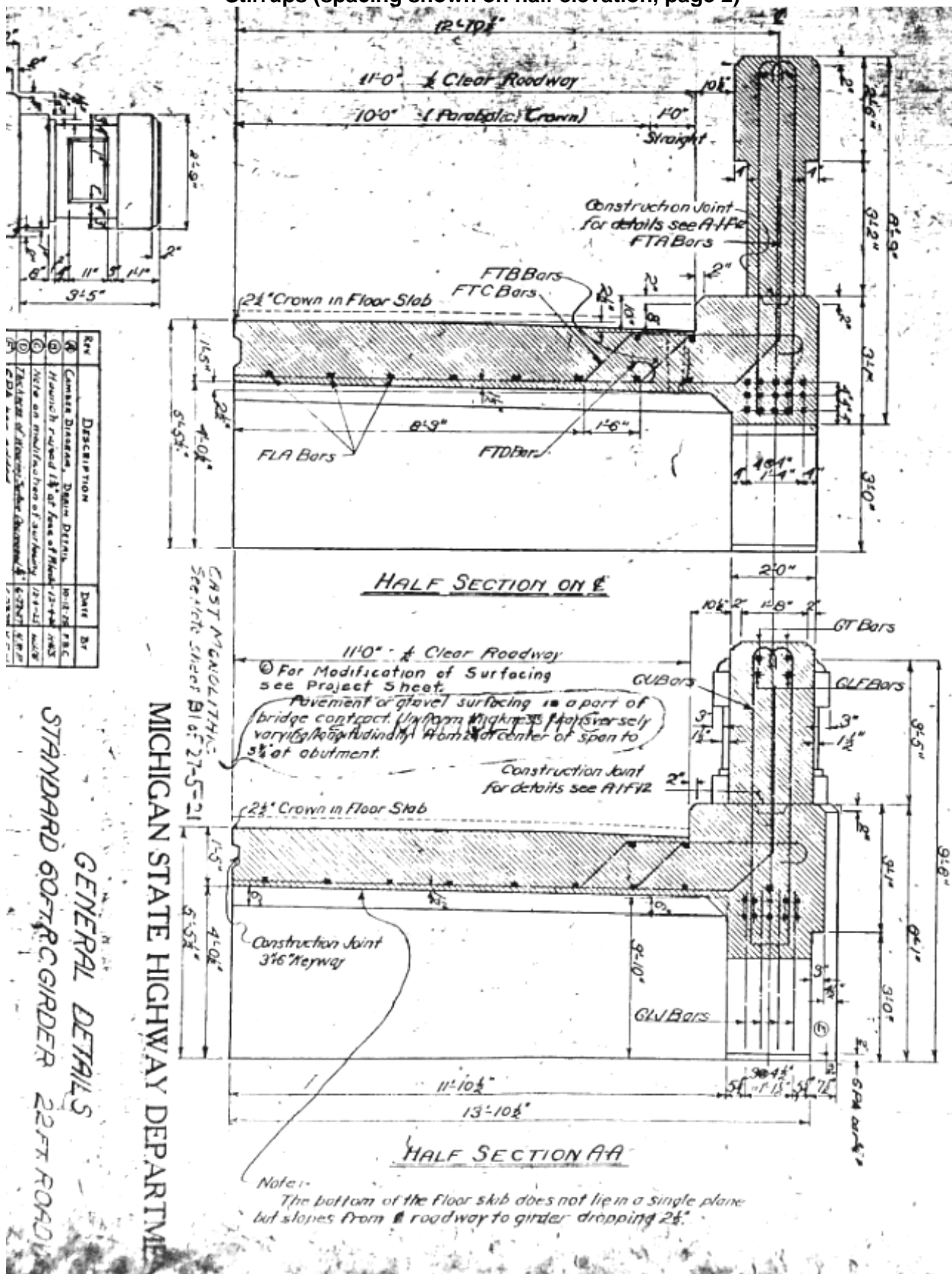
sections for the end and center of the bridge are shown below along with a rebar schedule for interpretation of the reinforcing steel identified in the half sections. The cross section can be modeled as an I-beam. Use the elevation to determine the flange and web heights and the half section to determine the flange and web width and the rebar placement. If the section contains square reinforcing bars substitute those with the largest modern rebar size that produces an equal or lesser cross sectional area. In this example; No. 11 rebar (1.56 in²) was used to represent 1.25-in square rebar (1.56-in²). Additional rebar could be added to bring the total cross sectional area of steel in the model to what is found in the bridge provided no deterioration has occurred. Pay careful attention to any changes in rebar placement at the different cross sections. Steel reinforcing plans and elevations along with bending diagrams have been shown to provide the necessary information to ensure proper rebar locating at each section.



