Proposed

AASHTO Guide Specifications for LRFD Seismic Bridge Design

Subcommittee for Seismic Effects on Bridges
T-3

Prepared by:

Roy A. Imbsen
Imbsen Consulting

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SECTION 1: INTRODUCTION

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SECTION 1

INTRODUCTION

1.1 BACKGROUND

The *AASHTO Guide Specifications for LRFD Seismic Bridge Design* is established in accordance with the *NCHRP 20-07/Task 193 Task 6 Report*. Task 6 contains five (5) Sections corresponding to Tasks 1 to 5 as follows:

SECTION 1 includes a review of the pertinent documents and information that were available.

SECTION 2 presents the justification for the 1000-year return period (which is approximately equivalent to a 7% probability of exceedance in 75 years) as recommended for the seismic design of highway bridges.

SECTION 3 includes a description of how the "no analysis" zone is expanded and how this expansion is incorporated into the displacement based approach.

SECTION 4 describes the two alternative approaches available for the design of highway bridges with steel superstructures and concludes with a recommendation to use a force based approach for steel superstructures.

SECTION 5 describes the recommended procedure for liquefaction design to be used for highway bridges. This aspect of the design is influenced by the recommended design event and the no analysis zone covered in Tasks 2 and 3, respectively. The recommendations proposed are made taking into account the outcome of these two tasks for Seismic Design Category D.

The following recommendations are documented:

Task 2

1. Adopt the 7% in 75 years design event for development of a design spectrum.

2. Ensure sufficient conservatism (1.5 safety factor) for minimum support length requirement. This conservatism is needed to enable to use the reserve capacity of hinging mechanism of the bridge system. This conservatism shall be embedded in the specifications to address unseating vulnerability. At a minimum it is recommended to embed this safety factor for sites outside of California.

3. Partition Seismic Design Categories (SDC's) into four categories and proceed with the development of analytical bounds using the 7% in 75 years design event.

C1.1

This commentary is included to provide additional information to clarify and explain the technical basis for the specifications provided in the *Guide Specifications for LRFD Seismic Bridge Design*. These specifications are for the design of new bridges

The term "shall" denotes a requirement for compliance with these Specifications.

The term "should" indicates a strong preference for a given criterion.

The term "may" indicates a criterion that is usable, but other local and suitably documented, verified, and approved criterion may also be used in a manner consistent with the LRFD approach to bridge design.

The term "recommended" is used to give guidance based on past experiences. Seismic design is a developing field of engineering, which has not been uniformly applied to all bridge types and thus the experiences gained to date on only a particular type are included as recommendations.

Task 3

Establish four Seismic Design Categories with the following requirements:

1. SDC A
   a. No Displacement Capacity Check Needed
   b. No Capacity Design Required
   c. SDC A Minimum Requirements

2. SDC B
   a. Implicit Displacement Capacity Check Required (i.e., use a Closed Form Solution Formula)
   b. No Capacity Design Required
   c. SDC B Level of Detailing

3. SDC C
   a. Implicit Displacement Capacity Check Required
   b. Capacity Design Required
   c. SDC C Level of Detailing

4. SDC D
   a. Pushover Analysis Required
   b. Capacity Design Required
   c. SDC D Level of Detailing

Task 4

Recommended the following for SDC C & D:

1. Adopt AISC LRFD Specifications for design of single-angle members and members with stitch welds.

2. Allow for three types of a bridge structural system as adopted in SCDOT Specifications.

   Type 1 – Design a ductile substructure with an essentially elastic superstructure.

   Type 2 – Design an essentially elastic substructure with a ductile superstructure.

   Type 3 – Design an elastic superstructure and substructure with a fusing mechanism at the interface between the superstructure and the substructure.

3. Adopt a force reduction factor of 3 for design of normal end cross-frame.

4. Adopt NCHRP 12-49 for design of "Ductile End-Diaphragm" where a force reduction factor greater than 3 is desired.

Task 5

The following list highlights the main proposed liquefaction design requirements:

1. Liquefaction design requirements are applicable to SDC D.

2. Liquefaction design requirements are dependent on the mean magnitude for the 7% Probability of Exceedance in 75-year event and the normalized Standard Penetration Test (SPT) blow count $[(N_1)_{60}]$.

3. If liquefaction occurs, then the bridge shall be designed and analyzed for the Liquefied and Non-Liquefied configurations.

Detailed design requirements and recommendations for lateral flow have not yet reached a level of development suitable for inclusion in this document. However, limited information and guidance on lateral flow is provided.

1.2 PROJECT ORGANIZATION

This NCHRP Project was organized to assist the AASHTO T-3 Subcommittee for Seismic Design of Bridges to complete another step towards producing LRFD seismic design provisions for inclusion into the *AASHTO LRFD Bridge Design Specifications*. The T-3 Subcommittee defined very specific tasks as described in Article 1.1 above that it envisioned were needed to supplement the existing completed efforts (i.e., *AASHTO Division I-A*, *NCHRP 12-49 Guidelines*, *SCDOT Specifications*, *Caltrans Seismic Design Criteria*, *NYDOT Seismic Intensity Maps* and *ATC-32*) to yield a specification for AASHTO which can be implemented. The tasks have now been completed by TRC/Imbsen & Associates, Inc. under the direction of the T-3 Subcommittee and the assistance of their Board of Reviewers to yield a stand-alone *Guide Specification* that can be evaluated by AASHTO and considered for adopting in 2007. This project was completed by Imbsen Consulting under a subcontract with TRC/Imbsen & Associates, Inc.

1.2.1 Technical Review Team

The final stages for completing the *Guide Specifications* contained herein encompassed two primary tasks. Several states across the U.S. performed trial bridge designs using preliminary drafts. The trial design bridge configurations and soil types employed were typical for each of the participating states. After completion of these trial designs, a technical team was formed which cooperatively addressed questions, concerns and technical issues in order to bring the *Guide Specifications* into their final published form.

The states who performed the trial designs were:

- Alaska
- Arkansas
- California
- Illinois
- Indiana
- Missouri
- Montana
- Nevada
- Oregon
- Tennessee
- Washington State

The members of the technical review team were:

- Mark Mahan, CA DOT (Team Leader)
- Roy A. Imbsen, Imbsen Consulting
- Elmer Marx, AK DOT & PF
- Jay Quiogue, CA DOT
- Chris Unanwa, CA DOT
- Fadel Alameddine, CA DOT
- Chyuan-Shen Lee, WA State DOT
- Stephanie Brandenberger, MT DOT
- Daniel Tobias, IL DOT
- Derrell Manceaux, FHWA
- Lee Marsh, Berger/Abam

1.2.2 Project Direction from AASHTO T-3

The T-3 Working Group that defined the project objectives and directed the project include:

- Rick Land, CA (Past chair)
- Harry Capers, NJ (Past Co-chair)
- Richard Pratt, AK (Current chair)
- Kevin Thompson, CA (Current Co-chair)
- Ralph Anderson, IL
- Jugesh Kapur, WA
- Ed Wasserman, TN
- Paul Liles, GA

The project team members and reviewers that participated in the NCHRP 20-07/193 include:

- Roger Borcherdt, USGS
- Po Lam, Earth Mechanics, Inc.
- Ed V. Leyendecker, USGS
- Lee Marsh, Berger/Abam
- Randy Cannon, Site Blauvelt
- George Lee, MCEER, Chair
- Geoff Martin, MCEER
- Joe Penzien, HSRC, EQ V-team
- John Kulicki, HSRC
- Les Youd, BYU

- Joe Wang, Parsons, EQ V-team
- Lucero Mesa, SCDOT V-team
- Derrell Manceaux, FHWA
- Peter W. Osborn, FHWA
- Alexander K. Bardow, Mass. Highway
- Stephanie Brandenberger, Montana DOT
- Bruce Johnson, Oregon DOT
- Michael Keever, Calif. DOT
- Jerry O'Connor, MCEER
- Roland Nimis, FHWA
- W. Phil Yen, FHWA
- Firas Ibrhim, FHWA
- Shyam Gupta, MODOT
- Elmer E. Marx, Alaska DOT & PF
- William Crawford, Nevada DOT
- Jugesh Kapur, Washington State DOT
- John Jordan, Indiana DOT

1.2.3 Technical Assistance Agreement Between AASHTO and USGS

Under the agreement the USGS prepared two types of products for use by AASHTO. The first product was a set of paper maps of selected seismic design parameters for a 7% probability of exceedance in 75 years. The second product was a ground motion software tool to simplify determination of the seismic design parameters.

These guidelines use spectral response acceleration with a 7% probability of exceedance in 75 years as the basis of the seismic design requirements. As part of the National Earthquake Hazards Reduction Program, the U.S. Geological Survey's National Seismic Hazards Mapping Project prepares seismic hazard maps of different ground motion parameters with different probabilities of exceedance. However maps were not prepared for the probability level required for use by these guidelines. These maps were prepared by the U.S. Geological Survey under a separate Technical Assistance Agreement with the American Association of State Highway and Transportation Officials (AASHTO), Inc. for use by AASHTO and in particular the Highway Subcommittee on Bridges and Structures.

<u>Maps</u>

The set of paper maps covered the fifty states of the U.S. and Puerto Rico. Some regional maps were also included in order to improve resolution of contours. Maps of the conterminous 48 states were based on USGS data used to prepare maps for a 2002 update. Alaska was based on USGS data used to prepare a map for a 2006 update. Hawaii was based on USGS data used to prepare 1998 maps. Puerto Rico was based on USGS data used to prepare 2003 maps.

The maps included in the map package were prepared in consultation with the Subcommittee on Bridges and Structures. The package included a series of maps prepared for a short period (0.2 sec) value of spectral acceleration, S_s, and a longer period (1.0 sec) value of spectral acceleration S_1. The maps were for spectral accelerations for a reference Site Class B.

Ground Motion Tool

The ground motion software tool was packaged on a CD-ROM for installation on a PC using a Windows-based operating system. It includes features allowing the user to calculate Peak Ground Acceleration, (PGA) and the mapped spectral response accelerations as described below:

- PGA, S_s, and S_1: Determination of the parameters PGA, S_s, and S_1 by latitude-longitude or zip code from the USGS data.

- Design values of PGA, S_s, and S_1: Modification of PGA, S_s, and S_1 by the site factors to obtain design values. These are calculated using the mapped parameters and the site coefficients for a specified site class.

In addition to calculation of the basic parameters, the CD allows the user to obtain the following additional information for a specified site:

- Calculation of a response spectrum: The user can calculate response spectra for spectral response accelerations and spectral displacements using design values of PGA, S_s, and S_1. In addition to the numerical data the tools include graphic displays of the data. Both graphics and data can be saved to files.

- Maps: The CD also include the 7% in 75 year maps in PDF format. A map viewer is included that allows the user to click on a map name from a list and display the map.

1.3 FLOW CHARTS

It is envisioned that the flow charts herein will provide the engineer with a simple reference to direct the design process needed for each of the four Seismic Design Categories (SDC).

Flow charts outlining the steps in the seismic design procedures implicit in these specifications are given in Figures 1a to 6.

The Guide Specifications were developed to allow three Global Seismic Design Strategies based on the characteristics of the bridge system, which include:

Type 1 - Design a ductile substructure with an essentially elastic superstructure.

Type 2 - Design an essentially elastic substructure with a ductile superstructure.

Type 3 - Design an elastic superstructure and substructure with a fusing mechanism at the interface between the superstructure and the substructure.

The flow chart in Figure 1a guides the designer on the applicability of the specifications and the breadth of the design procedure dealing with a single span bridge versus a multi-span bridge and a bridge in Seismic Design Category A versus a bridge in Seismic Design Category B, C, or D.

Figure 1b shows the core flow chart of procedures outlined for bridges in SDC B, C, and D. Figure 2 outlines the demand analysis. Figure 3 directs the designer to determine displacement capacity. Figure 4 shows the modeling procedure. Figures 5a & 5b establish member detailing requirements based on the type of the structure chosen for seismic resistance. Figure 6 shows the foundation design.

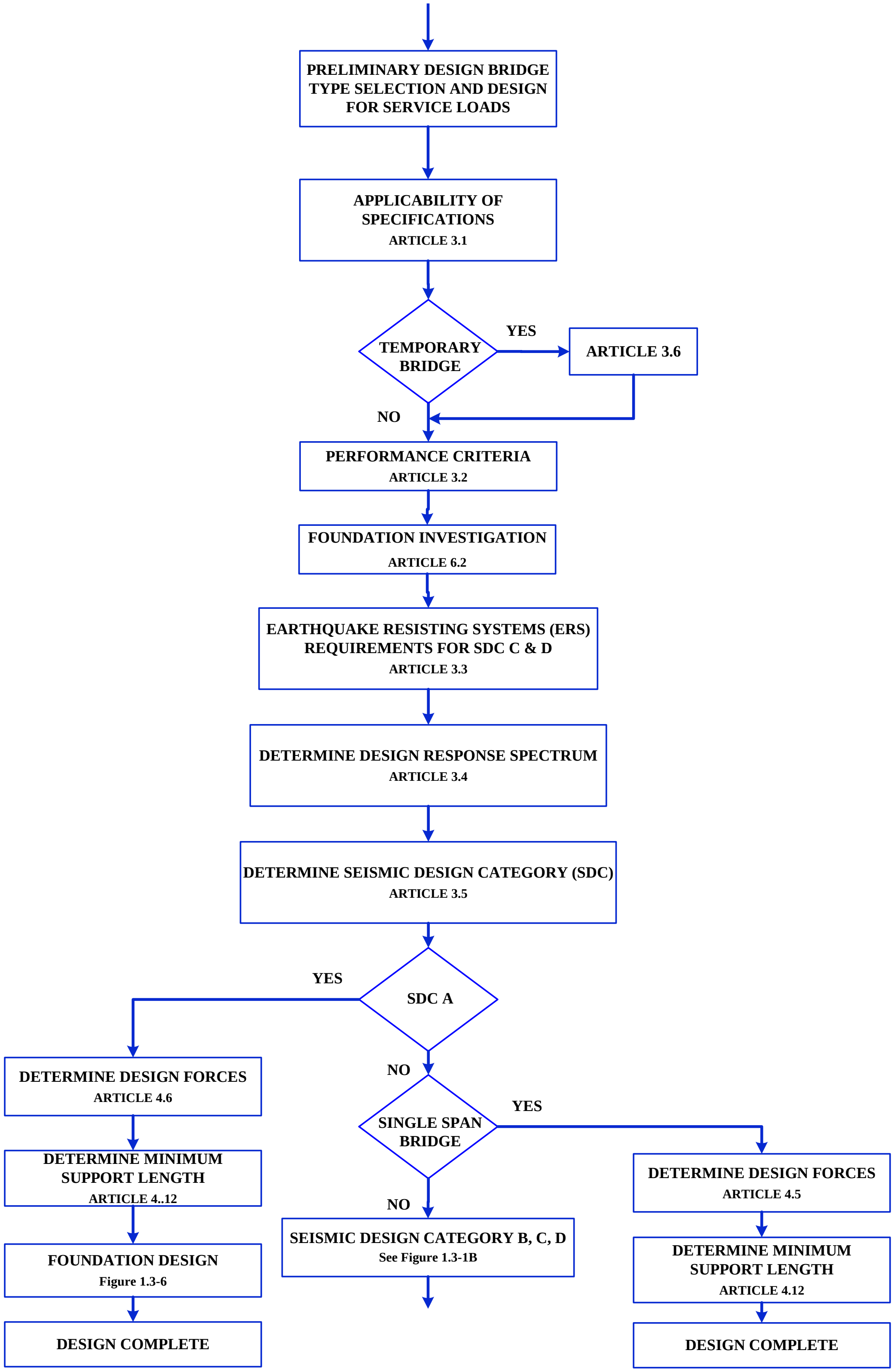

Figure 1.3-1a Seismic Design Procedure Flow Chart.

(Continued From Figure 1.3-1A)

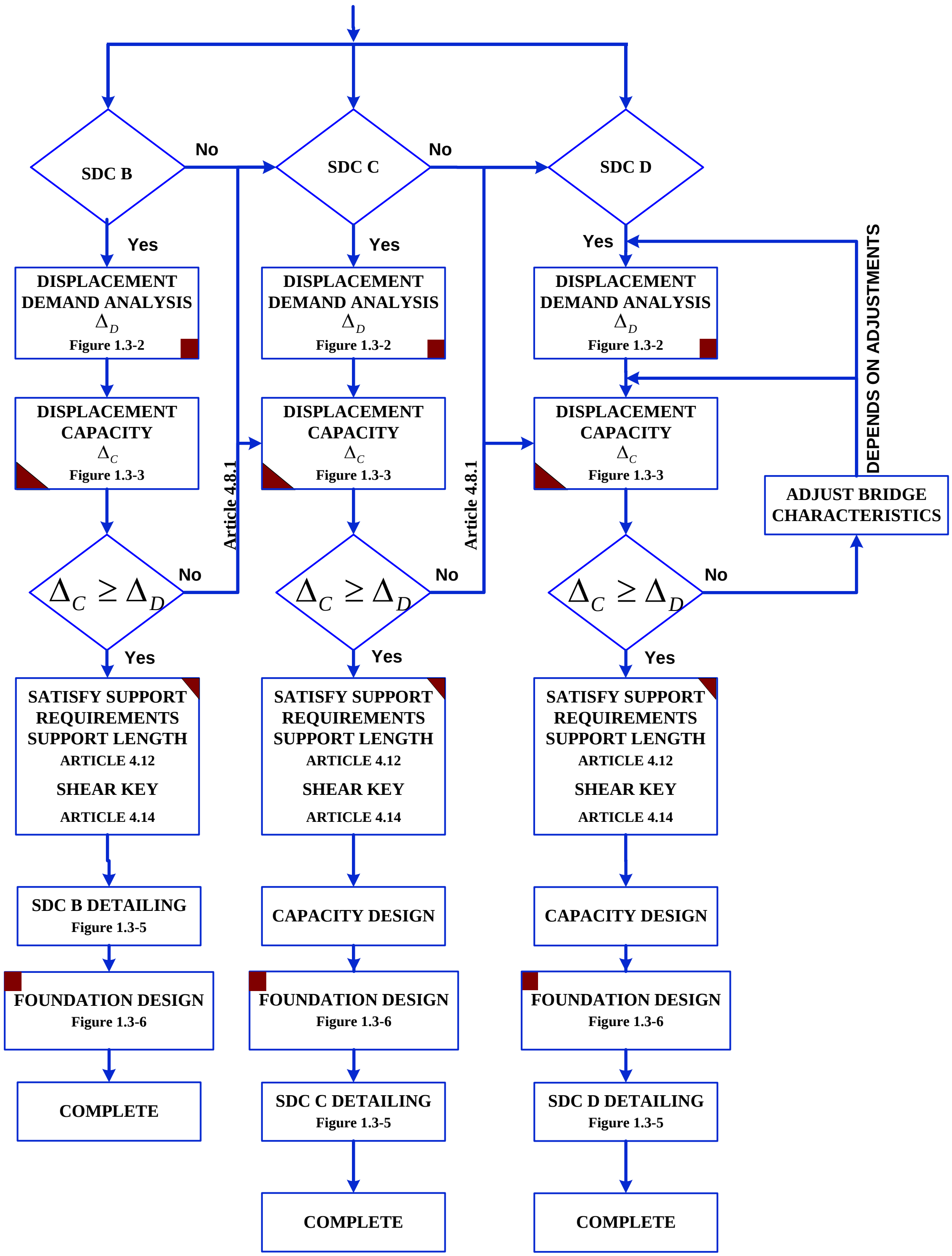

Figure 1.3-1b Seismic Design Procedure Flow Chart.

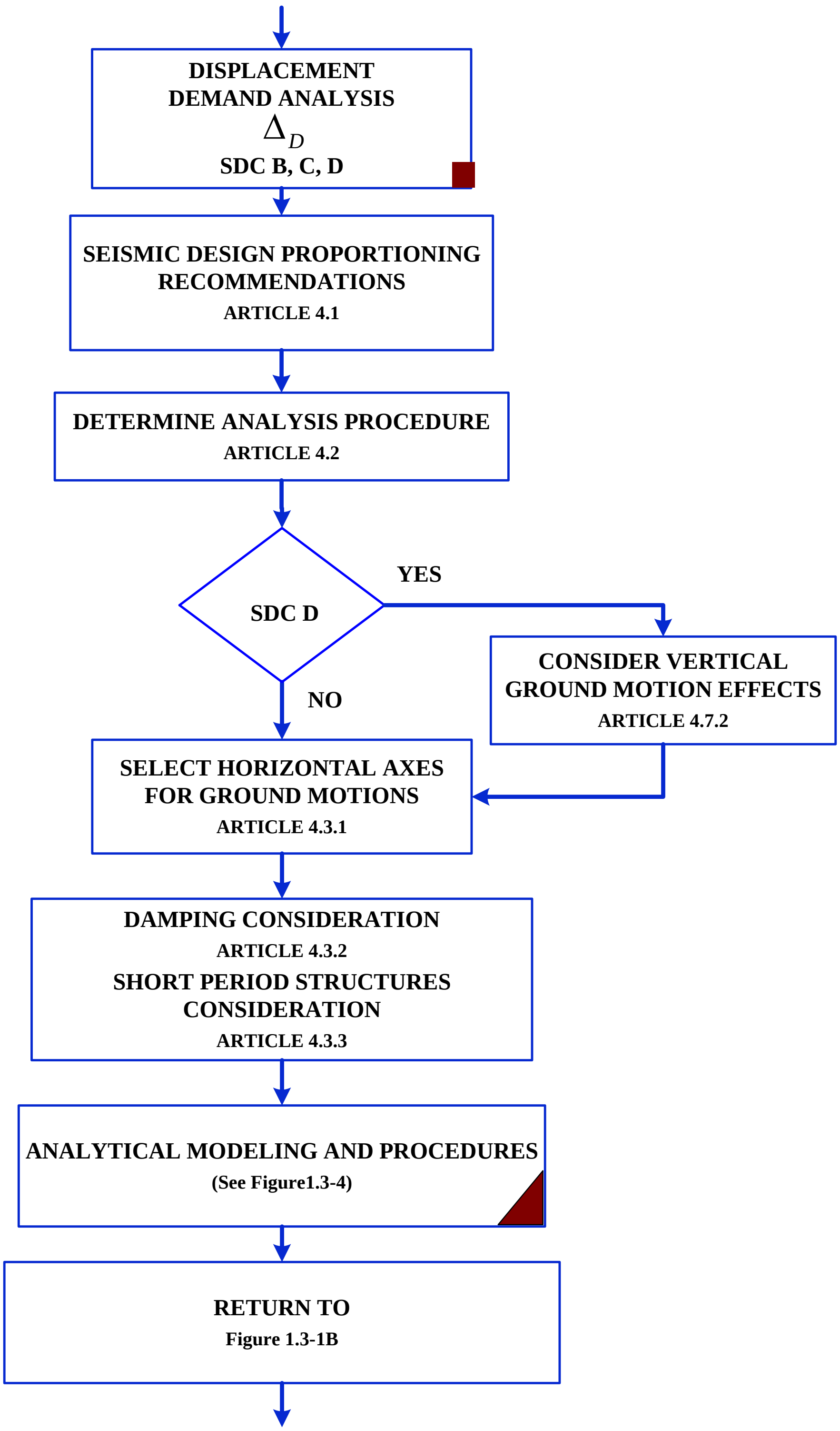

Figure 1.3-2 Demand Analysis Flow Chart.

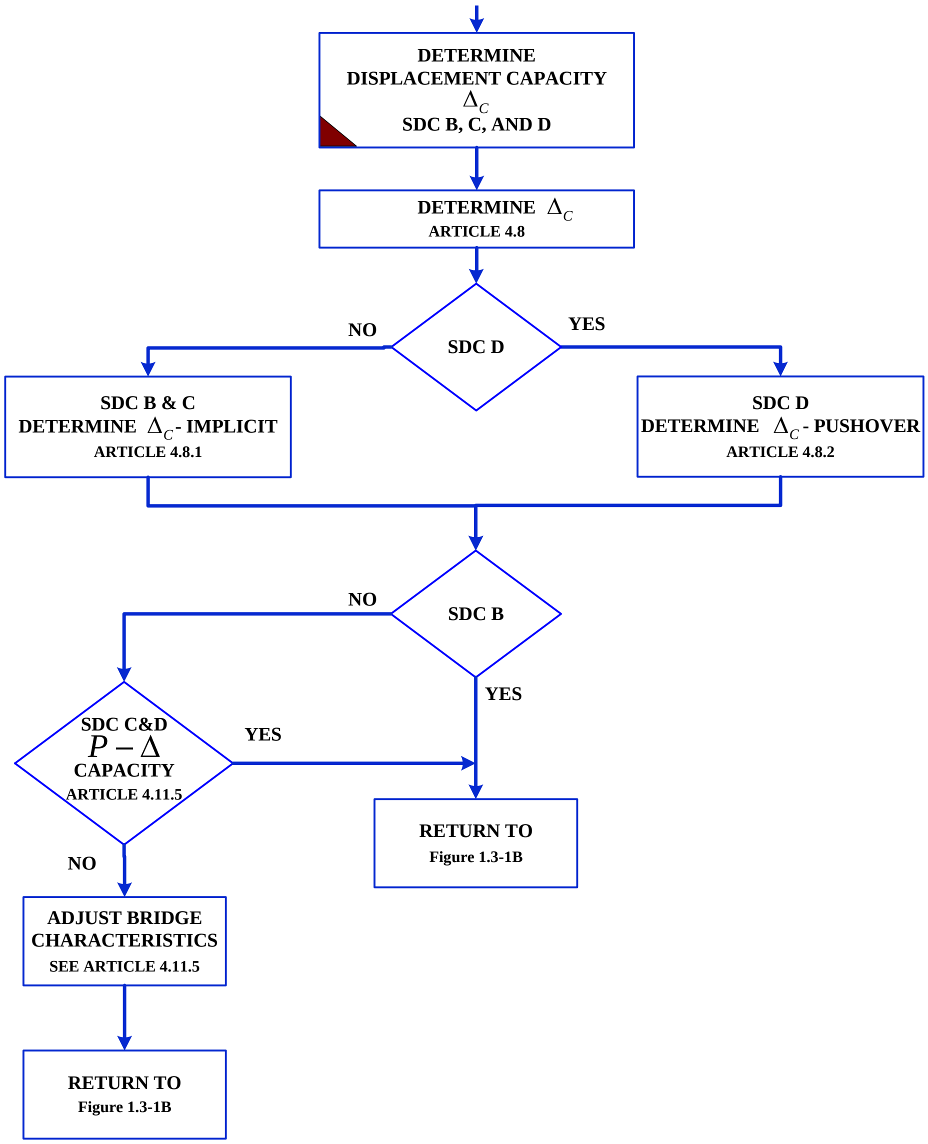

Figure 1.3-3 Displacement Capacity Flow Chart.

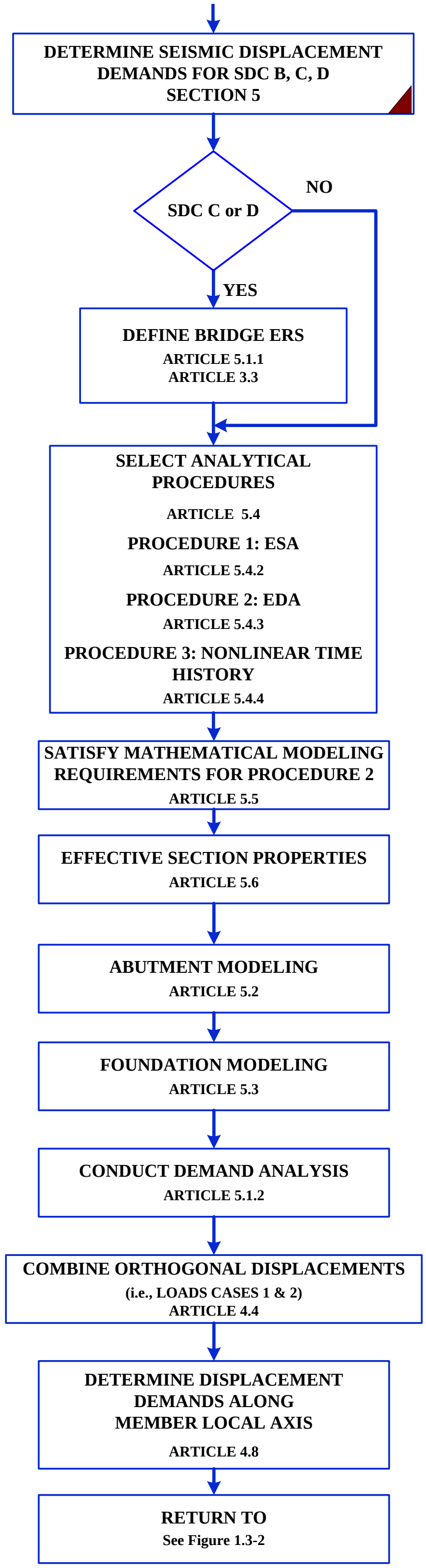

Figure 1.3-4 Modeling Procedure Flow Chart.

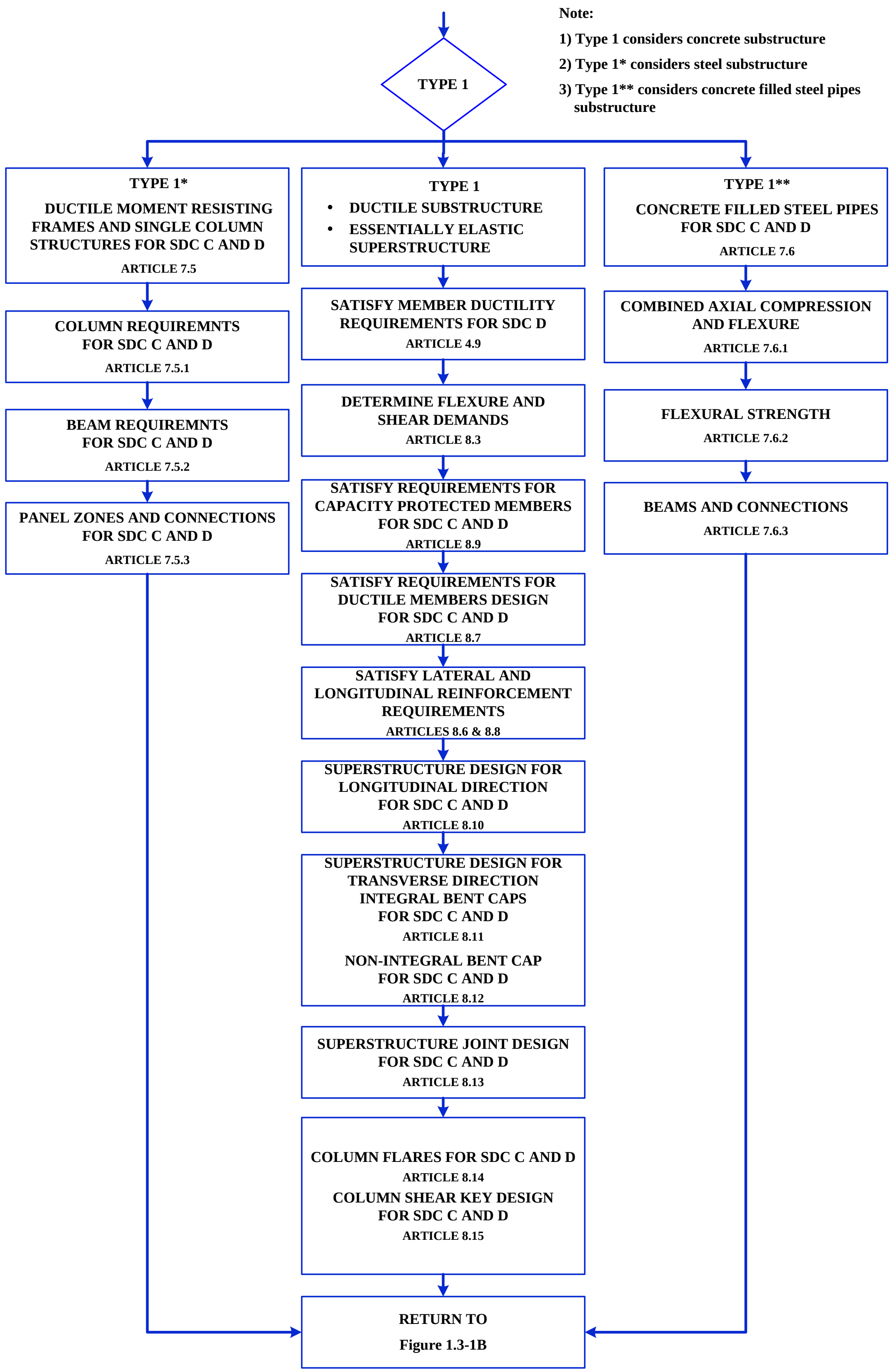

Figure 1.3-5a Detailing Procedure Flow Chart.

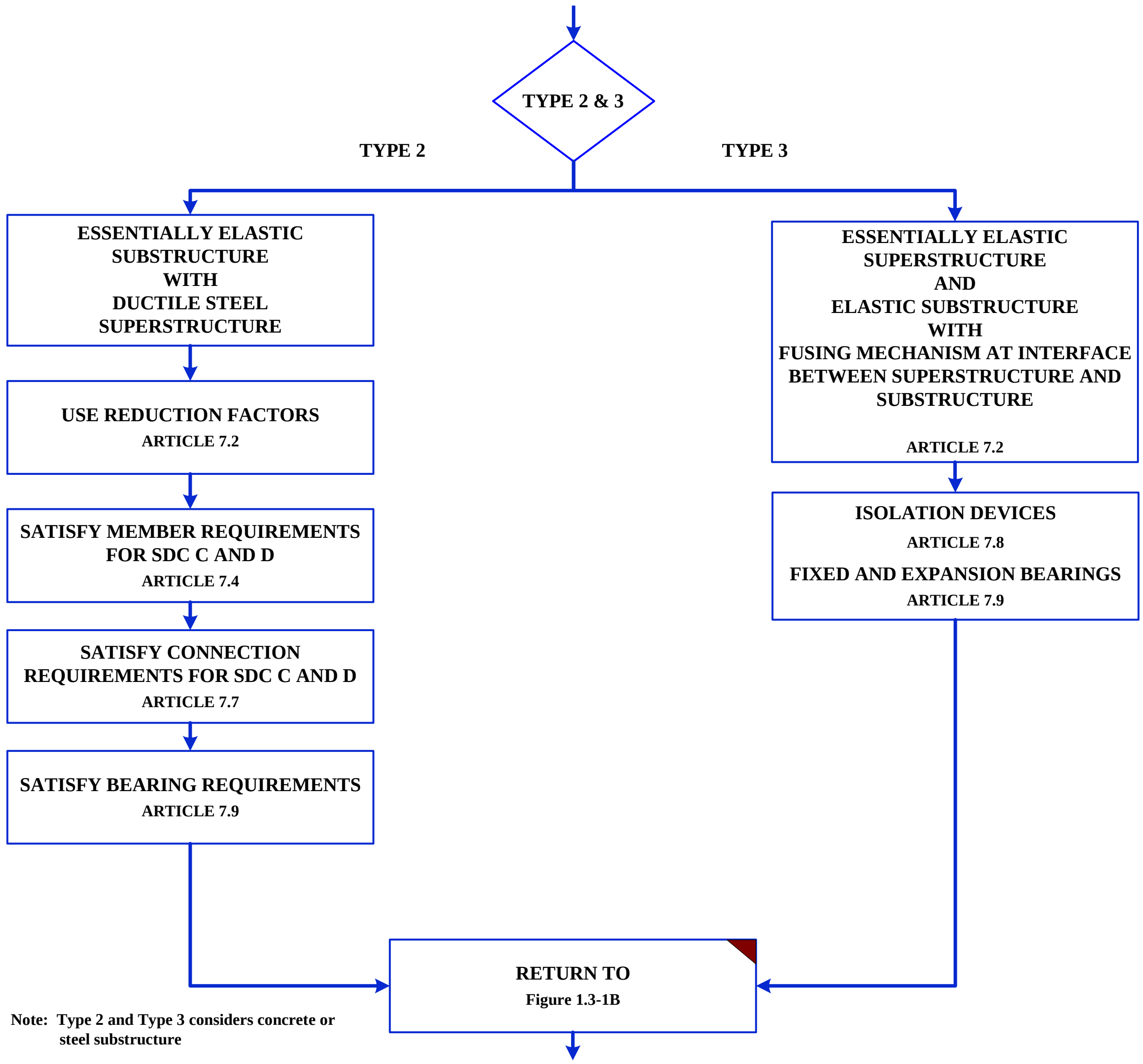

Figure 1.3-5b Detailing Procedure Flow Chart.

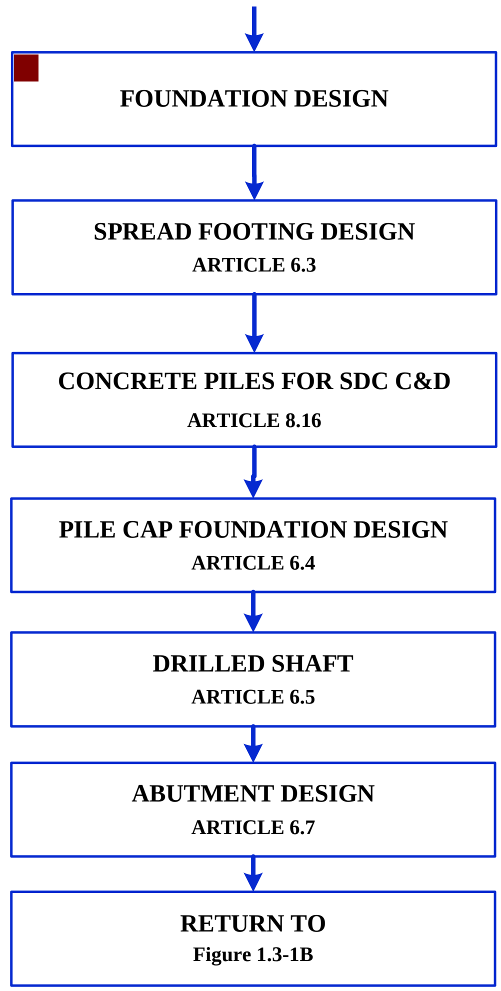

Figure 1.3-6 Foundation Design Flow Chart.

SECTION 2: DEFINITIONS AND NOTATION

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SECTION 2

DEFINITIONS AND NOTATION

2.1 DEFINITIONS

Capacity Design – A method of component design that allows the designer to prevent damage in certain components by making them strong enough to resist loads that are generated when adjacent components reach their overstrength capacity.

Capacity Protected Element – Part of the structure that is either connected to a critical element or within its load path and that is prevented from yielding by virtue of having the critical member limit the maximum force that can be transmitted to the capacity protected element.

Collateral Seismic Hazard – Seismic hazards other than direct ground shaking such as liquefaction, fault rupture, etc.

Complete Quadratic Combination (CQC) – A statistical rule for combining modal responses from an earthquake load applied in a single direction to obtain the maximum response due to this earthquake load.

Critical or Ductile Elements – Parts of the structure that are expected to absorb energy, undergo significant inelastic deformations while maintaining their strength and stability.

Damage Level – A measure of seismic performance based on the amount of damage expected after one of the design earthquakes.

Displacement Capacity Verification – A design and analysis procedure that requires the designer to verify that his or her structure has sufficient displacement capacity. It generally involves a non-linear static (i.e. “pushover”) analysis.

Ductile Substructure Elements – See Critical or Ductile Elements

Earthquake Resisting Element (ERE) – The individual components, such as columns, connections, bearings, joints, foundation, and abutments, that together constitute the Earthquake Resisting System (ERS).

Earthquake Resisting System (ERS) – A system that provides a reliable and uninterrupted load path for transmitting seismically induced forces into the ground and sufficient means of energy dissipation and/or restraint to reliably control seismically induced displacements.

Life Safety Performance Level – The minimum acceptable level of seismic performance allowed by this specification. It is intended to protect human life during and following a rare earthquake.

Liquefaction – Seismically induced loss of shear strength in loose, cohesionless soil that results from a build up of pore water pressure as the soil tries to consolidate when exposed to seismic vibrations.

Liquefaction-Induced Lateral Flow – Lateral displacement of relatively flat slopes that occurs under the combination of gravity load and excess pore water pressure (without inertial loading from earthquake). Lateral flow often occurs after the cessation of earthquake loading.

Liquefaction-Induced Lateral Spreading – Incremental displacement of a slope that occurs from the combined effects of pore water pressure buildup, inertial loads from the earthquake, and gravity loads.

Maximum Considered Earthquake (MCE) – The upper level, or rare, design earthquake having ground motions with a 3% chance of being exceeded in 75 years. In areas near highly-active faults, the MCE ground motions are deterministically bounded to ground motions that are lower than those having a 3% chance of being exceeded in 75 years.

Minimum Support Width – The minimum prescribed width of a bearing seat that is required to be provided in a new bridge designed according to these specifications.

Nominal Resistance **–** Resistance of a member, connection or structure based on the expected yield strength (F_{ye}) or other specified material properties, and the nominal dimensions and details of the final section(s) chosen, calculated with all material resistance factors taken as 1.0.

Operational Performance Level **–** A higher level of seismic performance that may be selected by a bridge owner who wishes to have immediate service and minimal damage following a rare earthquake.

Overstrength Capacity **–** The maximum expected force or moment that can be developed in a yielding structural element assuming overstrength material properties and large strains and associated stresses.

Performance Criteria **–** The levels of performance in terms of post earthquake service and damage that are expected to result from specified earthquake loadings if bridges are designed according to this specification.

Plastic Hinge **–** The region of a structural component, usually a column or a pier in bridge structures, that undergoes flexural yielding and plastic rotation while still retaining sufficient flexural strength.

Pushover Analysis **–** See Displacement Capacity Verification

Plastic Hinge Zone **–** Those regions of structural components that are subject to potential plastification and thus shall be detailed accordingly.

Response Modification Factor (R-Factor) **–** Factors used to modify the element demands from an elastic analysis to account for ductile behavior and obtain design demands.

Seismic Design Category (SDC) **–** one of four Seismic Design Categories (SDC), A through D, based on the one second period design spectral acceleration for the Life Safety Design Earthquake

Service Level **–** A measure of seismic performance based on the expected level of service that the bridge is capable of providing after one of the design earthquakes.

Site Class **–** One of six classifications used to characterize the effect of the soil conditions at a site on ground motion.

Tributary Weight **–** The portion of the weight of the superstructure that would act on a pier participating in the ERS if the superstructure between participating piers consisted of simply supported spans. A portion of the weight of the pier itself may also be included in the tributary weight.