Elevation showing dimensions of the top flange/web at various cross sections

GU, to Guay Bars 7/8\"				
Mark	No.	H	Length	Weight
GU	1	8'7"	20'0"	164
"2	4	8'4"	19'6"	159
"3	4	8'2"	19'2"	157
"4	4	7'11"	18'8"	153
"5	4	7'8"	18'2"	149
"6	4	7'6"	17'10"	146
"7	4	7'3"	17'4"	142
"8	4	7'1"	17'0"	139
"9	4	6'10"	16'6"	135
"10	4	6'7"	16'0"	131
"11	4	6'5"	15'8"	128
"12	4	6'3"	15'4"	125
"13	4	6'3"	15'4"	125
"14	4	6'5"	15'8"	128
"15	4	6'6"	15'10"	129
"16	4	6'8"	16'2"	132
"17	4	6'10"	16'6"	135
"18	4	7'0"	16'10"	138
"19	4	7'3"	17'4"	142
"20	4	7'6"	17'10"	146
"21	4	7'8"	18'2"	149
"22	4	7'10"	18'6"	151
"23	4	8'1"	19'0"	155
"24	4	8'2"	19'2"	157
Total				3415

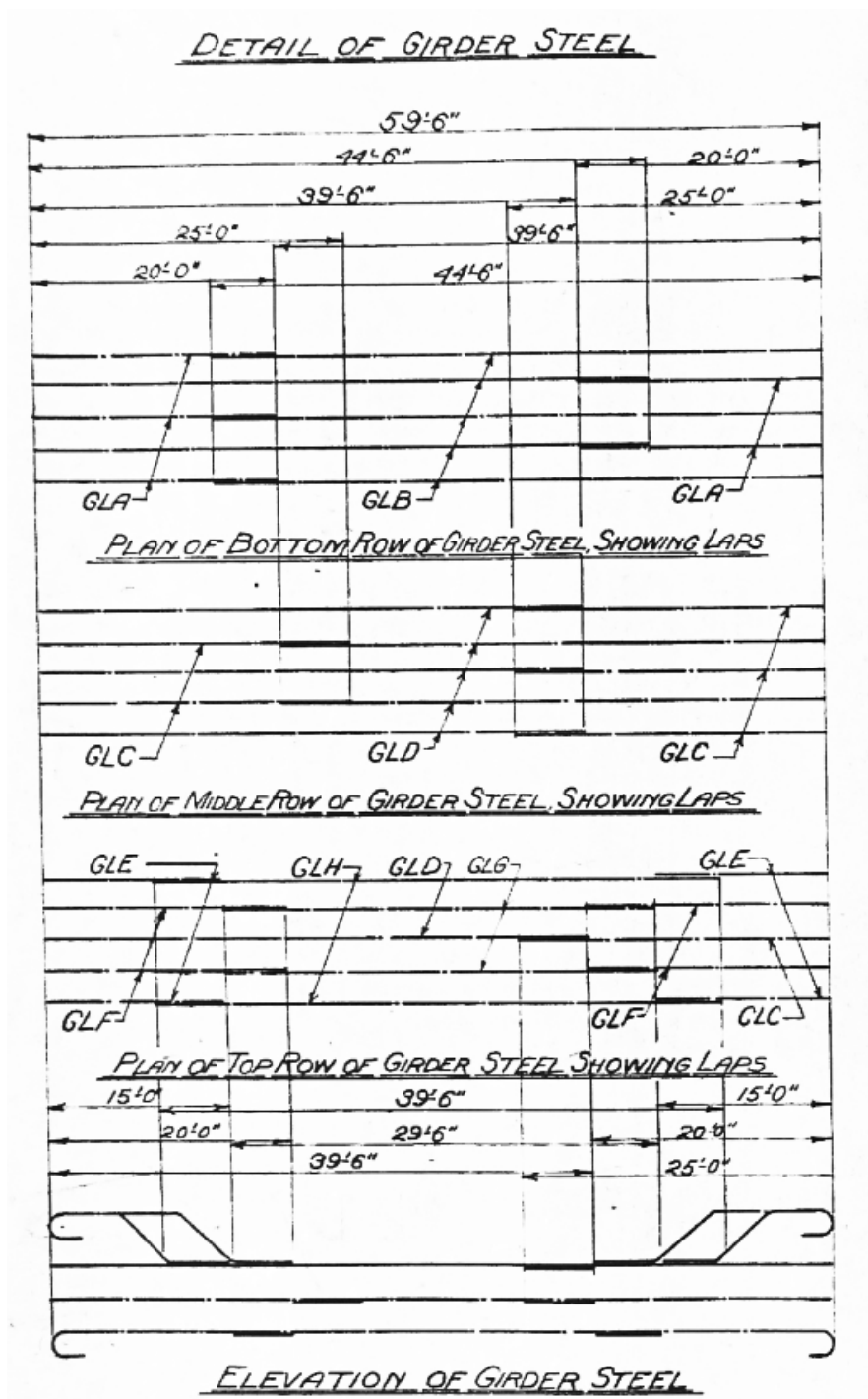
Stirrups (spacing shown on half elevation, page 2)



REV	DESCRIPTION	DATE	BY
1	Change Drawing, Detail Details	01-27-78	RC
2	Reinforcing 1 1/2" of face of Slab	12-12-78	MS
3	Note on modification of roadway	12-1-78	MS
4	Change of Reinforcing Detail	6-27-77	RC
5	Change of Reinforcing Detail	6-27-77	RC

MICHIGAN STATE HIGHWAY DEPARTMENT
 GENERAL DETAILS
 STANDARD 60-FT. RC GIRDER 22-FT. ROADWAY

Cross-Sections at End and Mid-Span



Longitudinal Steel Placement

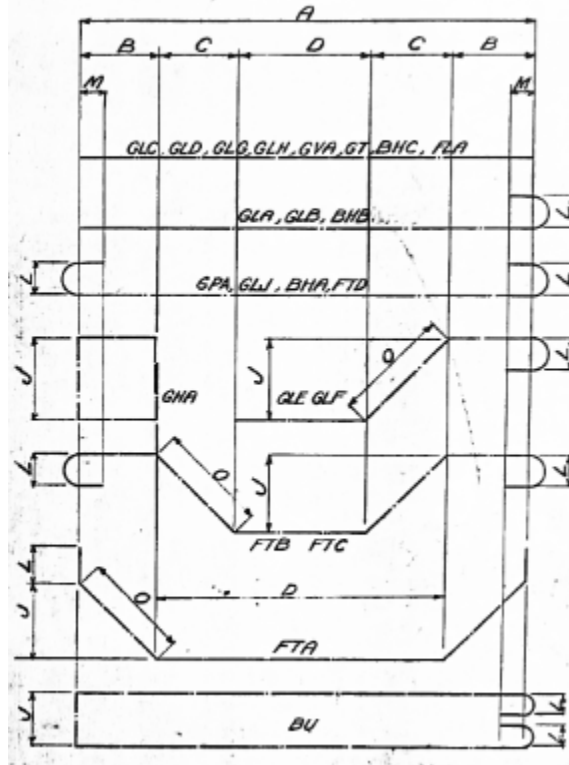
Note: From the elevation we see that the rebar in the third row from the bottom changes depth over the length of the bridge. The two outer bars (GLE) are located higher in the section and then drop down, followed by the

two inner bars (GLF). The center bar (GLC/CLD) remains at the same location over the length. This has been reflected in the cross sections modeled in BR (details on the next page).

BILL OF STEEL BARS

LOCATION	MARK	A	B	C	D	E	J	M	O	No	Size	Kind	Length	Weight	
GIRDER	GLA	20'-0"				7/8"	5"			10	1/2"	Dev	21'-5"	1138	
	GLB	44'-2"				7/8"	5"			10	1/2"	"	45'-7"	2422	
	GLC	25'-0"								12	1/2"	"	25'-0"	1394	
	GLD	39'-6"								12	1/2"	"	39'-6"	2518	
	GLE		4'-10"	4'-10"	5'-0"	7/8"	4'-0"	5"	6'-10"	8	1/2"	"	18'-1"	768	
	GLF		9'-10"	4'-10"	5'-0"	7/8"	4'-0"	5"	6'-10"	8	1/2"	"	23'-1"	981	
	GLG	29'-6"								4	1/2"	"	29'-6"	627	
	GLH	39'-6"								4	1/2"	"	39'-6"	839	
	GLI	12'-9"					7/8"	5"		76	1/2"	"	15'-9"	1324	
	GT	32'-0"								18	1/2"	"	32'-0"	218	
	GU	See Table of GU Bars													3415
	GHA	1'-4"						1'-7"			32	1/2"	"	6'-11"	188
	GVA	9'-0"									16	1/2"	"	9'-0"	490

STEEL BENDING DIAGRAM



Description and Bending Details of Longitudinal Girder Reinforcing Steel

Cross Section Locations:

End - GLE and GLF both up 4'-10" from the 3rd row (70" from bottom of beam)

10% - GLE @ 3'-8" from the 3rd row (56" from bottom), GLF @ 4'-10" from 3rd row (70" from bottom)

20% - GLE @ 3rd row (12" from bottom), GLF @ 2'-8" from 3rd row (44" from bottom)

30% - GLE and GLF @ 3rd row (12 inches from bottom of beam)

Next describe the beam by double-clicking on **Cross Sections** in the tree. The Cross Sections windows with the cross sections identified from the plans are shown below. Remember to enter rebar locations as appropriate for the cross section, keeping in mind that these may change over the length of the bridge. In the following cross sections, the #4 rebar at the top of the section was assumed based on scale from the plans.