2.2 NOTATION

The following symbols and definitions apply to these *Guide Specifications*:

A = cross sectional area of member (in.^{2}) (7.5.2)
A_c = area of the concrete core (in.^{2}) (C7.6) (7.6.1) (7.6.2)
A_{cap}^{bot} = area of bent cap bottom flexural steel (in.^{2}) (8.13.4.2.3)
A_{cap}^{top} = area of bent cap top flexural steel (in.^{2}) (8.13.4.2.3)
A_e = effective area of the cross section for shear resistance (in.^{2}) (8.6.2) (8.6.4) (8.6.9)
A_{ew} = cross sectional area of pier wall (in.^{2}) (5.6.2)
A_g = gross area of section along the plane resisting tension (in.^{2}); gross area of member cross section (in.^{2}) (7.7.6) (8.6.2) (8.7.2) (8.8.1) (8.8.2)
A_{gg} = gross area of gusset plate (in.^{2}) (7.7.9)
A_{jh} = effective horizontal joint area (in.) (8.13.2)
A_{jh}^{ftg} = effective horizontal area at mid-depth of the footing assuming a 45^o spread away from the boundary of the column in all directions as shown in Figure 6.4.5-1 (in.^{2}) (6.4.5)
A_{jv} = effective vertical joint area (in.) (8.13.2)
A_l = area of longitudinal reinforcement in member (in.^{2}) (8.8.1) (8.8.2)
A_n = net area of section along the plane resisting tension (in.^{2}) (7.7.6)
A_s = area of the steel pipe (in.^{2}) (C7.6)
A_s^{j-bar} = area of vertical j-dowels hooked around the longitudinal top deck steel required at moment resisting joints for integral cap of bent with a skew angle >20º (in.^{2}) (8.13.4.2.4)
A_s^{jh} = cross sectional area of horizontal stirrups required at moment resisting joints (in.^{2}) (8.13.4.2.2)
A_s^{jl} = cross sectional area of required additional longitudinal cap beam reinforcement (in.^{2}) (8.13.5.1.3)
A_s^{jv} = cross sectional area of vertical stirrups required at moment resisting joints (in.^{2}) (8.13.4.2.1)
A_s^{jvi} = cross sectional area of vertical stirrup required inside the joint region (in.^{2}) (8.13.5.1.2)
A_s^{jvo} = cross sectional area of vertical stirrup required outside the joint region (in.^{2}) (8.13.5.1.1)
A_s^{sf} = total longitudinal (horizontal) side face reinforcement in the bent cap required at moment resisting joints (in.^{2}) (8.13.4.2.3)
A_{sp} = area of spiral or hoop reinforcement (in.^{2}) (8.6.2) (8.6.3)
A_{st} = total area of column reinforcement anchored in the joint (in.^{2}) (8.13.3) (8.13.4.2.1) (8.13.4.2.2) (8.13.4.2.4) (8.13.5.1.1) (8.13.5.1.2) (8.13.5.1.3)
A_{tg} = gross area of section along the plane resisting tension in block shear failure mode (in.^{2}) (7.7.6)
A_{tn} = net area of section along the plane resisting tension in block shear failure mode (in.^{2}) (7.7.6)
A_v = cross sectional area of shear reinforcement in the direction of loading (in.^{2}) (8.6.2) (8.6.3) (8.6.9)
A_{vg} = gross area of section along the plane resisting shear in block shear failure mode (in.^{2}) (7.7.6)
A_{vn} = net area of section along the plane resisting shear in block shear failure mode (in.^{2}) (7.7.6)
B = width of footing measured normal to the direction of loading (ft.) (6.3.4) (6.3.6)
B_c = diameter or width of column or wall measured normal to the direction of loading (in.) (6.3.6) (6.4.5)
B_{cap} = thickness of the bent cap (in.) (8.11) (8.13.2)
B_{eff} = effective width of the superstructure or bent cap for resisting longitudinal seismic moment (in.) (8.10) (8.11)
B_{eff}^{ftg} = effective width of footing (in.) (6.4.5)
B_o = column diameter or width measured parallel to the direction of displacement under consideration (ft.) (4.8.1)
b = width of unstiffened or stiffened element (in.); width of column or wall in direction of bending (in.) (7.4.2) (8.6.2) (8.6.9)
b_{eff} = effective width of the footing used to calculate the nominal moment capacity of the footing (ft.) (6.3.6)
b/t = width-thickness ratio of unstiffened or stiffened element (7.4.2)
$C_{(i)}^{pile}$ = compression force in "i^{th}" pile (kip) (6.4.2)
$c_{x(i)}$ = distance from neutral axis of pile group to "i^{th}" row of piles measured parallel to the "x" axis (ft.) (6.4.2)
$c_{y(i)}$ = distance from neutral axis of pile group to "i^{th}" row of piles measured parallel to the "y" axis (ft.) (6.4.2)
D = distance from active fault (miles); diameter of HSS tube (in.); outside diameter of steel pipe (in.); diameter of column or pile (in.) (3.4.3) (3.4.4) (7.4.2) (7.6.2) (8.16.1)
D' = diameter of spiral or hoop (in.) (8.6.2) (8.6.3)

D/C	=	displacement demand to capacity ratio (3.5)
D/t	=	diameter to thickness ratio of a steel pipe (7.4.2) (C7.6.1)
D^*	=	diameter of circular shafts or cross section dimension in direction under consideration for oblong shafts (in.) (4.11.6)
D_c	=	diameter or depth of column in direction of loading (ft. or in.) (6.3.2) (C6.3.6) (8.8.6) (8.10) (8.13.2) (8.13.4.2.4) (8.13.5)
D_{cj}	=	column width or diameter parallel to the direction of bending (in.) (6.4.5)
$D_{c,max}$	=	larger cross section dimension of the column (in.) (8.8.10) (8.8.13)
D_{ftg}	=	depth of the pile cap or footing (ft. or in.) (6.4.2) (6.4.5)
D_g	=	width of gap between backwall and superstructure (ft.) (5.2.3.3)
D_s	=	depth of superstructure at the bent cap (in.) (8.7.1) (8.10) (8.13.2)
d	=	depth of superstructure or cap beam (in.); overall depth of section (in.); depth of section in direction of loading (in.) (4.11.2) (8.13.5) (7.4.2) (8.6.3) (8.6.9)
d_{bl}	=	nominal diameter of longitudinal column reinforcing steel bars (in.) (4.11.6) (8.8.4) (8.8.6)
d_i	=	thickness of "i^{th}" soil layer (ft.) (3.4.2.2)
E	=	modulus of elasticity of steel (ksi) (7.4.2) (7.7.5)
E_c	=	modulus of elasticity of concrete (ksi) (5.6.2) (C7.6)
E_cI_{eff}	=	effective flexural stiffness (kip-in^2) (5.6.1) (5.6.2)
E_s	=	modulus of elasticity of steel (ksi) (C7.6) (8.4.2)
F_a	=	site coefficient for 0.2 second period spectral acceleration (3.4.1) (3.4.2.3)
F_u	=	minimum tensile strength of steel (ksi) (7.7.6)
F_v	=	site coefficient for 1.0 second period spectral acceleration (3.4.1) (3.4.2.3)
F_w	=	factor taken as between 0.01 to 0.05 for soils ranging from dense sand to compacted clays (5.2.3.3)
F_y	=	specified minimum yield strength of steel (ksi); nominal yield stress of steel pipe or steel gusset plate (ksi) (7.3) (7.4.1) (7.4.2) (7.7.6) (7.6.2) (7.7.5) (7.7.8) (7.7.9)
F_{ye}	=	expected yield stress of structural steel member (ksi) (7.3) (7.5.2)
f'_c	=	nominal uniaxial compressive concrete strength (ksi) (6.4.5) (7.6.1) (7.6.2) (8.4.4) (8.6.2) (8.6.4) (8.6.9) (8.7.2) (8.8.4) (8.8.6) (C8.13.2) (8.13.3)
f'_{cc}	=	confined compressive strength of concrete (ksi) (8.4.4)
f'_{ce}	=	expected concrete compressive strength (ksi) (8.4.4) (C8.13.2)
f_h	=	average normal stress in the horizontal direction within a moment resisting joint (ksi) (8.13.2)
f_{ps}	=	stress in prestressing steel corresponding to strain ε_{ps} (ksi) (8.4.3)
f_{ue}	=	expected tensile strength (ksi) (8.4.2)
f_v	=	average normal stress in the vertical direction within a moment resisting joint (ksi) (6.4.5) (8.13.2)
f_y	=	specified minimum yield stress (ksi) (8.4.2)
f_{ye}	=	expected yield strength (ksi) (4.11.6) (8.4.2) (8.8.4) (8.8.6) (8.11)
f_{yh}	=	yield stress of spiral, hoop or tie reinforcement (ksi) (8.6.2) (8.6.3) (8.6.9) (8.8.8) (8.13.3)
G	=	soil dynamic (secant) shear modulus (ksi) (5.3.2)
$(GA)_{eff}$	=	effective shear stiffness parameter of the pier wall (kip) (5.6.1) (5.6.2)
G_c	=	shear modulus of concrete (ksi) (5.6.2)
G_cJ_{eff}	=	torsional stiffness (5.6.1)
G_f	=	gap between the isolated flare and the soffit of the bent cap (in.) (4.11.6)
G_{max}	=	soil low-strain (initial) shear modulus (5.3.2)
g	=	acceleration due to gravity (ft./sec.^{2} or in./sec.^{2}) (C5.4.2)
H	=	thickness of soil layer (ft.); column height used to calculate minimum support length (in.) (3.4.2.1) (4.12.1)
H_f	=	depth of footing (ft.) (6.3.2) (6.3.4) (6.3.6)
H_h	=	the height from the top of the footing to the top of the column or the equivalent column height for a pile extension column (ft.) (8.7.1)
H_o	=	clear height of column (ft.) (4.8.1)
H_w	=	height of backwall or diaphragm (ft.) (5.2.3.3)
H'	=	length of pile shaft/column from point of maximum moment to point of contraflexure above ground (in.) (4.11.6)
h	=	web depth (in.); distance from c.g. of tensile force to c.g. of compressive force on the section (in.) (7.4.2) (8.13.2)
h/t_w	=	web depth-thickness ratio (7.4.2)
I_c	=	moment of inertia of the concrete core (in.^{4}) (C7.6)

I_{eff} = effective moment of inertia of the section based upon cracked concrete and first yield of the reinforcing steel (in.^{4}); effective moment of inertia of the section based upon cracked concrete and first yield of the reinforcing steel or effective moment of inertia taken about the weak axis of the reinforced concrete cross section (in.^{4}) (5.6.1) (5.6.2) (5.6.3) (5.6.4)

I_g = gross moment of inertia taken about the weak axis of the reinforced concrete cross section (in.^{4}) (5.6.2) (5.6.3) (5.6.4)

$I_{pg(x)}$ = effective moment of inertia of pile group about the "x" axis (pile-ft.^{2}) (6.4.2)

$I_{pg(y)}$ = effective moment of inertia of pile group about the "y" axis (pile-ft.^{2}) (6.4.2)

I_s = moment of inertia of a single longitudinal stiffener about an axis parallel to the flange and taken at the base of the stiffener (in.^{4}); moment of inertia of the steel pipe (in.^{4}) (7.4.2) (C7.6)

J_{eff} = effective torsional (polar) moment of inertia of reinforced concrete section (in.^{4}) (5.6.1) (5.6.5)

J_g = gross torsional (polar) moment of inertia of reinforced concrete section (in.^{4}) (5.6.5)

K = effective lateral bridge stiffness (kip/ft. or kip/in.); effective length factor of a member (C5.4.2) (7.4.1)

K_{DED} = stiffness of the ductile end diaphragm (kip/in.) (7.4.6)

K_{eff} = abutment equivalent linear secant stiffness (kip/ft.) (5.2.3.3)

K_i = initial abutment backwall stiffness (kip/ft.) (5.2.3.3)

KL/r = slenderness ratio (7.4.1)

K_{SUB} = stiffness of the substructure (kip/in.) (7.4.6)

k = total number of cohesive soil layers in the upper 100 ft. of the site profile below the bridge foundation; plate buckling coefficient for uniform normal stress (3.4.2.2) (7.4.2)

k_i^e = smaller effective bent or column stiffness (kip/in.) (4.1.1)

k_j^e = larger effective bent or column stiffness (kip/in.) (4.1.1)

L = length of column from point of maximum moment to the point of moment contra-flexure (in.); length of the bridge deck to the adjacent expansion joint, or to the end of the bridge deck; for hinges within a span, L shall be the sum of the distances to either side of the hinge; for single-span bridges, L equals the length of the bridge deck (ft.); total length of bridge (ft. or in.); length of footing measured in the direction of loading (ft.); unsupported length of a member (in.) (4.11.6) (8.8.6) (4.12.1) (C5.4.2) (6.3.2) (6.3.4) (C6.3.6) (7.4.1)

L_c = column clear height used to determine shear demand (in.) (4.11.2)

L_{ftg} = cantilever overhang length measured from the face of wall or column to the outside edge of the pile cap or footing (ft.) (6.4.2)

L_g = unsupported edge length of the gusset plate (in.) (7.7.5)

L_p = equivalent analytical plastic hinge length (in) (4.11.6) (4.11.7)

L_{pr} = plastic hinge region which defines the portion of the column, pier or shaft that requires enhanced lateral confinement (in.) (4.11.7)

L_u = unsupported length (in.) (C7.4.1)

l_{ac} = length of column reinforcement embedded into the bent cap or footing (in.) (8.8.4) (8.13.2) (8.13.3)

M_g = moment acting on the gusset plate (kip-in.) (7.7.10)

M_n = nominal moment capacity (kip-in. or kip-ft.) (4.11.2) (4.11.5) (6.3.6)

M_{ne} = nominal moment capacity of a reinforced concrete member based on expected materials properties and a concrete strain $\varepsilon_c = 0.003$ (kip-ft.) (8.5) (8.7.1) (8.9)

M_{ng} = nominal moment strength of a gusset plate (kip-in.) (7.7.8)

M_{ns} = nominal flexural moment strength of a member (kip-in.) (7.4.1)

M_{nx} = probable flexural resistance of column (kip-ft.) (7.5.2)

M_p = idealized plastic moment capacity of reinforced concrete member based upon expected material properties (kip-in. or kip-ft.) (4.11.2) (4.11.5) (8.5)

$M_{p(x)}^{col}$ = the component of the column overstrength plastic hinging moment capacity about the "x" axis (kip-ft.) (6.4.2)

$M_{p(y)}^{col}$ = the component of the column overstrength plastic hinging moment capacity about the "y" axis (kip-ft.) (6.4.2)

M_{po} = overstrength plastic moment capacity of the column (kip-in. or kip-ft.) (4.11.2) (6.3.4) (8.5) (8.9) (8.10) (8.13.1) (8.13.2) (8.15)

M_{pg} = nominal plastic moment strength of a gusset plate (kip-in.) (7.7.8)

M_{px} = plastic moment capacity of the member based upon expected material properties (kip-ft.) (7.5.2)

M_{rc} = factored nominal moment capacity of member (kip-ft.) (7.6.1)

M_{rg} = factored nominal yield moment capacity of the gusset plate (kip-in.) (7.7.10)

M_{rpg} = factored nominal plastic moment capacity of the gusset plate (kip-in.) (7.7.10)

M_u = factored ultimate moment demand (kip-ft. or kip-in.); factored moment demand acting on the member including the elastic seismic demand divided by the appropriate force reduction factor, R (kip-ft.) (6.3.6) (7.4.1) (7.6.1)

M_y = moment capacity of section at first yield of the reinforcing steel (kip-in.) (5.6.2)

m = total number of cohesionless soil layers in the upper 100 ft. of the site profile below the bridge foundation (3.4.2.2)

m_i = tributary mass of column or bent i (kip) (4.1.1)

m_j = tributary mass of column or bent j (kip) (4.1.1)

N = minimum support length measured normal to the centerline of bearing (in.) (4.12) (4.12.1) (4.12.2)

$\overline{N}$ = average standard penetration resistance for the top 100 ft. (blows/ft.) (3.4.2)

$\overline{N}_{ch}$ = average standard penetration resistance of cohesionless soil layers for the top 100 ft. (blows/ft.) (3.4.2)

N_i = standard penetration resistance as measured directly in the filed, uncorrected blow count, of "i^{th}" soil layer not to exceed 100 (blows/ft.) (3.4.2.2)

N_p = total number of piles in the pile group (pile) (6.4.2)

n = total number of distinctive soil layers in the upper 100 ft. of the site profile below the bridge foundation; number of equally spaced longitudinal compression flange stiffeners; modular ratio; number of individual interlocking spiral or hoop core sections (3.4.2.2) (7.4.2) (C7.6) (8.6.3)

n_x = number of piles in a single row parallel to the "x" axis (pile) (6.4.2)

n_y = number of piles in a single row parallel to the "y" axis (pile) (6.4.2)

P_b = beam axial force at the center of the joint including prestressing (kip) (8.13.2)

P_{bs} = tensile strength of a gusset plate based on block-shear (kip) (7.7.6)

P_c = column axial force including the effects of overturning (kip) (8.13.2)

P_{col} = column axial force including the effects of overturning (kip) (6.4.5)

P_{dl} = unfactored dead load acting on column (kip) (4.11.5)

P_g = axial force acting on the gusset plate (kip) (7.7.10)

PI = plasticity index of soil (3.4.2.1)

P_n = nominal axial strength of a member (kip) (7.4.1)

P_{ng} = nominal compression strength of the gusset plates (kip) (7.7.7)

P_p = abutment passive lateral earth capacity (kip) (5.2.3.3)

P_r = factored nominal axial capacity of member (kip) (7.6.1)

P_{rg} = factored nominal yield axial capacity of the gusset plate (kip) (7.7.10)

P_{ro} = factored nominal axial capacity of member (kip) (7.6.1)

P_{trib} = greater of the dead load per column or force associated with the tributary seismic mass collected at the bent (kip) (8.7.1)

P_u = axial force in column including the axial force associated with overstrength plastic hinging (kip); factored axial compressive load acting on the member (kip); factored axial load acting on the member (kip); ultimate compressive force acting on section (kip); ultimate compressive force acting on the section including seismic induced vertical demands (kip) (6.3.4) (C6.3.6) (7.4.1) (7.4.2) (7.5.2) (8.6.2) (8.7.2)

P_y = nominal axial yield strength of a member (kip) (7.4.2)

p_c = principal compressive stress (ksi) (6.4.5) (8.13.2)

p_e = equivalent uniform static lateral seismic load per unit length of bridge applied to represent the primary mode of vibration (kip/ft.) (C5.4.2)

p_p = passive lateral earth pressure behind backwall (ksf) (5.2.3.3)

p_o = uniform lateral load applied over the length of the structure (kip/ft. or kip/in.) (C5.4.2)

p_t = principal tensile stress (ksi) (6.4.5) (8.13.2)

q_n = nominal bearing capacity of supporting soil or rock (ksf) (6.3.4)

R = maximum expected displacement ductility of the structure; response modification factor (4.3.3) (7.2) (7.2.2) (7.4.6)

R_D = damping reduction factor to account for increased damping (4.3.2)

R_d = magnification factor to account for short period structure (4.3.3)

R_n = nominal resistance against sliding failure (6.3.5)

r = radius of gyration (in.) (7.4.1)

r_y = radius of gyration about minor axis (in.) (7.4.1)

S = angle of skew of support measured from a line normal to span (°) (4.12.1) (4.12.2)

S_a = design response spectral acceleration coefficient (3.4.1) (C5.4.2)

S_1 = 1.0 second period spectral acceleration coefficient on Class B rock (3.4.1)

S_{D1} = design earthquake response spectral acceleration coefficient at 1.0 second period (3.4.1) (3.5)

S_{DS} = design earthquake response spectral acceleration coefficient at 0.2 second period (3.4.1)

S_s = 0.2 second period spectral acceleration coefficient on Class B rock (3.4.1)
S_g = elastic section modulus of gusset plate about the strong axis (in.^{3}) (7.7.8)
s = spacing of spiral, hoop or tie reinforcement (in.) (8.6.2) (8.6.3) (8.6.9)
$\overline{s}_u$ = average undrained shear strength in the top 100 ft. (psf) (3.4.2)
s_{ui} = undrained shear strength of "i^{th}" soil layer not to exceed 5 (ksf) (3.4.2.2)
T = period of vibration (sec.); fundamental period of the structure (sec.) (3.4.1) (4.3.3)
T_c = column tensile force associated with the column overstrength plastic hinging moment, M_{po} (kip) (6.4.5) (8.13.2)
T_F = bridge fundamental period (sec.) (3.4.3)
T_i = natural period of the less flexible frame (sec.) (4.1.2)
$T_{(i)}^{pile}$ = tension force in "i^{th}" pile (kip) (6.4.2)
T_j = natural period of the more flexible frame (sec.) (4.1.2)
T_{jv} = net tension force in moment resisting footing joints (kip) (6.4.5)
T_m = period of the m^{th} mode of vibration (sec.) (C5.4.2)
T_o = period at beginning of constant design spectral acceleration plateau (sec.) (3.4.1)
T_s = period at the end of constant design spectral acceleration plateau (sec.) (3.4.1) (4.3.3)
T^* = characteristic ground motion period (sec.) (4.3.3)
t = thickness of unstiffened or stiffened element (in.); pipe wall thickness (in.); thickness of gusset plate (in.); thickness of the top or bottom slab (in.) (7.4.2) (7.6.2) (7.7.5) (8.11)
t_w = thickness of web plate (in.) (7.4.2)
V_c = nominal shear resistance of the concrete (kip) (8.6.1) (8.6.2)
V_g = shear force acting on the gusset plate (kip) (7.7.10)
V_n = nominal interface shear capacity of shear key as defined in Article 5.8.4 of the *AASHTO LRFD Bridge Design Specifications* using the expected material properties and interface surface conditions (kip); nominal shear capacity (kip) (4.14) (6.3.7) (8.6.1) (8.6.9)
V_{ng} = nominal shear strength of a gusset plate (kip) (7.7.9)
V_{ok} = overstrength capacity of shear key (4.14) (8.12)
V_{po} = overstrength shear associated with the overstrength moment M_{po} (kip) (4.11.2) (6.3.4) (6.3.5) (8.6.1)
V_{rg} = factored nominal yield shear capacity of the gusset plate (kip) (7.7.10)
V_s = nominal shear resistance of the steel (kip) (8.6.1) (8.6.3) (8.6.4)
V_u = factored ultimate shear demand in footing at the face of the column or wall (kip); shear demand of a column or wall (kip) (6.3.7) (8.6.1) (8.6.9)
v_c = concrete shear stress capacity (ksi) (8.6.2)
v_{jv} = nominal vertical shear stress in a moment resisting joint (ksi) (6.4.5) (8.13.2)
$\overline{v}_s$ = average shear wave velocity in the top 100 ft. (ft./sec.) (3.4.2)
v_{si} = shear wave velocity of "i^{th}" soil layer (ft./sec.) (3.4.2.2)
$v_{s,max}$ = maximum lateral displacement due to uniform loading p_o (ft. or in.) (C5.4.2)
W = total weight of bridge (kip) (C5.4.2)
W_w = width of backwall (ft.) (5.2.3.3)
w = moisture content (%) (3.4.2.1)
$w(x)$ = nominal unfactored dead load of the bridge superstructure and tributary substructure (kip/ft. or kip/in.) (C5.4.2)
Z = plastic section modulus of steel pipe (in.^{3}) (7.6.2)
Z_g = plastic section modulus of gusset plate about the strong axis (in.^{3}) (7.7.8)
β = central angle formed between neutral axis chord line and the center point of the pipe found by the recursive equation (rad.) (7.6.2)
γ_{EQ} = load factor for live load (C4.6)
Δ_b = displacement demand due to flexibility of essentially elastic components such as bent caps (in.) (4.3)
Δ_C^L = displacement capacity taken along the local principal axis corresponding to Δ_D^L of the ductile member as determined in accordance with Article 4.8.1 for SDC B and C and in accordance with Article 4.8.2 for SDC D (in.) (C3.3) (4.8) (4.8.1)
Δ_D = global seismic displacement demand (in.) (4.3.1) (4.11.5)
Δ_D^L = displacement demand taken along the local principal axis of the ductile member as determined in accordance with Article 4.4 (in.) (C3.3) (4.8)
Δ_{eq} = seismic displacement demand of the long period frame on one side of the expansion joint (in.) (4.12.2)
Δ_F = pile cap displacement (in.) (4.11.5)

Δ_f	=	displacement demand attributed to foundation flexibility; pile cap displacements (in.) (4.3)
Δ_{pd}	=	displacement demand attributed to inelastic response of ductile members; plastic displacement demand (in.) (4.3) (4.9)
Δ_r	=	relative lateral offset between the point of contra-flexure and the furthest end of the plastic hinge (in.) (4.11.5)
Δ_S	=	pile shaft displacement at the point of maximum moment developed in-ground (in.) (4.11.5)
Δ_y	=	idealized yield displacement; displacement demand attributed to elastic response of ductile members (in.) (C3.3) (4.3)
Δ_{yi}	=	idealized yield displacement (in.) (C3.3) (4.9)
ε_{cc}	=	compressive strain at maximum compressive stress of confined concrete (8.4.4)
ε_{co}	=	unconfined concrete compressive strain at the maximum compressive stress (8.4.4)
ε_{cu}	=	ultimate compressive strain for confined concrete (8.4.4)
ε_{sp}	=	ultimate unconfined compression (spalling) strain (8.4.4)
ε_{ps}	=	strain in prestessing steel (in./in.) (8.4.3)
$\varepsilon_{ps,EE}$	=	essentially elastic prestress steel strain (8.4.3)
$\varepsilon_{ps,u}$	=	ultimate prestress steel strain (8.4.3)
$\varepsilon_{ps,u}^{R}$	=	reduced ultimate prestress steel strain (8.4.3)
ε_{sh}	=	tensile strain at the onset of strain hardening (8.4.2)
ε_{su}	=	ultimate tensile strain (8.4.2)
ε_{su}^{R}	=	reduced ultimate tensile strain (8.4.2)
ε_{ye}	=	expected yield strain (8.4.2)
μ	=	displacement ductility capacity of the end diaphragm (7.4.6)
μ_C	=	ductility capacity (4.7.1)
μ_D	=	maximum local member displacement ductility demand (4.3.3) (4.7.1) (4.9) (8.6.2)
λ_b	=	slenderness parameter for flexural moment dominant members (7.4.1)
λ_{bp}	=	limiting slenderness parameter for flexural moment dominant members (7.4.1)
λ_c	=	slenderness parameter for axial compressive load dominant members (7.4.1)
λ_{cp}	=	limiting slenderness parameter for axial compressive load dominant members (7.4.1)
λ_{mo}	=	overstrength factor (4.11.2) (7.3) (8.5.1)
λ_p	=	limiting width-thickness ratio for ductile components (7.4.2)
λ_r	=	limiting width-thickness ratio for essentially elastic components (7.4.2)
ρ_h	=	horizontal reinforcement ratio in pier wall (8.6.9) (8.6.10)
ρ_s	=	volumetric ratio of spiral reinforcement for a circular column (8.6.2) (8.6.5) (8.8.7) (8.13.3)
ρ_v	=	vertical reinforcement ratio in pier wall (8.6.10)
ρ_w	=	reinforcement ratio in the direction of bending (8.6.2) (8.6.5) (8.8.7)
ϕ	=	resistance factor (3.7) (6.3.4) (6.3.5) (6.3.6) (7.3)
ϕ_b	=	0.9 resistance factor for flexure (7.4.2)
ϕ_{bs}	=	0.80 resistance factor for block shear failure mechanisms (7.7.6)
ϕ_c	=	0.75 resistance factor for concrete in compression (7.6.1)
ϕ_f	=	1.0 resistance factor for structural steel in flexure (7.6.2)
ϕ_s	=	0.85 resistance factor for shear in reinforce concrete (6.3.7) (8.6.1) (8.6.9)
ϕ_u	=	0.80 resistance factor for fracture on net section; ultimate curvature capacity (7.7.6) (8.5)
ϕ_y	=	curvature of section at first yield of the reinforcing steel including the effects of the unfactored axial dead load(1/in.); 0.95 resistance factor for yield on gross section (5.6.2) (8.5) (7.7.6)
ϕ_{yi}	=	idealized yield curvature (8.5)
Λ	=	factor for column end restraint condition (4.8.1) (8.7.1)
ξ	=	damping ratio (maximum of 0.1) (4.3.2)
$\sum_{i=1}^{n} d_i$	=	thickness of upper soil layers = 100 ft. (3.4.2.2)
$\sum T_{(i)}^{pile}$	=	summation of the hold down force in the tension piles (kip) (6.4.5)
$\sum P$	=	total unfactored axial load due to dead load, earthquake load, footing weight, soil overburden and all other vertical demands acting on the pile group (kip) (6.4.2)

SECTION 3: GENERAL REQUIREMENTS

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SECTION 3

GENERAL REQUIREMENTS

3.1 APPLICABILITY OF SPECIFICATIONS

These Specifications are for the design and construction of new bridges to resist the effects of earthquake motions. The provisions apply to bridges of conventional slab, beam, girder and box girder superstructure construction with spans not exceeding 500 ft. For other types of construction (e.g., suspension bridges, cable-stayed bridges, truss bridges, arch type and movable bridges) and spans exceeding 500 ft., the Owner shall specify and/or approve appropriate provisions.

Seismic effects for box culverts and buried structures need not be considered, except when they are subject to unstable ground conditions (e.g., liquefaction, landslides, and fault displacements) or large ground deformations (e.g., in very soft ground).

The provisions specified in the specifications are minimum requirements. Additional provisions are needed to achieve higher performance criteria for repairable or minimum damage attributed to essential or critical bridges. Those provisions are site/project specific and are tailored to a particular structure type.

No detailed seismic structural analysis is required for a single span bridge or for any bridge in Seismic Design Category A. Specific detailing requirements are applied for SDC A. For single span bridges, minimum support length requirement shall apply according to Article 4.12. However, detailed geotechnical analysis of the abutments may be required by the owner for single span bridges if there is potential for significant lateral spreading or other forms of abutment instability are possible due to liquefaction.

3.2 PERFORMANCE CRITERIA

Bridges shall be designed for the life safety performance objective considering a seismic hazard corresponding to a 7% probability of exceedance in 75 years. Higher levels of performance, such as the operational objective, may be used with the authorization of the bridge owner. Development of design earthquake ground motions for the 7% probability of exceedance in 75 years are given in Article 3.4.

Life Safety for the design event infers that the bridge has a low probability of collapse but, may suffer significant damage and significant disruption to service. Partial or complete replacement may be required.

Significant Damage Level includes permanent offsets and damage consisting of cracking, reinforcement yielding, major spalling of concrete and extensive yielding and local buckling of steel columns, global and local buckling of steel braces, and cracking in the bridge deck slab at shear studs. These conditions may require closure to repair the damages. Partial or complete replacement of columns may be required in some cases. For sites with lateral flow due

C3.2

These *Guide Specifications* are intended to achieve minimal damage to bridges during moderate earthquake ground motions and to prevent collapse during rare, high-amplitude earthquakes. Bridge owners may choose to mandate higher levels of bridge performance for special bridges.

Allowable displacements are constrained by geometric, structural and geotechnical considerations. The most restrictive of these constraints will govern displacement capacity. These displacement constraints may apply to either transient displacements as would occur during ground shaking, or permanent displacements as may occur due to seismically induced ground failure or permanent structural deformations or dislocations, or a combination. The extent of allowable displacements depends on the desired performance level of the bridge design.

Geometric constraints generally relate to the usability of the bridge by traffic passing on or under it. Therefore, this constraint will usually apply to permanent to liquefaction, significant inelastic deformation is permitted in the piles. Partial or complete replacement of the columns and piles may be necessary if significant lateral flow occurs. If replacement of columns or other components is to be avoided, the design strategy producing minimal or moderate damage such as seismic isolation or the control and reparability design concept should be assessed.

Significant Disruption to Service Level includes limited access (reduced lanes, light emergency traffic) on the bridge. Shoring may be required.

displacements that occur as a result of the earthquake. The ability to repair such displacements or the desire not to be required to repair them should be considered when establishing displacement capacities. When uninterrupted or immediate service is desired, the permanent displacements should be small or non-existent, and should be at levels that are within an accepted tolerance for normally operational highways of the type being considered. A bridge designed to a performance level of no collapse could be expected to be unusable after liquefaction, for example, and geometric constraints would have no influence. However, because life safety is at the heart of the no collapse requirement, jurisdictions may consider establishing some geometric displacement limits for this performance level for important bridges or those with high average daily traffic (ADT). This can be done by considering the risk to highway users in the moments during or immediately following an earthquake. For example, an abrupt vertical dislocation of the highway of sufficient height could present an insurmountable barrier and thus result in a collision that could kill or injure. Usually these types of geometric displacement constraints will be less restrictive than those resulting from structural considerations and for bridges on liquefiable sites it may not be economic to prevent significant displacements from occurring.

3.3 EARTHQUAKE RESISTING SYSTEMS (ERS) REQUIREMENTS FOR SDC C & D

For SDC C or D (see Article 3.5), all bridges and their foundations shall have a clearly identifiable Earthquake Resisting System (ERS) selected to achieve the Life Safety Criteria defined in Article 3.2. The ERS shall provide a reliable and uninterrupted load path for transmitting seismically induced forces into the surrounding soil and sufficient means of energy dissipation and/or restraint to reliably control seismically induced displacements. All structural and foundation elements of the bridge shall be capable of achieving anticipated displacements consistent with the requirements of the chosen design strategy of seismic resistance and other structural requirements.

There are three Global Seismic Design Strategies used in this specification. These are based on the expected behavior characteristics of the bridge system, and they include:

- Type 1 – Ductile Substructure with Essentially Elastic Superstructure – This category includes conventional plastic hinging in columns and walls and abutments that limit inertial forces by full mobilization of passive soil resistance. Also included are foundations that may limit inertial forces by in-ground hinging, such as pile bents and integral abutments on piles.

- Type 2 – Essentially Elastic Substructure with a Ductile Superstructure – This category applies

C3.3

Selection of an appropriate ERS is fundamental to achieving adequate seismic performance. To this end, the identification of the lateral-force-resisting concept and the selection of the necessary elements to fulfill the concept should be accomplished in the conceptual design phase, or the type, size and location phase, or the design alternative phase of a project.

Seismic performance is typically better in systems with regular configurations and evenly distributed stiffness and strength. Thus, typical geometric configuration constraints, such as skew, unequal pier heights, and sharp curves, may conflict with seismic design goals. For this reason, it is advisable to resolve potential conflicts between configuration and seismic performance early in the design effort. For example, resolution may lead to decreased skew angles at the expense of longer end spans. The resulting trade-off between performance and cost should be evaluated in the type, size, and location phase, or design alternative phase, of a project, when design alternatives are viable from a practical viewpoint.

The classification of ERS and ERE into permissible and not recommended categories is meant to trigger due consideration of seismic performance that leads to the most desirable outcome, that is, seismic performance that ensures, wherever possible, post-earthquake serviceability. To achieve such an objective, special care in detailing the primary energy-dissipating elements is necessary. Conventional reinforced concrete construction with ductile only to steel superstructures and ductility is achieved by ductile elements in the pier cross frames.

- Type 3 – Elastic Superstructure and Substructure with a Fusing Mechanism Between The Two – This category includes seismically isolated structures and structures where supplemental energy dissipation devices, such as dampers, are used to control inertial forces transferred between the superstructure and substructure.

See also Article 7.2.

For the purposes of encouraging the use of appropriate systems and of ensuring due consideration of performance for the owner, the ERS and earthquake resisting elements (ERE) are categorized as follows:

- Permissible,
- Permissible with Owner's Approval, and
- Not Recommended for New Bridges.

These terms apply to both systems and elements. For a system to be in the permissible category, its primary ERE's shall be in the permissible category. If any ERE is not permissible, then the entire system is not permissible.

plastic-hinge zones can continue to be used, but designers should be aware that such detailing, although providing desirable seismic performance, will leave the structure in a damaged state following a large earthquake. It may be difficult or impractical to repair such damage.

Under certain conditions the use of ERE's that require owners' approval will be necessary. In previous AASHTO seismic specifications some of the ERE's in the owners' approval category were simply not permitted for use (e.g., in-ground hinging of piles and shafts, and foundation rocking). These elements are now permitted, provided their deformation performance is assessed.

This approach of allowing their use with additional analytical effort was believed to be preferable to an outright ban on their use. Thus, it is not the objective of this specification to discourage the use of systems that require owner approval. Instead, such systems may be used, but additional design effort and consensus between the designer and owner are required to implement such systems.

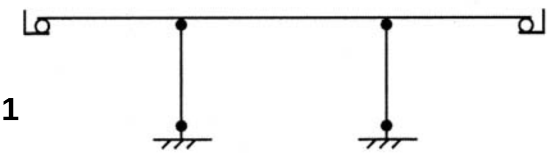
Common examples from each of the three ERS and ERE categories are shown in Figures 1a and 1b, respectively.

Bridges are seismically designed so that inelastic deformation (damage) intentionally occurs in columns in order that the damage can be readily inspected and repaired after an earthquake. Capacity design procedures are used to prevent damage from occurring in foundations and beams of bents and in the connections of columns to foundations and columns to the superstructure. There are two exceptions to this design philosophy. For pile bents and drilled shafts, some limited inelastic deformation is permitted below the ground level. The amount of permissible deformation is restricted to ensure that no long-term serviceability problems occur from the amount of cracking that is permitted in the concrete pile or shaft. The second exception is with lateral spreading associated with liquefaction. For the life-safety performance level, significant inelastic deformation is permitted in the piles. It is a costly and difficult problem to achieve a higher performance level from piles. There are a number of design approaches that can be used to achieve the performance objectives. These are discussed briefly below.

Type 1- Ductile Substructure with Essentially Elastic Superstructure. Caltrans first introduced this design approach in 1973 following the 1971 San Fernando earthquake. It was further refined and applied nationally in the 1983 *AASHTO Guide Specification for Seismic Design of Highway Bridges*, which was adopted directly from the *ATC-6 Report*, *Seismic Design Guidelines for Highway Bridges* (ATC, 1981). These provisions were adopted by AASHTO in 1991 as their standard seismic provisions.

Longitudinal Response

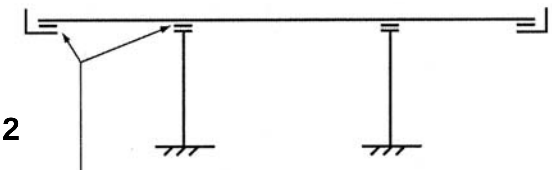
1



- Plastic hinges in inspectable locations or elastic design of columns.
- Abutment resistance not required as part of ERS
- Knock-off backwalls permissible

Longitudinal Response

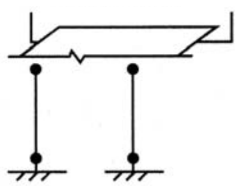
2



- Isolation bearings accommodate full displacement
- Abutment not required as part of ERS

Transverse Response

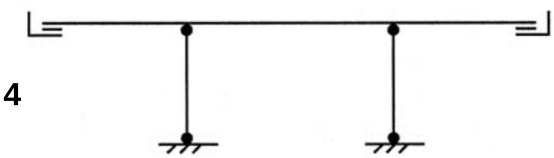
3



- Plastic hinges in inspectable locations or elastic design of columns
- Abutment not required in ERS, breakaway shear keys permissible

Transverse or Longitudinal Response

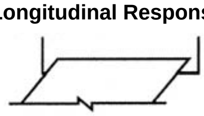
4



- Plastic hinges in inspectable locations or elastic design of columns
- Isolation bearings with or without energy dissipaters to limit overall displacements

Transverse or Longitudinal Response

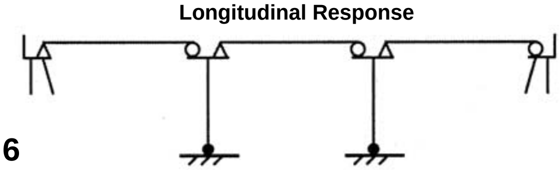
5



- Abutment required to resist the design earthquake elastically
- Longitudinal passive soil pressure shall be less than 0.70 of the value obtained using the procedure given in Article 5.2.3

Longitudinal Response

6



- Multiple simply-supported spans with adequate support lengths
- Plastic hinges in inspectable locations or elastic design of columns

Figure 3.3-1a Permissible Earthquake Resisting Systems (ERS).

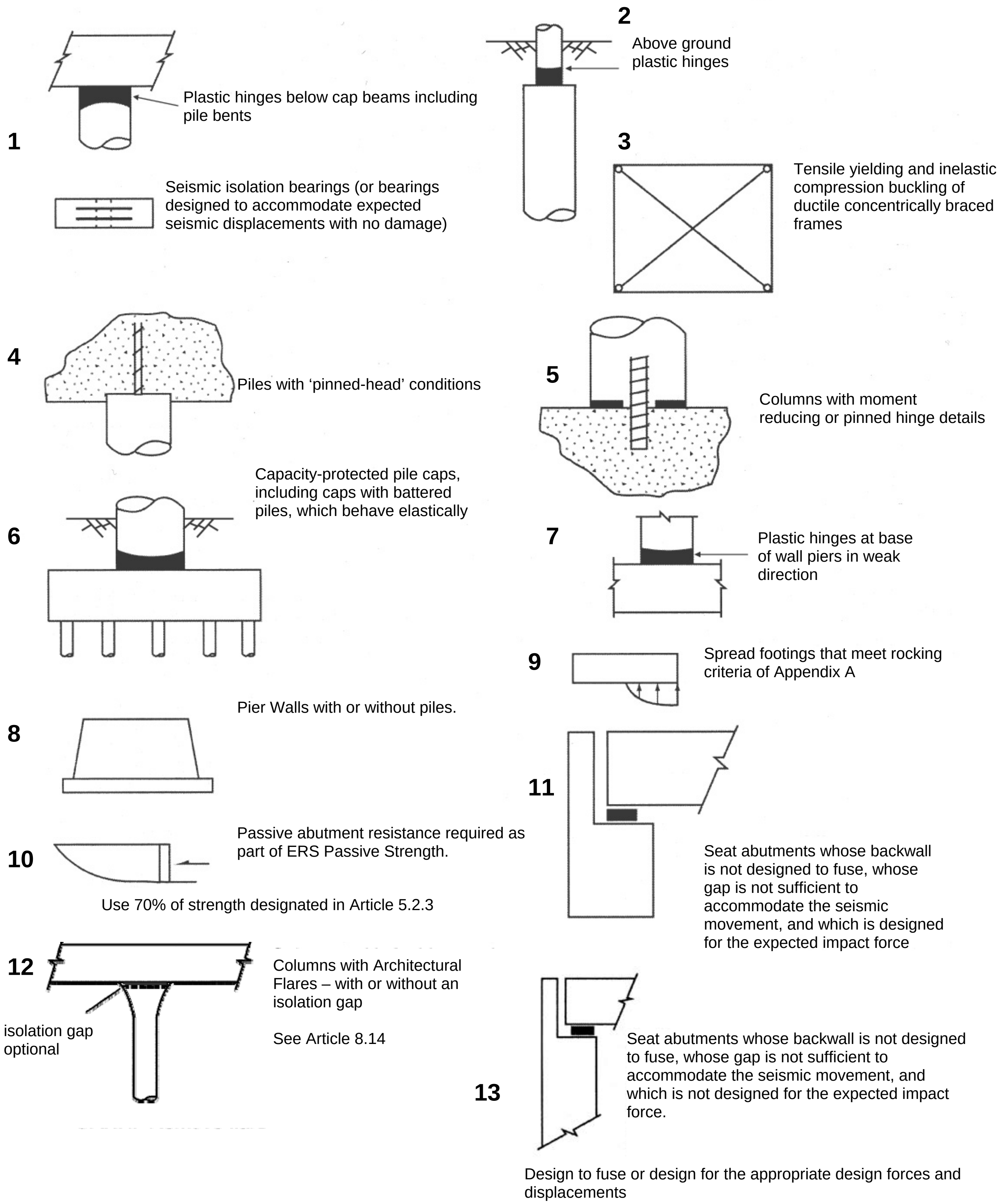


Figure 3.3-1b Permissible Earthquake Resisting Elements (ERE).

Permissible systems and elements (Figures 1a and 1b) have the following characteristics:

1. All significant inelastic action shall be ductile and occur in locations with adequate access for inspection and repair. Piles subjected to lateral movement from lateral flow resulting from liquefaction are permitted to hinge below the ground line provided the owner is informed and does not require any higher performance criteria for a specific objective. If all structural elements of a bridge are designed elastically then no inelastic deformation is anticipated and elastic elements are permissible, but minimum detailing is required according to the bridge Seismic Design Category (SDC).

2. Inelastic action of a structural member does not jeopardize the gravity load support capability of the structure (e.g. cap beam and superstructure hinging).

Permissible systems that require owner's approval (Figure 2) are those systems that do not meet either item (1) or (2), above.

In general, systems that do not fall in either of the two permissible categories (Figure 3) are not recommended. However, if adequate consideration is given to all potential modes of behavior and potential undesirable failure mechanisms are suppressed, then such systems may be used with the owner's approval.

This approach is based on the expectation of significant inelastic deformation (damage) associated with ductility equal or greater than 4.

The other key premise of the provisions is that displacements resulting from the inelastic response of a bridge are approximately equal to the displacements obtained from an analysis using the linear elastic response spectrum. As diagrammatically shown in Figure C1 this assumes that Δ_C^L is equal to Δ_D^L. Work by Miranda and Bertero (1994) and by Chang and Mander (1994a & b) indicates that this is a reasonable assumption except for short period structures for which it is non-conservative. A correction factor to be applied to elastic displacements to address this issue is given in Article 4.3.3.

Type 2 – Essentially Elastic Substructure with a Ductile Superstructure. This category applies only to steel superstructures. The ductility is achieved by constructing ductile elements as part of the cross fames of a steel slab-on-girder bridge superstructure. The deformation capacity of the cross frames located at each pier permits lateral displacement of the deck relative to the substructure below. This is an emerging technology and has not been widely utilized as a design strategy for new construction.

Type 3 – Elastic Superstructure and Substructure with a Fusing Mechanism Between the Two. This category is comprised of seismically isolated structures and structures where energy dissipation devices are used across articulation joints to provide a mechanism to limit energy build-up and associated displacements during a large earthquake. The two sub-categories are discussed further below.

Seismic Isolation. This design approach reduces the seismic forces a bridge needs to resist by introducing an isolation bearing with an energy dissipation element at the bearing location. The isolation bearing intentionally lengthens the period of a relatively stiff bridge and this results in lower design forces provided the design is in the decreasing portion of the acceleration response spectrum. This design alternative was first applied in the United States in 1984 and has been extensively reported on at technical conferences and seminars, and in the technical literature. AASHTO adopted *Guide Specifications for Seismic Isolation Design of Highway* Bridges in 1991 and these have subsequently been revised. The 1999 revisions are now referred to in Section 7 of these *Guide Specifications*. Elastic response of the substructure elements is possible with seismic isolation, since the elastic forces resulting from seismic isolation are generally less than the reduced design forces required by conventional ductile design.

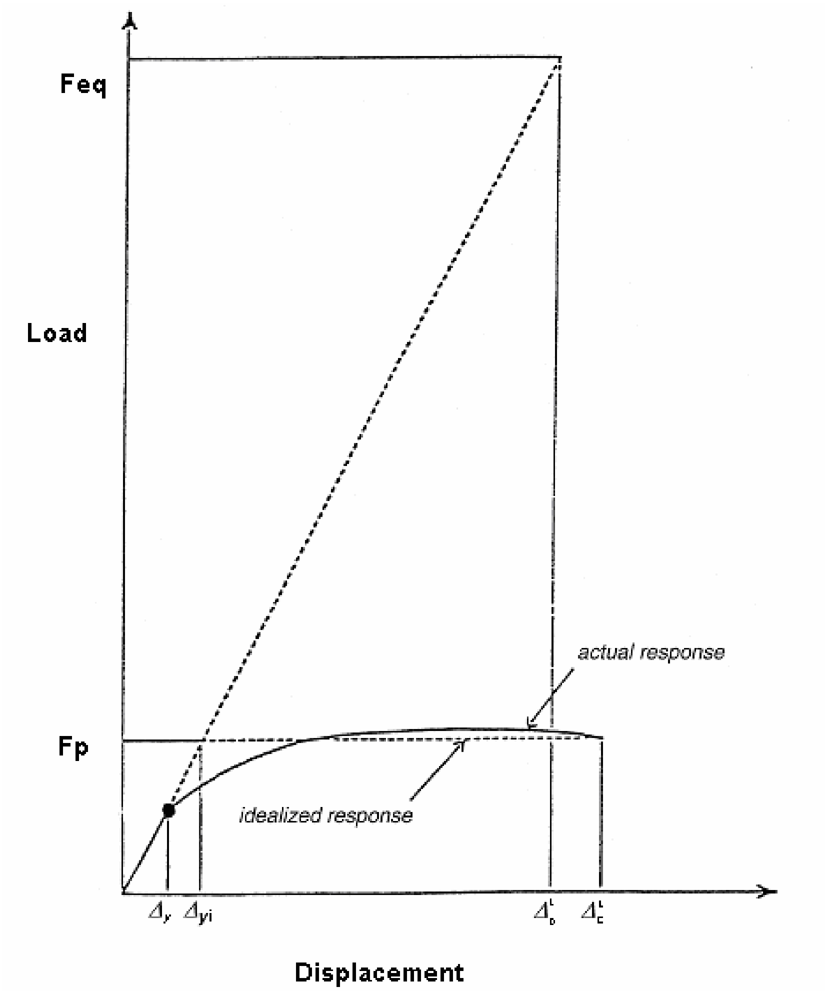


Figure C3.3-1 Design Using Strategy Type 1.