Name:

Type:

Dimensions Reinforcement

The diagram shows a cross-section of a reinforced concrete I-beam. The top flange has a width of 30.0000 in and a thickness of 78.0000 in. The web has a width of 24.0000 in. The bottom flange has a width of 37.0000 in and a thickness of 24.0000 in. The total height of the section is 78.0000 in. The diagram also shows reinforcement details with labels A and B. The tributary width is 24.0000 in. The effective width (Std) is 24.0000 in, and the effective width (LRFD) is 24.0000 in. The structural thickness is 30.0000 in. The material is Concrete-1922 with a modular ratio of 12.0. The reinforcement is also Concrete-1922 with a modular ratio of 12.0.

Tributary width: in in

in

in

in

in

A: in B: in

78.0000 in

Top flange

Material:

Modular ratio:

Eff. width (Std): in

Eff. width (LRFD): in

Struct. thick.: in

Other parts

Material:

Modular ratio:

Name: Type:

Dimensions

Reinforcement

Row	Std bar count	LRFD bar count	Bar size	Distance (in)	Material	Bar spacing (in)
Bottom of Girder	5.00	5.00	11	4.0000	Structural or unkn	4.0000
Bottom of Girder	5.00	5.00	11	8.0000	Structural or unkn	4.0000
Bottom of Girder	1.00	1.00	11	12.0000	Structural or unkn	4.0000
Bottom of Girder	2.00	2.00	11	70.0000	Structural or unkn	16.0000
Bottom of Girder	2.00	2.00	11	70.0000	Structural or unkn	8.0000
Top of Girder	2.00	2.00	4	4.0000	Structural or unkn	8.0000

Name: Type:

Dimensions

Reinforcement

Top flange

Material:

Modular ratio:

Eff. width (Std): in

Eff. width (LRFD): in

Struct. thick.: in

Other parts

Material:

Modular ratio:

Name: 10% Type: Reinforced Concrete I

Row	Std bar count	LRFD bar count	Bar size	Distance (in)	Material	Bar spacing (in)
Bottom of Gir...	5.00	5.00	11	4.0000	Structural or unkn	4.0000
Bottom of Gir...	5.00	5.00	11	8.0000	Structural or unkn	4.0000
Bottom of Gir...	1.00	1.00	11	12.0000	Structural or unkn	4.0000
Bottom of Gir...	2.00	2.00	11	56.0000	Structural or unkn	16.0000
Bottom of Gir...	2.00	2.00	11	70.0000	Structural or unkn	8.0000
Top of Girder	2.00	2.00	4	4.0000	Structural or unkn	8.0000

New Duplicate Delete

OK Apply Cancel

Name: 20% Type: Reinforced Concrete I

Tributary width: 24.0000 in 33.3750 in

Top flange

Material: Concrete-1922

Modular ratio: 12.0

Eff. width (Std): 24.0000 in

Eff. width (LRFD): 24.0000 in

Struct. thick.: 30.0000 in

Other parts

Material: Concrete-1922

Modular ratio: 12.0

OK Apply Cancel

30

Name: 20% Type: Reinforced Concrete I

Dimensions

Reinforcement

Row	Std bar count	LRFD bar count	Bar size	Distance (in)	Material	Bar spacing (in)
Bottom of Gir...	5.00	5.00	11	4.0000	Structural or unkn	4.0000
Bottom of Gir...	5.00	5.00	11	8.0000	Structural or unkn	4.0000
Bottom of Gir...	1.00	1.00	11	12.0000	Structural or unkn	4.0000
Bottom of Gir...	2.00	2.00	11	12.0000	Structural or unkn	16.0000
Bottom of Gir...	2.00	2.00	11	44.0000	Structural or unkn	8.0000
Top of Girder	2.00	2.00	4	4.0000	Structural or unkn	8.0000

New Duplicate Delete

OK Apply Cancel

Name: 30% Type: Reinforced Concrete I

Dimensions

Reinforcement

Top flange

Material: Concrete-1922

Modular ratio: 12.0

Eff. width (Std): 24.0000 in

Eff. width (LRFD): 24.0000 in

Struct. thick.: 30.0000 in

Other parts

Material: Concrete-1922

Modular ratio: 12.0

OK Apply Cancel

Name: Type:

Dimensions **Reinforcement**

Row	Std bar count	LRFD bar count	Bar size	Distance (in)	Material	Bar spacing (in)
Bottom of Gir...	5.00	5.00	11	4.0000	Structural or unkn	4.0000
Bottom of Gir...	5.00	5.00	11	8.0000	Structural or unkn	4.0000
Bottom of Gir...	5.00	5.00	11	12.0000	Structural or unkn	4.0000
Top of Girder	2.00	2.00	4	4.0000	Structural or unkn	8.0000

Name: Type:

Dimensions **Reinforcement**

Top flange

Material:

Modular ratio:

Eff. width (Std): in

Eff. width (LRFD): in

Struct. thick: in

Other parts

Material:

Modular ratio:

Name: 40% Type: Reinforced Concrete I

Dimensions

Row	Std bar count	LRFD bar count	Bar size	Distance (in)	Material	Bar spacing (in)
Bottom of Gir...	5.00	5.00	11	4.0000	Structural or unkn	4.0000
Bottom of Gir...	5.00	5.00	11	8.0000	Structural or unkn	4.0000
Bottom of Gir...	5.00	5.00	11	12.0000	Structural or unkn	4.0000
Top of Girder	2.00	2.00	4	4.0000	Structural or unkn	8.0000

New Duplicate Delete

OK Apply Cancel

Name: 50% Type: Reinforced Concrete I

Dimensions

Reinforcement

Top flange

Material: Concrete-1922

Modular ratio: 12.0

Eff. width (Std): 24.0000 in

Eff. width (LRFD): 24.0000 in

Struct. thick: 30.0000 in

Other parts

Material: Concrete-1922

Modular ratio: 12.0

OK Apply Cancel

Name: 50%

Type: Reinforced Concrete I

Dimensions
Reinforcement

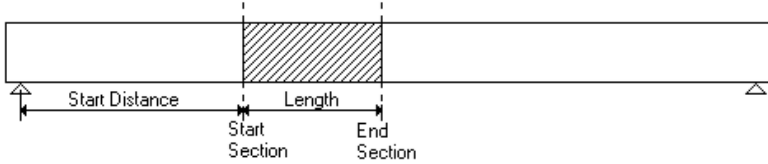
Row	Std bar count	LRFD bar count	Bar size	Distance (in)	Material	Bar spacing (in)
Bottom of Gir...	5.00	5.00	11	4.0000	Structural or unkn	4.0000
Bottom of Gir...	5.00	5.00	11	8.0000	Structural or unkn	4.0000
Bottom of Gir...	5.00	5.00	11	12.0000	Structural or unkn	4.0000
Top of Girder	2.00	2.00	4	4.0000	Structural or unkn	8.0000

New Duplicate Delete

OK Apply Cancel

Now that the cross sections have been entered we must assign them to the appropriate locations along the beam. Open the **Cross Section Ranges** window. The cross sections were identified for the end of the beam and then every 6 feet along the bridge length (10th points). Starting with the end of the beam select the start and end cross sections and then corresponding length between these sections. This model can be further refined with more cross section descriptions and shorter length between cross sections.


Cross Section Ranges [-] [□] [×]



Start section	End section	Web variation	Support number	Start distance (ft)	Length (ft)	End distance (ft)
End	10%	Linear	1	0.000	6.000	6.000
10%	20%	Linear	1	6.000	6.000	12.000
20%	30%	Linear	1	12.000	6.000	18.000
30%	40%	Linear	1	18.000	6.000	24.000
40%	50%	Linear	1	24.000	6.000	30.000
50%	40%	Linear	1	30.000	6.000	36.000
40%	30%	Linear	1	36.000	6.000	42.000
30%	20%	Linear	1	42.000	6.000	48.000
20%	10%	Linear	1	48.000	6.000	54.000
10%	End	Linear	1	54.000	6.000	60.000

Open the **Shear Reinforcement Ranges** window and define the location and spacing of shear reinforcement as determined from the plans.

RC Shear Reinforcement Ranges



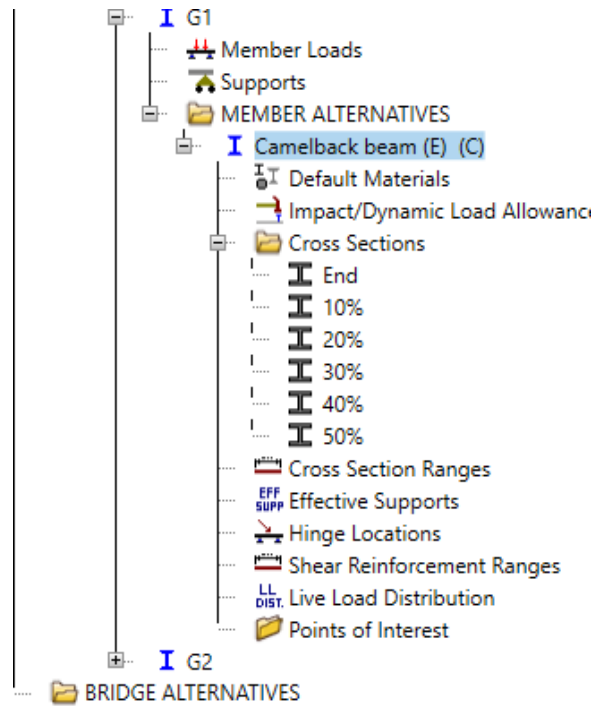
Name	Support number	Start distance (ft)	Number of spaces	Spacing (in)	Length (ft)	End distance (ft)
shear stirrups	1	2.33	1	0.0000	0.00	2.33
shear stirrups	1	2.33	6	8.0000	4.00	6.33
shear stirrups	1	6.33	5	10.0000	4.17	10.50
shear stirrups	1	10.49	6	12.0000	6.00	16.49
shear stirrups	1	16.49	3	36.0000	9.00	25.49
shear stirrups	1	20.99	3	30.0000	7.50	28.49
shear stirrups	1	28.49	1	36.0000	3.00	31.49
shear stirrups	1	31.49	3	30.0000	7.50	38.99
shear stirrups	1	38.99	3	18.0000	4.50	43.49
shear stirrups	1	43.49	6	12.0000	6.00	49.49
shear stirrups	1	49.49	5	10.0000	4.17	53.66
shear stirrups	1	53.66	6	8.0000	4.00	57.66