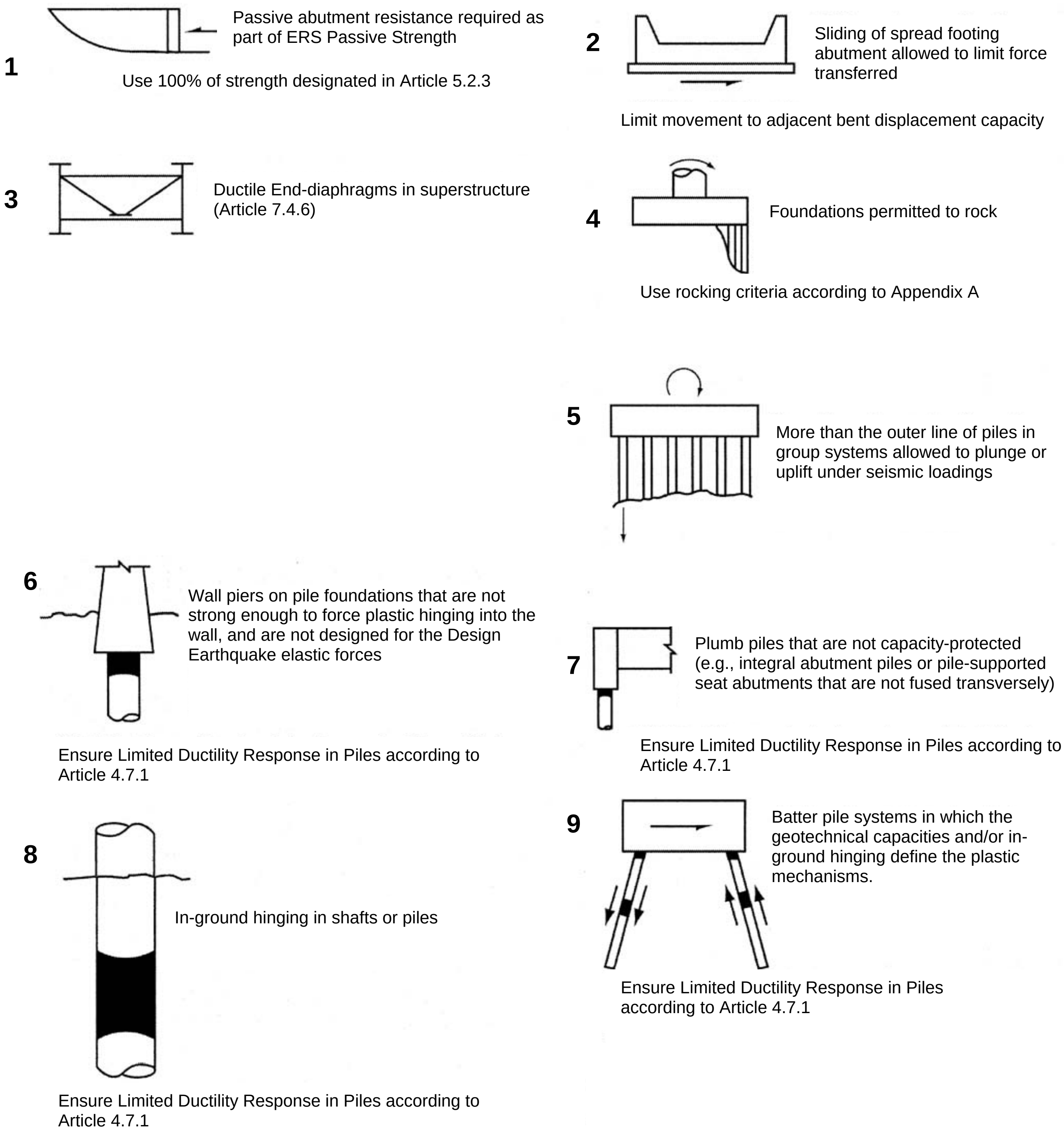


Figure 3.3-2 Permissible Earthquake Resisting Elements that Require Owner's Approval.

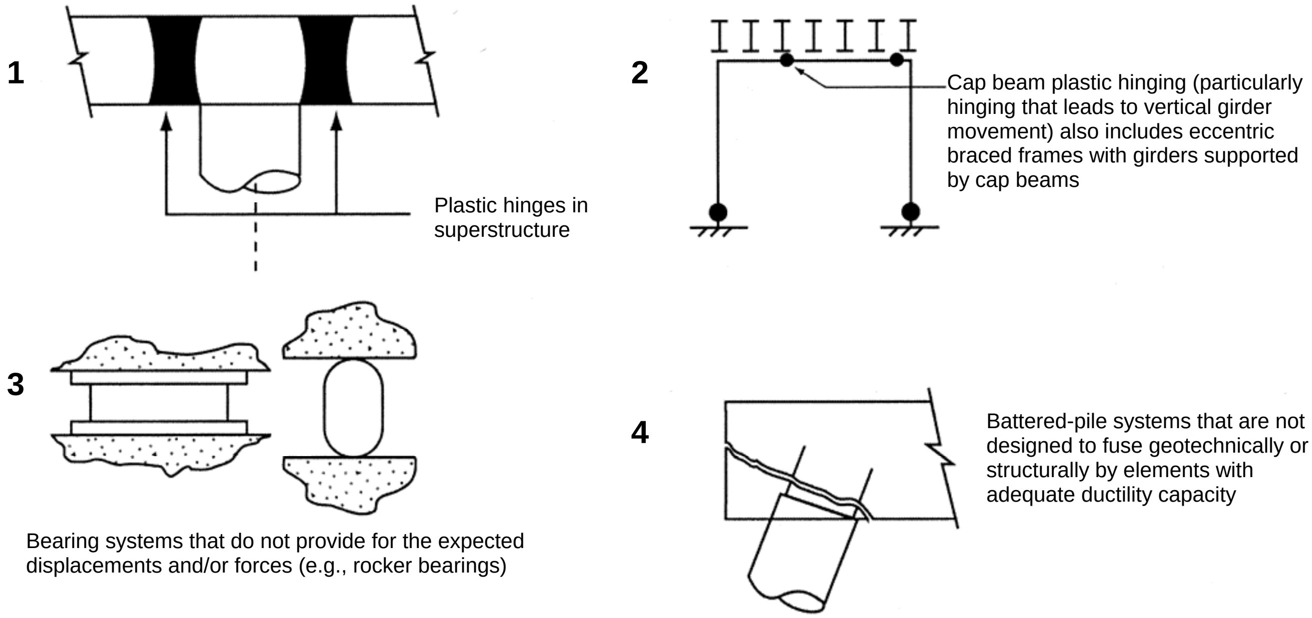


Figure 3.3-3 Earthquake Resisting Elements that are not Recommended for New Bridges.

Energy Dissipation. This design approach adds energy-dissipation elements between the superstructure and the substructure, and between the superstructure and abutment, with the intent of dissipating energy in these elements. This eliminates the need for the energy needing dissipation in the plastic hinge zones of columns. This design approach differs from seismic isolation in that additional flexibility is generally not part of the system and thus the fundamental period of vibration is not changed. If the equivalent viscous damping of the bridge is increased above 5% then the displacement of the superstructure will be reduced. In general the energy dissipation design concept does not result in reduced design forces but it will reduce the ductility demand on columns due to the reduction in superstructure displacement (ATC, 1993).

Abutments as an Additional Energy-Dissipation Mechanism. In the early phases of the development of the *Specifications*, there was serious debate as to whether or not the abutments would be included and relied upon in the earthquake resisting system (ERS). Some states may require the design of a bridge where the substructures are capable of resisting all the lateral load without any contribution from the abutments. In this design approach, the abutments are included in a mechanism to provide an unquantifiable higher level of safety. Rather than mandate this design philosophy here, it was decided to permit two design alternatives. The first is where the ERS does not include the abutments and the substructures are capable of resisting all the lateral loads. In the second alternative the abutments are an important part of the ERS and, in this case, a higher level of analysis is required. Furthermore, this design option requires a continuous superstructure to deliver longitudinal forces to the abutment. If these conditions are satisfied, the abutments can be designed as part of the ERS and become an additional source for dissipating the bridge's earthquake energy. In the longitudinal direction the abutment may be designed to resist the forces elastically utilizing the passive pressure of the backfill. In some cases the longitudinal displacement of the deck will cause larger soil movements in the abutment backfill, exceeding the passive pressures there. This requires a more refined analysis to determine the amount of expected movement. In the transverse direction the abutment is generally designed to resist the loads elastically. The design objective when abutments are relied upon to resist either longitudinal or transverse loads is either to minimize column sizes or reduce the ductility demand on the columns, accepting that damage may occur in the abutment.

The performance expectation is that inelastic deformation will occur in the columns as well as the abutments. If large ductility demands occur in the columns then the columns may need to be replaced. If large movements of the superstructure occur the abutment back-wall may be damaged and there may be some settlement of the abutment backfill. Large movements of the superstructure can be reduced with use of energy dissipators and isolation bearings at the abutments and at the tops of the columns. Replacement of columns can be avoided with the use of the control and reparability design approach ductility with the use of the seismic isolation design alternative to reduce the demand on the columns.

In general, the soil behind an abutment is capable of resisting substantial seismic forces that may be delivered through a continuous superstructure to the abutment. Furthermore, such soil may also substantially limit the overall movements that a bridge may experience. This is particularly so in the longitudinal direction of a straight bridge with little or no skew and with a continuous deck. The controversy with this design concept is the scenario of what may happen if there is significant abutment damage early in the earthquake ground-motion duration and if the columns rely on the abutment to resist some of the load. This would be a problem in a long-duration, high-magnitude (greater than magnitude 7), earthquake. Unless shock transmission units (STUs) are used, a bridge composed of multiple simply supported spans cannot effectively mobilize the abutments for resistance to longitudinal force. It is recommended that simply supported spans not rely on abutments for any seismic resistance.

Because structural redundancy is desirable (Buckle et al., 1987), good design practice dictates the use of the design alternative where the intermediate substructures, between the abutments, are designed to resist all seismic loads, if possible. This ensures that in the event abutment resistance becomes ineffective, the bridge will still be able to resist the earthquake forces and displacements. In such a situation, the abutments provide an increased margin against collapse. The same arguments can be made for allowing damage in locations that are very difficult to inspect. For instance, the first approach to a design using drilled shafts is to keep plastic hinging above the ground, and some states mandate this design concept. However, situations arise where this is impractical. In such situations, the ERS would require owner approval.

3.4 SEISMIC GROUND SHAKING HAZARD

The ground shaking hazard prescribed in these Specifications is defined in terms of acceleration response spectra and site coefficients. They shall be determined in accordance with the general procedure of Article 3.4.1 or the site-specific procedure of Article 3.4.3.

In the general procedure, the spectral response parameters are defined using the *USGS/AASHTO Seismic Hazard Maps* produced by the U.S. Geological Survey depicting probabilistic ground motion and spectral response for 7% probability of exceedance in 75 years.

A site-specific procedure shall be used if any of the following apply:

- Soils at the site require site-specific evaluation (i.e., Site Class F soils, Article 3.4.2.1); unless a determination is made that the presence of such soils would not result in a significantly higher response of the bridge.
- The bridge is considered to be critical or essential according to Article 4.2.2 for which a higher degree of confidence of meeting the seismic performance objectives of Article 3.2 is desired.
- The site is located within 6 miles of a known active fault and its response could be significantly and adversely influenced by near-fault ground motion characteristics.

C3.4

Using either the general procedure or the site-specific procedure, a decision as to whether the design motion is defined at the ground surface or some other depth needs to be made as an initial step in the design process. Article C3.4.2 provides a commentary on this issue.

Examples of conditions that could lead to a determination that Site Class F soils would not result in a significantly higher bridge response are:

1. localized extent of Site Class F soils, and
2. limited depth of these soft soils.

As discussed in Article C3.4.2.2, for short bridges (with a limited number of spans) having earth approach fills, ground motions at the abutments will generally determine the response of the bridge. If Site Class F soils are localized to the intermediate piers and are not present at the abutments, the bridge engineer and geotechnical engineer might conclude that the response of interior piers would not significantly affect bridge response.

Article C3.4.2.2 also describes cases where the effective depth of input ground motion is determined to be in stiffer soils at depth, below a soft surficial layer. If the surficial layer results in a classification of Site Class F and the underlying soil profile classifies as Site Class E or stiffer, a determination might be made that the surficial soils would not significantly increase bridge response.

For purposes of these provisions, an active fault is defined as a fault whose location is known or can reasonably be inferred, and which has exhibited evidence of displacement in Holocene (or recent) time (in the past 11,000 years, approximately). Active fault locations can be found from maps showing active faults prepared by state geological agencies or the U.S. Geological Survey. Article C3.4.3 describes near-fault ground-motion effects that are not included in national ground-motion mapping and could potentially increase the response of some bridges. Normally, site-specific evaluation of these effects would be considered only for essential or very critical bridges.

Site specific procedures can consist of either a site specific hazard analysis, a site specific response analysis, or both. A site specific hazard analysis can consist of either a probabilistic seismic hazard analysis (PSHA) or a deterministic seismic hazard analysis (DSHA). A DSHA consists of evaluating the seismic hazard at a site for an earthquake of a specific magnitude occurring at a specific location. A site specific hazard analysis may be used instead of map values to determine the design ground motions for a site. A PSHA consists of completing numerous deterministic seismic hazard analyses for all feasible combinations of earthquake magnitude and source to site distance for each earthquake source zone. The result of a PSHA is a relationship of the mean annual rate of exceedance of the ground motion parameter of interest with each potential seismic source considered.

A site specific response analysis may be used to determine the influence of local ground conditions on the design ground motions. A site specific site response analysis is generally based on the assumption of a vertically propagating shear wave through uniform soils, though more complex analyses can be conducted if warranted. A site specific response analysis may be used to assess the influence of "non-standard" soil profiles that are not accounted for in the specification based site response, including site with soil profiles of less than 100 ft. in thickness overlying competent bedrock (site class A) and sites with soil profiles in excess of 1000 ft. in thickness. Site specific analyses may also be used to assess vertical motions, compression waves, laterally non-uniform soil conditions, incoherence and the spatial variation of ground motions.

Regarding the three cases where a site specific analysis is required in Article 3.4, the site specific analyses should as a minimum consist of: (1) a site specific response analysis for Site Class F soils, (2) a site specific hazard analysis if the structure is within 6 miles of an active fault, (3) Both site specific hazard and response analyses if the bridge is considered critical or essential.

3.4.1 Design Spectra Based on General Procedure

Design response spectra shall be constructed using response spectral accelerations taken from national ground motion maps described in this article and site factors described in Article 3.4.2. The construction of the response spectra shall follow the procedures described below and illustrated in Figure 1.

C3.4.1

National ground-motion maps are based on probabilistic national ground motion mapping conducted by the U.S. Geological Survey (USGS) having a 7% chance of exceedance in 75 years.

In lieu of using national ground motion maps referenced in this *Guide Specification*, ground-motion response spectra may be constructed, based on approved state ground-motion maps. To be accepted, the development of state maps should conform to the following:

1. The definition of design ground motions should be the same as described in Article 3.2.

2. Ground-motion maps should be based on a detailed analysis demonstrated to lead to a quantification of ground motion, at a regional scale, that is as accurate or more so, as is achieved in the national maps. The analysis should include: characterization of seismic sources and ground motion that incorporates current scientific knowledge; incorporation of uncertainty in seismic source models, ground motion models, and parameter values used in the analysis; detailed documentation of map

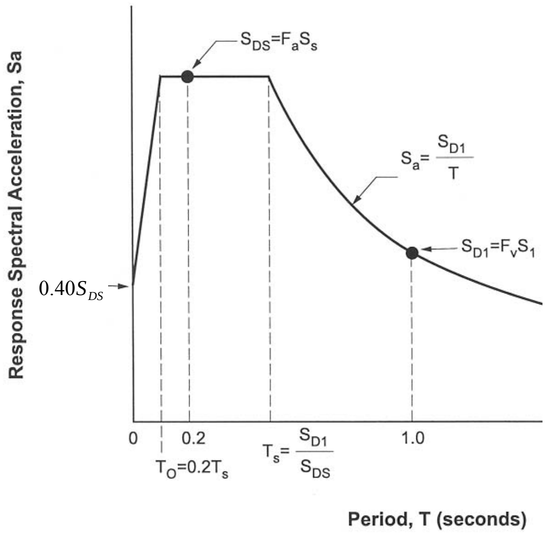


Figure 3.4.1-1 Design Response Spectrum, Construction Using Two-Point Method.

Design earthquake response spectral acceleration coefficient at short periods, S_{DS}, and at 1 second period, S_{D1}, shall be determined from Eqs. 1 and 2, respectively:

$$S_{DS} = F_a S_s \quad (3.4.1\text{-}1)$$

where:

F_a = site coefficient for 0.2 second period spectral acceleration specified in Article 3.4.2.3

S_s = 0.2 second period spectral acceleration coefficient on Class B rock

$$S_{D1} = F_v S_1 \quad (3.4.1\text{-}2)$$

where:

F_v = site coefficient for 1.0 second period spectral acceleration specified in Article 3.4.2.3

S_1 = 1.0 second period spectral acceleration coefficient on Class B rock

Values of S_s and S_1 may be obtained from ground motion maps shown in Figures 2a through 22. Alternatively, they may also be obtained using accompanying CD-ROM to these *Guide Specifications* which contains electronic versions of the ground motion maps.

The design response spectrum curve shall be developed as follows and as indicated in Figure 1:

1. For periods less than or equal to T_o, the design response spectral acceleration coefficient, S_a, shall be defined as follows:

development; and detailed peer review as deemed appropriate by the Owner. The peer review process should preferably include one or more individuals from the U.S. Geological Survey who participated in the development of the national maps.

For periods exceeding approximately 3 seconds, depending on the seismic environment, Eq. 7 may be conservative because the ground motions may be approaching the constant spectral displacement range for which S_a decays with period as $1/T^2$.

$$S_a = 0.60 \frac{S_{DS}}{T_o} T + 0.40 S_{DS} \quad (3.4.1\text{-}3)$$

in which:

$$T_o = 0.2 T_S \quad (3.4.1\text{-}4)$$

$$T_S = \frac{S_{D1}}{S_{DS}} \quad (3.4.1\text{-}5)$$

where:

S_{D1} = design spectral acceleration coefficient at 1.0 second period

S_{DS} = design spectral acceleration coefficient at 0.2 second period

T = period of vibration (sec.)

Note that for T = 0 seconds, the resulting value of S_a is equal to $0.40S_{DS}$.

2. For periods greater than or equal to T_o and less than or equal to T_S, the design response spectral acceleration coefficient, S_a, shall be defined as follows:

$$S_a = S_{DS} \quad (3.4.1\text{-}6)$$

3. For periods greater than T_S, the design response spectral acceleration coefficient, S_a, shall be defined as follows:

$$S_a = \frac{S_{D1}}{T} \quad (3.4.1\text{-}7)$$

Response spectra constructed using maps and procedures described in Article 3.4.1 are for a damping ratio of 5% and do not include near field adjustments.

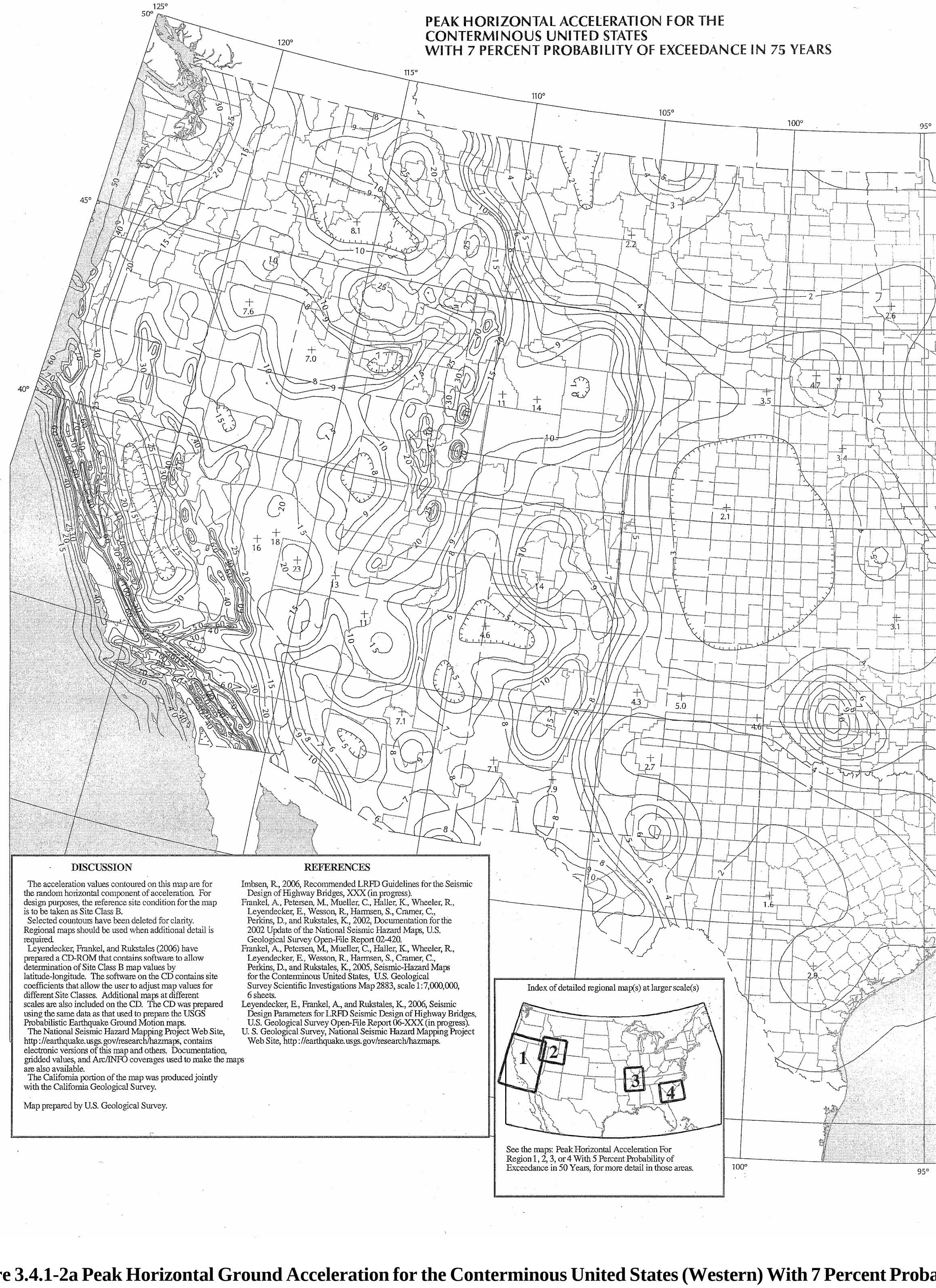


Figure 3.4.1-2a Peak Horizontal Ground Acceleration for the Conterminous United States (Western) With 7 Percent Probability of Exceedance in 75 Years (Approx. 1000 Year Return Period).

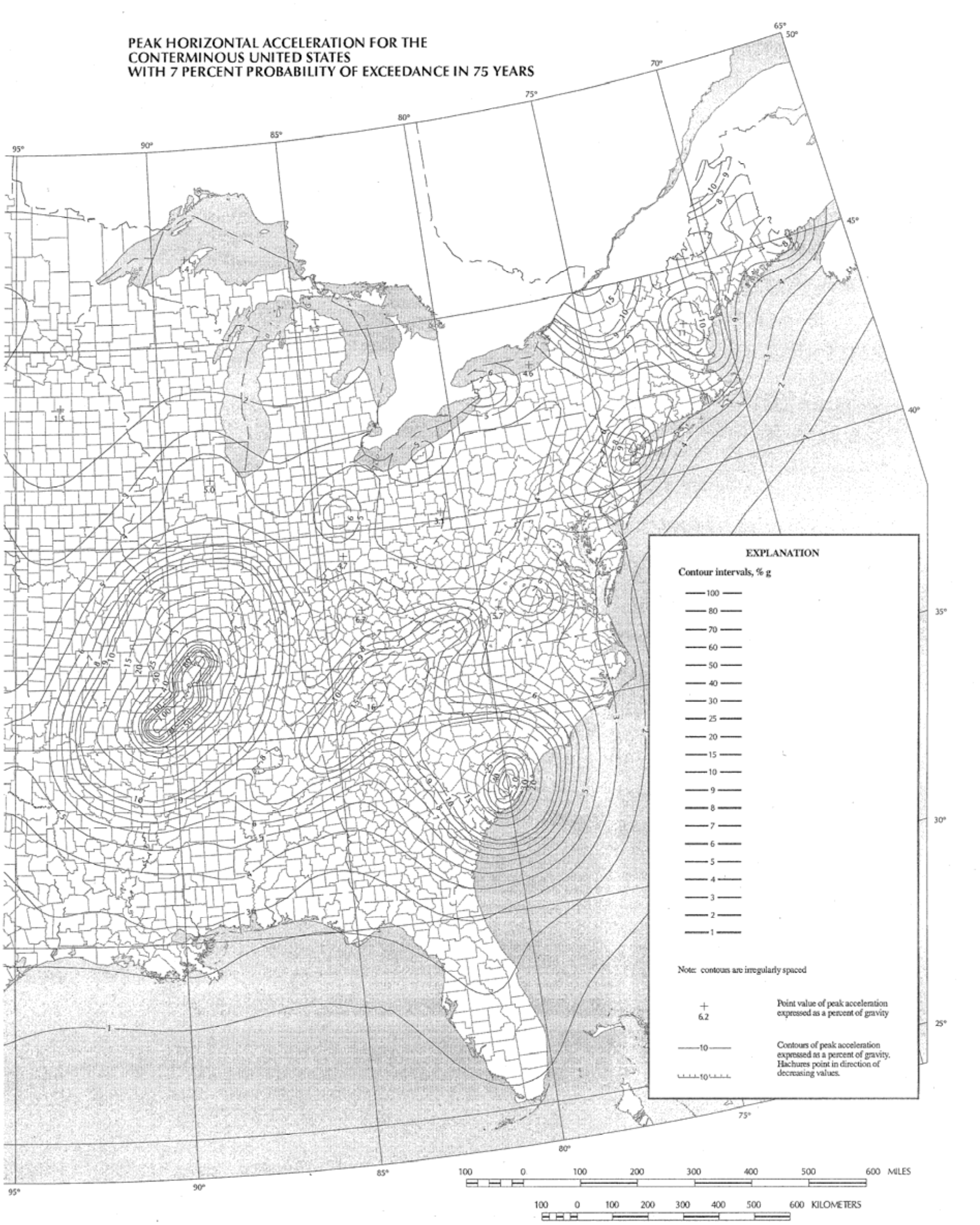


Figure 3.4.1-2b Peak Horizontal Ground Acceleration for the Conterminous United States (Eastern) With 7 Percent Probability of Exceedance in 75 Years (Approx. 1000 Year Return Period).

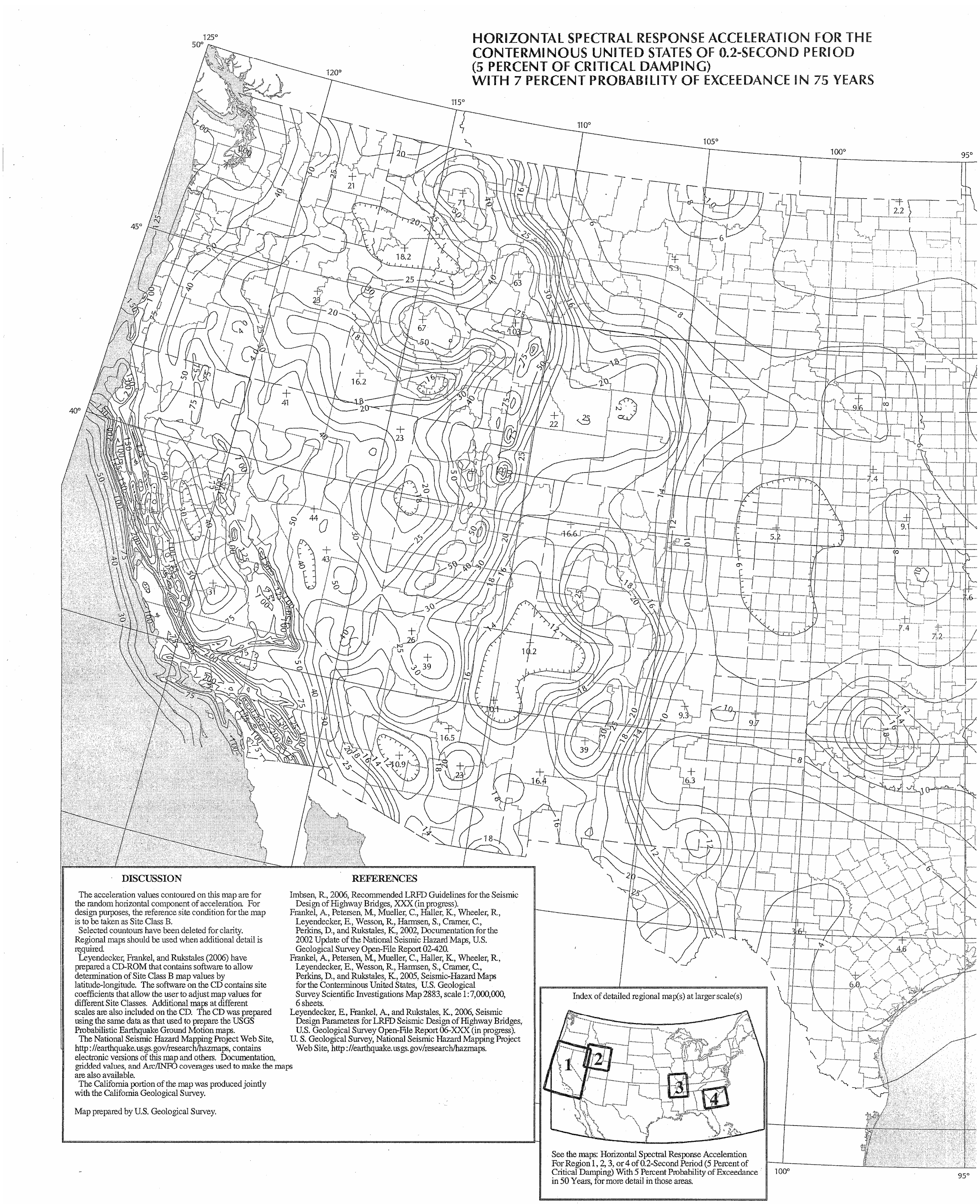


Figure 3.4.1-3a Horizontal Response Spectral Acceleration for the Conterminous United States (Western) at Period of 0.2 Seconds (S_s) With 7 Percent Probability of Exceedance in 75 Years (Approx. 1000 Year Return Period) and 5 Percent Critical Damping.

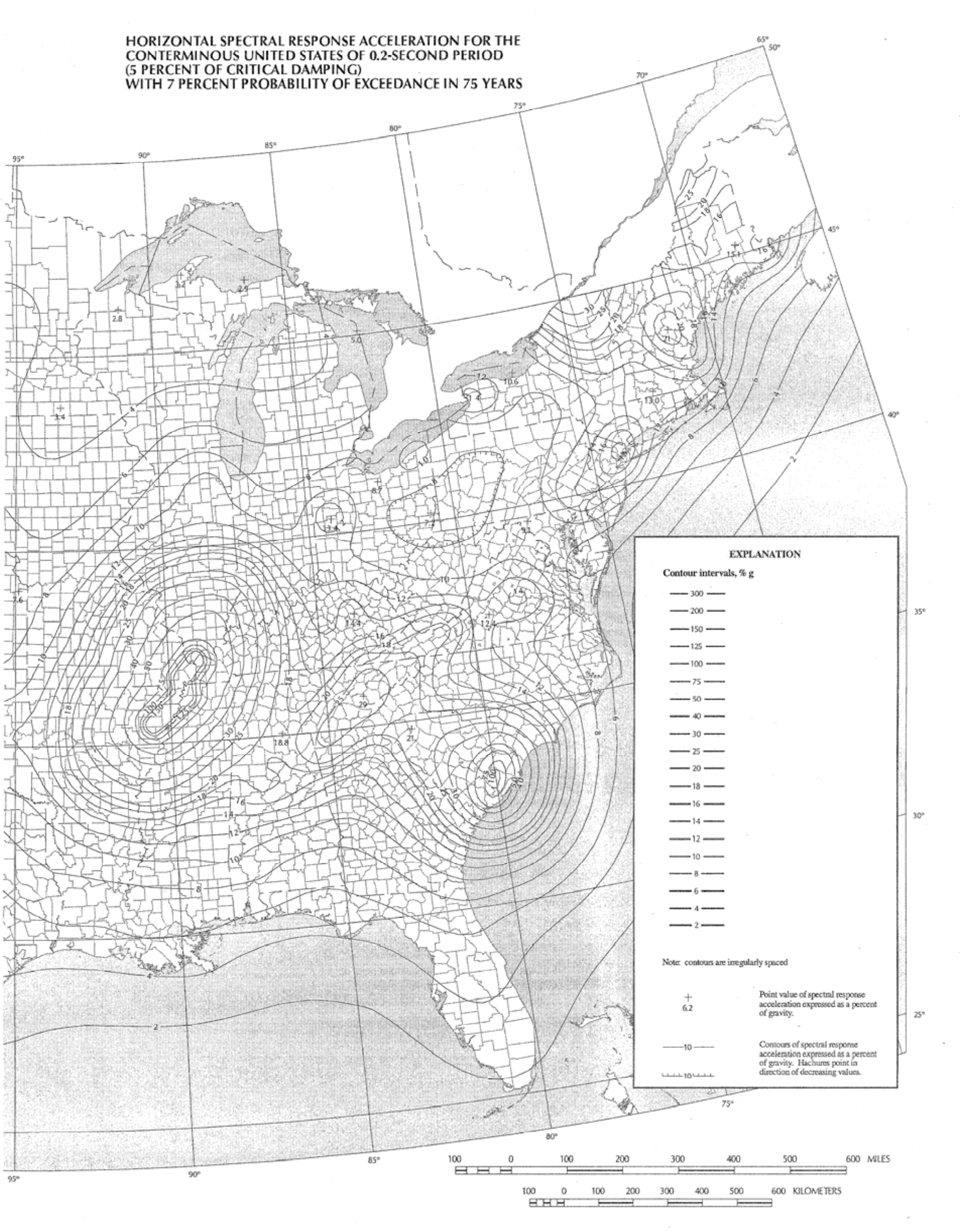


Figure 3.4.1-3b Horizontal Response Spectral Acceleration for the Conterminous United States (Eastern) at Period of 0.2 Seconds (S_s) With 7 Percent Probability of Exceedance in 75 Years (Approx. 1000 Year Return Period) and 5 Percent Critical Damping.

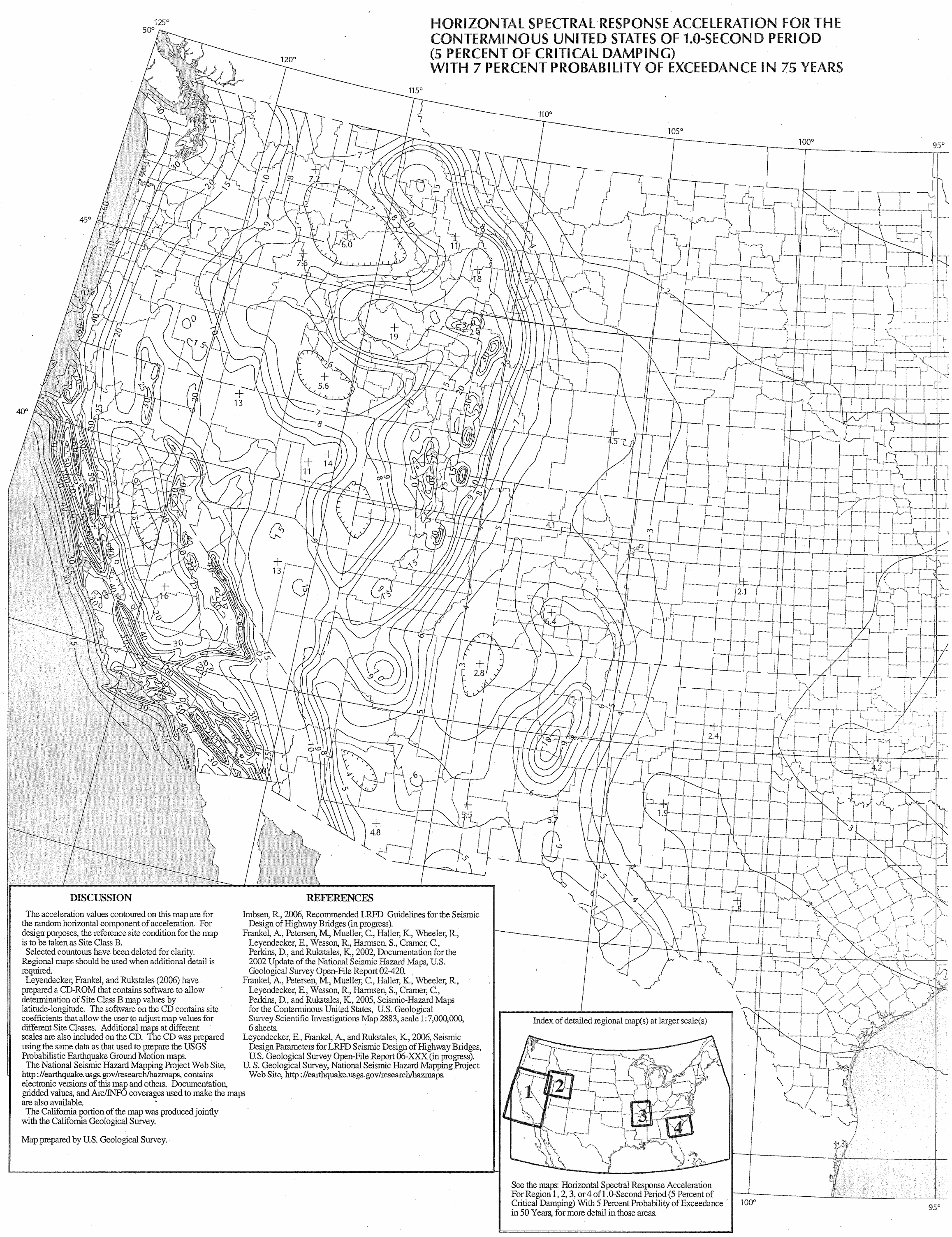


Figure 3.4.1-4a Horizontal Response Spectral Acceleration for the Conterminous United States (Western) at Period of 1.0 Seconds (S_1) With 7 Percent Probability of Exceedance in 75 Years (Approx. 1000 Year Return Period) and 5 Percent Critical Damping.

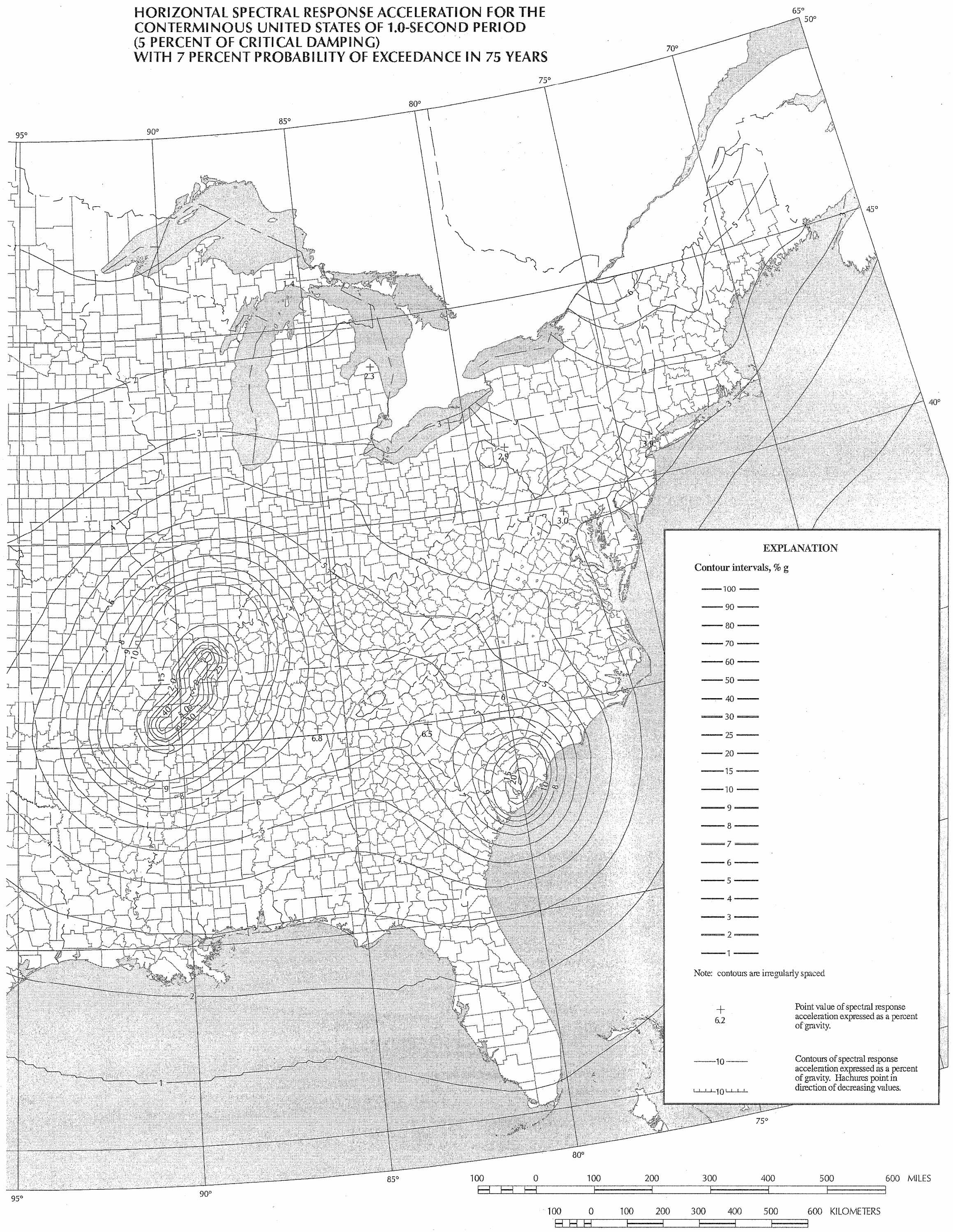


Figure 3.4.1-4b Horizontal Response Spectral Acceleration for the Conterminous United States (Eastern) at Period of 1.0 Seconds (S_1) With 7 Percent Probability of Exceedance in 75 Years (Approx. 1000 Year Return Period) and 5 Percent Critical Damping.

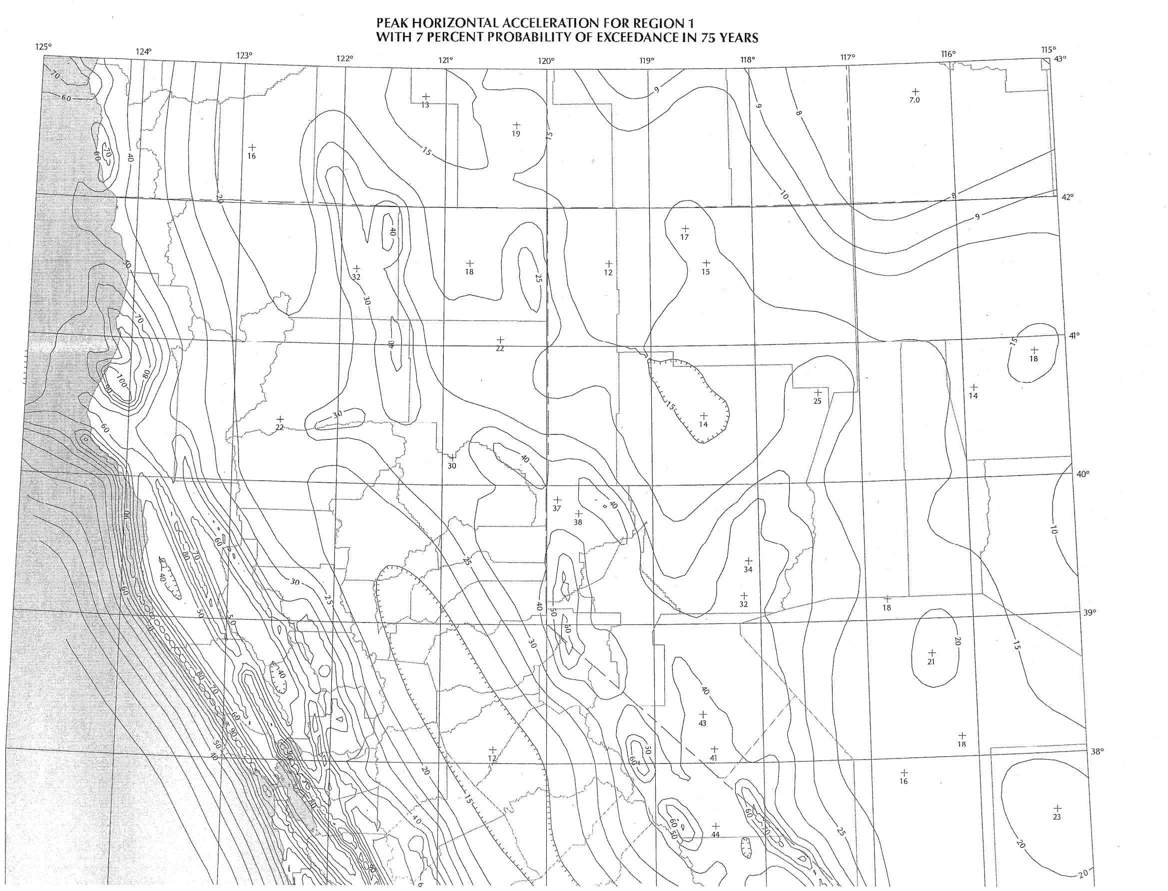


Figure 3.4.1-5a Peak Horizontal Ground Acceleration for Region 1 (Upper Portion) With 7 Percent Probability of Exceedance in 75 Years (Approx. 1000 Year Return Period).