Stirrup wizard...

New Duplicate Delete

OK Apply Cancel

Next, copy G1 to G2. Do this by right clicking on **camelback beam (E)(C)**, select copy, then right click on **MEMBER ALTERNATIVES** under G2 and select paste.



Now that all beams within the span have been defined we are able to go back to windows within the bridge tree that will require updating.

The **Live Load Distribution** window for both G1 and G2 needs to be updated, select **Compute from Typical Section**.

Standard **LRFD**

Distribution factor input method

Use simplified method Use advanced method Use advanced method with 1994 guide specs

Allow distribution factors to be used to compute effects of permit loads with routine traffic

Lanes loaded	Distribution factor (wheels)			
	Shear	Shear at supports	Moment	Deflection
▶ 1 Lane	1.500	1.500	1.500	1.000
Multi-lane	2.083	2.083	2.083	2.000

Compute from typical section... View calcs

OK Apply Cancel

Bridge Alternatives

Now that the superstructure definitions are modeled, Bridge Alternatives must be created. This makes it possible to rate the entire bridge at one time and also perform batch processes in the Bridge Explorer workspace, which is important for permitting issues.

For load rating, there will typically be only one Bridge Alternative. Another Bridge Alternative could be created for a proposed bridge or rehabilitation project, but only one bridge alternative should be existing/current at a time. Each superstructure that was entered above now needs its own definition in the Bridge Alternative. Select the superstructure wizard. Enter the number of superstructures. Enter the superstructure and

superstructure alternative names and then select the superstructure definition that you want to link to each alternative.

The bridge alternative portion of the tree may be created manually by double-clicking on each branch and assigning the necessary bridge components to each branch as shown above (**Superstructure Wizard...** button may be selected to aid in this process). Double-click **BRIDGE ALTERNATIVES** and enter the Alternative Name, then select the **Superstructure Wizard...** button and enter the data shown in the window below.

Superstructure Wizard

This wizard allows you to create Superstructures, Superstructure Alternatives and assign Superstructure Definitions to the new alternatives. The wizard will also create Piers if you are running BrD Substructure. Piers can only be created if the Bridge Alternative does not contain a horizontal curve.

Number of superstructures: 1

Prefix to use when generating names

Superstructure prefix: Superstructure %

Superstructure alternative prefix: Superstructure Alt %

Superstructure name	Distance (ft)	Superstructure alternative name	Superstructure definition
Camelback		Camelback	Camelback

Substructure units

First unit type: Abutment

Last unit type: Abutment

Click **Finish** to close the Superstructure Wizard and **OK** to save the Bridge Alternative data to memory and close the window.

Analysis

Vehicle Selection

From the *Bridge* menu, select *Analysis Settings* and load the following vehicles into the rating column:

Analysis Settings

Design review Rating

Rating method: LFD

Analysis type: Line Girder

Lane / Impact loading type: As Requested

Apply preference setting: None

Vehicles Output Engine Description

Traffic direction: Both directions

Refresh Temporary vehicles Advanced

Vehicle selection

- Michigan 2 Unit Truck 13-NL
- Michigan 2 Unit Truck 14
- Michigan 2 Unit Truck 15-DL
- Michigan 2 Unit Truck 15-NL
- Michigan 2 Unit Truck 16-DL
- Michigan 2 Unit Truck 16-NL
- Michigan 2 Unit Truck 17-DL
- Michigan 2 Unit Truck 17-NL
- Michigan 2 Unit Truck 18-DL
- Michigan 2 Unit Truck 18-NL
- Michigan 3 Unit Truck 19-DL
- Michigan 3 Unit Truck 19-NL
- Michigan 3 Unit Truck 20
- Michigan 3 Unit Truck 21-DL
- Michigan 3 Unit Truck 21-NL
- Michigan 3 Unit Truck 22-DL
- Michigan 3 Unit Truck 22-NL
- Michigan 3 Unit Truck 23-DL
- Michigan 3 Unit Truck 23-NL
- Michigan 3 Unit Truck 24-DL
- Michigan 3 Unit Truck 24-NL
- Michigan 3 Unit Truck 25-DL
- Michigan 3 Unit Truck 25-NL
- Michigan Overload Truck 01 Class A
- Michigan Overload Truck 02 Class A
- Michigan Overload Truck 03 Class A
- Michigan Overload Truck 04 Class A
- Michigan Overload Truck 05 Class A
- Michigan Overload Truck 06 Class A

Add to >>

Remove from <<

Vehicle summary

- Rating vehicles
 - Inventory
 - HS 20-44
 - Operating
 - HS 20-44
 - Michigan 1 Unit Truck 05-DL
 - Michigan 2 Unit Truck 18-DL
 - Michigan 3 Unit Truck 23-DL
 - Legal operating
 - Permit inventory
 - Permit operating

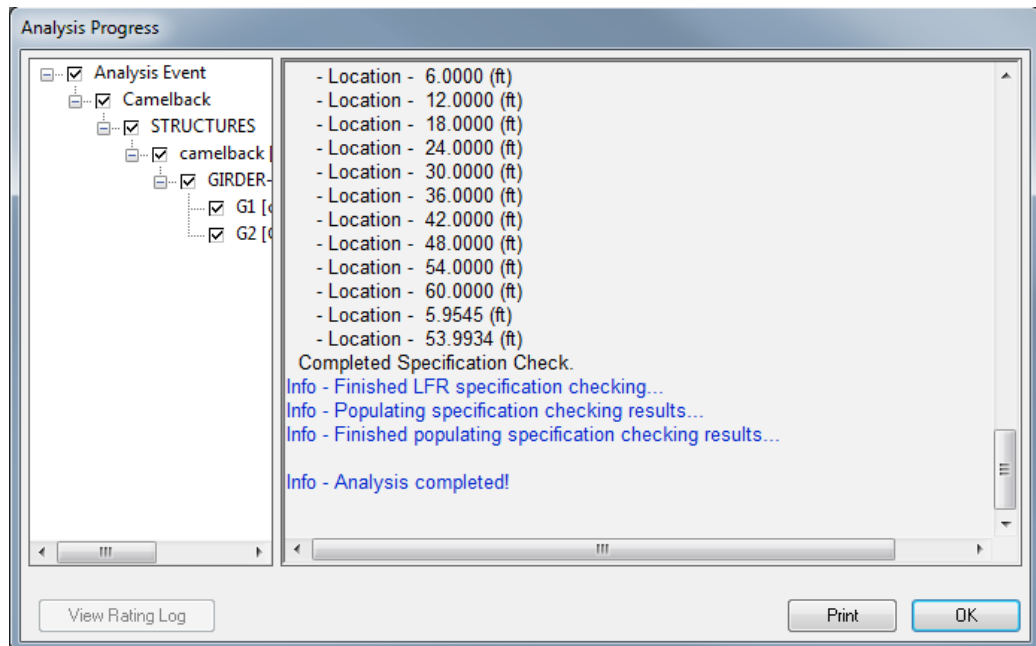
Reset Clear Open template Save template OK Apply Cancel

Select **OK**

Note: MDOT trucks 5-DL, 18-DL and 23-DL are used in this analysis as they are the commonly controlling 1-unit, 2-unit and 3-unit trucks, respectively. The load rating engineer should evaluate the list of legal vehicles to determine whether others may control and include them in the analysis if necessary. In addition, if posting is required, all legal loads must be analyzed to determine the lowest tonnage for each vehicle category.