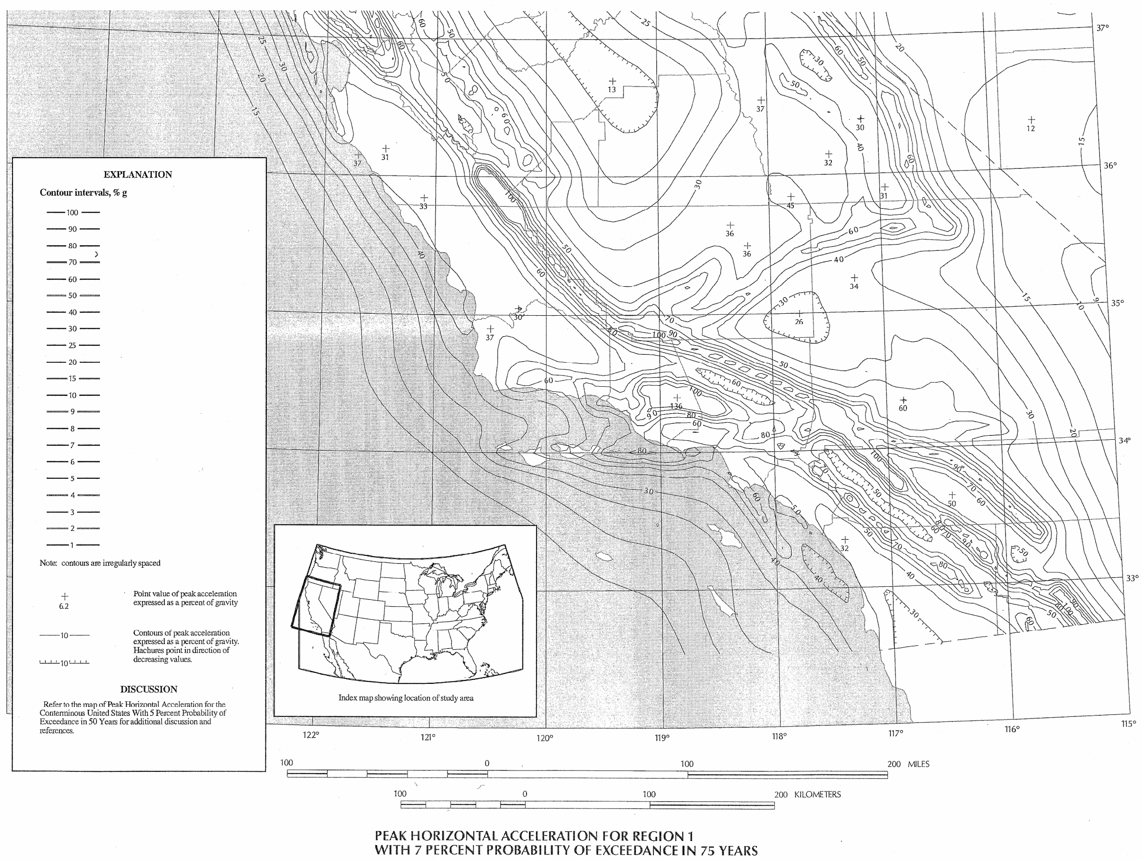


Figure 3.4.1- 5b Peak Horizontal Ground Acceleration for Region 1 (Lower Portion) With 7 Percent Probability of Exceedance in 75 Years (Approx. 1000 Year Return Period).

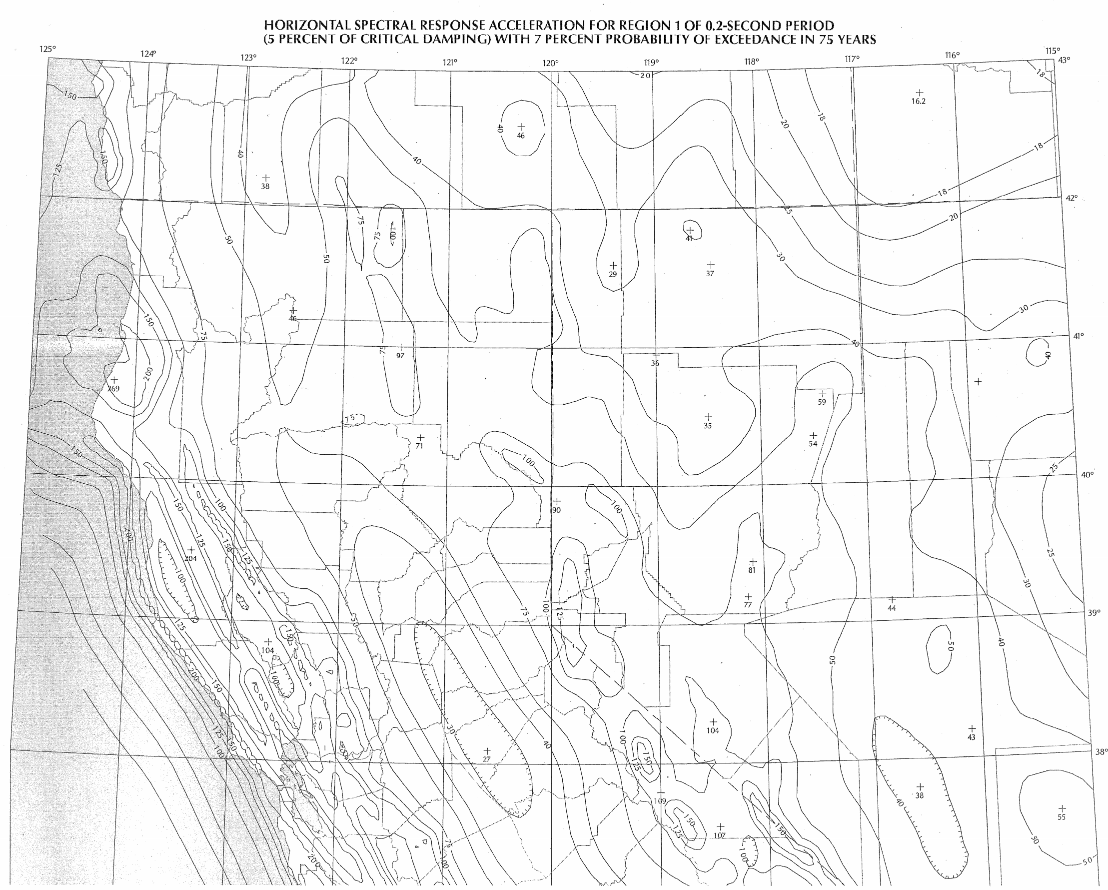


Figure 3.4.1-6a Horizontal Response Spectral Acceleration for Region 1 (Upper Portion) at Period of 0.2 Seconds (S_s) With 7 Percent Probability of Exceedance in 75 Years (Approx. 1000 Year Return Period) and 5 Percent Critical Damping.

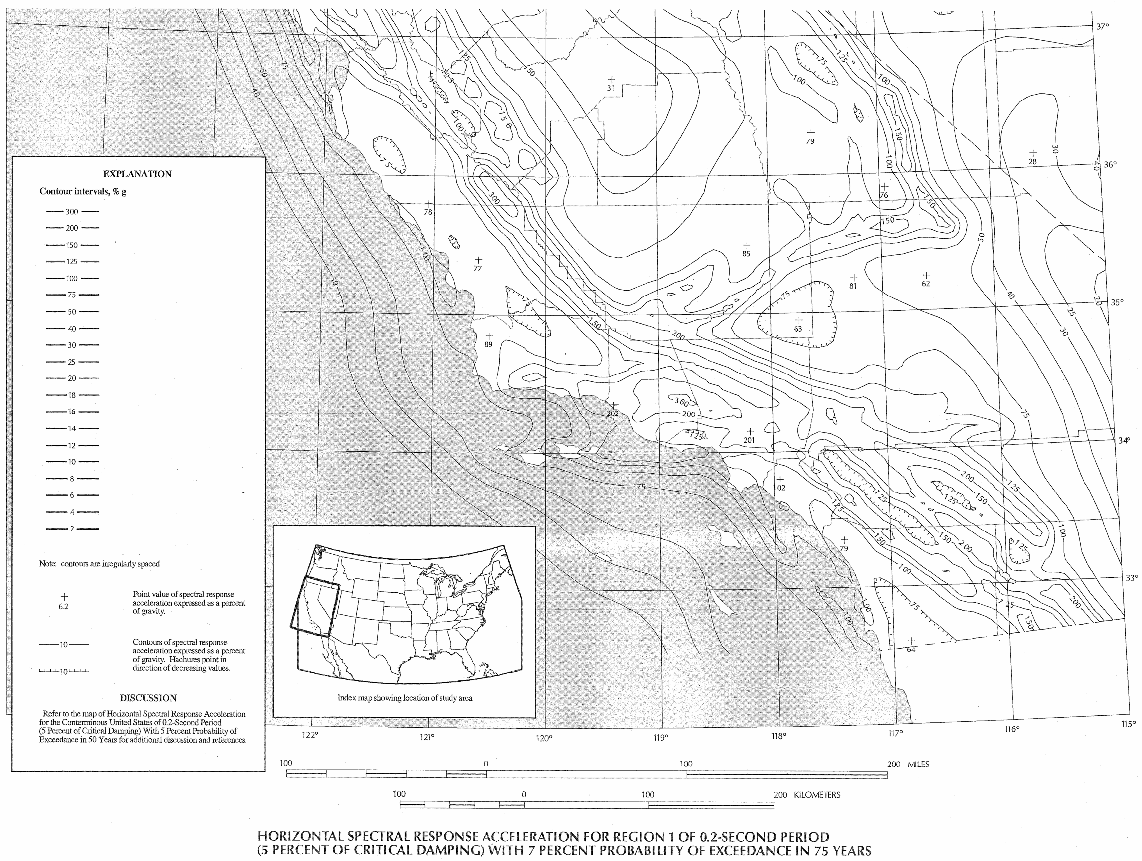


Figure 3.4.1-6b Horizontal Response Spectral Acceleration for Region (Lower Portion) at Period of 0.2 Seconds (S_S) With 7 Percent Probability of Exceedance in 75 Years (Approx. 1000 Year Return Period) and 5 Percent Critical Damping.

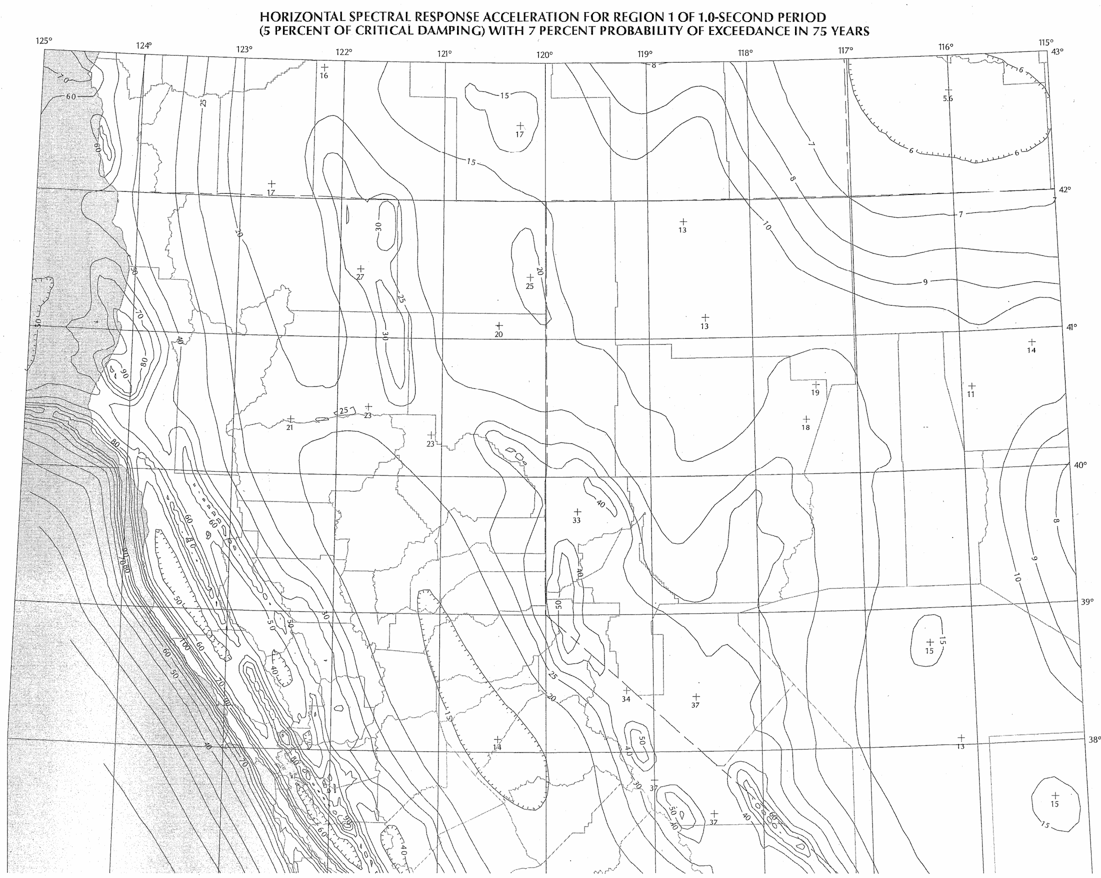


Figure 3.4.1-7a Horizontal Response Spectral Acceleration for Region 1 (Upper Portion) at Period of 1.0 Seconds (S_1) With 7 Percent Probability of Exceedance in 75 Years (Approx. 1000 Year Return Period) and 5 Percent Critical Damping.

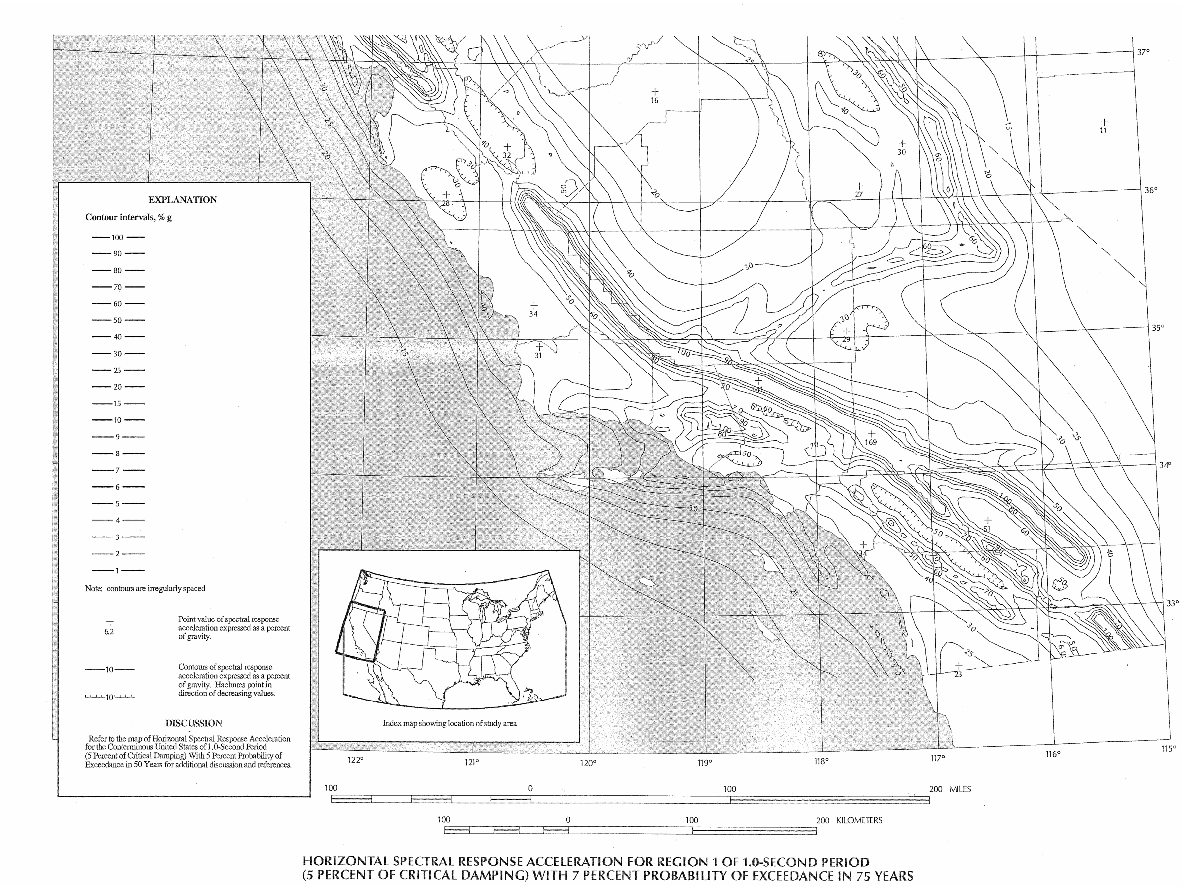


Figure 3.4.1-7b Horizontal Response Spectral Acceleration for Region (Lower Portion) at Period of 1.0 Seconds (S_1) With 7 Percent Probability of Exceedance in 75 Years (Approx. 1000 Year Return Period) and 5 Percent Critical Damping.

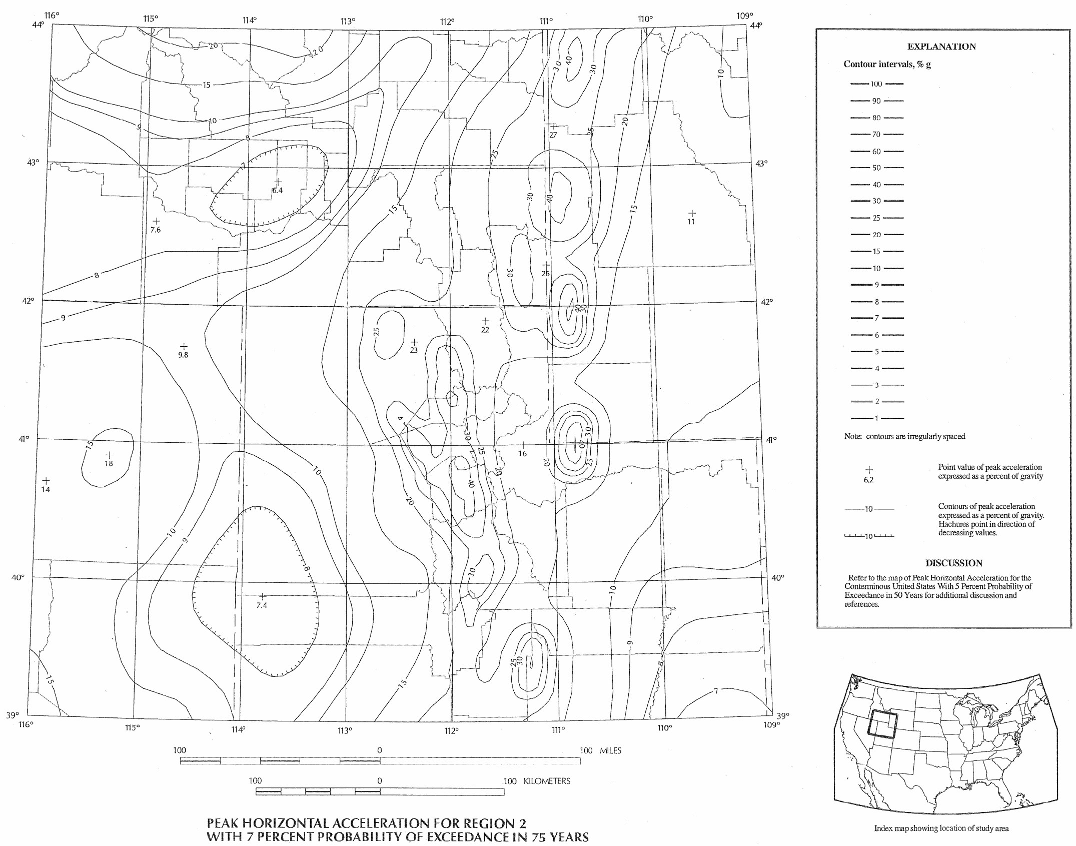


Figure 3.4.1-8 Peak Horizontal Ground Acceleration for Region 2 With 7 Percent Probability of Exceedance in 75 Years (Approx. 1000 Year Return Period).

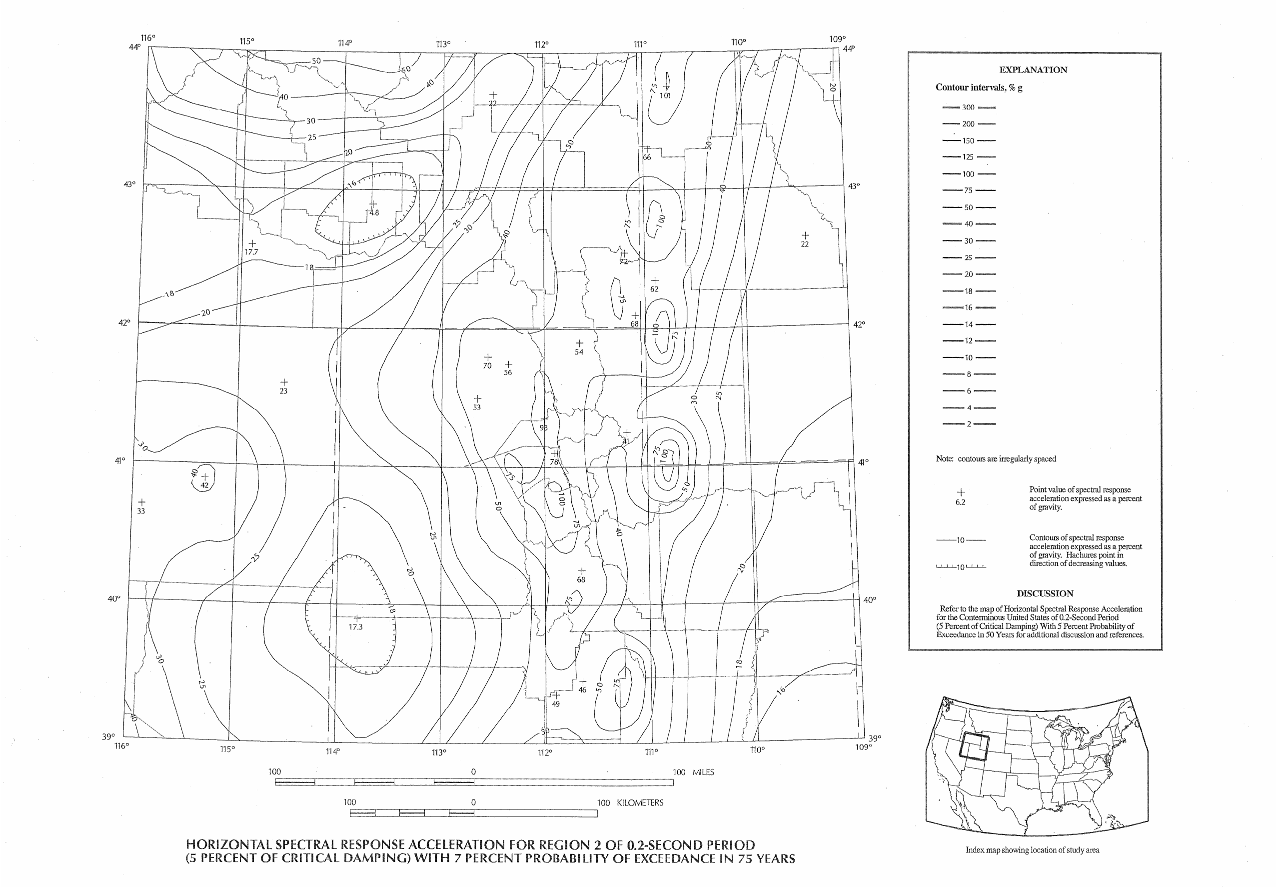


Figure 3.4.1-9 Horizontal Response Spectral Acceleration for Region 2 at Period of 0.2 Seconds (S_s) With 7 Percent Probability of Exceedance in 75 Years (Approx. 1000 Year Return Period) and 5 Percent Critical Damping.

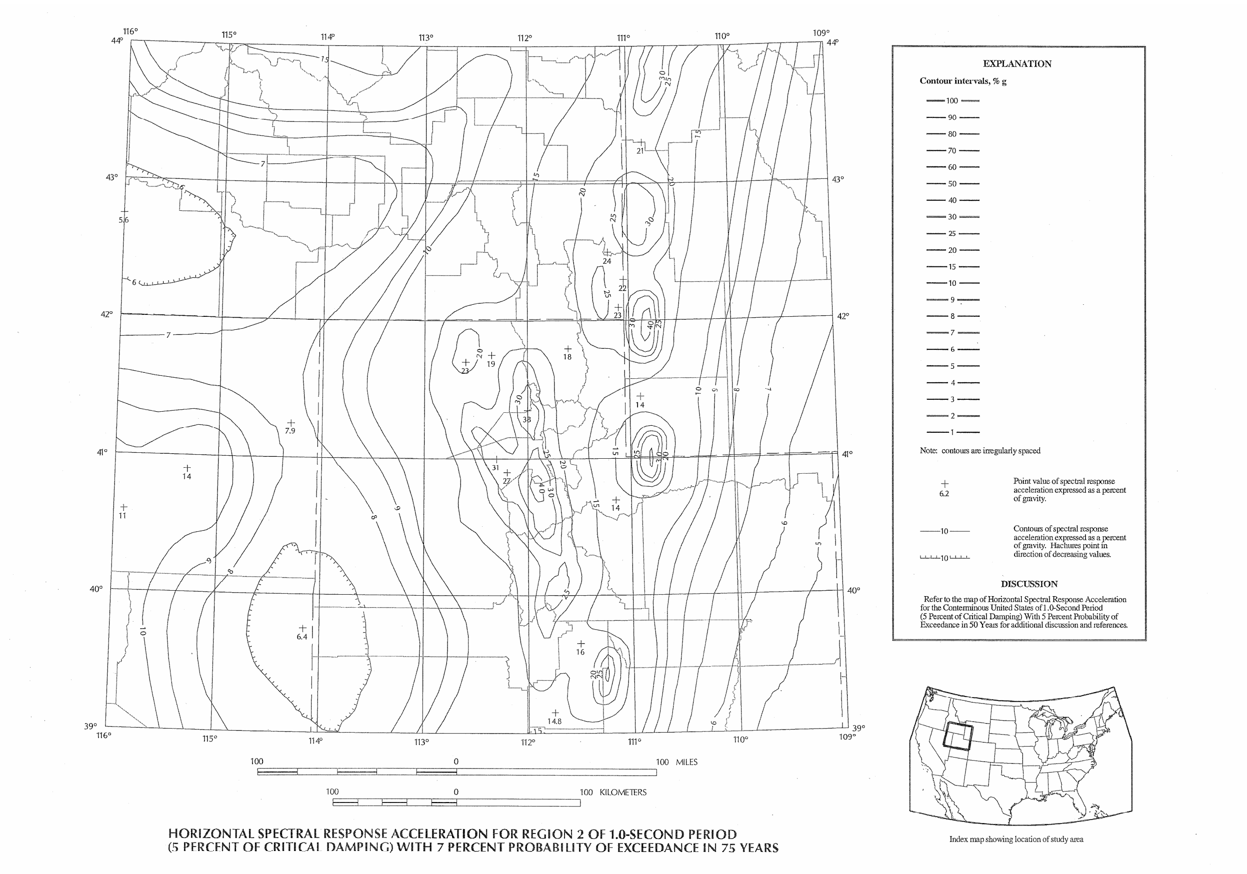


Figure 3.4.1-10 Horizontal Response Spectral Acceleration for Region 2 at Period of 1.0 Seconds (S_1) With 7 Percent Probability of Exceedance in 75 Years (Approx. 1000 Year Return Period) and 5 Percent Critical Damping.

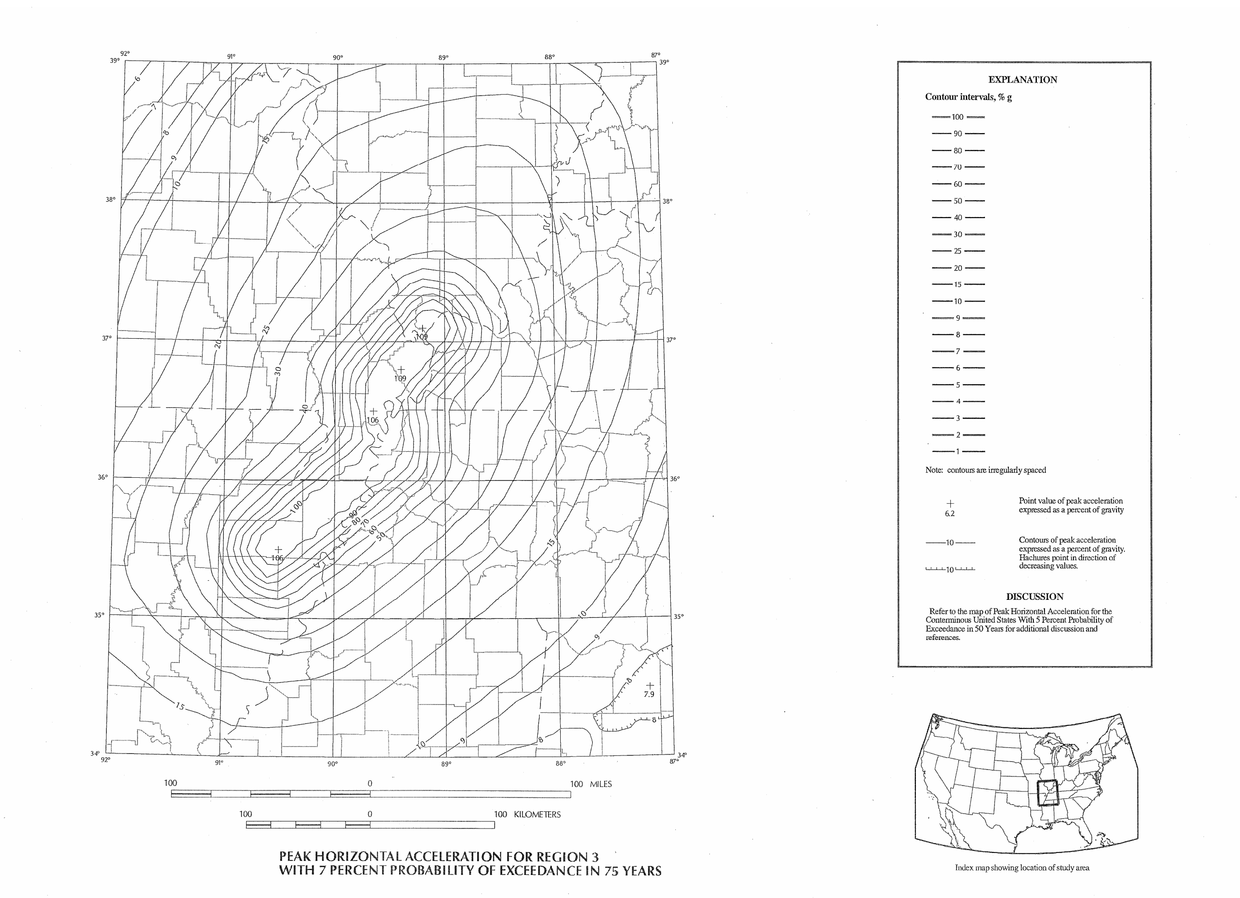


Figure 3.4.1-11 Peak Horizontal Ground Acceleration for Region 3 With 7 Percent Probability of Exceedance in 75 Years (Approx. 1000 Year Return Period).

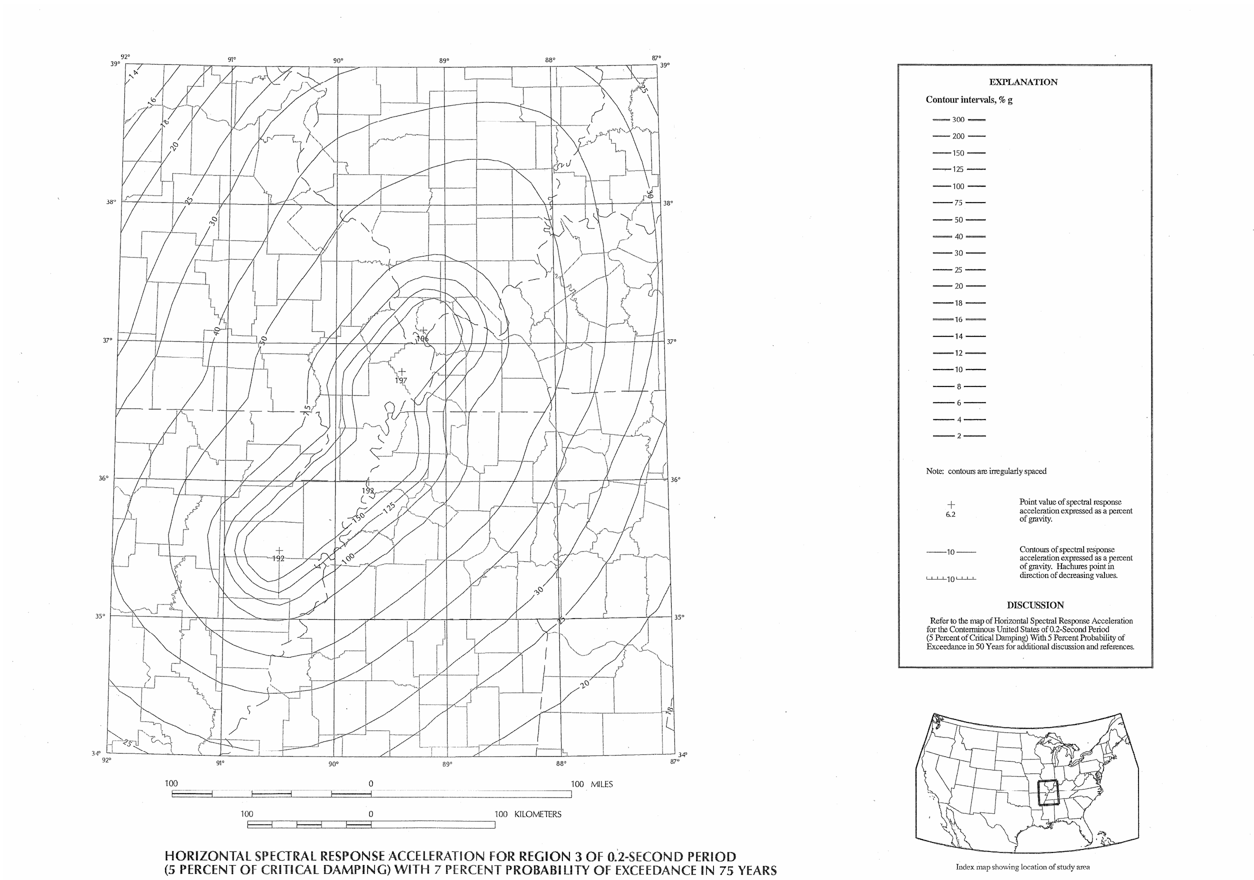


Figure 3.4.1-12 Horizontal Response Spectral Acceleration for Region 3 at Period of 0.2 Seconds (S_s) With 7 Percent Probability of Exceedance in 75 Years (Approx. 1000 Year Return Period) and 5 Percent Critical Damping.

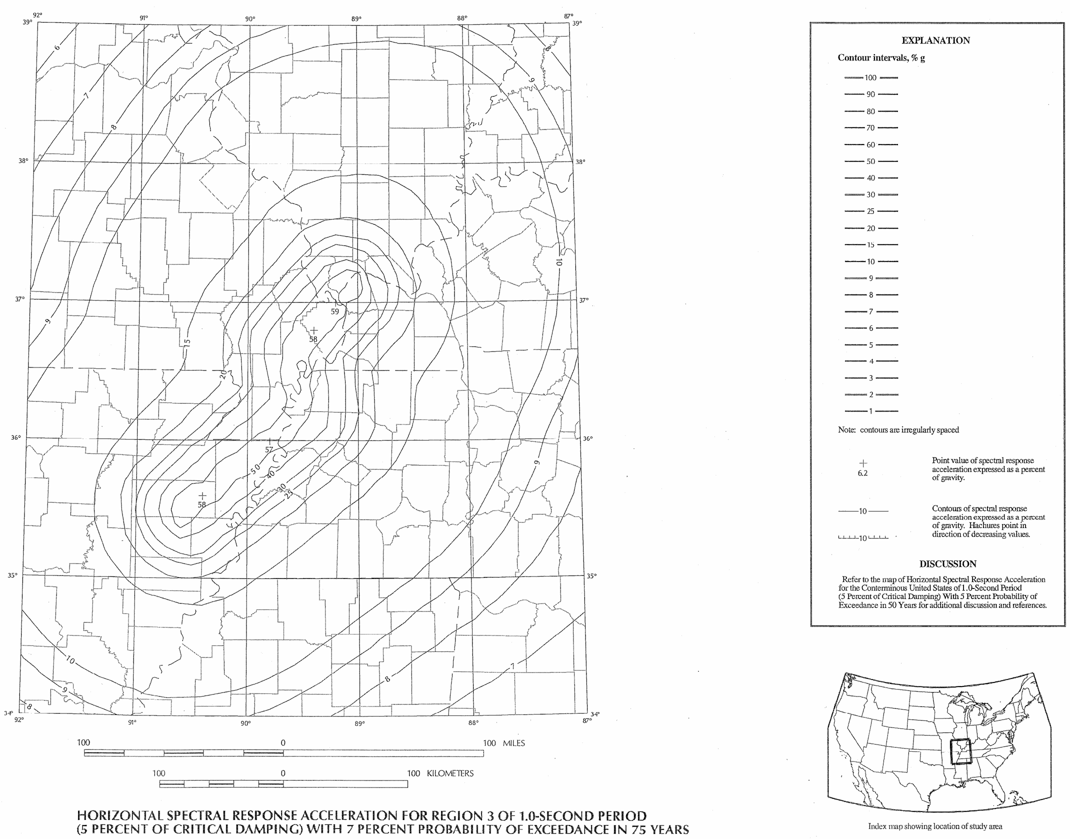


Figure 3.4.1-13 Horizontal Response Spectral Acceleration for Region 3 at Period of 1.0 Seconds (S_1) With 7 Percent Probability of Exceedance in 75 Years (Approx. 1000 Year Return Period) and 5 Percent Critical Damping.

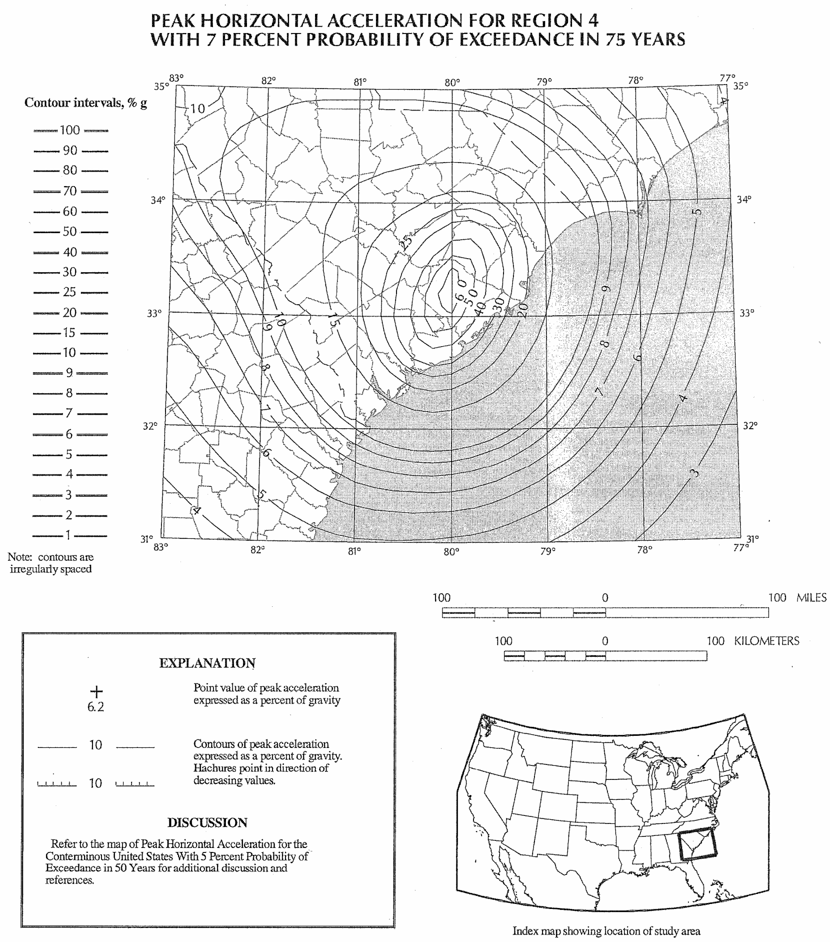


Figure 3.4.1-14 Peak Horizontal Ground Acceleration for Region 4 With 7 Percent Probability of Exceedance in 75 Years (Approx. 1000 Year Return Period).

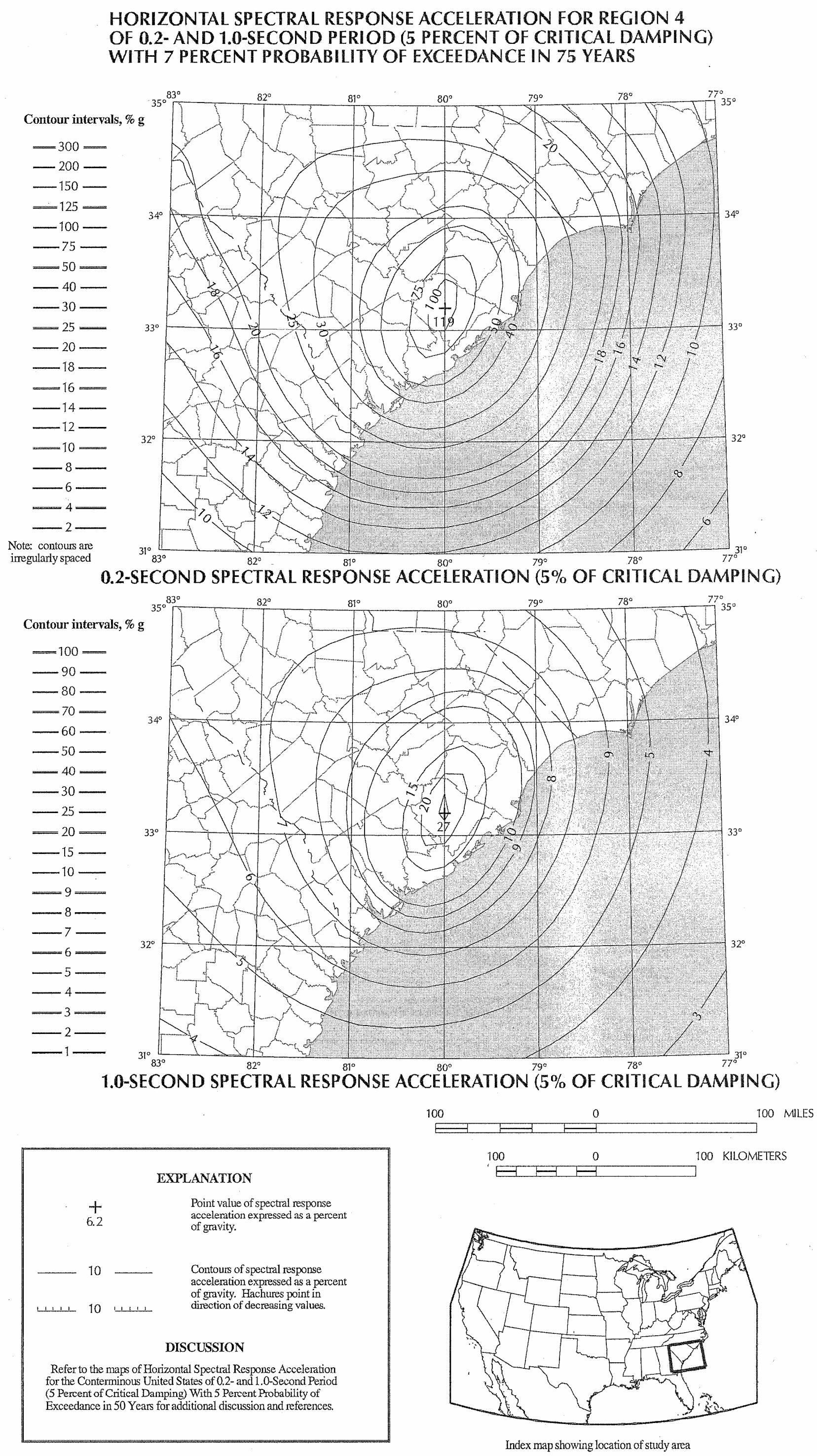


Figure 3.4.1-15 Horizontal Response Spectral Acceleration for Region 4 at Periods of 0.2 and 1.0 Seconds (S_s and S_1) With 7 Percent Probability of Exceedance in 75 Years (Approx. 1000 Year Return Period) and 5 Percent Critical Damping.

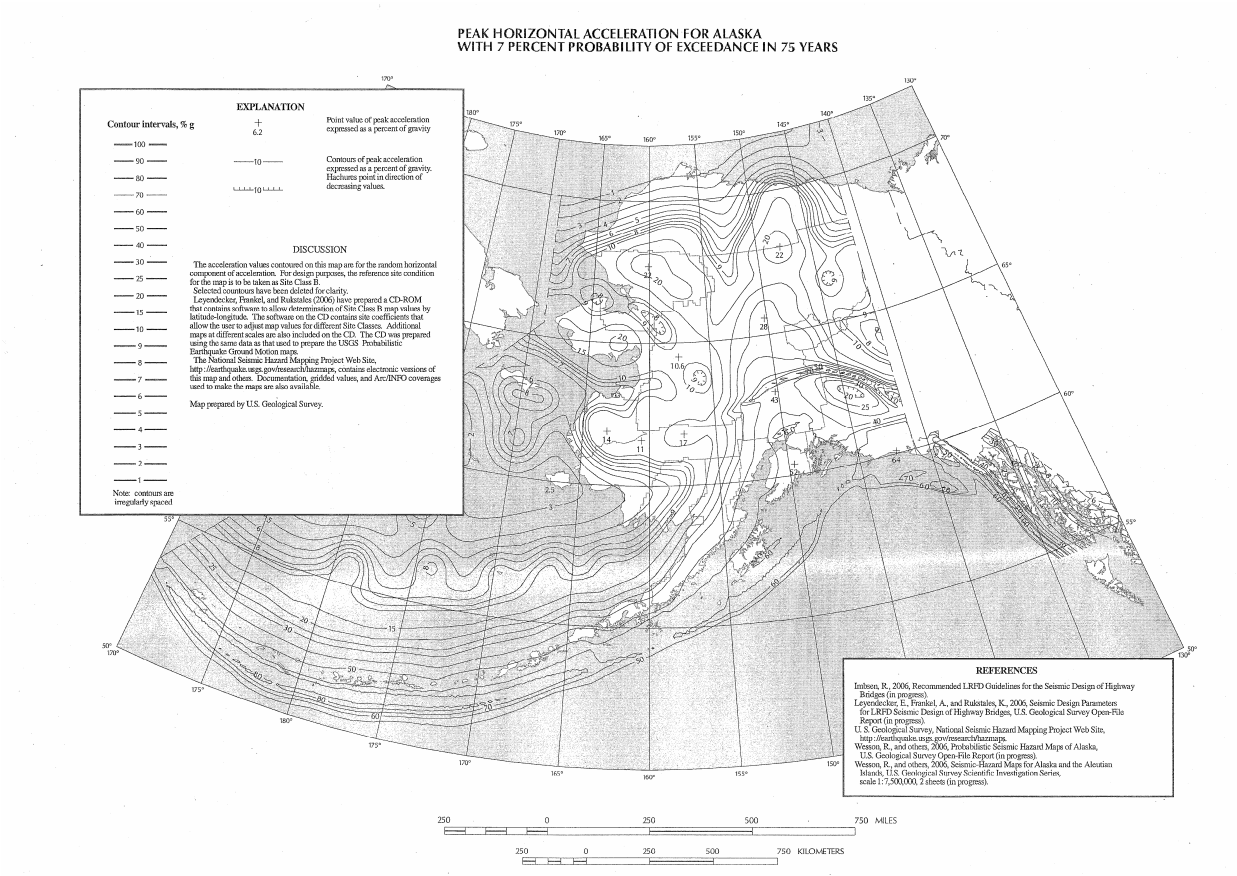


Figure 3.4.1-16 Peak Horizontal Ground Acceleration for Alaska With 7 Percent Probability of Exceedance in 75 Years (Approx. 1000 Year Return Period).

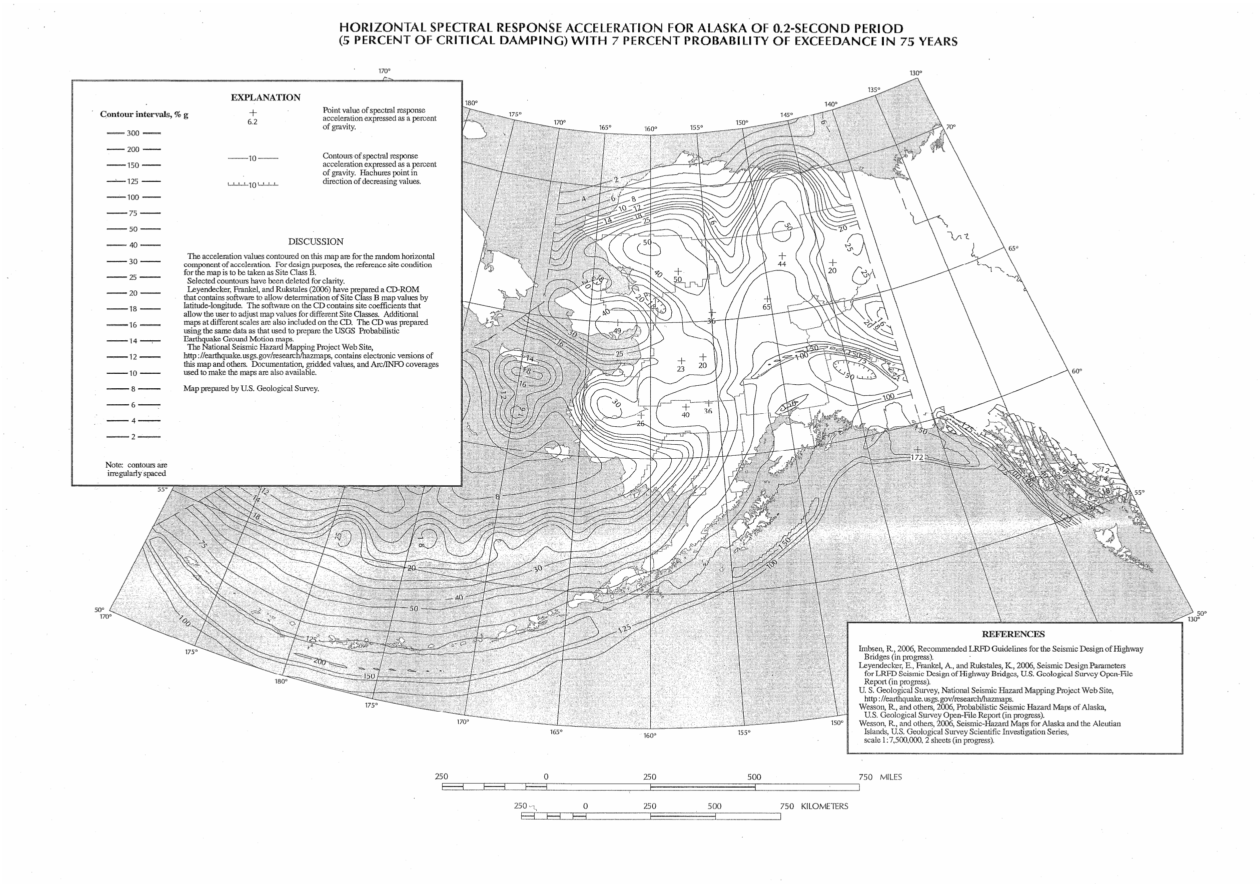


Figure 3.4.1-17 Horizontal Response Spectral Acceleration for Alaska at Period of 0.2 Seconds (S_S) With 7 Percent Probability of Exceedance in 75 Years (Approx. 1000 Year Return Period) and 5 Percent Critical Damping.

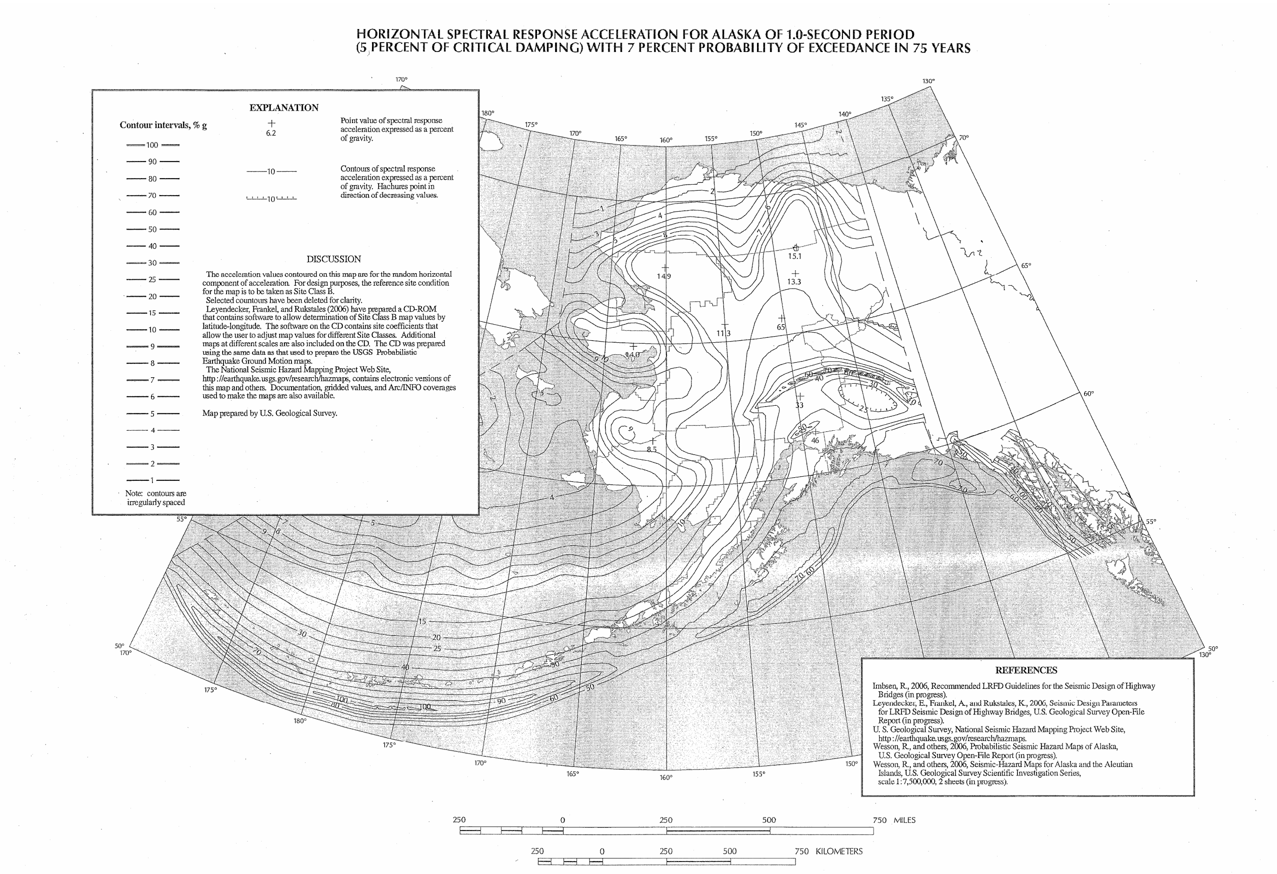


Figure 3.4.1-18 Horizontal Response Spectral Acceleration for Alaska at Period of 1.0 Seconds (S_1) With 7 Percent Probability of Exceedance in 75 Years (Approx. 1000 Year Return Period) and 5 Percent Critical Damping.

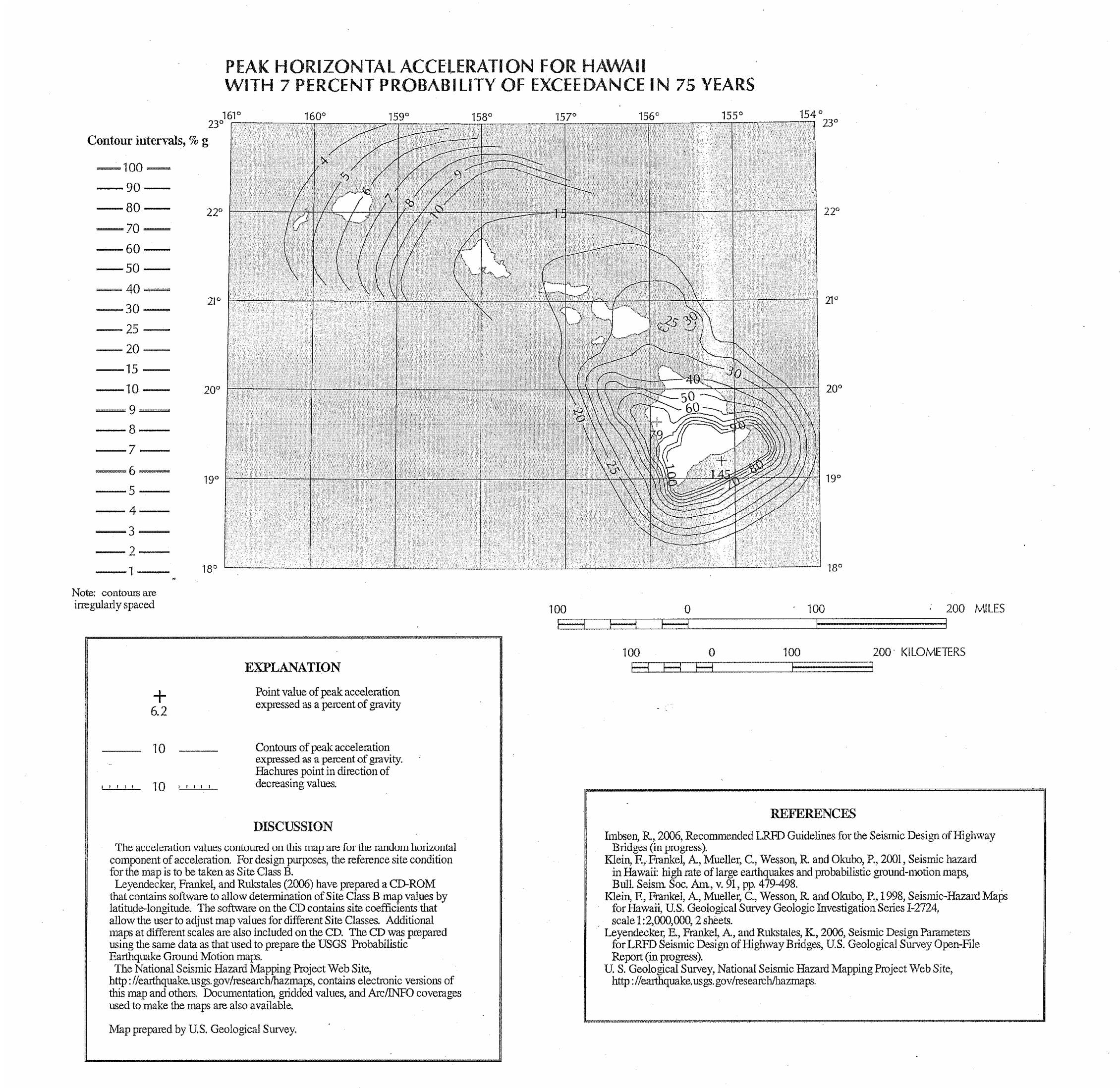
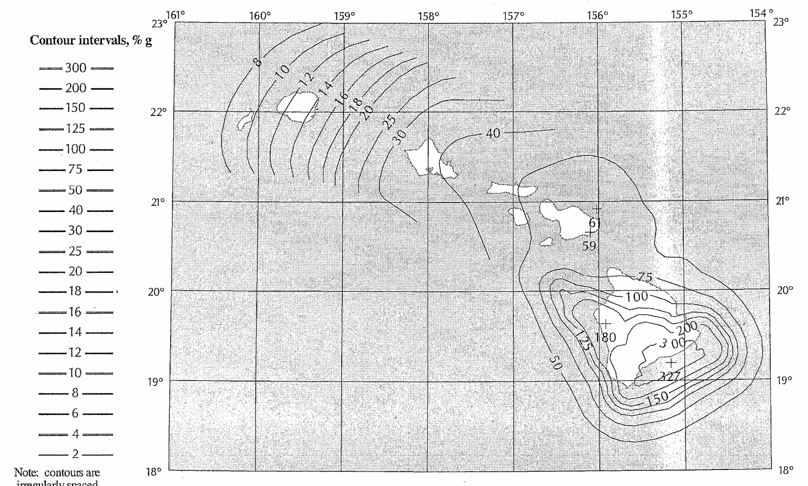
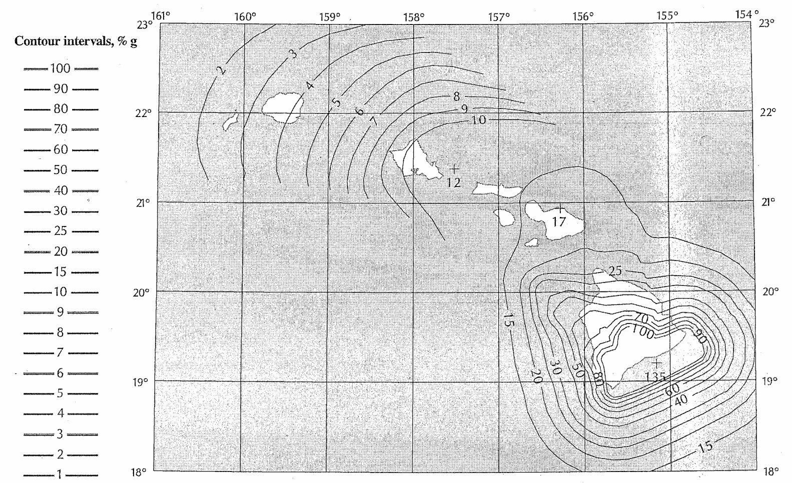


Figure 3.4.1-19 Peak Horizontal Ground Acceleration for Hawaii With 7 Percent Probability of Exceedance in 75 Years (Approx. 1000 Year Return Period).

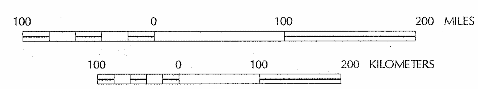
HORIZONTAL SPECTRAL RESPONSE ACCELERATION FOR HAWAII
OF 0.2- AND 1.0-SECOND PERIOD (5 PERCENT OF CRITICAL DAMPING)
WITH 7 PERCENT PROBABILITY OF EXCEEDANCE IN 75 YEARS



0.2-SECOND SPECTRAL RESPONSE ACCELERATION (5% OF CRITICAL DAMPING)



1.0-SECOND SPECTRAL RESPONSE ACCELERATION (5% OF CRITICAL DAMPING)



EXPLANATION

+ 6.2 — Point value of spectral response acceleration expressed as a percent of gravity.

—— 10 —— / ⊥⊥⊥⊥ 10 ⊥⊥⊥⊥ — Contours of spectral response acceleration expressed as a percent of gravity. Hachures point in direction of decreasing values.

DISCUSSION

The acceleration values contoured on this map are for the random horizontal component of acceleration. For design purposes, the reference site condition for the map is to be taken as Site Class B.

Leyendecker, Frankel, and Rukstales (2006) have prepared a CD-ROM that contains software to allow determination of Site Class B map values by latitude-longitude. The software on the CD contains site coefficients that allow the user to adjust map values for different Site Classes. Additional maps at different scales are also included on the CD. The CD was prepared using the same data as that used to prepare the USGS Probabilistic Earthquake Ground Motion maps.

The National Seismic Hazard Mapping Project Web Site, http://earthquake.usgs.gov/research/hazmaps, contains electronic versions of this map and others. Documentation, gridded values, and Arc/INFO coverages used to make the maps are also available.

Map prepared by U.S. Geological Survey.

REFERENCES

Imbsen, R., 2006, Recommended LRFD Guidelines for the Seismic Design of Highway Bridges (in progress).

Klein, F., Frankel, A., Mueller, C., Wesson, R. and Okubo, P., 2001, Seismic hazard in Hawaii: high rate of large earthquakes and probabilistic ground-motion maps, Bull. Seism. Soc. Am., v. 91, pp. 479-498.

Klein, F., Frankel, A., Mueller, C., Wesson, R. and Okubo, P., 1998, Seismic-Hazard Maps for Hawaii, U.S. Geological Survey Geologic Investigation Series I-2724, scale 1:2,000,000, 2 sheets.

Leyendecker, E., Frankel, A., and Rukstales, K., 2006, Seismic Design Parameters for LRFD Seismic Design of Highway Bridges, U.S. Geological Survey Open-File Report (in progress).

U. S. Geological Survey, National Seismic Hazard Mapping Project Web Site, http://earthquake.usgs.gov/research/hazmaps.

Figure 3.4.1-20 Horizontal Response Spectral Acceleration for Hawaii at Periods of 0.2 and 1.0 Seconds (S_s and S_1) With 7 Percent Probability of Exceedance in 75 Years (Approx. 1000 Year Return Period) and 5 Percent Critical Damping.

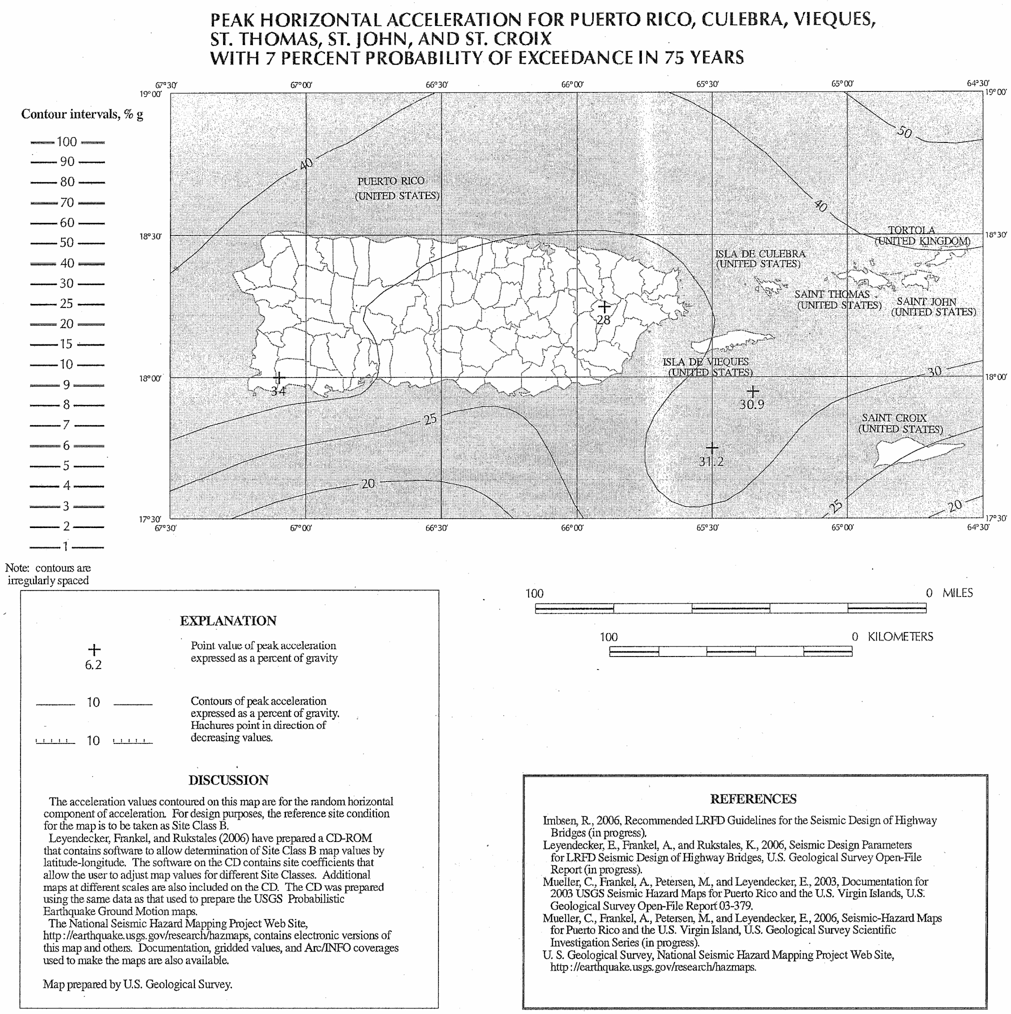
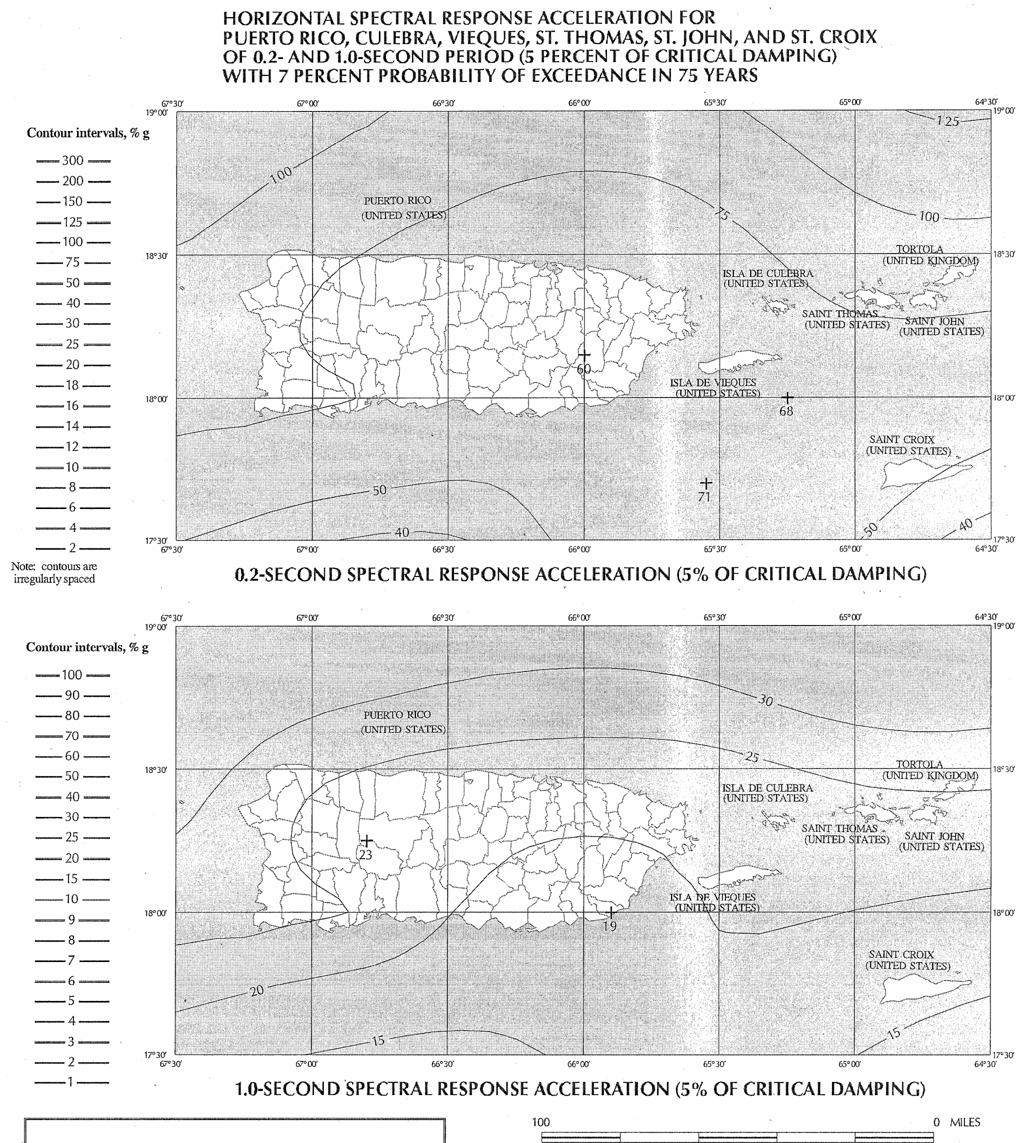


Figure 3.4.1-21 Peak Horizontal Ground Acceleration for Puerto Rico, Culebra, Vieques, St. Thomas, St. John, and St. Croix With 7 Percent Probability of Exceedance in 75 Years (Approx. 1000 Year Return Period).



EXPLANATION

+ 6.2 — Point value of spectral response acceleration expressed as a percent of gravity.

10 — Contours of spectral response acceleration expressed as a percent of gravity. Hachures point in direction of decreasing values.

DISCUSSION

The acceleration values contoured on this map are for the random horizontal component of acceleration. For design purposes, the reference site condition for the map is to be taken as Site Class B.

Leyendecker, Frankel, and Rukstales (2006) have prepared a CD-ROM that contains software to allow determination of Site Class B map values by latitude-longitude. The software on the CD contains site coefficients that allow the user to adjust map values for different Site Classes. Additional maps at different scales are also included on the CD. The CD was prepared using the same data as that used to prepare the USGS Probabilistic Earthquake Ground Motion maps.

The National Seismic Hazard Mapping Project Web Site, http://earthquake.usgs.gov/research/hazmaps, contains electronic versions of this map and others. Documentation, gridded values, and Arc/INFO coverages used to make the maps are also available.

Map prepared by U.S. Geological Survey.

REFERENCES

Imbsen, R., 2006, Recommended LRFD Guidelines for the Seismic Design of Highway Bridges (in progress).

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Mueller, C., Frankel, A., Petersen, M., and Leyendecker, E., 2003, Documentation for 2003 USGS Seismic Hazard Maps for Puerto Rico and the U.S. Virgin Islands, U.S. Geological Survey Open-File Report 03-379.

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U. S. Geological Survey, National Seismic Hazard Mapping Project Web Site, http://earthquake.usgs.gov/research/hazmaps.

Figure 3.4.1-22 Horizontal Response Spectral Acceleration for Puerto Rico, Culebra, Vieques, St. Thomas, St. John, and St. Croix at Periods of 0.2 and 1.0 Seconds (S_s and S_1) With 7 Percent Probability of Exceedance in 75 Years (Approx. 1000 Year Return Period) and 5 Percent Critical Damping.

3.4.2 Site Effects on Ground Motions

The generalized site classes and site factors described in this article shall be used with the general procedure for constructing response spectra described in Article 3.4.1. Site-specific analysis of soil response effects shall be conducted where required by Article 3.4 and in accordance with the requirements in Article 3.4.3 and Table 1 Site Classification.

If geological conditions at the abutments and intermediate piers result in different soil classification, then the design response spectra may be determined based upon the site-specific procedures outlined in Article 3.4.3. In lieu of the site-specific procedures and under guidance from the geotechnical engineer, the design response spectra may be determined as the envelope of the individual response spectra at each support.

C3.4.2

The site classes and site factors described in this article were originally recommended at a site response workshop in 1992 (Martin, ed., 1994). Subsequently they were adopted in the seismic design criteria of Caltrans , the 1994 and the 1997 edition of the *NEHRP Recommended Provisions for Seismic Regulations for New Buildings and Other Structures* (BSSC, 1995, 1998), the 1997 *Uniform Building Code* (ICBO, 1997) and the 2000 *International Building Code* (ICC, 2000). The bases for the adopted site classes and site factors are described by Martin and Dobry (1994) and Rinne (1994).

Procedures described in this article were originally developed for computing ground motions at the ground surface for relatively uniform site conditions. Depending on the site classification and the level of the ground motion, the motion at the surface could be different from the motion at depth. This creates some question as to the location of the motion to use in the bridge design. It is also possible that the soil conditions at the two abutments are different or they differ at the abutments and interior piers. An example would be where one abutment is on firm ground or rock and the other is on a loose fill. These variations are not always easily handled by simplified procedures described in this commentary. For critical bridges it may be necessary to use more rigorous numerical modeling to represent these conditions. The decision to use more rigorous numerical modeling should be made after detailed discussion of the benefits and limitations of more rigorous modeling between the bridge and geotechnical engineers.

Table 3.4.2-1 Site Classification.

Site Class	$\bar{v}_s$ #	$\bar{N}$ **or** $\bar{N}_{ch}$ +	$\bar{s}_u$ *
A	> 5000 ft./sec.	_	_
B	2500 to 5000 ft./sec.	_	_
C	1200 to 2500 ft./sec.	> 50 blows/ft.	> 2000 psf
D	600 to 1200 ft./sec.	15 to 50 blows/ft.	1000 to 2000 psf
E	<600 ft./sec.	<15 blows/ft.	<1000 psf

Table note: If the $\bar{s}_u$ method is used and the $\bar{N}_{ch}$ and $\bar{s}_u$ criteria differ, select the category with the softer soils (for example, use Site Class E instead of D).

$\bar{v}_s$ Average shear wave velocity in the top 100 ft. (Article 3.4.2.2)

* $\bar{s}_u$ Average undrained shear strength in the top 100 ft. (Article 3.4.2.2)

+ $\bar{N}$ Average standard penetration resistance for the top 100 ft. (Article 3.4.2.2)

$\bar{N}_{ch}$ Average standard penetration resistance of cohesionless soil layers for the top 100 ft. (Article 3.4.2.2)

3.4.2.1 Site Class Definitions

The site shall be classified as one of the following classes (Table 3.4.2-1) according to the average shear wave velocity, Standard Penetration Test (SPT) blow count (N-value), or undrained shear strength in the upper 100 ft. of site profile. Procedures given in Article 3.4.2.2 shall be used to determine the average condition for varying profile conditions. The Site Classes shown in Table 3.4.2-1 are described in further detail below:

A. Hard rock with measured shear wave velocity, $\bar{v}_s > 5000$ ft./sec.

B. Rock with 2500 ft./sec. $< \bar{v}_s \leq 5000$ ft./sec.

C. Very dense soil and soft rock with 1200 ft./sec. $< \bar{v}_s \leq 2500$ ft./sec. or with either $\bar{N} > 50$ blows/ft. or $\bar{s}_u > 2000$ psf

D. Stiff soil with 600 ft./sec. $\leq \bar{v}_s \leq 1200$ ft./sec. or with either $15 \leq \bar{N} \leq 50$ blows/ft. or 1000 psf $\leq \bar{s}_u \leq 2000$ psf

E. A soil profile with $\bar{v}_s < 600$ ft./sec. or with either $\bar{N} < 15$ blows/ft. or $\bar{s}_u < 1000$ psf, or any profile with more than 10 ft. of soft clay defined as soil with $PI > 20$, the moisture content, $w \geq 40\%$, and $\bar{s}_u < 500$ psf

F. Soils requiring site-specific evaluations:

   a. Peats and/or highly organic clays ($H > 10$ ft. of peat and/or highly organic clay where H = thickness of soil)

   b. Very high plasticity clays ($H > 25$ ft. with $PI > 75$)

   c. Very thick soft/medium stiff clays ($H > 120$ ft.)

For preliminary design Site Classes E or F need not be assumed unless the authority having jurisdiction determines that Site Classes E or F could be present at the site or in the event that Site Classes E or F are established by geotechnical data.

The shear wave velocity for rock, Site Class B, shall be either measured on site or estimated on the basis of shear wave velocities in similar competent rock with moderate fracturing and weathering. Softer and more highly fractured and weathered rock shall either be measured on site for shear wave velocity or classified as Site Class C.

C3.4.2.1

Steps for Classifying a Site (also see Table 3.4.2-1):

Step 1: Check the site against the three categories of Site Class F, requiring site-specific evaluation. If the site corresponds to any of these categories, classify the site as Site Class F and conduct a site-specific evaluation.

Step 2: Categorize the site using one of the following three methods, with $\bar{v}_s$, $\bar{N}$, and $\bar{s}_u$ computed in all cases as specified by the definitions in Article 3.4.2.2:

Method a: $\bar{v}_s$ for the top 100 ft. ($\bar{v}_s$ method)

Method b: $\bar{N}$ for the top 100 ft. ($\bar{N}$ method)

Method c: $\bar{N}_{ch}$ for cohesionless soil layers ($PI < 20$) in the top 100 ft. and average $\bar{s}_u$ for cohesive soil layers ($PI > 20$) in the top 100 ft. ($\bar{s}_u$ method)

$\bar{N}_{ch}$ and $\bar{s}_u$ are averaged over the respective thickness of cohesionless and cohesive soil layers within the upper 100 ft. Refer to Article 3.4.2.2 for equations for calculating average parameter values for the methods a, b, and c above. If method c is used, the site class is determined as the softer site class resulting from the averaging to obtain $\bar{N}_{ch}$ and $\bar{s}_u$ (for example, if $\bar{N}_{ch}$ were equal to 20 blows/ft. and $\bar{s}_u$ were equal to 800 psf, the site would classify as E in accordance with Table 3.4.2-1). Note that when using method b, $\bar{N}$ values are for both cohesionless and cohesive soil layers within the upper 100 ft.

As described in Article C3.4.2.2, it may be appropriate in some cases to define the ground motion at depth, below a soft surficial layer, if the surficial layer would not significantly influence bridge response. In this case, the Site Class may be determined on the basis of the soil profile characteristics below the surficial layer.

Within Site Class F (soils requiring site-specific evaluation), one category has been deleted in these specifications from the four categories contained in the previously cited codes and documents. This category consists of soils vulnerable to potential failure or collapse under seismic loading, such as liquefiable soils, quick and highly sensitive clays, and collapsible, weakly cemented soils. It was judged that special analyses for the purpose of refining site ground-motion amplifications for these soils was too severe a requirement for ordinary bridge design because such analyses would require utilization of effective stress and strength-degrading nonlinear analyses that are difficult to conduct. Also, limited case-history data and analysis results indicate that liquefaction reduces

The hard rock, Site Class A, category shall be supported by shear wave velocity measurements either on site or on profiles of the same rock type in the same formation with an equal or greater degree of weathering and fracturing. Where hard rock conditions are known to be continuous to a depth of 100 ft. surficial shear wave velocity measurements may be extrapolated to assess $\bar{v}_s$.

The rock categories, Site Classes A and B, shall not be used if there is more than 10 ft. of soil between the rock surface and the bottom of the spread footing or mat foundation.

PI is the plasticity index, ASTM D4318-93. *w* is the moisture content in percent, ASTM D2216-92.

spectral response rather than increases it, except at long periods in some cases. Because of the general reduction in response spectral amplitudes due to liquefaction, the designer may wish to consider special analysis of site response for liquefiable soil sites to avoid excessive conservatism in assessing bridge inertia loads when liquefaction occurs. Site-specific analyses are required for major or very important structures in some cases (Article 3.4), so that appropriate analysis techniques would be used for such structures. The deletion of liquefiable soils from Site Class F only affects the requirement to conduct site-specific analyses for the purpose of determining ground motion amplification through these soils. It is still required to evaluate liquefaction occurrence and its effect on a bridge as specified in Article 6.8.

3.4.2.2 Definitions of Site Class Parameters

The definitions presented below apply to the upper 100 ft. of the site profile. Profiles containing distinctly different soil layers shall be subdivided into those layers designated by a number that ranges from 1 to *n* at the bottom where there are a total of *n* distinct layers in the upper 100 ft. The subscript *i* then refers to any one of the layers between 1 and *n.*

The average $\bar{v}_s$ for the layer shall be taken as:

$$\bar{v}_s = \frac{\sum_{i=1}^{n} d_i}{\sum_{i=1}^{n} \frac{d_i}{v_{si}}} \qquad (3.4.2.2\text{-}1)$$

where:

$\sum_{i=1}^{n} d_i$ = thickness of upper soil layers = 100 ft.

d_i = thickness of "i^{th}" soil layer (ft.)

n = total number of distinctive soil layers in the upper 100 ft. of the site profile below the bridge foundation

v_{si} = shear wave velocity of "i^{th}" soil layer (ft./sec.)

$\bar{N}$ shall be taken as:

$$\bar{N} = \frac{\sum_{i=1}^{n} d_i}{\sum_{i=1}^{n} \frac{d_i}{N_i}} \qquad (3.4.2.2\text{-}2)$$

where:

C3.4.2.2

An alternative to applying Eqs. 2, 3, and 4 to obtain values for $\bar{N}$, $\bar{N}_{ch}$ and $\bar{s}_u$ is to convert the N-values or s_u values into estimated shear wave velocities and then to apply Eq. 1. Procedures given in Kramer (1996) can be used for these conversions.

If the site profile is particularly non-uniform, or if the average velocity computed in this manner does not appear reasonable, or if the project involves special design issues, it may be desirable to conduct shear-wave velocity measurements.. In all evaluations of site classification, the shear-wave velocity should be viewed as the fundamental soil property, as this was used when conducting the original studies defining the site categories.

Depth of Motion Determination. For short bridges that involve a limited number of spans, the motion at the abutment will generally be the primary mechanism by which energy is transferred from the ground to the bridge superstructure. If the abutment is backed by an earth approach fill, the site classification should be determined at the base of the approach fill. The potential effects of the approach fill overburden pressure on the shear-wave velocity of the soil should be accounted for in the determination of site classification.

For long bridges it may be necessary to determine the site classification at an interior pier. If this pier is supported on spread footings, then the motion computed at the ground surface is appropriate. However, if deep foundations (i.e., driven piles or drilled shafts) are used to support the pier, then the location of the motion will depend on the horizontal stiffness of the soil-cap system relative to the horizontal stiffness of the soil-pile system. If the pile cap is the stiffer of the two, then the motion should be defined at the pile cap. If the pile cap provides little horizontal stiffness or if there is no pile cap (i.e., pile extension), then the controlling motion will likely be at some depth below the ground surface. Typically this will be approximately 4 to 7 pile diameters below the pile cap or where a large change in soil stiffness occurs. The determination of this elevation requires considerable judgment and should be discussed by the geotechnical and

N_i = standard penetration resistance as measured directly in the filed, uncorrected blow count, of "i^{th}" soil layer not to exceed 100 (blows/ft.)

$\overline{N}_{ch}$ shall be taken as:

$$\overline{N}_{ch} = \frac{\sum_{i=1}^{m} d_i}{\sum_{i=1}^{m} \frac{d_i}{N_i}} \tag{3.4.2.2-3}$$

where:

m = total number of cohesionless soil layers in the upper 100 ft. of the site profile below the bridge foundation

$\overline{s}_u$ shall be taken as:

$$\overline{s}_u = \frac{\sum_{i=1}^{k} d_i}{\sum_{i=1}^{k} \frac{d_i}{s_{ui}}} \tag{3.4.2.2-4}$$

where:

k = total number of cohesive soil layers in the upper 100 ft. of the site profile below the bridge foundation

s_{ui} = undrained shear strength of "i^{th}" soil layer not to exceed 5 (ksf)

3.4.2.3 Site Coefficients

Site coefficients for the short-period range (F_a) and for the long-period range (F_v) are given in Tables 1 and 2, respectively. Application of these coefficients to determine elastic seismic response coefficients of ground motion is described in Article 3.4.1.

bridge engineers.

For cases where the controlling motion is more appropriately specified at depth, site-specific ground response analyses can be conducted to establish ground motions at the point of fixity. This approach or alternatives to this approach should be used only with the owner's approval.

Table 3.4.2.3-1 Values of F_a as a Function of Site Class and Mapped Short-Period Spectral Acceleration Coefficient.

Site Class	Mapped Spectral Response Acceleration Coefficient at Short Periods				
	$S_s \leq 0.25$	$S_s = 0.50$	$S_s = 0.75$	$S_s = 1.00$	$S_s \geq 1.25$
A	0.8	0.8	0.8	0.8	0.8
B	1.0	1.0	1.0	1.0	1.0
C	1.2	1.2	1.1	1.0	1.0
D	1.6	1.4	1.2	1.1	1.0
E	2.5	1.7	1.2	0.9	0.9
F	*a*	*a*	*a*	*a*	*a*

Table notes: Use straight line interpolation for intermediate values of S_s, where S_s is the spectral acceleration coefficient at 0.2 sec. obtained from the ground motion maps.
a: Site-specific geotechnical investigation and dynamic site response analyses shall be performed (Article 3.4.3).

Table 3.4.2.3-2 Values of F_v as a Function of Site Class and Mapped 1 Second Period Spectral Acceleration Coefficient.

Site Class	Mapped Spectral Response Acceleration Coefficient at 1 Second Periods				
	$S_1 \leq 0.1$	$S_1 = 0.2$	$S_1 = 0.3$	$S_1 = 0.4$	$S_1 \geq 0.5$
A	0.8	0.8	0.8	0.8	0.8
B	1.0	1.0	1.0	1.0	1.0
C	1.7	1.6	1.5	1.4	1.3
D	2.4	2.0	1.8	1.6	1.5
E	3.5	3.2	2.8	2.4	2.4
F	*a*	*a*	*a*	*a*	*a*

Table notes: Use straight line interpolation for intermediate values of S_1, where S_1 is the spectral acceleration coefficient at 1.0 sec. obtained from the ground motion maps.
a: Site-specific geotechnical investigation and dynamic site response analyses shall be performed (Article 3.4.3).

3.4.3 Response Spectra Based on Site-Specific Procedures

A site-specific procedure to develop design response spectra of earthquake ground motions shall be performed when required by Article 3.4 and may be performed for any site. The objective of the site-specific probabilistic ground-motion analysis is to generate a uniform-hazard acceleration response spectrum considering a 7% probability of exceedance in 75 years for spectral values over the entire period range of interest. This analysis involves establishing:

C3.4.3

The intent in conducting a site-specific probabilistic ground motion study is to develop ground motions that are more accurate for the local seismic and site conditions than can be determined from national ground motion maps and the procedure of Article 3.4.1. Accordingly, such studies should be comprehensive and incorporate current scientific interpretations at a regional scale. Because there are typically scientifically credible alternatives for models and parameter values used to characterize seismic sources and ground-motion attenuation, it is important to incorporate

1. The contributing seismic sources,
2. An upper-bound earthquake magnitude for each source zone,
3. Median attenuation relations for acceleration response spectral values and their associated standard deviations,
4. A magnitude-recurrence relation for each source zone, and
5. A fault-rupture-length relation for each contributing fault.

Uncertainties in source modeling and parameter values shall be taken into consideration. Detailed documentation of ground-motion analysis is required and shall be peer reviewed (Article C3.4.1).

Where analyses to determine site soil response effects are required by Articles 3.4 and 3.4.2.1 for Site Class F soils, the influence of the local soil conditions shall be determined based on site-specific geotechnical investigations and dynamic site response analyses.

For sites located within 6 miles of an active surface or shallow fault, as depicted in the USGS Active Fault Map, studies shall be considered to quantify near-fault effects on ground motions to determine if these could significantly influence the bridge response. The fault-normal component of near-field ($D < 6$ miles) motion may contain relatively long-duration velocity pulses which can cause severe nonlinear structural response, predictable only through nonlinear time-history analyses. For this case the recorded near-field horizontal components of motion need to be transformed into principal components before modifying them to be response-spectrum-compatible.

A deterministic spectrum may be utilized in regions having known active faults if the deterministic spectrum is no less than 2/3 of the probabilistic spectrum in the region of $0.5T_F$ to $2T_F$ of the spectrum where T_F is the bridge fundamental period. The deterministic spectrum shall be the envelope of a median spectra calculated for characteristic maximum magnitude earthquakes on known active faults. Alternatively, deterministic spectra may be defined for each fault, and each spectrum, or the spectrum that governs bridge response should be used.

When response spectra are determined from a site-specific study, the spectra shall not be lower than two-thirds of the response spectra determined using the general procedure of Article 3.4.1 in the region of $0.5T_F$ to $2T_F$ of the spectrum where T_F is the bridge fundamental period.

these uncertainties formally in a site-specific probabilistic analysis. Examples of these uncertainties include seismic source location, extent and geometry; maximum earthquake magnitude; earthquake recurrence rate; and ground-motion attenuation relationship.