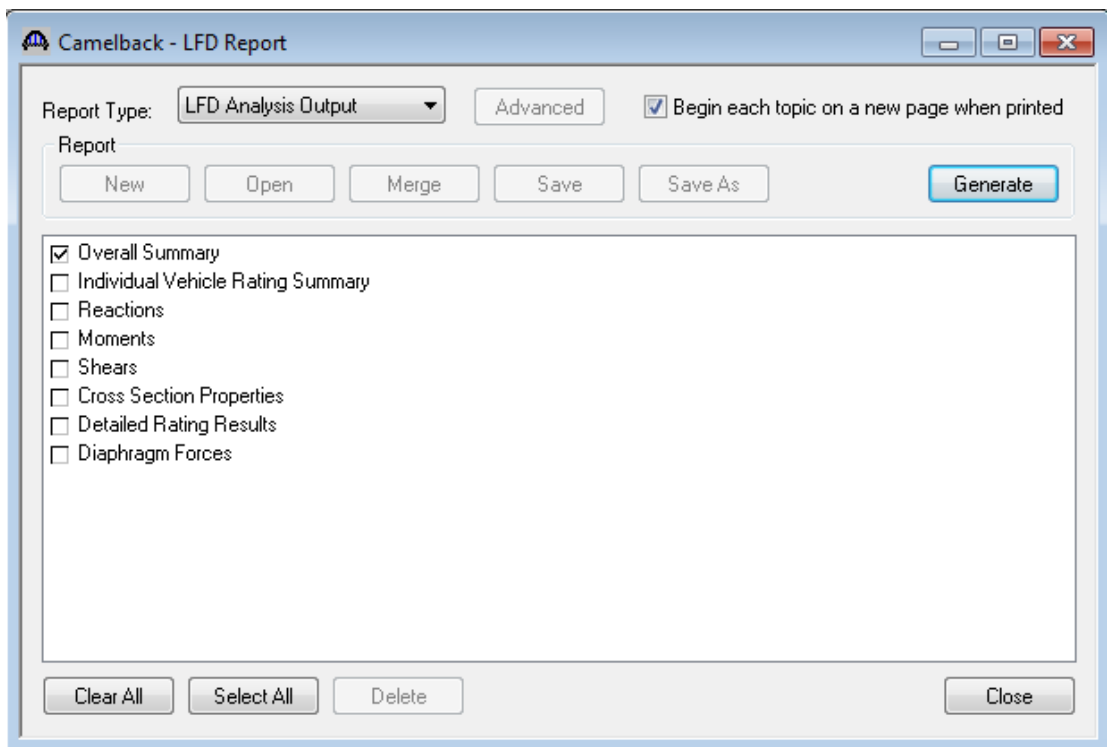
Analysis

Go to *Bridge/Analyze*. You will be informed regarding progress and completion of the analysis.



Reporting

Results of the analysis may be viewed using the *Report Tool* located within the *Bridge* menu.



Select **Generate**.

Bridge Name: Sample of a Camelback Bridge Load Rating
NBI Structure ID: camelback1
Bridge ID: camelback1

Analyzed By: BrR
Analyze Date: Monday, September 13, 2016 12:58:35
Analysis Engine: AASHTO LFR Engine Version 7.0.3001
Analysis Preference Setting: None

Report By: brr
Report Date: Monday, September 13, 2021 13:00:09

Structure Definition Name: camelback
Member Name: G1
Member Alternative Name: camelback beam

Load Factor Rating Summary

		Rating				Location				
Live Load		Factor	Controls	Capacity	Span	(ft)	Percent	Impact	Lane	
HS 20-44	Inventory	0.836	Design Shear - Concrete	30.11	1	60.00	100.0	As Requested	As Requested	
HS 20-44	Operating	1.397	Design Shear - Concrete	50.28	1	60.00	100.0	As Requested	As Requested	
Michigan 1 Unit Truck 05-DL	Operating	1.334	Design Shear - Concrete	56.04	1	60.00	100.0	As Requested	As Requested	
Michigan 2 Unit Truck 18-DL	Operating	0.901	Design Shear - Concrete	69.38	1	60.00	100.0	As Requested	As Requested	
Michigan 3 Unit Truck 23-DL	Operating	0.962	Design Shear - Concrete	74.10	1	60.00	100.0	As Requested	As Requested	

Note:
 "N/A" indicates not applicable
 "***" indicates not available

Bridge Name: Sample of a Camelback Bridge Load Rating
NBI Structure ID: camelback1
Bridge ID: camelback1

Analyzed By: BrR
Analyze Date: Monday, September 13, 2016 12:58:35
Analysis Engine: AASHTO LFR Engine Version 7.0.3001
Analysis Preference Setting: None

Report By: brr
Report Date: Monday, September 13, 2021 13:00:09

Structure Definition Name: camelback
Member Name: G2
Member Alternative Name: Copy of camelback beam

Load Factor Rating Summary

		Rating				Location			
Live Load		Factor	Controls	Capacity (Ton)	Span	(ft)	Percent	Impact	Lane
HS 20-44	Inventory	0.836	Design Shear - Concrete	30.11	1	60.00	100.0	As Requested	As Requested
HS 20-44	Operating	1.397	Design Shear - Concrete	50.28	1	60.00	100.0	As Requested	As Requested
Michigan 1 Unit Truck 05-DL	Operating	1.334	Design Shear - Concrete	56.04	1	60.00	100.0	As Requested	As Requested
Michigan 2 Unit Truck 18-DL	Operating	0.901	Design Shear - Concrete	69.38	1	60.00	100.0	As Requested	As Requested
Michigan 3 Unit Truck 23-DL	Operating	0.962	Design Shear - Concrete	74.10	1	60.00	100.0	As Requested	As Requested

Note:
 "N/A" indicates not applicable
 "***" indicates not available