Near-fault effects on horizontal response spectra include:

1. Higher ground motions due to the proximity of the active fault,
2. Directivity effects that increase ground motions for periods greater than 0.5 second if the fault rupture propagates toward the site, and
3. Directionality effects that increase ground motions for periods greater than 0.5 second in the direction normal (perpendicular) to the strike of the fault.

If the active fault is included and appropriately modeled in the development of national ground motion maps, then effect (1) is already included in the national ground motion maps. Effects (2) and (3) are not included in the national maps. These effects are significant only for periods longer than 0.5 second and normally would be evaluated only for essential or critical bridges having natural periods of vibration longer than 0.5 second. Further discussion of effects (2) and (3) are contained in Somerville (1997) and Somerville et al. (1997). The ratio of vertical-to-horizontal ground motions increases for short-period motions in the near-fault environment.

3.4.4 Acceleration Time-Histories

The development of time histories shall meet the requirements of this article. The developed time histories shall have characteristics that are representative of the

C3.4.4

Characteristics of the seismic environment of the site to be considered in selecting time-histories include: tectonic environment (e.g., subduction zone; shallow seismic environment of the site and the local site conditions.

Response-spectrum-compatible time histories shall be used as developed from representative recorded motions. Analytical techniques used for spectrum matching shall be demonstrated to be capable of achieving seismologically realistic time series that are similar to the time series of the initial time histories selected for spectrum matching.

When using recorded time histories, they shall be scaled to the approximate level of the design response spectrum in the period range of significance. Each time history shall be modified to be response-spectrum compatible using the time-domain procedure.

At least three response-spectrum-compatible time histories shall be used for each component of motion in representing the design earthquake (ground motions having 7% probability of exceedance in 75 years). The issue of requiring all three orthogonal components (x, y, and z) of design motion to be input simultaneously shall be considered as a requirement when conducting a nonlinear time-history analysis. The design actions shall be taken as the maximum response calculated for the three ground motions in each principal direction. If a minimum of seven time histories are used for each component of motion, the design actions may be taken as the mean response calculated for each principal direction.

For near-field sites (D < 6 miles) the recorded horizontal components of motion selected should represent a near-field condition and that they should be transformed into principal components before making them response-spectrum-compatible. The major principal component should then be used to represent motion in the fault-normal direction and the minor principal component should be used to represent motion in the fault-parallel direction.

crustal faults in western United States or similar crustal environment; eastern United States or similar crustal environment); earthquake magnitude; type of faulting (e.g., strike-slip; reverse; normal); seismic-source-to-site distance; local site conditions; and design or expected ground-motion characteristics (e.g., design response spectrum; duration of strong shaking; and special ground-motion characteristics such as near-fault characteristics). Dominant earthquake magnitudes and distances, which contribute principally to the probabilistic design response spectra at a site, as determined from national ground motion maps, can be obtained from deaggregation information on the U.S. Geological Survey website: http://geohazards.cr.usgs.gov/.

It is desirable to select time-histories that have been recorded under conditions similar to the seismic conditions at the site listed above, but compromises are usually required because of the multiple attributes of the seismic environment and the limited data bank of recorded time-histories. Selection of time-histories having similar earthquake magnitudes and distances, within reasonable ranges, are especially important parameters because they have a strong influence on response spectral content, response spectral shape, duration of strong shaking, and near-source ground-motion characteristics. It is desirable that selected recorded motions be somewhat similar in overall ground motion level and spectral shape to the design spectrum to avoid using very large scaling factors with recorded motions and very large changes in spectral content in the spectrum-matching approach. If the site is located within 6 miles of an active fault, then intermediate-to-long-period ground-motion pulses that are characteristic of near-source time-histories should be included if these types of ground motion characteristics could significantly influence structural response. Similarly, the high short-period spectral content of near-source vertical ground motions should be considered.

Ground-motion modeling methods of strong-motion seismology are being increasingly used to supplement the recorded ground-motion database. These methods are especially useful for seismic settings for which relatively few actual strong-motion recordings are available, such as in the central and eastern United States. Through analytical simulation of the earthquake rupture and wave-propagation process, these methods can produce seismologically reasonable time series.

Response spectrum matching approaches include methods in which time series adjustments are made in the time domain (Lilhanand and Tseng, 1988; Abrahamson, 1992) and those in which the adjustments are made in the frequency domain (Gasparini and Vanmarcke, 1976; Silva and Lee, 1987; Bolt and Gregor, 1993). Both of these approaches can be used to modify existing time-histories to achieve a close match to the design response spectrum while maintaining fairly well the basic time-domain character of the recorded or simulated time-histories. To minimize changes to the time-domain characteristics, it is desirable that the overall shape of the spectrum of the recorded time-history not be greatly different from the shape of the design response spectrum and that the time-history initially be scaled so that its spectrum is at the approximate level of the design spectrum before spectrum matching.

When developing three-component sets of time histories by simple scaling rather than spectrum matching, it is difficult to achieve a comparable aggregate match to the design spectra for each component of motion when using a single scaling factor for each time-history set. It is desirable, however, to use a single scaling factor to preserve the relationship between the components. Approaches for dealing with this scaling issue include:

1. Use of a higher scaling factor to meet the minimum aggregate match requirement for one component while exceeding it for the other two,

2. Use of a scaling factor to meet the aggregate match for the most critical component with the match somewhat deficient for other components, and

3. Compromising on the scaling by using different factors as required for different components of a time-history set.

While the second approach is acceptable, it requires careful examination and interpretation of the results and possibly dual analyses for application of the horizontal higher horizontal component in each principal horizontal direction.

The requirements for the number of time histories to be used in nonlinear inelastic dynamic analysis and for the interpretation of the results take into account the dependence of response on the time domain character of the time histories (duration, pulse shape, pulse sequencing) in addition to their response spectral content.

Additional guidance on developing acceleration time histories for dynamic analysis may be found in publications by the Caltrans Seismic Advisory Board Adhoc Committee (CSABAC) on Soil-Foundation-Structure Interaction (1999) and the U.S. Army Corps of Engineers (2000). CSABAC (1999) also provides detailed guidance on modeling the spatial variation of ground motion between bridge piers and the conduct of seismic soil-foundation-structure interaction (SFSI) analyses. Both spatial variations of ground motion and SFSI may significantly affect bridge response. Spatial variations include differences between seismic wave arrival times at bridge piers (wave passage effect), ground motion incoherence due to seismic wave scattering, and differential site response due to different soil profiles at different bridge piers. For long bridges, all forms of spatial variations may be important. For short bridges, limited information appears to indicate that wave passage effects and incoherence are, in general, relatively unimportant in comparison to effects of differential site response (Shinozuka et al., 1999; Martin, 1998). Somerville et al. (1999) provide guidance on the characteristics of pulses of ground motion that occur in time histories in the near-fault region.

3.5 SELECTION OF SEISMIC DESIGN CATEGORY (SDC)

Each bridge shall be designed to one of four Seismic Design Categories (SDC), A through D, based on the one second period design spectral acceleration for the design earthquake (S_{D1} refer to Article 3.4.1) as shown in Table 1.

Table 3.5-1 Partitions for Seismic Design Categories A, B, C and D.

Value of $S_{D1} = F_vS_1$	SDC
$S_{D1} < 0.15$	**A**
$0.15 \le S_{D1} < 0.30$	**B**
$0.30 \le S_{D1} < 0.50$	**C**
$0.50 \le S_{D1}$	**D**

The five requirements for each of the proposed Seismic Design Categories are shown in Figure 1 and described below. For both single span bridges and bridges classified as SDC A the connections shall be designed for specified forces in Article 4.5 and Article 4.6 respectively, and shall also meet minimum support length requirements of Article 4.12.

1. SDC A

   a. No identification of ERS according to Article 3.3

   b. No Demand Analysis

   c. No Implicit Capacity Check Needed

   d. No Capacity Design Required

   e. Minimum Detailing requirements for support length and superstructure/substructure connection design force

2. SDC B

   a. No Identification of ERS according to Article 3.3

   b. Demand Analysis

   c. Implicit Capacity Check Required (displacement, P-Δ, support length)

C3.5

The Seismic Hazard Level is defined as a function of the magnitude of the ground surface shaking as expressed by F_vS_1.

The Seismic Design Category reflects the variation in seismic risk across the country and is used to permit different requirements for methods of analysis, minimum support lengths, column design details, and foundation and abutment design procedures.

.

   d. No Capacity Design Required except for column shear requirement

   e. SDC B Level of Detailing

3. SDC C

   a. Identification of ERS

   b. Demand Analysis

   c. Implicit Capacity Check Required (displacement, P-Δ, support length)

   d. Capacity Design Required including column shear requirement

   e. SDC C Level of Detailing

4. SDC D

   a. Identification of ERS

   b. Demand Analysis

   c. Displacement Capacity Required using Pushover Analysis (check P-Δ and support length)

   d. Capacity Design Required including column shear requirement

   e. SDC D Level of Detailing

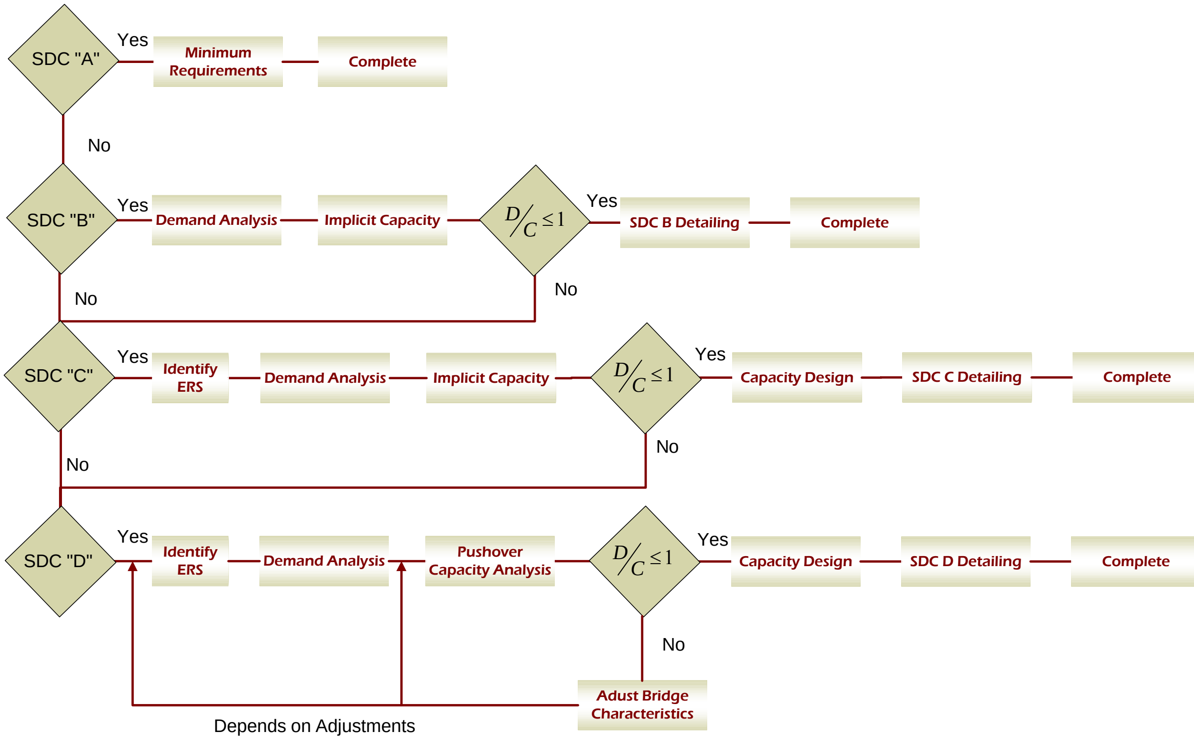

Figure 3.5-1 Seismic Design Category (SDC) Core Flowchart.

3.6 TEMPORARY AND STAGED CONSTRUCTION

Any bridge or partially constructed bridge that is expected to be temporary for more than five years shall be designed using the requirements for permanent structures and shall not use the provisions of this Article.

Temporary bridges expected to carry vehicular traffic or pedestrian bridges over roads carrying vehicular traffic shall satisfy the Performance Criteria defined in Article 3.2. The provisions also apply to those bridges that are constructed in stages and expected to carry traffic and/or pass over routes that carry traffic. The design response spectra given in Article 3.4 may be reduced by a factor of not more than 2.5 in order to calculate the component elastic forces and displacements. The Seismic Design Category of the temporary bridge shall be obtained based on the reduced/modified response spectrum except that a temporary bridge classified in SDC B, C or D based on the unreduced spectrum can not be reclassified to SDC A based on the reduced/modified spectrum. The requirements for each of the Seismic Design Categories A through D shall be met as defined in Article 3.5. Response spectra for construction sites that are within 6 miles of an active fault (see Article 3.4) shall be the subject of special study.

C3.6

The option to use a reduced acceleration coefficient is provided to reflect the limited exposure period.

3.7 LOAD AND RESISTANCE FACTORS

Use load factors of 1.0 for all permanent loads.

C3.7

Historically the load factor for live load has been

Unless otherwise noted, all ϕ factors shall be taken as 1.0

taken as zero for the earthquake load combination except where heavy truck traffic, high ADT or long structure length are anticipated.

SECTION 4: ANALYSIS AND DESIGN REQUIREMENTS

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SECTION 4

ANALYSIS AND DESIGN REQUIREMENTS

4.1 GENERAL

The requirements of this chapter shall control the selection and method of seismic analysis and design of bridges. The seismic design demand displacements shall be determined in accordance with the procedures of Section 5. Material and foundation design requirements are given in Sections 6, 7, and 8.

Seismic design requirements for single span bridges are given in Articles 4.5 and 4.12. Design requirements for bridges classified as SDC A are given in Articles 4.6 and 4.12. Detailed seismic analysis is not required for a single span bridge or for bridges classified as SDC A.

Articles 4.1.1, 4.1.2, 4.1.3 and 4.1.4 include recommendations, which should be considered for SDC D. The recommendations are based on past experience and if satisfied will typically yield preferred seismic performance.

4.1.1 Balanced Stiffness SDC D

It is recommended that the ratio of effective stiffness, as shown in Figure 1, between any two bents within a frame or between any two columns within a bent shall satisfy Eq. 1 for frames of constant width and Eq. 2 for frames of variable width. It is also recommended that the ratio of effective stiffness between adjacent bents within a frame or between adjacent columns within a bent satisfy Eq. 3 for frames of constant width and Eq. 4 for frames of variable width. These recommendations exclude the consideration of abutments. An increase in mass along the length of a frame should be accompanied by a reasonable increase in stiffness. For variable width frames, the tributary mass supported by each bent or column shall be included in the stiffness comparisons as specified in Eqs. 2 and 4.

<u>Any Two Bents Within a Frame or Any Two Columns Within a Bent</u>

Constant Width Frames:

$$\frac{k_i^e}{k_j^e} \geq 0.5 \qquad (4.1.1\text{-}1)$$

Variable Width Frames:

$$\frac{k_i^e m_j}{k_j^e m_i} \geq 0.5 \qquad (4.1.1\text{-}2)$$

C4.1.1

The distributions of stiffness and mass are included in the model for dynamic analysis. The discretization of the model shall account for geometric and material variation in stiffness and mass. Most of the mass of a bridge is in the superstructure. Four to five elements per span are generally sufficient to represent the mass and stiffness distribution of the superstructure. For spine models of the superstructure, the line of elements shall be located at the locus of the mass centroid. Rigid links can be used to represent the geometric location of mass relative to the spine elements in the model.

For single-column piers, C-bents, or unusual pier configurations, the rotational mass moment of inertia of the superstructure about the longitudinal axis shall be included.

The inertia of live loads need not be included in the seismic analysis. However, the probability of a large live load being on the bridge during an earthquake shall be considered when designing bridges with high live-to-dead-load ratios that are located in metropolitan areas where traffic congestion is likely to occur.

Adjacent Bents Within a Frame or Adjacent Columns Within a Bent

Constant Width Frames:

$$\frac{k_i^e}{k_j^e} \geq 0.75 \qquad (4.1.1\text{-}3)$$

Variable Width Frames:

$$\frac{k_i^e m_j}{k_j^e m_i} \geq 0.75 \qquad (4.1.1\text{-}4)$$

where:

k_i^e = smaller effective bent or column stiffness (kip/in.)

k_j^e = larger effective bent or column stiffness (kip/in.)

m_i = tributary mass of column or bent i (kip)

m_j = tributary mass of column or bent j (kip)

The following considerations shall be taken into account when calculating effective stiffness of concrete components: framing effects, end conditions, column height, percentage of longitudinal and transverse column steel, column diameter, and foundation flexibility. Some of the consequences of not meeting the relative stiffness recommendations defined above include:

- Increased damage in the stiffer elements
- An unbalanced distribution of inelastic response throughout the structure
- Increased column torsion generated by rigid body rotation of the superstructure

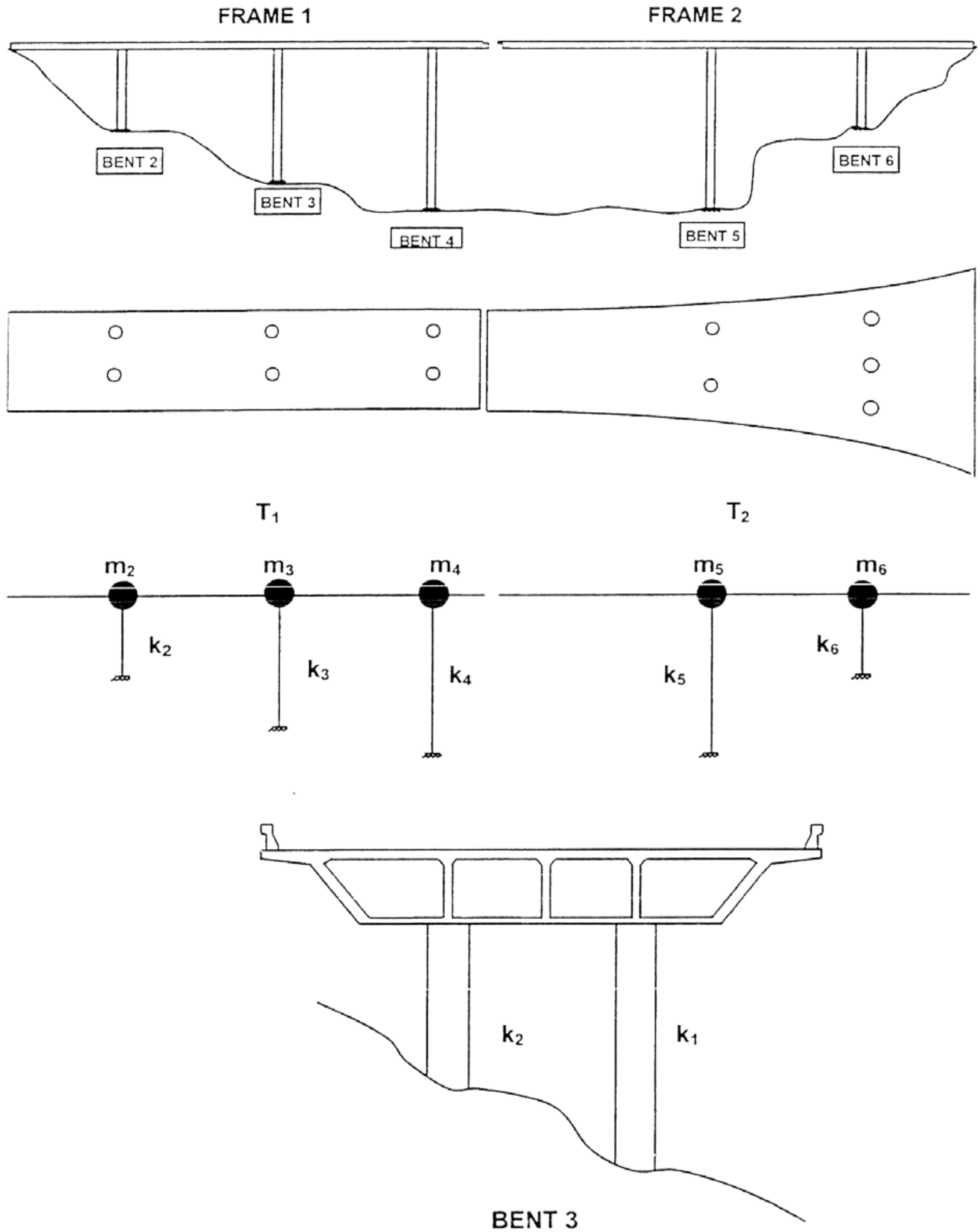


Figure 4.1.1-1 Balanced Stiffness Concepts for Frames, Bents and Columns.

4.1.2 Balanced Frame Geometry SDC D

It is recommended that the ratio of fundamental periods of vibration for adjacent frames in the longitudinal and transverse direction satisfy:

$$\frac{T_i}{T_j} \geq 0.7 \qquad (4.1.2\text{-}1)$$

where:

T_i = natural period of the less flexible frame (sec.)

T_j = natural period of the more flexible frame (sec.)

The consequences of not meeting the fundamental period requirements of Eq. 1 include a greater likelihood of out-of-phase response between adjacent frames leading to large relative displacements between the frames that increase the probability of longitudinal unseating and pounding between frames at the expansion joints. The pounding and relative transverse translation of adjacent frames will transfer the seismic demand from one frame to the next, which can be detrimental to the stand-alone capacity of the frame receiving the additional seismic demand.

C4.1.2

For bridges with multiple frames, which are separated by expansion bearings or hinges, it is unnecessary to model and analyze the entire bridge for seismic loads. Each frame shall have sufficient strength to resist inertia loads from the mass of the frame. However, when adjacent frames have large differences in vibration period, the frame with the longer period may increase the seismic load on the frame with the shorter period by impact across the bearing or hinge, or by transverse forces through shear keys. To account for these effects, the number of frames included in a model depends on the ratio of vibration period of the frames. For bridges in which the period ratio of adjacent frames is less than 0.70 (shortest period frame divided by longest period frame), it is recommended to limit a model to five frames. The first and fifth frames in the model are considered to be boundary frames, representing the interaction with the remainder of the structure. The response of the three interior frames can be used for design of those frames. For a bridge with more than five frames, several different models are then used in the design. For bridges with period ratios of frames between 0.70 and 1.0, fewer than five frames may be used in a model.

4.1.3 Adjusting Dynamic Characteristics

The following list of techniques should be considered for adjusting or tuning the fundamental period of vibration and/or stiffness to satisfy Eqs. 4.1.1-1 to 4.1.1-4 and 4.1.2-1.

- Use of oversized pile shafts
- Adjust effective column lengths (i.e. lower footings, isolation casing)
- Use of modified end fixities
- Reduce and/or redistribute superstructure mass
- Vary the column cross section and longitudinal reinforcement ratios
- Add or relocate columns
- Modify the hinge/expansion joint layout
- Incorporate isolation bearings or dampers (i.e., response modification devices)
- Rearticulation

A careful evaluation of the local ductility demands and capacities is required for SDC D, if project constraints make it impractical to satisfy the stiffness and structure period requirements in Eqs. 4.1.1-1 to 4.1.1-4, and 4.1.2-1.

4.1.4 End Span Considerations

The influence of the superstructure rigidity on the transverse stiffness of single column bents near the abutment shall be considered. This is particularly important when calculating shear demands for single columns where considering single curvature of the column is deemed non-conservative for ensuring adequate shear capacity.

4.2 SELECTION OF ANALYSIS PROCEDURE TO DETERMINE SEISMIC DEMAND

Minimum requirements for the selection of an analysis method to determine seismic demands for a particular bridge type are given in Tables 1 and 2. Applicability is determined by the "regularity" of a bridge which is a function of the number of spans and the distribution of weight and stiffness. Regular bridges are defined as those having less than seven spans, no abrupt or unusual changes in weight, stiffness, or geometry. The changes in these parameters for SDC D should be within the tolerances given by Equations 4.1.1-1 to 4.1.1-4 from span-to-span or from support-to-support (abutments excluded). Regular bridge requirements are defined in Table 3. Any bridge not satisfying the requirements of Table 3 shall be considered "not regular".

Table 4.2-1 Analysis Procedures.

Seismic Design Category	Regular Bridges with 2 through 6 Spans	Not Regular Bridges with 2 or more Spans
A	Not required	Not required
B, C, or D	Use Procedure 1 or 2	Use Procedure 2

Details of the Analytical model and Procedures mentioned in Table 1 are provided in Section 5.

The analysis procedures to be used are as follows:

Table 4.2-2 Description of Analysis Procedures.

Procedure Number	Description	Article
1	Equivalent Static	5.4.2
2	Elastic Dynamic Analysis	5.4.3
3	Non-linear Time History	5.4.4

Procedure 3 is generally not required unless requested by the Owner under Article 4.2.2.

Table 4.2-3 Regular Bridge Requirements.

Parameter	Value				
Number of Spans	**2**	**3**	**4**	**5**	**6**
Maximum subtended angle (curved bridge)	90º	90º	90º	90º	90º
Maximum span length ratio from span-to-span	3	2	2	1.5	1.5
Maximum bent/pier stiffness ratio from span-to-span (excluding abutments)	-	4	4	3	2

Note: All ratios expressed in terms of the smaller value.

4.2.1 Special Requirements for Curved Bridges

A curved bridge may be analyzed as if it were straight provided all of the following requirements are satisfied:

a. the bridge is regular as defined in Table 4.2-3 except that for a two-span bridge the maximum span length ratio from span-to-span shall not exceed 2;

b. the subtended angle in plan is not greater than 90°, and

c. the span lengths of the equivalent straight bridge are equal to the arc lengths of the curved bridge.

If these requirements are not satisfied, then curved bridges shall be analyzed using the actual curved geometry.

C4.2.1

A common practice is to define the "longitudinal direction" of a curved bridge as that of the chord connecting the ends of the bridge, and the transverse direction as orthogonal to the longitudinal direction.

4.2.2 Limitations and Special Requirements

More rigorous methods of analysis are required for certain classes of important bridges which are considered to be critical or essential structures, and/or for those that are geometrically complex or close to active earthquake faults (see Article 3.4.3). Critical and Essential Bridges are not specifically addressed in this specification. Procedure 3, Non-linear Time History Analyses are generally recommended for critical and essential bridges as approved by the owner. There are however, some cases, where seismic isolation is used for Normal Bridges, which requires the use of nonlinear time history analysis. Nonlinear time history methods of analysis are described in Section 5 of the specifications.

For a bridge to be classified as an Essential Bridge or a Critical Bridge, one or more of the following items are required to be present: (1) bridge is required to provide secondary life safety, (2) sufficient time for restoration of functionality after closure creates a major economic impact, and (3) the bridge is formally designated as critical for a defined local emergency plan.

C4.2.2

Essential or Critical Bridges within 6 miles of an active fault require a site-specific study and inclusion of vertical ground motion in the seismic analysis. For normal bridges located within 6 miles from an active fault, the procedures in Article 4.7.2 are used to account for the response to vertical ground motion in lieu of including the vertical component in the seismic analysis. For bridges with long, flexible spans, C-bents, or other large eccentricity in the load path for vertical loads, it is recommended to include vertical ground motion in the dynamic analysis.

A bridge is classified as Critical, Essential or Normal as follows:

Critical Bridges: Bridges that are required to be open to all traffic once inspected after the design earthquake and be usable by emergency vehicles and for security/defense purposes immediately after the design earthquake.

Essential Bridges: Bridges that should, as a minimum, be open to emergency vehicles and for security/defense purposes after the design earthquake and open to all traffic within days after that event.

Normal Bridges: Any bridge not classified as a Critical or Essential Bridge.

4.3 DETERMINATION OF SEISMIC LATERAL DISPLACEMENT DEMANDS

The global structure displacement demand, Δ_D, is the total seismic displacement at a particular location within the structure or subsystem. The global displacement demand will include components attributed to foundation flexibility, Δ_f (i.e. foundation rotation or translation), flexibility of essentially elastic components such as bent caps Δ_b, and the flexibility attributed to elastic and inelastic response of ductile members Δ_y and Δ_{pd}, respectively.

Minimum requirements for superstructure, abutment, and foundation modeling are specified in Section 5.

4.3.1 Horizontal Ground Motions

For bridges classified as SDC B, C or D the global seismic displacement demands, Δ_D, shall be determined independently along two perpendicular axes by the use of the analysis procedure specified in Article 4.2 and as modified using Article 4.3.2 and 4.3.3. The resulting displacements shall then be combined as specified in Article 4.4. Typically, the perpendicular axes are the longitudinal and transverse axes of the bridge. The longitudinal axis of a curved bridge may be selected along a chord connecting the two abutments.

4.3.2 Displacement Modification for Other Than 5% Damped Bridges

Damping ratios on the order of 10% can be used with the approval of the owner for bridges that are substantially influenced by energy dissipation of the soils at the abutments and are expected to respond predominately as a single-degree-of-freedom system. A reduction factor, R_D, can be applied to the 5% damped design spectrum coefficient used to calculate the displacement demand.

The following characteristics are typically good indicators that higher damping is justified.

- Total bridge length is less than 300 ft.
- Abutments are designed for sustained soil mobilization.

C4.3.2

Damping may be neglected in the calculation of natural frequencies and associated modal displacements. The effects of damping shall be considered when the dynamic response for seismic loads is considered. The specified ground motion spectra are for 5% viscous damping and this is a reasonably conservative value.

Suitable damping values may be obtained from field measurement of induced free vibration or by forced vibration tests. In lieu of measurements, the following values may be used for the equivalent viscous damping ratio of time-history analysis:

- Concrete construction: 5%

- Supports are normal or slight skew (less than 20°).
- The superstructure is continuous without hinges or expansion joints.

The damping reduction factor, R_D, shall be taken as:

$$R_D = \left(\frac{0.05}{\xi}\right)^{0.4} \qquad (4.3.2\text{-}1)$$

where:

ξ = damping ratio (maximum of 0.1)

End diaphragm and rigid frame abutments typically are effective in mobilizing the surrounding soil. However, abutments that are designed to fuse (seat type) or respond in a flexible manner may not develop enough sustained structure-soil interaction to rely on the higher damping ratio. The displacement demands for bridges with abutments designed to fuse shall be based on a 5% damped spectrum curve unless the abutments are specifically designed for sustained soil mobilization.

- Welded and bolted steel construction: 2%

For single-span bridges or two-span continuous bridges with abutments designed to activate significant passive pressure in the longitudinal direction, a damping ratio of up to 10% may be used.

4.3.3 Displacement Magnification for Short Period Structures

Displacement demand, Δ_D, calculated from elastic analysis shall be multiplied by the factor R_d obtained from Eq. 1 or 2 to obtain the design displacement demand specified in Article 4.3. This magnification is greater than one (1.0) in cases where the fundamental period of the structure T is less than the characteristic ground motion period T^*, corresponding to the peak energy input spectrum.

$$R_d = \left(1 - \frac{1}{R}\right)\frac{T^*}{T} + \frac{1}{R} \geq 1.0 \quad \text{for} \quad \frac{T^*}{T} > 1.0 \qquad (4.3.3\text{-}1)$$

$$R_d = 1.0 \quad \text{for} \quad \frac{T^*}{T} \leq 1.0 \qquad (4.3.3\text{-}2)$$

C4.3.3

The assumption that displacements of an elastic system will be the same as those of an elasto-plastic system is not valid for short-period structures which are expected to perform inelastically. The adjustment factor, R_d, is a method of correcting for the displacement determined from an elastic analysis for short-period structures.

in which:

$T^* = 1.25T_s$ (4.3.3-3)

R = maximum expected displacement ductility of the structure
= 2 for SDC B
= 3 for SDC C
= μ_D for SCD D

where:

T_s = period determined from Article 3.4.1 (sec.)

μ_D = maximum local member displacement ductility demand determined in accordance with Article 4.9. In lieu of a detailed analysis, μ_D may be taken as 6.

The displacement magnification is applied separately in both orthogonal directions prior to obtaining the orthogonal combination of seismic displacements specified in Article 4.4.

4.4 COMBINATION OF ORTHOGONAL SEISMIC DISPLACEMENT DEMANDS

A combination of orthogonal seismic displacement demands is used to account for the directional uncertainty of earthquake motions and the simultaneous occurrences of earthquake forces in two perpendicular horizontal directions. The seismic displacements resulting from analyses in the two perpendicular directions as described in Article 4.3 shall be combined to form two independent load cases as follows:

LOAD CASE 1: Seismic demand displacements along each of the principal axes of a member shall be obtained by adding 100% of the absolute value of the member seismic displacements resulting from the analysis in one of the perpendicular (longitudinal) directions to 30% of the absolute value of the corresponding member seismic displacements resulting from the analysis in the second perpendicular direction (transverse).

LOAD CASE 2: Seismic displacements on each of the principal axes of a member shall be obtained by adding 100% of the absolute value of the member seismic displacements resulting from the analysis in the second perpendicular direction (transverse) to 30% of the absolute value of the corresponding member seismic displacements resulting from the analysis in the first perpendicular direction (longitudinal).

There are some design procedures that require the development of elastic seismic forces. The procedure for

C4.4

The combination of seismic displacements computed from a response spectrum analysis has two aspects.

The first is the combination of the vibration modes due to ground motion in one direction (longitudinal, transverse, or vertical). The CQC method (“complete quadratic combination") provides a good estimate of the maximum displacement, including the correlation of modal responses closely spaced in frequency.

The second is the contribution of two or three orthogonal ground motion components to a single force effect. The SRSS rule ("square root sum of the squares") is the most appropriate rule for combining the contribution of orthogonal, and uncorrelated, ground motion components to a single seismic displacement. The SRSS method is recommended particularly for seismic analysis including vertical ground motion (Button et. al. 1999). However, AASHTO seismic provisions that are based on a 100% - 30% combination are permitted and adequate for the scope of the structure types for which these *Guide Specifications* are intended.

developing such forces is the same as that for displacements.

4.5 DESIGN REQUIREMENTS FOR SINGLE SPAN BRIDGES

A detailed seismic analysis is not required for single span bridges regardless of SDC as specified in Article 4.1. However, the connections between the bridge span and the abutments shall be designed both longitudinally and transversely to resist a horizontal seismic force not less than the product of the effective peak ground acceleration coefficient, $0.4S_{DS}$, as specified in Article 3.4, times the tributary permanent load except as modified for SDC A in Article 4.6. The lateral force shall be carried into the foundation in accordance with Articles 5.2 and 6.7. The minimum support lengths shall be as specified in Article 4.12.

C4.5

Requirements for single-span bridges are not as rigorous as for multi-span bridges because of their favorable response to seismic loads in past earthquakes. As a result, single-span bridges need not be analyzed for seismic loads regardless of the SDC, and design requirements are limited to minimum support lengths and connection forces. Adequate support lengths shall be provided in both the transverse and longitudinal directions. Connection forces are based on the premise that the bridge is very stiff and that the fundamental period of response will be short. This assumption acknowledges the fact that the period of vibration is difficult to calculate because of significant interaction with the abutments.

These reduced requirements are also based on the assumption that there are no vulnerable substructures (i.e., no columns) and that a rigid (or near-rigid) superstructure is in place to distribute the in-plane loads to the abutments. If, however, the superstructure is not able to act as a stiff diaphragm and sustains significant in-plane deformation during horizontal loading, it should be analyzed for these loads and designed accordingly.

Single-span trusses may be sensitive to in-plane loads and the designer may need to take additional precautions to ensure the safety of truss superstructures.

4.6 DESIGN REQUIREMENTS FOR SEISMIC DESIGN CATEGORY A

For bridges in SDC A, where the effective peak ground acceleration coefficient, $0.4S_{DS}$, as specified in Article 3.4., is less than 0.05, the horizontal design connection force in the restrained directions shall not be less than 0.15 times the vertical reaction due to the tributary permanent load.

For all other sites in SDC A, the horizontal design connection force in the restrained directions shall not be less than 0.25 times the vertical reaction due to the tributary permanent load and the tributary live loads assumed to exist during an earthquake.

For each uninterrupted segment of a superstructure, the tributary permanent load at the line of fixed bearings, used to determine the longitudinal connection design force, shall be the total permanent load of the segment.

If each bearing supporting an uninterrupted segment or simply supported span is restrained in the transverse direction, the tributary permanent load used to determine the connection design force shall be the permanent load reaction at that bearing.

Each elastomeric bearing and its connection to the masonry and sole plates shall be designed to resist the horizontal seismic design forces transmitted through the bearing. For all bridges in SDC A and all single-span

C4.6

These provisions arise because, as specified in Articles 4.1 and 4.2, seismic analysis for bridges in SDC A is not generally required. These default values are used as minimum design forces in lieu of rigorous analysis. The division of SDC A at an effective peak ground spectral acceleration coefficient of 0.05 recognizes that, in parts of the country with very low seismicity, seismic forces on connections are very small.

If each bearing supporting a continuous segment or simply supported span is an elastomeric bearing, there are no restrained directions due to the flexibility of the bearings.

The magnitude of live load assumed to exist at the time of the earthquake should be consistent with the value of γ_{EQ} used in conjunction with Table 3.4.1-1 of the *AASHTO LRFD Bridge Design Specifications*.

bridges, these seismic shear forces shall not be less than the connection force specified herein.

The minimum support length for bridges in SDC A is specified in Article 4.12.

4.7 DESIGN REQUIREMENTS FOR SEISMIC DESIGN CATEGORIES B, C, AND D

4.7.1 Design Methods for Lateral Seismic Displacement Demands

For design purposes, each structure shall be categorized according to its intended structural seismic response in terms of damage level (i.e., ductility demand, μ_D, as defined by Eq. 4.9-5). The following design methods are further defined as follows:

(a) Conventional Ductile Response (i.e. Full-Ductility Structures)

For horizontal loading, a plastic mechanism is intended to develop. The plastic mechanism shall be defined clearly as part of the design strategy. Yielding may occur in areas that are not readily accessible for inspection (i.e., with owner's approval). Inelastic action is intended to be restricted to flexural plastic hinges in columns and pier walls and inelastic soil deformation behind abutment walls and wing walls. Details and member proportions shall ensure large ductility capacity, μ_C, under load reversals without significant strength loss with ductility demands ($4.0 \leq \mu_D \leq 6.0$, see Article 4.9). This response is anticipated for a bridge in SDC D designed for the Life Safety Criteria.

(b) Limited-Ductility Response

For horizontal loading, a plastic mechanism as described above for Full-Ductility Structures is intended to develop, but in this case for Limited Ductility Response ductility demands are reduced ($\mu_D \leq 4.0$). Intended yielding shall be restricted to locations that are readily accessible for inspection following a design earthquake unless prohibited by the structural configuration. Inelastic action is intended to be restricted to flexural plastic hinges in columns and pier walls, and inelastic soil deformation behind abutment walls and wingwalls. Detailing and proportioning requirements are less than those required for Full-Ductility Structures. This response is anticipated for a bridge in SDC B or C.

(c) Limited-Ductility Response in Concert with Added Protective Systems

In this case a structure has limited ductility with

C4.7.1

A key element in the design procedure is the flexural capacity of the columns. Philosophically, the lower the flexural capacity of the column the more economic will be the seismic design because the overstrength flexural capacity of a column drives the cost and capacity of both the foundations and connections to the superstructure. For SDC B the capacity of the column designed for non-seismic loads is considered to be acceptable for this lower seismic hazard level.

For SDC C and D, the design procedure provides a trade-off between acceptable design displacements and minimum flexural capacities of columns, which could in turn be governed by P-Δ effects.

the additional seismic isolation, passive energy dissipating devices, and/or other mechanical devices to control seismic response. Using this strategy, a plastic mechanism may or may not form. The occurrence of a plastic mechanism shall be verified by analysis. This response may be used for a bridge in SDC C or D designed for an enhanced performance. Non-linear Time History analysis (i.e., Procedure 3) may be required for this design strategy.

4.7.2 Vertical Ground Motion, Design Requirements for SDC D

The effects of vertical ground motions for bridges in Seismic Design Category D located within six (6) miles of an active fault as described in Article C3.4, shall be considered.

C4.7.2

The most comprehensive study (Button et al., 1999) performed to date on the impact of vertical acceleration effects indicates that for some design parameters (superstructure moment and shear, and column axial forces) and for some bridge types, the impact can be significant. The study was based on vertical response spectra developed by Silva (1997) from recorded western United State ground motions.

Specific recommendations for assessing vertical acceleration effects will not be provided in these *Guide Specifications* until more information is known about the characteristics of vertical ground motion in the central and eastern United States, and those areas impacted by subduction zones in the Pacific. However, it is advisable for designers to be aware that vertical acceleration effects may be important and should be assessed for essential and critical bridges. See Caltrans Seismic Design Criteria (Caltrans 2006).

4.8 STRUCTURE DISPLACEMENT DEMAND/ CAPACITY FOR SDC B, C, AND D

For SDC B, C and D, each bridge bent shall satisfy:

$$\Delta_D^L < \Delta_C^L \tag{4.8-1}$$

where:

Δ_D^L = displacement demand taken along the local principal axis of the ductile member as determined in accordance with Article 4.4 (in.)

Δ_C^L = displacement capacity taken along the local principal axis corresponding to Δ_D^L of the ductile member as determined in accordance with Article 4.8.1 for SDC B and C and in accordance with Article 4.8.2 for SDC D (in.)

Eq. 1 shall be satisfied in each of the local axis of every bent. The local axis of a bent typically coincides with the principal axis of the columns in that bent.

The formulas presented below are used to obtain Δ_C^L for SDC B and C. These formulas are not intended for use

C4.8

The objective of the displacement capacity verification analysis is to determine the displacement at which the earthquake-resisting elements achieve their inelastic deformation capacity. Damage states are defined by local deformation limits, such as plastic hinge rotation, footing settlement or uplift, or abutment displacement. Displacement may be limited by loss of capacity from either degradation of strength under large inelastic deformations or *P*-Δ effects.

For simple piers or bents, the maximum displacement capacity can be evaluated by hand calculations using the defined mechanism and the maximum allowable deformations of the plastic hinges. If interaction between axial force and moment is significant, iteration is necessary to determine the mechanism.

For more complicated piers or foundations, displacement capacity can be evaluated using a nonlinear static analysis procedure (pushover analysis).

Displacement capacity verification is required for individual piers or bents. Although it is recognized that force redistribution may occur as the displacement increases, particularly for frames with piers of different with configuration of bents with struts at mid-height. A more detailed push-over analysis is required to obtain Δ_C^L for SDC D as described in Article 4.8.2. For Pier Walls a displacement demand to capacity check in the transverse direction is not warranted, provided requirements of Article 8.6.9 are satisfied.

stiffness and strength, the objective of the capacity verification is to determine the maximum displacement capacity of each pier. The displacement capacity is to be compared with an elastic demand analysis, which considers the effects of different stiffness. Expected material properties are used for the displacement capacity verification. Generally, the center of mass is at the elevation of the mass centroid of the superstructure.

4.8.1 Local Displacement Capacity for SDC B and C

For Type 1 reinforced concrete structures in SDC B and C, the displacement capacity, Δ_C^L in in., of each bent shall be implicitly taken as:

For SDC B:

$$\Delta_C^L = 0.12H_o\left(-1.27\ln(x) - 0.32\right) \geq 0.12H_o \qquad (4.8.1\text{-}1)$$

For SDC C:

$$\Delta_C^L = 0.12H_o\left(-2.32\ln(x) - 1.22\right) \geq 0.12H_o \qquad (4.8.1\text{-}2)$$

in which:

$$x = \frac{\Lambda B_o}{H_o} \qquad (4.8.1\text{-}3)$$

where:

H_o = clear height of column (ft.)

B_o = column diameter or width measured parallel to the direction of displacement under consideration (ft.)

Λ = factor for column end restraint condition
= 1 for fixed-free (pinned on one end).
= 2 for fixed top and bottom.

For a partially fixed connection on one end, interpolation between 1 and 2 is permitted for Λ. Alternatively, H_o may be taken as the shortest distance between the point of maximum moment and point of contra-flexure and Λ may be taken as 1.0 when determining *x* using Eq. 3.

For bridge bents or frames that do not satisfy Eq.1 or 2 or are not Type 1 reinforced concrete structures, the designer has the option of either:

- increasing the allowable displacement capacity, Δ_C^L, by meeting detailing requirements of a higher SDC as described in Article 3.5, or
- adjusting the dynamic characteristics of the bridge as described in Article 4.1 to satisfy Eq. 1

C4.8.1

Eqs. 1 to 3 are primarily intended for determining displacement capacities of bridges with single and multiple column reinforced concrete piers for which there is no provision for fusing or isolation between the superstructure and substructure during design event accelerations. The equations are also calibrated for columns which have clear heights that are greater than or equal to about 15 ft. in height and where plastic hinging is anticipated above ground.

For bridges with pier types other than those described above, anomalous results can be obtained. However, if the pier types in a bridge are sufficiently analogous to single or multiple column reinforced concrete bents, Eqs. 1 to 3 may be used to compute displacement capacity. An example is bridges with bents comprised of single or multiple drilled shaft columns in which plastic hinging may occur below ground such that the clear height dimension would begin at the point-of-fixity in the soil.

If the piers in a bridge are not sufficiently analogous to single or multiple column reinforced concrete bents, Article 4.8.2 should be used to compute displacement capacity. An example is bridges with solid wall piers founded on piles with a cap in the strong direction.

or 2.

4.8.2 Local Displacement Capacity for SDC D

Inelastic Quasi-Static Pushover Analysis (IQPA), commonly referred to as "pushover" analysis, shall be used to determine the reliable displacement capacities of a structure or frame as it reaches its limit of structural stability. Displacement Capacity determined for SDC C can be used in lieu of a more elaborate pushover analysis. If the displacement demand is higher than the displacement capacity determined for SDC C, a pushover analysis is warranted (SDC D). IQPA is an incremental linear analysis, which captures the overall nonlinear behavior of the elements, including soil effects, by pushing them laterally to initiate plastic action. Each increment of loading pushes the frame laterally, through all possible stages, until the potential collapse mechanism is achieved.

Because the analytical model used in the pushover analysis accounts for the redistribution of internal actions as components respond inelastically, IQPA is expected to provide a more realistic measure of behavior than can be obtained from elastic analysis procedures.

Where foundation and superstructure flexibility can be ignored as stipulated in Article 5.3.1, the two-dimensional plane frame "pushover" analysis of a bent or a frame can be simplified to a column model (fixed-fixed or fixed-pinned) if it does not cause a significant loss in accuracy in estimating the displacement capacities.

The effect of seismic load path on the column axial load and associated member capacities shall be considered in the simplified model.

C4.8.2

This design procedure is a key element in the philosophic development of these Guidelines. The pushover method of analysis has seen increasing use throughout the 1990s, especially in Caltrans' seismic retrofit program. This analysis method provides additional information on the expected deformation demands of columns and foundations and as such provides the designer with a greater understanding of the expected performance of the bridge. The use of the pushover method of analysis is used in two ways. First, it encouraged designers to be as liberal as possible with assessing ductility capacity. Second, it provides a mechanism to allow ERE's that need the owner's approval (Article 3.3). The trade-off was the need for a more sophisticated analysis in order that the expected deformations in critical elements could be assessed. Provided the appropriate limits (i.e., plastic rotations for in-ground hinges) are met, the ERE's requiring the owner's approval can be used. This method applies to all the ERE's shown in the figures of Article 3.3.

4.9 MEMBER DUCTILITY REQUIREMENT FOR SDC D

In addition to the requirements of Article 4.8, local member ductility demand, μ_D, shall satisfy:

For single column bents:

$$\mu_D \leq 5 \tag{4.9-1}$$

For multiple column bents:

$$\mu_D \leq 6 \tag{4.9-2}$$

For pier walls in the weak direction:

$$\mu_D \leq 5 \tag{4.9-3}$$

For pier walls in the strong direction:

$$\mu_D \leq 1 \tag{4.9-4}$$

in which:

C4.9

Local member displacements such as column displacements, Δ_{col} are defined as the portion of global displacement attributed to the elastic column idealized displacement Δ_{yi} and plastic displacement demand Δ_{pd} of an equivalent member from the point of maximum moment to the point of contra-flexure. Member section properties are obtained from a Moment-Curvature Analysis and used to calculate Δ_{yi} and the plastic displacement capacity Δ_{pc}.

$$\mu_D = 1 + \frac{\Delta_{pd}}{\Delta_{yi}} \qquad (4.9\text{-}5)$$

where:

Δ_{pd} = plastic displacement demand (in.)

Δ_{yi} = idealized yield displacement corresponding to the idealized yield curvature, ϕ_{yi}, shown in Figure 8.5-1 (in.)

Pile shafts are treated similar to columns.

4.10 COLUMN SHEAR REQUIREMENTS FOR SDC B, C, AND D

For SDC B, C, or D, shear design requirements for reinforced concrete columns shall be satisfied according to Article 8.6. Determination of member ductility demand is required for SDC D only as stipulated in Article 8.6.2.

4.11 CAPACITY DESIGN REQUIREMENT FOR SDC C AND D

4.11.1 Capacity Design

Capacity design principles require that those components not participating as part of the primary energy dissipating system (typically flexural hinging in columns above ground; or in some cases, flexural hinging of drilled shafts, solid wall encased pile bents, etc. below ground), shall be capacity protected. The components include the superstructure, joints and cap beams, spread footings, pile caps and foundations. This is achieved by ensuring the maximum moment and shear from plastic hinges in the column considering overstrength can be resisted elastically by adjoining elements.

For SDC C or D, exception to capacity design is permitted for the following:

a. The seismic resisting system includes the fusing effects of an isolation device (Type 3 global design strategy).

b. A ductile end diaphragm is incorporated into the transverse response of a steel superstructure (Type 2 global design strategy. See Article 7.2.2).

c. A foundation situated in soft or potentially liquefiable soils where plastic hinging is permitted below ground.

C4.11.1

The objective of these provisions for conventional design is that inelastic deformation (plastic hinging) occurs at the location in the columns (top or bottom or both) where they can be readily inspected and repaired. To achieve this objective, all members connected to the columns, the shear capacity of the column, and all members in the load path from the superstructure to the foundation, shall be capable of transmitting the maximum (overstrength) force effects developed by plastic hinges in the columns. The exceptions to the need for capacity design of connecting elements are: (1) when all substructure elements are designed elastically, (2) seismic isolation design, and (3) in the transverse direction of columns when a ductile diaphragm is used.

4.11.2 Plastic Hinging Forces

Plastic hinges shall form before any other failure due to overstress or instability in the overall structure and/or in

C4.11.2

The principles of capacity design require that the strength of those members that are not part of the primary the foundation. Except for pile bents and drilled shafts, and with owners' approval, plastic hinges shall only be permitted at locations in columns where they can be readily inspected and/or repaired, as described in Article 3.3.

Superstructure and substructure components and their connections to columns that are designed not to yield shall be designed to resist overstrength moments and shears of ductile columns. Except for the geotechnical aspects for design of foundations, the moment overstrength capacity (M_{po} in kip-in.) of column/pier/pile members that form part of the primary mechanism resisting seismic loads shall be assessed as given below or by using the applicable provisions of Sections 7 and 8.

For reinforced concrete members:

$$M_{po} = \lambda_{mo} M_p \quad (4.11.2\text{-}1)$$

where:

M_p = plastic moment capacity of column (kip-in.)

λ_{mo} = overstrength factor taken as 1.2 or 1.4 as determined from Article 8.5

For steel members:

$$M_{po} = \lambda_{mo} M_n \quad (4.11.2\text{-}2)$$

where:

M_n = nominal moment strength for which expected steel strengths for steel members are used (kip-in.)

λ_{mo} = overstrength factor taken as 1.2 as determined from Article 7.3

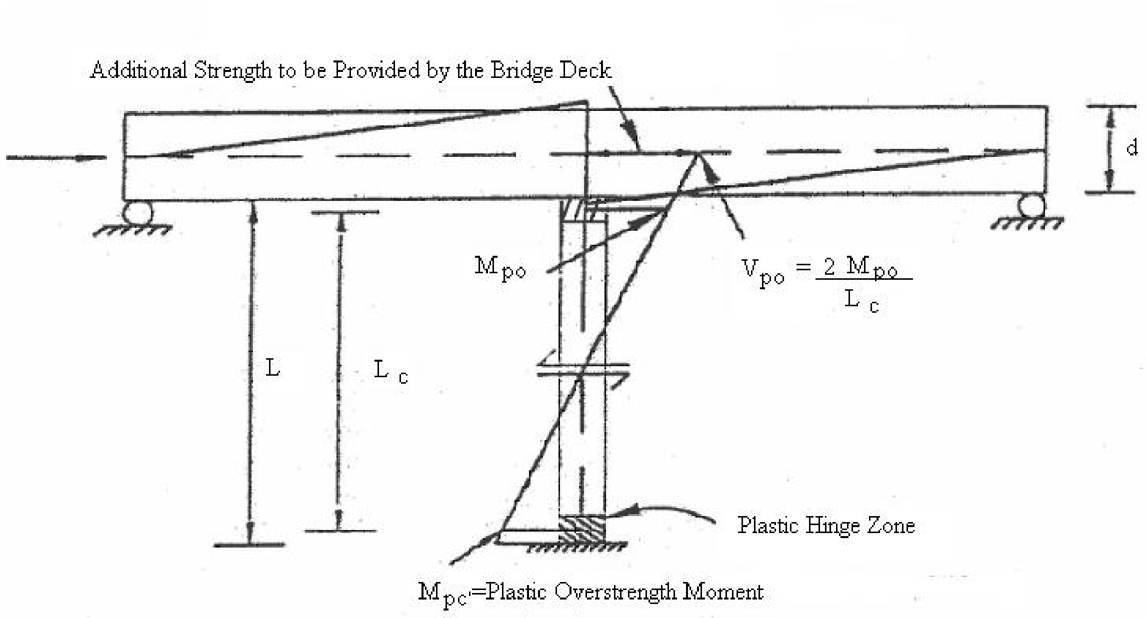
The plastic moment capacity, M_p, for reinforced concrete columns is determined using a moment-curvature section analysis; taking into account the expected yield strength of the materials, the confined concrete properties, and the strain hardening effects of the longitudinal reinforcement.

These overstrength moments and associated shear forces, calculated on the basis of inelastic hinging at overstrength, shall be taken as the extreme seismic forces that the bridge is capable of resisting. Typical methods of applying capacity design at a bent in the longitudinal and transverse directions are shown in Figure 1 and illustrated in Article 4.11.3 for single column bents and Article 4.11.4 for multi-column bents.

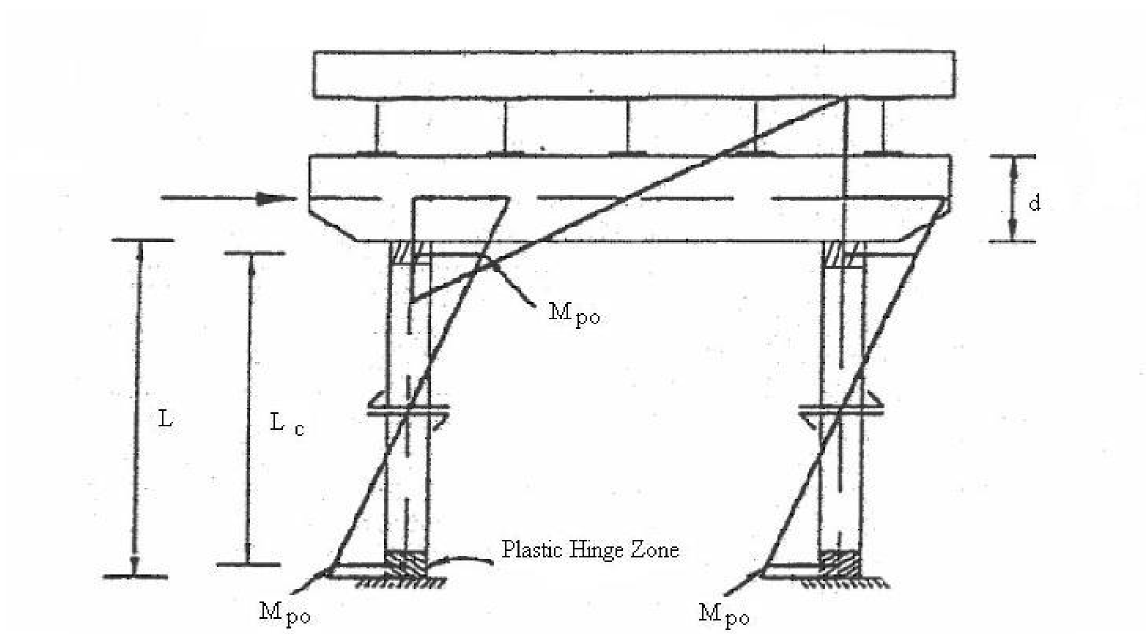
energy-dissipating system be stronger than the overstrength capacity of the primary energy-dissipating members, i.e. the columns with hinges at their member ends.

When assessing overstrength capacity of flexural members using compatibility section analysis (i.e., the moment-curvature method), it is important to differentiate between overstrength resulting from the response of the section to high curvature demands, and overstrength resulting from upper-bound material properties.

For example, for reinforced concrete columns, confined concrete will have enhanced capacity and reinforcing steel will strain-harden at high plastic curvatures. This will result in increased flexural capacity of the column that will be captured by a moment-curvature analysis that considers these factors. In addition, reinforcing steel can have a higher than nominal yield point, and concrete is likely to be stronger than specified and will gain strength with age beyond the 28-day specified strength (ATC, 1996).



(a) Longitudinal Response for Non-Integral Abutments.



(b) Transverse Response for Dual Column Pier.

Figure 4.11.2-1 Capacity Design of Bridges Using Overstrength Concepts.

4.11.3 Single Columns and Piers

Column design shear forces and moments in the superstructure, bent caps, and the foundation structure shall be calculated for the two principal axes of a column and in the weak direction of a pier or bent as follows:

Step 1. Determine the column overstrength moment capacities. Use an overstrength factor times the plastic moment capacity or nominal moment as specified in Article 4.11.2. The nominal moment or plastic moment capacity members are calculated using the expected yield strengths and subjected to the applied dead load on the section under consideration. Column overstrength moments should be distributed to the connecting structural elements. (Exception: when calculating the design forces for the geotechnical aspects of foundations such as determining lateral stability or tip elevation, use an overstrength factor of 1.0 on the nominal moment.)

Step 2. Using the column overstrength moments, calculate the corresponding column shear force assuming a quasi-static condition. For flared columns designed to be monolithic with superstructure or with isolation gaps less than required by Article 8.14, the shear shall be calculated as the greatest shear obtained from using:

a. The overstrength moment at both the top of the flare and the top of the foundation with the appropriate column height.

b. The overstrength moment at both the bottom of the flare and the top of the foundation with the reduced column height.

Step 3. Calculate forces in the superstructure for longitudinal direction loading and forces in the foundation for both longitudinal and transverse loading.

4.11.4 Bents With Two or More Columns

The forces for bents with two or more columns shall be calculated both in the plane of the bent and perpendicular to the plane of the bent. Perpendicular to the plane of the bent the forces shall be calculated as for single columns in Article 4.11.3. In the plane of the bent the forces shall be calculated as follows:

Step 1. Determine the column overstrength moment capacities. Use an overstrength factor times the plastic moment capacity or nominal moment as specified in Article 4.11.2. The nominal moment or plastic moment capacity for members is calculated using the expected yield strengths and subjected to the applied dead load on the section under consideration.

Step 2. Using the column overstrength moments calculate the corresponding column shear forces. Sum the column shears of the bent to determine the maximum shear force for the bent. If a partial-height wall exists between the columns, the effective column height is taken from the top of the wall. For flared columns and foundations below ground level see Article 4.11.3 - *Step 2*.

Step 3. Apply the bent shear force to the top of the bent (center of mass of the superstructure above the bent) and determine the axial forces in the columns due to overturning when the column overstrength moments are developed.

Step 4. Using these column axial forces combined with the dead load axial forces, determine revised column overstrength moments. With the revised overstrength moments calculate the column shear forces and the maximum shear force for the bent. If the maximum shear force for the bent is not within 10% of the value previously determined, use this maximum bent shear force and return to *Step 3*.

The forces in the individual columns in the plane of a bent corresponding to column hinging, are:

Axial Forces. the maximum and minimum axial load is the dead load plus or minus the axial load determined from the final iteration of *Step 3*.

Moments. the column overstrength plastic moments or overstrength nominal moment (Article 4.11.2) corresponding to the maximum compressive axial load specified above (in the previously bulleted item).

Shear Force. the shear force corresponding to the final column overstrength moments in *Step 4* above.

Calculate forces in the superstructure for both longitudinal and transverse direction loading and forces in the foundation for both longitudinal and transverse loading.

4.11.5 *P*-Δ Capacity Requirement for SDC C and D

The dynamic effects of gravity loads acting through lateral displacements shall be included in the design. The magnitude of displacements associated with *P*-Δ effects can only be accurately captured with non-linear time history analysis. In lieu of such analysis, *P*-Δ effects can be ignored if the following is satisfied for the applicable case.

For reinforced concrete members:

$$P_{dl}\Delta_r \leq 0.25M_p \tag{4.11.5-1}$$

For steel members:

$$P_{dl}\Delta_r \leq 0.25M_n \tag{4.11.5-2}$$

where:

P_{dl} = unfactored dead load acting on column (kip)

Δ_r = relative lateral offset between the point of contra-flexure and the furthest end of the plastic hinge (in.)

M_p = idealized plastic moment capacity of reinforced concrete column based upon expected material properties (kip-in.)

M_n = nominal moment capacity of structural steel column based upon nominal material properties (kip-in.)

For a single pile shaft, Δ_r may be taken as:

$$\Delta_r = \Delta_D - \Delta_S \tag{4.11.5-3}$$

where:

Δ_D = displacement demand as determined in accordance with Article 4.3 (in.)

Δ_S = pile shaft displacement at the point of maximum moment developed in-ground (in.)

For a pile cap in Site Classification E, or for cases where a modal analysis shows out-of-phase movement of the bottom of the column relative to the top of the column, Δ_r may be taken as:

$$\Delta_r = \Delta_D + \Delta_F \tag{4.11.5-4}$$

where:

Δ_D = displacement demand as determined in accordance with Article 4.3 (in.)

Δ_F = pile cap displacement (in.)

For bridges or frames that do not satisfy Eq. 1 or 2, the designer has the option of either:

- increasing the column plastic moment capacity M_p by adding longitudinal reinforcement; or

- adjusting the dynamic characteristics of the bridge as discussed in Article 4.1 to satisfy Eq. 1

or 2,

- using non-linear analysis to explicitly consider P-Δ effects.

4.11.6 Analytical Plastic Hinge Length

The analytical plastic hinge length for reinforced concrete columns, L_p, is the equivalent length of column over which the plastic curvature is assumed constant for estimating the plastic rotation. The plastic rotation is then used to calculate the plastic displacement of an equivalent member from the point of maximum moment to the point of contra-flexure.

For columns framing into a footing, an integral bent cap, an oversized shaft, or cased shaft, the plastic hinge length, L_p in in., may be determined as:

$$L_p = 0.08L + 0.15 f_{ye} d_{bl} \geq 0.3 f_{ye} d_{bl} \qquad (4.11.6\text{-}1)$$

where:

L = length of column from point of maximum moment to the point of moment contra-flexure (in.)

f_{ye} = expected yield strength of longitudinal column reinforcing steel bars (ksi)

d_{bl} = nominal diameter of longitudinal column reinforcing steel bars (in.)

For non-cased prismatic pile shafts, the plastic hinge length, L_p in in., may be determined as:

$$L_p = 0.08H' + D^* \qquad (4.11.6\text{-}2)$$

where:

D^* = diameter of circular shafts or cross section dimension in direction under consideration for oblong shafts (in.)

H' = length of pile shaft/column from point of maximum moment to point of contraflexure above ground (in.)

For horizontally isolated flared columns, the plastic hinge length, L_p in in., may be determined as:

$$L_p = G_f + 0.3 f_{ye} d_{bl} \qquad (4.11.6\text{-}3)$$

where:

G_f = gap between the isolated flare and the soffit of the bent cap (in.)

f_{ye} = expected yield strength of longitudinal column reinforcing steel bars (ksi)

d_{bl} = nominal diameter of longitudinal column reinforcing steel bars (in.)

4.11.7 Reinforced Concrete Column Plastic Hinge Region

The plastic hinge region, L_{pr}, defines the portion of the column, pier, or shaft that requires enhanced lateral confinement. L_{pr} is defined by the larger of:

(a) 1.5 times the gross cross sectional dimension in the direction of bending

(b) The region of column where the moment demand exceeds 75% of the maximum plastic moment

(c) The analytical plastic hinge length L_p

4.11.8 Steel Column Plastic Hinge Region

In the absence of any experimental or analytical data that support the use of a plastic hinge length for a particular cross section, the plastic hinge region length for steel column shall be the maximum of the following:

(a) One eighth of the clear height of a steel column

(b) 18 in.

4.12 MINIMUM SUPPORT LENGTH REQUIREMENTS

Minimum support length as determined in this Article shall be provided for girders supported on an abutment, bent cap, pier wall, or a hinge seat within a span as shown in Figure 1.

4.12.1 Seismic Design Categories A, B, and C

Support lengths at expansion bearings without restrainers, STU's, or dampers shall either accommodate the greater of the maximum calculated displacement, except for bridges in SDC A, or a percentage of the empirical support length, N, specified by Eq. 1. Otherwise, longitudinal restrainers shall be provided. The percentage of N, applicable to each SDC, shall be as specified in Table 1.

$$N = (8 + 0.02L + 0.08H)(1 + 0.000125S^2) \qquad (4.12.1\text{-}1)$$

where:

N = minimum support length measured normal to the centerline of bearing (in.)

C4.12.1

Minimum support length provisions provided in this Article are equivalent to the *AASHTO LRFD Bridge Design Specifications* Article 4.7.4.4.

Support lengths are equal to the length of the overlap between the girder and the seat as shown in Figure 1. To satisfy the minimum value for N in this Article, the overall seat width will be larger than N by an amount equal to movements due to prestress shortening, creep, shrinkage, and thermal expansion/contraction. The minimum values for N given in Eq. 1 includes an arbitrary allowance for cover concrete at the end of the girder and face of the seat. If above average cover is used at these locations, N should be increased accordingly.

L = length of the bridge deck to the adjacent expansion joint, or to the end of the bridge deck; for hinges within a span, L shall be the sum of the distances to either side of the hinge; for single-span bridges, L equals the length of the bridge deck (ft.)

H = for abutments, average height of columns supporting the bridge deck from the abutment to the next expansion joint (ft.)

for columns and/or piers, column, or pier height (ft.)

for hinges within a span, average height of the adjacent two columns or piers (ft.)

0.0 for single-span bridges (ft.)

S = angle of skew of support measured from a line normal to span (°)

Table 4.12.1-1 Percentage *N* by SDC and Equivalent PGA (0.4 S_{DS}).

SDC	Value of $0.4S_{DS}$ (%g)	Percent N
A	< 0.05	≥ 75
A	≥ 0.05	100
B	All Applicable	150
C	All Applicable	150

4.12.2 Seismic Design Category D

For SDC D, hinge seat or support length, N, shall be available to accommodate the relative longitudinal earthquake displacement demand at the supports or at the hinge within a span between two frames as follows:

$$N = \left(4 + 1.65\Delta_{eq}\right)(1 + 0.00025\, S^2) \geq 24 \qquad (4.12.2\text{-}1)$$

where:

Δ_{eq} = seismic displacement demand of the long period frame on one side of the expansion joint (in.). The elastic displacement demand shall be modified according to Articles 4.3.2 and 4.3.3.

S is defined above in Article 4.12.1.

The skew effect multiplier, ($1+0.00025S^2$), can be set equal to 1 when the global model of the superstructure is modeled to include the full width and the skew effects on the displacement demands at the outer face of the superstructure.

C4.12.2

Support length requirements are based on the rigorous analysis required for SDC D. As such, support lengths determined for SDC D may be less than those determined using Article 4.12.1.

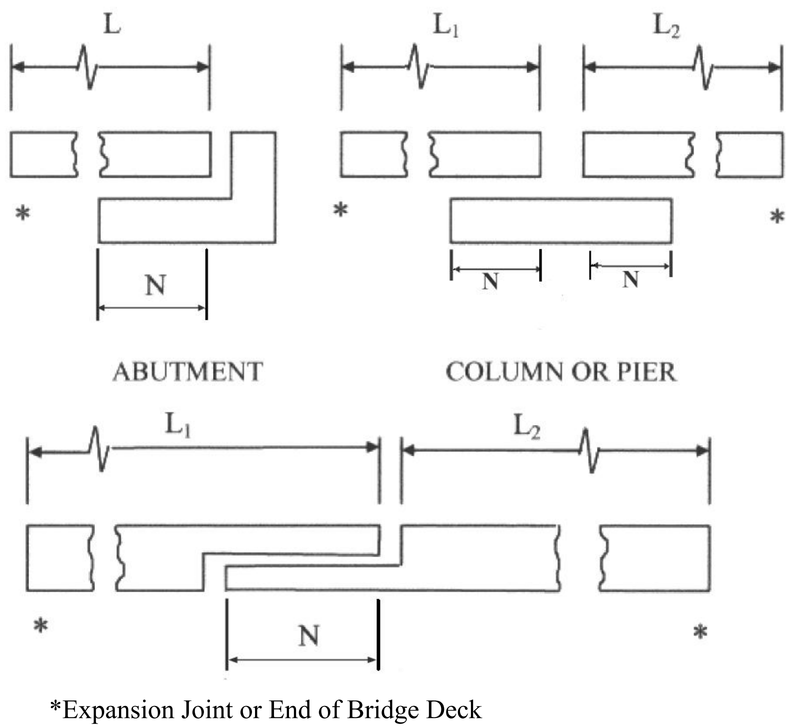


Figure 4.12-1 Support Length, *N*.

4.13 SUPPORT RESTRAINTS FOR SDC C AND D

Support restraints may be provided for longitudinal linkage at expansion joints within the space and at adjacent sections of simply supported superstructures. Their use is intended to achieve an enhanced performance of the expansion joint and shall be approved and satisfy the Owner requirements. For continuous superstructures spans, restrainers are considered secondary in reducing the out-of-phase motions at the expansion joints between the frames. They are used to minimize displacements (i.e. tune the out-of-phase displacement response) between the frames of a multi-frame system. Restrainer units shall be designed and detailed as described in the following Articles.

4.13.1 Longitudinal Restrainers

Restrainers shall be designed for a force as prescribed by the owner.

Friction shall not be considered to be an effective restrainer.

If the restrainer is at a point where relative displacement of the sections of superstructure is designed to occur during seismic motions, sufficient slack shall be allowed in the restrainer so that the restrainer does not start to act until the design displacement is exceeded.

C4.13.1

Where a restrainer is to be provided at columns or piers, the restrainer of each span may be attached to the column or pier rather than to interconnecting adjacent spans.

In lieu of restrainers, Shock Transmission Units may be used and designed for either the elastic force calculated according to Article 4.2 or the maximum force effects generated by inelastic hinging of the substructure as specified in Article 4.11.2.

4.13.2 Simple Span Superstructures

An elastic response analysis or simple equivalent static analysis is considered adequate and reliable for the design of restrainers for simple spans. An acceleration coefficient not less than that specified in Article 4.5 shall be used as a minimum.

4.13.3 Detailing Restrainers

- Restrainers shall be detailed to allow for easy inspection and replacement.
- Restrainer layout shall be symmetrical about the centerline of the superstructure.
- Restrainer systems shall incorporate an adequate gap for service conditions.
- Yield indicators may be used on cable restrainers to facilitate post earthquake investigations.

4.14 SUPERSTRUCTURE SHEAR KEYS

The design of the superstructure and the substructure shall take into consideration the anticipated load path. For slender bents, shear keys on top of the bent cap may function elastically at the design hazard level.

In lieu of experimental test data, the overstrength shear key capacity, V_{ok}, shall be taken as:

$$V_{ok} = 2V_n \tag{4.14-1}$$

where:

V_{ok} = overstrength shear key capacity used in assessing the load path to adjacent capacity-protected members (kip)

V_n = nominal interface shear capacity of shear key as defined in Article 5.8.4 of the *AASHTO LRFD Bridge Design Specifications* using the expected material properties and interface surface conditions (kip)

For shear keys at intermediate hinges within a span, the designer shall assess the possibility of a shear key fusing mechanism, which is highly dependent on out-of-phase frame movements. For bridges in SDC D where shear keys are needed to achieve a reliable performance at the design hazard level, (i.e., shear key element is part of the Earthquake Resistant System, ERS, see Article 3.3), non-linear analysis should be conducted to derive the distribution forces on shear keys affected by out-of-phase motions.

C4.14

Shear keys are typically designed to fuse at the design event earthquake level of acceleration. Minimum requirements herein are intended to keep the keys elastic at a lower more frequent earthquake event.

SECTION 5: ANALYTICAL MODELS AND PROCEDURES

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SECTION 5

ANALYTICAL MODELS AND PROCEDURES

5.1 GENERAL

A complete bridge system may be composed of a single frame or a series of frames separated by expansion joints and/or articulated construction joints. A bridge is composed of a superstructure and a supporting substructure.

Individual frame sections are supported on their respective substructures. Substructures consist of piers, single column or multiple column bents that are supported on their respective foundations.

The seismic response of a bridge includes the development of an analytical model followed by the response analysis of the analytical model to predict the resulting dynamic response for component design. Both the development of the analytical model and the selected analysis procedure are dependent on the seismic hazard, selected seismic design strategy and the complexity of the bridge. There are various levels or degrees of refinement in the analytical model and analytical procedures that are available to the designer.

C5.1

Seismic analysis encompasses a demand analysis and a displacement capacity verification. The objective of a demand analysis is to estimate the forces and displacements induced by the seismic excitation. A displacement capacity determination of piers and bents is required for SDC B, C, and D. The objective of a displacement capacity determination is to determine the displacement of an individual pier when its deformation capacity (that of the inelastic earthquake resisting element) is reached. The displacement capacity shall be greater than the displacement demand. The accuracy of the demand and capacity analyses depend on the assumption of the model related to the geometry, boundary conditions, material properties, and energy-dissipation incorporated in the model. It is the responsibility of the designer to assess the reasonableness of a model in representing the behavior of the structure at the level of forces and deformations expected for the seismic excitation.

Bridges should be analyzed accounting for nonlinear geometry (i.e., P-Δ effect). The need for modeling of foundations and abutments depends on the sensitivity of the structure to foundation flexibility and associated displacements. This in turn depends on whether the foundation is a spread footing, pile footing with pile cap, a pile bent, or drilled shaft. Article 5.3 defines the requirements for the foundation modeling in the seismic analysis.

When gross soil movement or liquefaction is determined to be possible, the model shall represent the change in support conditions and additional loads on the substructure associated with soil movement.

For structures whose response is sensitive to the support conditions, such as in a fixed-end arch, the model of the foundation shall account for the conditions present.

5.1.1 Analysis of a Bridge ERS

The entire bridge Earthquake Resistant System (ERS) for analysis purposes is referred to as the “global” model, whereas an individual bent or column is referred to as a “local” model. The term “global response” describes the overall behavior of the bridge system including the effects of adjacent components, subsystems, or boundary conditions. The term “local response” referring to the behavior of an individual component or subsystem being analyzed to determine, for example, its capacity using a pushover analysis.

Both global models and local models are included in these Guide Specifications.

Individual bridge components shall have displacement capacities greater than the displacement demands derived from the “global” analysis.

The displacement demands of a bridge system consisting of multiple simple spans can be derived using the equivalent static analysis outlined in Article 5.4.2. Global analysis requirements as given in Article 5.1.2 need not to be applied in this case.

5.1.2 Global Model

A global model should capture the response of the entire bridge system. Bridge systems with irregular geometry, in particular curved bridges and skew bridges, will require a global model with actual geometry defined. Also, multiple transverse expansion joints, massive substructures components, and foundations supported by soft soil can exhibit dynamic response characteristics that should be included in the model. Their effect on the global response is not necessarily intuitively obvious and may not be captured by a separate subsystem analysis.

Linear elastic dynamic analysis shall as a minimum be used for the global response analysis. There are however, some limitations in a linear elastic analysis approach. The nonlinear response of yielding columns, gapped expansion joints, earthquake restrainers and nonlinear soil properties can only be approximated using a linear elastic approach. Piece wise linear analysis can be used to approximate nonlinear response. Sensitivity studies using two bounding conditions may be used to approximate the non-linear effects.

For example, two global dynamic analyses are required to approximate the nonlinear response of a bridge with expansion joints because it possesses different characteristics in tension and compression.

In the tension model, the superstructure joints are permitted to move independently of one another in the longitudinal direction. Truss elements connecting the joints may be used to model the effects of earthquake restrainers. In the compression model, all of the truss (restrainer) elements are inactivated and the superstructure elements are locked longitudinally to capture structural response modes where the joints close up, mobilizing the abutments when applicable.

The structure's geometry will generally dictate if both a tension model and a compression model are required. Structures with appreciable superstructure curvature have a bias response to the outside of the curve and may require additional models, which combine the characteristics identified for the tension and compression models.

Long multi-frame bridges may be analyzed with multiple elastic models. A single multi-frame model may not be realistic since it cannot account for out-of-phase movement among the frames.

Each multi-frame model may be limited to five frames plus a boundary frame or abutment on each end of the model. Adjacent models shall overlap each other by at least one useable frame, as shown in Figure 1. A massless spring should be attached to the dead end of the boundary frames to represent the stiffness of the adjoining structure. The boundary frames provide some continuity between adjacent models but are considered redundant and their

C5.1.2

Depending on the chosen seismic analysis method, different types of approximations may be used for modeling the strength, stiffness, and energy-dissipation mechanisms. One-dimensional beam-column elements are sufficient for dynamic analysis of structures due to earthquake ground motion (referred to as "spine" models or "stick" models). For seismic analyses, grid or finite-element analyses are generally not necessary. They greatly increase the size of the model and complicate the understanding of the force and deformation distribution through the substructure because of the large number of vibration modes.

The geometry of skew, horizontal curvature, and joint size should be included in the model. However, two-dimensional models are adequate for bridges with skew angle less than 30° and a subtended angle of horizontal curvature less than 20°. When skew is included in a three-dimensional model, the geometry and boundary conditions at the abutments and bearings should be represented in order to determine the forces and displacements at these locations. Short columns or piers may be modeled with a single element, but tall columns may have two or more elements, particularly if they have significant mass (in the case of concrete), or are modeled as framed substructures.

The use of compression and tension models is expected to provide a reasonable bound on forces (compression model) and displacements (tension model).

analytical results are ignored.

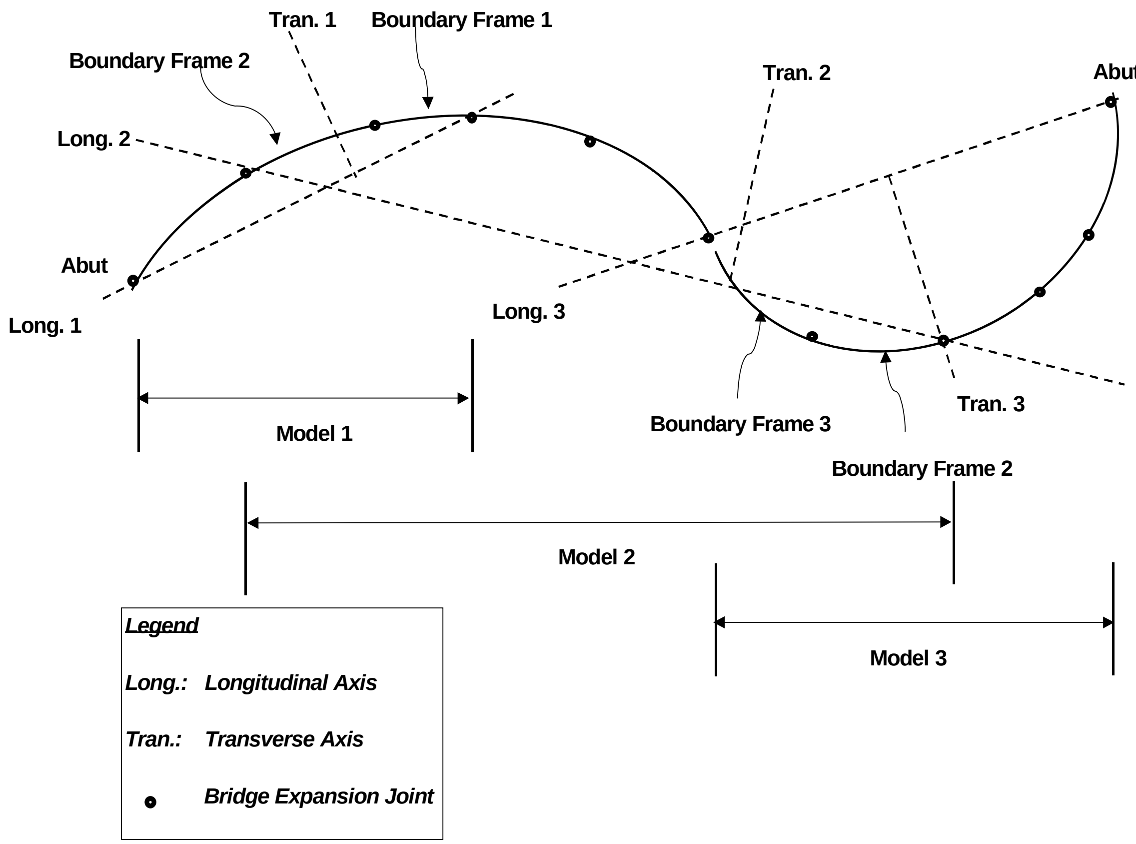


Figure 5.1.2-1 Elastic Dynamic Analysis Modeling Technique.

5.2 ABUTMENTS

5.2.1 General

The model of the abutment shall reflect the expected behavior of the abutment with seismic loads applied in each of the two horizontal directions. Resistance of structural components shall be represented by cracked section properties where applicable when conducting an Equivalent Static Analysis or an Elastic Dynamic Analysis.

The resistance from passive pressure of the soil embankment at the abutment wall shall be represented by a value for the secant stiffness consistent with the maximum displacement – according to Article 5.2.3. Depending on the bridge configuration, one of two alternatives can be chosen by the designer:

Earthquake Resisting System (ERS) without Abutment Contribution. ERS is designed to resist all seismic loads without any contribution from abutments in either orthogonal direction.

Earthquake Resisting System (ERS) with

C5.2.1

Article 5.2 provides requirements for the modeling of abutments in the longitudinal and transverse directions. The iterative procedure with secant stiffness coefficients defined in those articles are included in the mathematical model of the bridge to represent the resistance of the abutments in an elastic analysis.

The load-displacement behavior of the abutment may be used in a static nonlinear analysis when the resistance of the abutment is included in the design of the bridge.

In general the connections between the superstructure and substructure should be designed for the maximum forces that could be developed. In the spirit of capacity design, this implies that the forces corresponding to the full plastic mechanism (with yielding elements at their overstrength condition) should be used to design the connections. In cases where the full plastic mechanism might not develop during the Design Earthquake, the elastic forces for this event are permitted. However, it is still good practice to design the connections to resist the higher forces corresponding to the full plastic mechanism.

Abutment Contribution. The ERS is designed with the abutments as a key element of the ERS, in one or both of the orthogonal directions. Abutments are designed and analyzed to sustain the Design Earthquake displacements.

For the Displacement Capacity Verification, the strength of each component in the abutment, including soil, shall be included.

It is also good practice to design for the best estimate of forces that might develop in cases such as pile bents with battered piles. In such bents the connections should be stronger than the expected forces, and these forces may be large and may have large axial components. In such cases, the plastic mechanism may be governed by the pile geotechnical strengths, rather than the pile structural strengths.

5.2.2 Wingwalls

The participation of abutment walls and wingwalls in the overall dynamic response of bridge systems to earthquake loading and in providing resistance to seismically induced inertial loads shall be considered in the seismic design of bridges. Damage to walls is allowed to occur during earthquakes considering No Collapse criteria. Abutment participation in the overall dynamic response of the bridge system shall reflect the structural configuration, the load-transfer mechanism from the bridge to the abutment system, the effective stiffness and force capacity of the wall-soil system, and the level of expected abutment damage. The capacity of the abutments to resist the bridge inertial load shall be compatible with the structural design of the abutment wall (i.e., whether part of the wall will be damaged by the design earthquake), as well as the soil resistance that can be reliably mobilized. The lateral load capacity of walls shall be evaluated based on an applicable passive earth-pressure theory.

C5.2.2

A simplistic approach that may be used is to consider one wall 2/3 effective in acting against the abutment soil fill, while the second wall is considered 1/3 effective in acting against the outside sloped berm.

5.2.3 Longitudinal Direction

Under earthquake loading, the earth pressure action on abutment walls changes from a static condition to one of generally two possible conditions; (1) the dynamic active pressure condition as the wall moves away from the backfill, or (2) the passive pressure condition as the inertial load of the bridge pushes the wall to move inward toward the backfill. The governing earth pressure condition depends on the magnitude of seismically induced movement of the abutment walls, the bridge superstructure, and the bridge/abutment configuration. For seat-type abutments where the expansion joint is sufficiently large to accommodate both the cyclic movement between the abutment wall and the bridge superstructure (i.e., superstructure does not push against abutment wall), the seismically induced earth pressure on the abutment wall would be the dynamic active pressure condition. However, when the gap at the expansion joint is not sufficient to accommodate the cyclic wall/bridge movements, a transfer of forces will occur from the superstructure to the abutment wall. As a result, the active earth pressure condition will not be valid and the earth pressure approaches a much larger passive pressure load condition behind the backwall, which is the main cause for abutment damage as witnessed in past earthquakes. For stub or integral abutments, the abutment stiffness and capacity under passive pressure loading are primary design concerns.

5.2.3.1 Abutment Longitudinal Response for SDC B and C

Backwall reinforcement of seat-type abutments or the diaphragm of integral abutments designed primarily for non-seismic load conditions shall be checked for the seismic load path and altered if deemed appropriate.

C5.2.3.1

Abutments designed for bridges in SDC B or C are expected to resist earthquake loads with minimal damage. For seat-type abutments, minimal abutment movement could be expected under dynamic passive pressure conditions. However, bridge superstructure displacement demands may be 4 in. or more and could potentially increase the soil mobilization.

The provisions of Article 5.2.3.2 may be used for the design of abutments for bridges in SDC B or C.

5.2.3.2 Abutment Longitudinal Response for SDC D

For SDC D, passive pressure resistance in soils behind integral abutment walls and back walls for seat abutments will usually be mobilized due to the large longitudinal superstructure displacements associated with the inertial loads. Two alternatives may be considered by the Designer:

Case 1: **Earthquake Resisting System (ERS) without Abutment Contribution.** The bridge ERS is designed to resist all seismic loads without any contribution from abutments. Abutments may contribute to limiting displacement, providing additional capacity, and better performance that is not directly accounted for in the analytical model. To ensure that the columns will be able to resist the lateral loads, a zero stiffness and capacity at the abutments should be assumed. In this case, an evaluation of the abutment which considers the implications of significant displacements from seismic accelerations should be conducted. As appropriate, this evaluation should include overturning for abutments on spread footings or other structural configurations where overturning may be a concern.

Case 2: **Earthquake Resisting System (ERS) with Abutment Contribution.** In this case, the bridge is designed with the abutments as a key element of the ERS. Abutments are designed and analyzed to sustain the Design Earthquake displacements. When abutment stiffness and capacity are included in the design, it should be recognized that the passive pressure zone mobilized by abutment displacement extends beyond the active pressure zone normally used for static service load design, as illustrated schematically in Figure 1. The approach slab shown in Figure 1 is for illustration purposes only. Whether presumptive or computed passive pressures are used for design as stated in Article 5.2.3.3, backfill in this zone should be controlled by specifications, unless the passive pressure considered is less than 70% of the presumptive value.

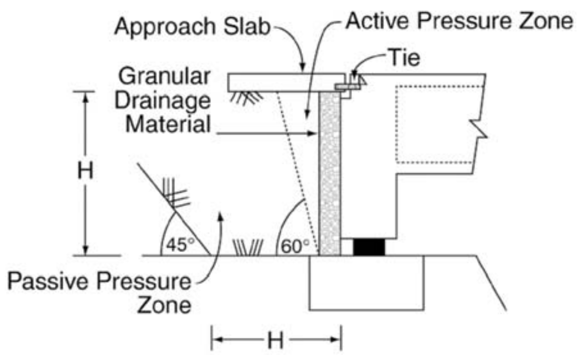


Figure 5.2.3.2-1 Design Passive Pressure Zone.

5.2.3.3 Abutment Stiffness and Passive Pressure Estimate

C5.2.3.3

Abutment stiffness, K_{eff} in kip/ft., and passive capacity, P_p in kips, should be characterized by a bi-linear or other higher-order nonlinear relationship as shown in Figure 1. Passive pressures may be assumed uniformly distributed over the height (H_w) of the backwall or diaphragm. Thus the total passive force is:

$$P_p = p_p H_w W_w \quad (5.2.3.3\text{-}1)$$

where:

p_p = passive lateral earth pressure behind backwall (ksf)

H_w = height of backwall (ft.)

W_w = width of backwall (ft.)

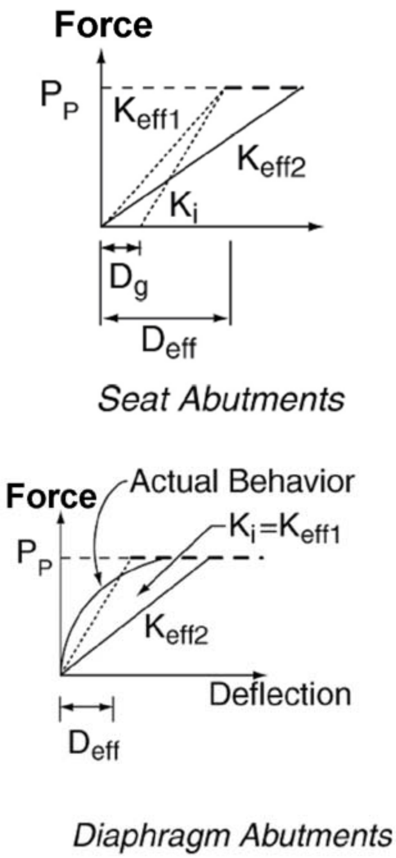


Figure 5.2.3.3-1 Characterization of Abutment Capacity and Stiffness.

a. Calculation of Best-Estimate Passive Pressure p_p

If the strength characteristics of compacted or natural soils in the "passive pressure zone" (total stress strength parameters *c* and ϕ) are known, then the passive force for a given height, H_w, may be computed using accepted analysis procedures. These procedures should account for the interface friction between the wall and the soil. The properties used shall be those indicative of the entire "passive pressure zone" as indicated in Figure 5.2.3.2-1. Therefore the properties of backfill that is only placed adjacent to the wall in the active pressure zone may not be appropriate as a weaker failure surface that can develop in the embankment.

If presumptive passive pressures are to be used for design, then the following criteria shall apply:

- Soil in the "passive pressure zone" should be compacted to a dry density greater than 95% of the maximum per ASTM Standard Method D1557 or equivalent.

- For cohesionless, non-plastic backfill (fines content less than 30%), the passive pressure p_p may be assumed equal to $2H_w/3$ ksf per foot of wall length.

- For cohesive backfill (clay fraction > 15%), the passive pressure p_p may be assumed equal to 5 ksf provided the estimated undrained shear strength is greater than 4 ksf.

The presumptive values given above are applicable for use in the "Permissible Earthquake Resisting Elements that Require Owner's Approval", as defined in Article 3.3. If the design is based upon presumptive resistances that are not greater than 70% of the values listed above, then the structure may be classified in the "Permissible Earthquake Resisting Elements".

In all cases granular drainage material shall be placed behind the abutment wall to ensure adequate mobilization of wall friction.

b. Calculation of Soil Stiffness

An equivalent linear secant stiffness, K_{eff} in kip/ft., is required for analyses. For integral or diaphragm type abutments, an initial secant stiffness (Figure 1) may be calculated as follows:

$$K_{eff1} = \frac{P_p}{(F_w H_w)} \qquad (5.2.3.3\text{-}2)$$

where:

P_p = passive lateral earth pressure capacity (kip)

H_w = height of backwall (ft.)

F_w = factor taken as between 0.01 to 0.05 for soils ranging from dense sand to compacted clays

If computed abutment forces exceed the soil capacity, the stiffness should be softened iteratively (K_{eff1} to K_{eff2}) until abutment displacements are consistent (within 30%) with the assumed stiffness. For seat type abutments the expansion gap should be included in the initial estimate of the secant stiffness. Thus:

$$K_{eff1} = \frac{P_p}{(F_w H_w + D_g)} \qquad (5.2.3.3\text{-}3)$$

where:

D_g = width of gap between backwall and

Guidance on the value of F_w to use for a particular bridge may be found in Table C3.11.1-1 of the *AASHTO LRFD Bridge Design Specifications*. The table presents values of F_w for dense sand, medium dense sand, loose sand, compacted silt, compacted lean clay, and compacted fat clay. If the influence of passive pressure extends beyond one particular soil type at an abutment, averaged or weighted average values for F_w may be used at the engineer's discretion.

superstructure (ft.)

For SDC D, where pushover analyses are conducted, values of P_p and the initial estimate of K_{eff1} should be used to define a bilinear load-displacement behavior of the abutment for the capacity assessment.

5.2.4 Transverse Stiffness

Two alternatives may be considered by the designer:

Case 1: **Earthquake Resisting System (ERS) without Abutment Contribution.** The bridge ERS is designed to resist all seismic loads without any contribution from abutments. Concrete Shear Keys are considered sacrificial when they are designed for lateral loads lower than the Design Earthquake loads. A minimum level of design corresponds to lateral loads not including earthquake loads. If sacrificial concrete shear keys are used to protect the piles, the bridge shall be analyzed and designed according to Articles 5.2.4.1 and 5.2.4.2 as applicable. If a fuse is used, then the effects of internal force redistribution resulting from fusing shall be taken into account in the design of the bridge. Limitations on the use of fusing (hinging or failure of a bridge component along the earthquake load path) for SDC C or D are listed below. Abutment pile foundations are considered adequate to carry the vertical dead loads for satisfying the No Collapse Criteria.

Case 2: **Earthquake Resisting System (ERS) with Abutment Contribution.** The bridge is designed with the abutments as a key element of the ERS. Shear keys at the abutment are designed and analyzed to sustain the lesser of the Design Earthquake forces or sliding friction forces of spread footings. Pile supported foundations are designed to sustain the Design Earthquake displacements. Inelastic behavior of piles at the abutment is acceptable.

In the context of these provisions, elastic resistance includes the use of elastomeric, sliding, or isolation bearings designed to accommodate the design displacements, soil frictional resistance acting against the base of a spread footing-supported abutment, pile resistance provided by piles acting in their elastic range, or passive resistance of soil acting at displacements less that 2% of the wall height.

Likewise, fusing includes: breakaway elements, such as isolation bearings with a relatively high yield force; shear keys; yielding elements, such as wingwalls yielding at their junction with the abutment backwall; elastomeric bearings whose connections have failed and upon which the superstructure is sliding; spread footings that are proportioned to slide; or piles that develop a complete plastic mechanism.

The stiffness of the abutment foundation under transverse loading may be calculated based on the procedures given in Article 5.3. Where fusing elements are used, allowance shall be made for the reduced equivalent stiffness of the abutment after fusing occurs.

5.2.4.1 Abutment Transverse Response for SDC B and C

Shear keys shall be designed to resist a horizontal seismic force not less than the product of the effective peak ground spectral acceleration coefficient, $0.4S_{DS}$, as specified in Article 3.4, times the tributary permanent load.

Fusing is not expected for SDC B or C; however, if deemed necessary, shall be checked using the procedure applicable to SDC D according to Article 5.2.4.2 taking into account the overstrength effects of shear keys according to Article 4.14.

C5.2.4.1

For bridges in these categories, elastic resistance may be achievable.

5.2.4.2 Abutment Transverse Response for SDC D

For structures in this category, either elastic resistance or fusing shall be used to accommodate transverse abutment loading. The elastic forces used for transverse abutment design shall be determined from an elastic demand analysis of the structure.

For transverse loading when a fusing mechanism is chosen for pile support foundations, the overstrength capacity of the shear keys shall be less than the combined plastic shear capacity of the piles. For pile-supported abutment foundations, the stiffness contribution of standard size piles (i.e., $\leq$ 16 in.) shall be ignored if the abutment displacement is greater than 4 in. unless a displacement capacity verification of the pile is performed separately. The capacity provided by the footing-soil friction resistance in addition to the wing walls resistance is considered secondary for ensuring a fusing mechanism.

The design of concrete shear keys should consider the unequal forces that may develop in a skewed abutment, particularly if the intermediate piers are also skewed. (This effect is amplified if intermediate piers also have unequal stiffness, such as wall piers.) The shear key design should also consider unequal loading if multiple shear keys are used. The use of recessed or hidden shear keys should be avoided if possible, since these are difficult to inspect and repair.

5.3 FOUNDATIONS

5.3.1 General

The Foundation Modeling Method (FMM) defined in Table 1 is recommended unless deemed otherwise. Articles 5.3.2, 5.3.3 and 5.3.4 provide the requirements for estimating foundation springs for spread footings, pile foundations, and the depth to fixity for drilled shafts, respectively. For a foundation considered as rigid, the mass of the foundation should be ignored in the analytical model. The Engineer shall assess the merits of including

C5.3.1

A wide range of methods for modeling foundations for seismic analysis is available. Generally a refined model is unnecessary for seismic analysis. For many cases the assumption of a rigid foundation is adequate. Flexibility of a pile bent or shaft can be estimated using an assumed point-of-fixity associated with the stiffness estimate of the pile (or shaft) and the soil. Spread footings and piles can be modeled with rotational and translational springs.

the foundation mass in the analytical model where appropriate taking into account the recommendations in this Article.

The required foundation modeling method depends on the Seismic Design Category (SDC).

Foundation Modeling Method I is required as a minimum for SDC B & C provided foundation is located in Site Class A, B, C, or D. Otherwise, Foundation Modeling Method II is required.

Foundation Modeling Method II is required for SDC D.

Foundation Modeling Method II is required in the Displacement Capacity Verification ("pushover") analysis if it is used in the multi-mode dynamic analysis for displacement demand. The foundation models in the multi-mode dynamic analysis and Displacement Capacity Verification shall be consistent and representative of the footing behavior.

For sites identified as susceptible to liquefaction or lateral spread, the ERS global model shall consider the non-liquefied and liquefied conditions using the procedures specified in Article 6.8.

The requirement for including soil springs for Foundation Modeling Method II depends on the contribution of the foundation to the elastic displacement of the pier. More flexible spread and pile footings should be modeled and included in the seismic analysis.

If foundation springs are included in the multi-mode dynamic analysis, they should be included in the pushover analysis so the two models are consistent for the displacement comparison.

For most spread footings and piles with pile caps a secant stiffness for the soil springs is adequate. Bi-linear soil springs are used for the pushover analysis.

For pile bents and drilled shafts, an estimated depth to fixity is generally adequate for representing the relative flexibility of the soil and pile or shaft. Soil springs with secant stiffness may be used to provide a better representation based on *P-y* curves for the footing and soil. Bi-linear springs may be used in the pushover analysis if there is particular concern with depth of the plastic hinge and effective depth of fixity.

If bilinear springs are used in a pushover analysis, a secant stiffness, typical of the expected level of soil deformation, is used in the multi-mode dynamic analysis for a valid comparison of displacement demand and capacity.

Table 5.3.1-1 Definition of Foundation Modeling Method (FMM).

Foundation Type	Modeling Method I	Modeling Method II
Spread Footing	Rigid	Rigid for Site Classes A and B. For other soil types, foundation springs required if footing flexibility contributes more than 20% to pier displacement.
Pile Footing with Pile Cap	Rigid	Foundation springs required if footing flexibility contributes more than 20% to pier displacement.
Pile Bent/Drilled Shaft	Estimated depth to fixity	Estimated depth to fixity or soil-springs based on *P-y* curves.

5.3.2 Spread Footing

When required to represent foundation flexibility, spring constants shall be developed for the modeling of spread footings.

The shear modulus (G) used to compute stiffness values should be determined by adjusting the low-strain shear modulus (G_{max}) for the level of shearing strain using strain adjustment factors (G/G_{max}) which are less than one (1.0). Strain adjustment factors for SDC D should be less than those for SDC B or C.

Values of G_{max} shall be determined by seismic methods (e.g., crosshole, downhole, or SASW), by laboratory testing methods (e.g., resonant column with adjustments for time), or by empirical equations (Kramer, 1996). The uncertainty in determination of G_{max} shall be considered when establishing strain adjustment factors.

No special computations are required to determine the geometric or radiation damping of the foundation system. Five percent system damping shall be used for design,

C5.3.2

Procedures given in the FEMA 273 *Guidelines for the Seismic Rehabilitation of Buildings* (ATC/BSSC, 1997) are acceptable for estimating spring constants. These computational methods are appropriate for sites that do not liquefy or lose strength during earthquake loading.

Uplift or rocking analysis for spread footings may be considered with the owner's approval. See Appendix A.

unless special studies are performed and approved by the owner.

Moment-rotation and shear force-displacement shall be represented by a bi-linear relationship. The initial slope of the bi-linear curve should be defined by a rotational spring constant.

The maximum resisting force (i.e., plastic capacity) on the force-deformation curve shall be defined for the best-estimate case of geotechnical properties.

5.3.3 Pile Foundations

The design of pile foundations shall be based on column loads determined by capacity design principles (Article 4.11) or elastic seismic forces, whichever is smaller for SDC B and based on capacity design principles only for SDC C or D. Both the structural and geotechnical elements of the foundation shall be designed accordingly.

Foundation flexibility shall be incorporated into design for SDC D according to Article 5.3.1.

The nonlinear properties of the piles shall be considered in evaluating the lateral response of the piles to lateral loads during a seismic event.

Liquefaction shall be considered using procedures specified in Article 6.8 for SDC D where applicable during the development of spring constants and capacity values.

C5.3.3

A group reduction factor established in the geotechnical report should be considered in the analysis. Analyzing the structure with and without consideration of a group reduction factor should also be considered since the overall response of the structure for these two cases may vary significantly.

5.3.4 Drilled Shafts

The flexibility of the drilled shaft shall be represented using either the estimated depth of fixity or soil springs in a lateral pile analysis. Procedures identified in Article 5.3.3 including those for liquefaction, generally apply except that group reduction factors are typically considered only in the transverse direction of a multi-shaft bent.

5.4 ANALYTICAL PROCEDURES

C5.4

In specifying the Seismic Design Category (SDC), two principles are followed. First, as the seismic hazard increases, improved modeling and analysis for seismic demands is necessary because the behavior may be sensitive to the maximum demands. Second, as the complexity of the bridge increases, more sophisticated models are required for seismic demand and displacement capacity evaluation. For bridges with a regular configuration, a single-degree-of-freedom model is sufficiently accurate to represent the seismic response. For these types of bridges, the equivalent static analysis (Procedure 1) may be used to establish displacement demands.

For structures that do not satisfy the requirements of regularity for an elastic response spectrum analysis, Procedure 2, shall be used to determine the displacement demands

5.4.1 General

The objective of seismic analysis is to assess displacement demands of a bridge and its individual components. Equivalent static analysis and linear elastic dynamic analysis are the appropriate analytical tools for estimating the displacement demands for normal bridges. Inelastic static analysis "Pushover Analysis" is the appropriate analytical tool used to establish the displacement capacities for normal bridges assigned to SDC D.

Nonlinear Time History analysis should be used for critical or essential bridges as defined in Article 4.2.2 and in some cases for Normal Bridges in SDC D using devices for isolation or energy dissipation. In this type of analysis, component capacities are characterized in the mathematical model used for the seismic response analysis. The procedures mentioned above are described in more detail below in Article 5.4.4.

5.4.2 Procedure 1: Equivalent Static Analysis (ESA)

ESA can be used to estimate displacement demands for structures where a more sophisticated dynamic analysis will not provide additional insight into behavior. ESA is best suited for structures or individual frames with well balanced spans and uniformly distributed stiffness where the response can be captured by a predominant translational mode of vibration.

Both the Uniform Load Method and the Single Mode Spectral Analysis Method are considered acceptable equivalent static analysis procedures.

The Uniform Load Method shall be based on the fundamental mode of vibration in either the longitudinal or transverse direction. The period of this mode of vibration shall be taken as that of an equivalent single mass-spring oscillator. The stiffness of this equivalent spring shall be calculated using the maximum displacement that occurs when an arbitrary uniform lateral load is applied to the bridge. A procedure for using the Uniform Load Method is given in Article C5.4.2.

The Single-Mode Spectral Analysis Method shall be based on the fundamental mode of vibration in either the longitudinal or transverse direction. This mode shape may be found by applying a uniform horizontal load to the structure and calculating the corresponding deformed shape. The natural period may be calculated by equating the maximum potential and kinetic energies associated with the fundamental mode shape. A procedure for using the Single-Mode Spectral Analysis Method can be found in the *AASHTO LRFD Bridge Design Specifications* Article 4.7.4.3.2b.

C5.4.2

The equivalent static analysis is suitable for short to medium span structures with regular configuration. Long bridges, or those with significant skew or horizontal curvature, have dynamic characteristics that should be assessed in a multi-mode dynamic analysis.

The Uniform Load Method, described in the following steps, may be used for both transverse and longitudinal earthquake motions. It is essentially an equivalent static method of analysis that uses a uniform lateral load to approximate the effect of seismic loads. The method is suitable for regular bridges that respond principally in their fundamental mode of vibration.

Whereas displacements are calculated with reasonable accuracy, the method can overestimate the transverse shears at the abutments by up to 100%. Consequently, the columns may have inadequate lateral strength because of the overestimate of abutment forces. The Single-Mode Spectral Analysis Method or a multi-mode dynamic analysis is recommended to avoid unrealistic distributions of seismic forces.

The steps in the uniform load method are as follows:

1. Calculate the static displacements $v_s(x)$ due to an assumed uniform load p_o, as shown in Figure C1. The uniform loading p_o is applied over the length of the bridge; it has dimension of force/unit length and may be arbitrarily set equal to 1.0. The static displacement $v_s(x)$ has the dimension of length.

2. Calculate the bridge lateral stiffness, K, and total weight, W, from the following expressions:

$$K = \frac{p_o L}{v_{s,\max}} \qquad \text{(C5.4.2-1)}$$

$$W = \int_0^L w(x)dx \qquad \text{(C5.4.2-2)}$$

where:

p_o = uniform lateral load applied over the length of the structure (kip/ft. or kip/in.)

L = total length of the structure (ft. or in.)

$v_{s,max}$ = maximum lateral displacement due to uniform load p_o (ft. or in.)

$w(x)$ = nominal dead load of the bridge superstructure and tributary substructure (kip/ft. or kip/in.)

W = total weight of structure (kip)

K = effective lateral bridge stiffness (kip/ft. or kip/in.)

The weight shall take into account structural elements and other relevant loads including, but not limited to, pier caps, abutments, columns, and footings. Other loads, such as live loads, may be included.

3. Calculate the period of the bridge, T_m, using the expression:

$$T_m = 2\pi\sqrt{\frac{W}{Kg}} \qquad \text{(C5.4.2-3)}$$

where:

g = acceleration due to gravity (ft./sec.^{2} or in./sec.^{2})

4. Calculate the equivalent static earthquake loading p_e from the expression:

$$p_e = \frac{S_a W}{L} \qquad \text{(C5.4.2-4)}$$

where:

S_a = design response spectral acceleration coefficient determined in accordance with Article 3.4.1 for $T=T_m$

p_e = equivalent uniform static lateral seismic load per unit length of bridge applied to represent the primary mode of vibration

(kip/ft. or kip/in.)

5. Calculate the displacements and member forces for use in design either by applying p_e to the structure and performing a second static analysis or by scaling the results of the first step above by the ratio p_e/p_o.

The configuration requirements for Equivalent Static Analysis (Procedure 1) analysis restrict application to individual frames or units that can be reasonably assumed to respond as a single-degree-of-freedom system in the transverse and longitudinal directions. When abutments do not resist significant seismic forces, the superstructure will respond as a rigid-body mass. The lateral-load-resisting piers or bents should be uniform in strength and stiffness to justify the assumption of independent transitional response in the longitudinal and transverse directions.

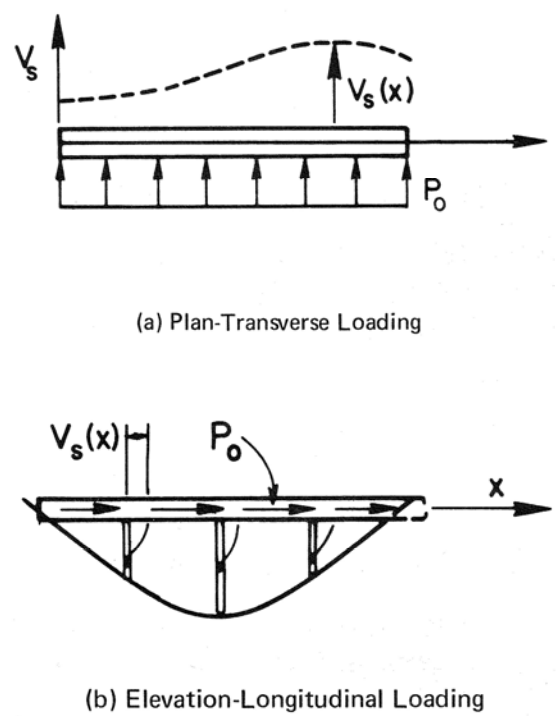


Figure C5.4.2-1 Bridge Deck Subjected to Assumed Transverse and Longitudinal Loading.

5.4.3 Procedure 2: Elastic Dynamic Analysis (EDA)

EDA shall be used to estimate the displacement demands for structures where ESA does not provide an adequate level of sophistication to estimate the dynamic behavior. A linear elastic multi-modal spectral analysis utilizing the appropriate response spectrum (i.e., 5% damping) shall be performed. The number of degrees of freedom and the number of modes considered in the analysis shall be sufficient to capture at least 90% mass participation in both the longitudinal and transverse directions. A minimum of three elements per flexible

C5.4.3

The model for an elastic response spectrum analysis is linear, and as such it does not represent the inelastic behavior of earthquake-resisting elements under strong ground motion. However, with the proper representation of the inelastic elements and interpretation of responses, an elastic analysis provides reasonable estimates of seismic demands. The model should be based on cracked section properties for concrete components, and on secant stiffness coefficients for the foundations, abutments, and seismic isolation components. All shall be consistent with the column and four elements per span shall be used in the linear elastic model.

The engineer should recognize that forces generated by linear elastic analysis could vary, depending on the degree of non-linear behavior, from the actual force demands on the structure. Displacements are not as sensitive to the non-linearity's and may be considered good approximations. Sources of nonlinear response that are not captured by EDA include the effects of the surrounding soil, yielding of structural components, opening and closing of expansion joints, and nonlinear restrainer and abutment behavior. EDA modal results shall be combined using the complete quadratic combination (CQC) method.

For multi-frame analysis it is recommended to include a minimum of two boundary frames or one frame and an abutment beyond the frame user consideration. (See Article 5.1.2).

expected levels of deformation of the components. The displacements at the center of mass, generally the superstructure, can be used to estimate the displacement demand of the structure including the effect of inelastic behavior in the earthquake-resisting elements.

For SDC D, a displacement capacity evaluation is required. The displacement capacity evaluation involves determining the displacement at which the first component reaches its inelastic deformation capacity. All non-ductile components shall be designed using capacity design principles to avoid brittle failure. For simple piers or bents, the displacement capacity can be evaluated by simple calculations using the geometry of displaced shapes, and forces and deformations at the plastic hinges. For more complicated piers or bents, particularly when foundations and abutments are included in the model, a nonlinear static ("pushover") analysis may be used to evaluate the displacement capacity. It is recommended that the nonlinear static analysis continue beyond the displacement at which the first component reaches its inelastic deformation capacity in order to assess the behavior beyond the displacement capacity and obtain a better understanding of the limit states.

The displacement capacity is compared to the displacement demand determined from an elastic response-spectrum analysis.

Vibration modes are convenient representations of dynamic response for response spectrum analysis. Enough modes should be included to provide sufficient participation for bending moments in columns, or other components with inelastic deformation. Dynamic analysis programs, however, usually compute participation factors only for base shear, often expressed as a percentage of total mass. For regular bridges the guideline of including 90% of the modal mass for horizontal components generally provides a sufficient number of modes for accurate estimate of forces in lateral-load-resisting components. For irregular bridges, or large models of multiple-frame bridges, the participating mass may not indicate the accuracy for forces in specific components. It is for this reason that the models of long bridges are limited to five frames.

The response spectrum in Article 3.4.1 is based on 5% damping. For bridges with seismic isolation the additional damping from the seismic isolator units applies only to the isolated vibration modes. Other vibration modes have 5% damping.

5.4.4 Procedure 3: Nonlinear Time History Method

Any step-by-step, time history method of dynamic analysis that has been validated by experiment and/or comparative performance with similar methods may be used provided the following requirements are also satisfied.

The time histories of input acceleration used to describe the earthquake loads shall be selected in consultation with the Owner or Owner's representative.

C5.4.4

A nonlinear dynamic analysis is a more comprehensive analysis method because the effect of inelastic behavior is included in the demand analysis. Depending on the mathematical model, the deformation capacity of the inelastic elements may or may not be included in the dynamic response analysis. A nonlinear dynamic response analysis requires a suite of time-histories (Article 3.4.4) of earthquake ground motion that

Time-History Analysis shall be performed with no fewer than three data sets (two horizontal components and one vertical component) of appropriate ground motion time histories selected and called from not less than three recorded events. Appropriate time histories shall represent magnitude, fault distances and source mechanisms that are consistent with those that control the design earthquake ground motion. Each time history shall be modified to be response-spectrum compatible using the time-domain procedure.

Where three time history data sets are used in the analysis of a structure, the maximum value of each response parameter (e.g., force in a member, displacement at a specific level) shall be used to determine design acceptability. Where seven or more time history data sets are employed, the average value of each response parameter may be used to determine design acceptability. The sensitivity of the numerical solution to the size of the time step used for the analysis shall be determined. A sensitivity study shall also be carried out to investigate the effects of variations in assumed material properties.

is representative of the hazard and conditions at the site. Because of the complexity involved with nonlinear dynamic analysis, it is best used in conjunction with SDC D or in a case where seismic isolation is included in the design strategy.

Seismically isolated structures with long periods or large damping ratios require a nonlinear dynamic analysis because the analysis procedures using an effective stiffness and damping may not properly represent the effect of isolation units on the response of the structure. The model for nonlinear analysis shall represent the hysteretic relationships for the isolator units.

5.5 MATHEMATICAL MODELING USING EDA (PROCEDURE 2)

5.5.1 General

The bridge should be modeled as a three-dimensional space frame with joints and nodes selected to realistically model the stiffness and inertia effects of the structure. Each joint or node should have six degrees-of-freedom, three translational and three rotational. The structural mass should be lumped with a minimum of three translational inertia terms at each node.

The mass should take into account structural elements and other relevant loads including, but not limited to, pier caps, abutments, columns and footings. Other loads such as live loads may be included. Generally, the inertia effects of live loads are not included in the analysis; however, the probability of a large live load being on the bridge during an earthquake should be considered when designing bridges with high live-to-dead load ratios which are located in metropolitan areas where traffic congestion is likely to occur.

C5.5.1

For elastic analysis methods, there is a significant approximation in representing the force-deformation relationship of inelastic structural elements by a single linearized stiffness. For inelastic columns or other inelastic earthquake-resisting elements, the common practice is to use an elastic stiffness for steel elements and a cracked stiffness for reinforced concrete elements. However, the stiffness of seismic isolator units, abutments, and foundation soils are represented by a secant stiffness consistent with the maximum deformation. The designer shall consider the distribution of displacements from an elastic analysis to verify that they are consistent with the inelastic behavior of the earthquake-resisting elements.

The objective of the nonlinear displacement capacity verification is to determine the displacement at which the inelastic components reach their deformation capacity. The deformation capacity is the sum of elastic and plastic deformations. The plastic deformation is expressed in terms of the rotation of the plastic hinges. A nonlinear analysis using expected strengths of the components gives larger plastic deformations than an analysis including overstrength. Hence, it is appropriate to use the expected strength of the components when estimating the displacement capacity.

5.5.2 Superstructure

The superstructure shall, as a minimum, be modeled as a series of space frame members with nodes at such points as the span quarter points in addition to joints at the

C5.5.2

For a spine or stick model of the superstructure, the stiffness is represented by equivalent section properties for axial deformation, flexure about two axes, torsion, and ends of each span. Discontinuities should be included in the superstructure at the expansion joints and abutments. Care should be taken to distribute properly the lumped mass inertia effects at these locations. The effect of earthquake restrainers at expansion joints may be approximated by superimposing one or more linearly elastic members having the stiffness properties of the engaged restrainer units.

5.5.3 Substructure

The intermediate columns or piers should also be modeled as space frame members. Long, flexible columns should be modeled with intermediate nodes at the third points in addition to the joints at the ends of the columns. The model should consider the eccentricity of the columns with respect to the superstructure. Foundation conditions at the base of the columns and at the abutments may be modeled using equivalent linear spring coefficients.

5.6 EFFECTIVE SECTION PROPERTIES

5.6.1 Effective Reinforced Concrete Section Properties for Seismic Analysis

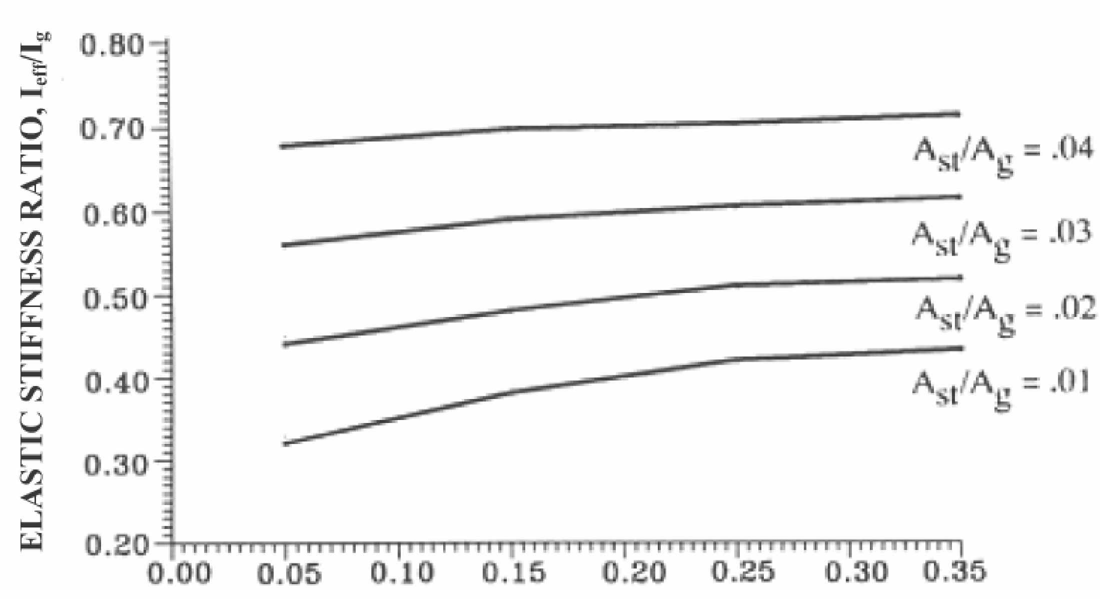
Elastic analysis assumes a linear relationship between stiffness and strength. Concrete members display nonlinear response before reaching their idealized yield limit state.

Section properties, flexural stiffness, E_cI_{eff}, shear stiffness parameter $(GA)_{eff}$, and torsional stiffness G_cJ_{eff}, shall reflect the cracking that occurs before the yield limit state is reached. The effective moments of inertia, I_{eff} and J_{eff} shall be used to obtain realistic values for the structure's period and the seismic demands generated from ESA and EDA analyses.

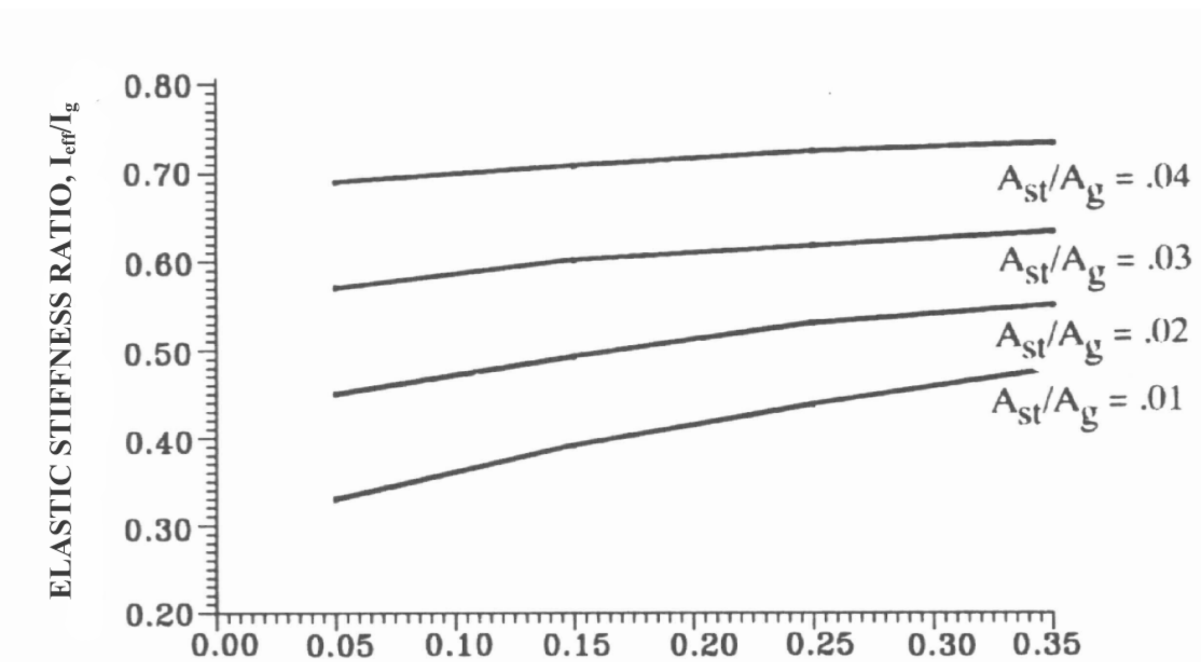
5.6.2 E_cI_{eff} and $(GA)_{eff}$ for Ductile Reinforced Concrete Members

The effective moment of inertia I_{eff} should be used when modeling ductile elements. I_{eff} may be estimated by Figure 1 or the slope of the M-ϕ curve between the origin and the point designating the first reinforcing bar yield shall be taken as:

possibly shear deformation in two directions. The calculation of the section stiffness shall represent reasonable assumptions about the three-dimensional flow of forces in the superstructure, including composite behavior.



(a) Circular Sections.



(a) Rectangular Sections.

Figure 5.6.2-1 Effective Flexural Stiffness of Cracked Reinforced Concrete Sections.

$$E_c I_{eff} = \frac{M_y}{\phi_y} \qquad (5.6.2\text{-}1)$$

where:

M_y = moment capacity of section at first yield of the reinforcing steel (kip-in.)

ϕ_y = curvature of section at first yield of the reinforcing steel including the effects of the unfactored axial dead load (1/in.)

E_c = modulus of elasticity of concrete (ksi)

I_{eff} = effective moment of inertia of the section based upon cracked concrete and first yield of the reinforcing steel (in.^{4})

The unfactored axial gravity load is typically used when determining the effective properties.

The M-ϕ analysis parameters are defined in Articles 8.4 and 8.5.

For pier walls in the strong direction, the shear stiffness parameter $(GA)_{eff}$ may be calculated as follows:

$$(GA)_{eff} = G_c A_{ew} \frac{I_{eff}}{I_g} \qquad (5.6.2\text{-}2)$$

where:

$(GA)_{eff}$ = effective shear stiffness parameter of the pier wall (kip)

G_c = shear modulus of concrete (ksi)

A_{ew} = cross sectional area of pier wall (in.^{2})

I_g = gross moment of inertia taken about the weak axis of the reinforced concrete cross section (in.^{4})

I_{eff} = effective moment of inertia taken about the weak axis of the reinforced concrete cross section calculated from Eq. 1 or Figure 1 (in.^{4})

5.6.3 I_{eff} for Box Girder Superstructures

I_{eff} in box girder superstructures is dependent on the extent of cracking and the effect of the cracking on the element's stiffness.

I_{eff} for reinforced concrete box girder sections can be estimated between $0.5I_g$ and $0.75I_g$. The lower bound represents lightly reinforced sections and the upper bound represents heavily reinforced sections.

The location of the prestressing steel's centroid and the direction of bending have a significant impact on how cracking affects the stiffness of prestressed members. Multi-modal elastic analysis is incapable of capturing the variations in stiffness caused by moment reversal. Therefore, no stiffness reduction is recommended for prestressed concrete box girder sections.

5.6.4 I_{eff} for Other Superstructure Types

Reductions to I_g similar to those specified for box girders can be used for other superstructure types and cap beams. A more refined estimate of I_{eff} based on M-ϕ analysis may be warranted for lightly reinforced girders and precast elements.

5.6.5 Effective Torsional Moment of Inertia

A reduction of the torsional moment of inertia is not required for bridge superstructures. The torsional stiffness of concrete members can be greatly reduced after the onset of cracking. The torsional moment of inertia for columns shall be reduced as follows:

$$J_{eff} = 0.2 J_g \qquad (5.6.5\text{-}1)$$

where:

J_{eff} = effective torsional (polar) moment of inertia of reinforced concrete section (in.^{4})

J_g = gross torsional (polar) moment of inertia of reinforced concrete section (in.^{4})

SECTION 6: FOUNDATION AND ABUTMENT DESIGN

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SECTION 6

FOUNDATION AND ABUTMENT DESIGN

6.1 GENERAL

This section includes only those foundation and abutment requirements that are specifically related to seismic resistant construction. It assumes compliance with all the basic requirements necessary to provide support for vertical loads and lateral loads other than those due to earthquake motions. These include, but are not limited to, provisions for the extent of foundation investigation, fills, slope stability, bearing and lateral soil pressures, drainage, settlement control, and pile requirements and capacities.

6.2 FOUNDATION INVESTIGATION

6.2.1 Subsurface Investigation

Conduct subsurface investigations, including borings and laboratory soil tests, to provide pertinent and sufficient information for the determination of the Site Class of Article 3.4.2.1. The type and cost of the foundations should be considered in the economic, environmental, and aesthetic studies for location and bridge type selection.

A subsurface investigation shall be conducted in accordance with Article 10.4.2 of the *AASHTO LRFD Bridge Design Specifications* to provide pertinent and sufficient information for the determination of the Site Class according to Article 3.4.2.1. In order to provide the input and site characterization needed to complete all geotechnical aspects of the seismic design, laboratory and in-situ testing of the subsurface materials shall be conducted in accordance with Articles 10.4.3, 10.4.4, and 10.4.5 of the *AASHTO LRFD Bridge Design Specifications*.

If the subsurface investigation indicates there is the potential for significant lateral spreading due to liquefaction at a bridge site located in SDC B or C, the owner may require that the structure design meet the requirements of SDC D.

C6.2.1

The goal of the site characterization for seismic design is to develop the subsurface profile and soil property information required for seismic analyses. Soil parameters generally required for seismic design include:

- Initial dynamic shear modulus at small strains or shear wave velocity,
- Equivalent viscous damping ratio,
- Shear modulus reduction and equivalent viscous damping characteristics as a function of shear strain,
- Cyclic shear strength parameters (peak and residual), and
- Liquefaction resistance parameters.

6.2.2 Laboratory Testing

Laboratory tests shall be performed to determine the strength, deformation, and flow characteristics of soil and rock or both, and their suitability for the foundation selected. In areas of higher seismicity (e.g., SDC D), it may be appropriate to conduct special dynamic or cyclic tests to establish the liquefaction potential or stiffness and material damping properties of the soil at some sites, if unusual soils exist or if the foundation is supporting an essential or critical bridge.

6.2.3 Foundation Investigation for SDC A

There are no special seismic foundation investigation requirements for SDC A.

6.2.4 Foundation Investigation for SDC B and C

In addition to the normal site investigation, the Engineer may require the submission of a report which describes the results of an investigation to determine potential hazards and seismic design requirements related to (1) slope instability, and (2) increases in lateral earth pressure, all as a result of earthquake motions. Seismically induced slope instability in approach fills or cuts may displace abutments and lead to significant differential settlement and structural damage.

6.2.5 Foundation Investigation for SDC D

The Engineer may require the submission of a written report, which shall include in addition to the potential hazard requirements of Article 6.2.4, a determination of the potential for surface rupture due to faulting or differential ground displacement (lurching), a site specific study to investigate the potential hazards of liquefaction and fill settlement in addition to the influence of cyclic loading on the deformation and strength characteristics of foundation soils.

Fill settlement and abutment displacements due to lateral pressure increases may lead to bridge access problems and structural damage. Liquefaction of saturated cohesionless fills or foundation soils may contribute to slope and abutment instability, and could lead to a loss of foundation-bearing capacity and lateral pile support. Potential progressive degradation in the stiffness and strength characteristics of saturated sands and soft clays should be given particular attention. More detailed analyses of slope and abutment settlement during earthquake loading should be undertaken.

6.3 SPREAD FOOTINGS

6.3.1 General

Spread footings in SDC B shall be proportioned to resist overturning, sliding, flexure, and shear due to the lesser of the following:

- The forces obtained from an elastic linear seismic analysis.
- The forces associated with the overstrength plastic moment capacity of the column or wall.

Spread footings in SDC C and SDC D shall be proportioned to resist overturning, sliding, flexure, and shear due to the forces associated with the overstrength plastic moment capacity of the column or wall.

C6.3.1

In lower seismic hazard areas, seismic demands may not govern the design forces acting on the substructure. These specifications do not require that the forces associated with the overstrength plastic moment capacity of the column or wall be used to proportion footings in SDC B. However, since the columns in SDC B are designed and detailed to accommodate a displacement ductility demand of 2, designing the footings to accommodate the forces associated with the overstrength plastic moment capacity may be warranted.

6.3.2 Modeling of Footings

Spread footing foundations shall be modeled according to Article 5.3.2.

Footings satisfying the requirements of Eq. 1 may be assumed to behave as rigid members. Footings that do not satisfy Eq. 1 require additional analysis and are not considered in these specifications.

$$\frac{L - D_c}{2H_f} \leq 2.5 \qquad (6.3.2\text{-}1)$$

where:

L = length of footing measured in the direction of loading (ft.)

D_c = column diameter or depth in direction of loading (ft.)

H_f = depth of footing (ft.)

C6.3.2

The lateral, vertical and rotational stiffness of spread footings shall be included in the bridge model.

6.3.3 Spread Footings in Liquefiable Soils

Spread footings shall not be located in soils that are susceptible to liquefaction unless it is mitigated by ground improvement.

C6.3.3

Spread footings founded in liquefiable soils are susceptible to large, unpredictable displacements and have resulted in bridge failures.

Soil densification has been used as a means of addressing liquefiable soils and may be appropriate for some locations.

6.3.4 Resistance to Overturning

The overturning demand due to forces associated with the plastic overstrength moment of a column or wall shall be less than the overturning resistance of the footing. Overturning shall be examined in each principal direction and satisfy the following requirement:

$$M_{po} + V_{po} H_f \leq \phi P_u \left(\frac{L - a}{2} \right) \qquad (6.3.4\text{-}1)$$

in which:

$$a = \frac{P_u}{q_n B} \qquad (6.3.4\text{-}2)$$

where:

M_{po} = overstrength plastic moment capacity of the column calculated in accordance with Article 8.5 (kip-ft.)

V_{po} = overstrength plastic shear demand (kip)

H_f = depth of footing (ft.)

C6.3.4

Eq. 1 neglects the lateral soil resistance that may develop along the depth of the footing. The omission of passive soil resistance along the depth of the footing is conservative, and in most cases, is insignificant. When the edge of the footing is cast against rock, Eq. 1 may be modified to incorporate the lateral rock resistance.

P_u = axial force in column including the axial force associated with overstrength plastic hinging calculated in accordance with Article 4.11 (kip)

L = length of footing measured in the direction of loading (ft.)

B = width of footing measured normal to the direction of loading (ft.)

q_n = nominal bearing capacity of supporting soil or rock (ksf)

ϕ = resistance factor for overturning of footing taken as 0.7

6.3.5 Resistance to Sliding

The lateral demand due to the plastic overstrength shear of the column shall be less than the sliding resistance of the footing. Sliding shall be examined in each principal direction and satisfy the following requirement:

$$V_{po} \leq \phi R_n \tag{6.3.5-1}$$

where:

V_{po} = overstrength plastic shear demand of the column or wall (kip)

ϕ = resistance factor for sliding of footing

R_n = nominal sliding resistance against failure by sliding determined in accordance with Article 10.6.3.4 of the *AASHTO LRFD Bridge Design Specifications* (kip)

C6.3.5

Failure against sliding is addressed in Section 10 of the *AASHTO LRFD Bridge Design Specifications.*

6.3.6 Flexure

Flexural demands shall be investigated at the face of a column or wall for both positive and negative flexure and satisfy the following:

$$\phi M_n \leq M_u \tag{6.3.6-1}$$

where:

M_u = factored ultimate moment demand in footing at the face of the column or wall (kip-ft.)

ϕ = resistance factor for concrete in bending

M_n = nominal moment capacity of the footing at the critical section including the effects of reinforcing bars that are not fully developed at the critical section (kip-ft.)

C6.3.6

The factored ultimate moment demand, M_u, should be based upon the actual soil pressure distribution resulting from the plastic overstrength moment of the column and the associated forces. The resulting soil pressure distribution may be linear or non-linear depending upon the magnitude of the demand as well as the nominal compressive resistance of the soil. In lieu of the actual soil pressure distribution under the footing, the moment associated with a fully plastic soil pressure distribution may be conservatively assumed in which case M_u would be determined as:

$$M_u = P_u\left(\frac{L - a - D_c}{2}\right) \tag{C6.3.6-1}$$

in which:

The effective width of the footing, b_{eff}, used to calculate the nominal moment capacity of the footing, M_n, shall be taken as:

$$b_{eff} = B_c + 2H_f \leq B \quad (6.3.6\text{-}2)$$

where:

B_c = diameter or width of column or wall measured normal to the direction of loading (ft.)

H_f = depth of footing (ft.)

B = width of footing measured normal to the direction of loading (ft.)

$$a = \frac{P_u}{q_n B} \quad (C6.3.6\text{-}2)$$

where:

P_u = factored ultimate axial force in column including the axial force associated with overstrength plastic hinging calculated in accordance with Article 4.11 (kip)

L = length of footing measured in the direction of loading (ft.)

D_c = column diameter or depth in direction of loading (ft.)

Shear lag effects in the footing render the reinforcement at the edges of the footing less effective in resisting flexural demands.

Caltrans Seismic Design Criteria permits the use of the full footing width, $b_{eff} = B$, when calculating the nominal moment and shear capacity of the footing provided that the requirements of Article 6.3.2 and Article 6.3.8 are satisfied.

6.3.7 Shear

Shear demands shall be investigated at the face of the column or wall for both positive and negative bending and satisfy the following:

$$\phi_s V_n \leq V_u \quad (6.3.7\text{-}1)$$

where:

V_u = factored ultimate shear demand in footing at the face of the column or wall (kip)

ϕ_s = 0.85 resistance factor for concrete in shear

V_n = nominal shear capacity of the footing at the face of the column calculated in accordance with Article 5.8 of the *AASHTO LRFD Bridge Design Specifications* (kip)

The effective width of the footing, b_{eff}, used to calculate the nominal shear capacity of the footing, V_n, shall be taken as that specified in Eq. 6.3.6-2.

C6.3.7

It is recommended that the minimum amount of shear reinforcement be provided in all footings that are subjected to the overstrength plastic moment capacity of the column. Shear reinforcement in footings is typically provided by “J” bars or headed bars.

6.3.8 Joint Shear

Joint shear shall satisfy the requirements of Article 6.4.5.

C6.3.8

Column-footing joints are required to be designed to transfer the overstrength column forces to the footing.

6.3.9 Foundation Rocking

Footings that do not satisfy the requirements of Eq. 6.3.4-1 are subjected to rocking. Foundation rocking may be used as an effective means of accommodating seismic demands in a manner similar to isolation bearings. With the owner's approval, foundation rocking may be used to accommodate seismic demands (See Appendix A).

When rocking is considered as an ERE, the impacts on system behavior shall be considered. Global (i.e. full bridge or frame system) dynamic effects of rocking, whether by individual piers or more, shall be considered. Geotechnical capacities of the foundations, including assessment of potential settlement, shall be undertaken to ensure that undesirable system deformations do not jeopardize the resistance or stability of the bridge system (ERS).

C6.3.9

Research is ongoing on foundation rocking. At this time, the state of the practice does not warrant the utilization of foundation rocking for typical highway bridge structures.

6.4 PILE CAP FOUNDATION

6.4.1 General

The design of pile foundation for SDC B shall be based on forces determined by capacity design principles or elastic seismic forces, whichever is smaller.

The design of pile foundation for SDC C or D shall be based on forces determined by capacity design principles.

C6.4.1

To meet uplift loading requirements during a seismic event, the depth of penetration may have to be greater than minimum requirements for compressive loading to mobilize sufficient uplift resistance. This uplift requirement can impose difficult installation conditions at locations where very hard bearing layers occur close to the ground surface. Ground anchors, insert piles, and H-pile stingers may be used in these locations to provide extra uplift resistance in these situations.

If batter piles are used in SDC D, consideration should be given to (1) downdrag forces caused by dissipation of pore water pressures following liquefaction, (2) potential for lateral displacement of the soil from liquefaction-induced flow or lateral spreading, (3) ductility at the connection of the pile to the pile cap, and (4) buckling of the pile under combined horizontal and vertical loading. As such, use of batter piles should be handled on a case-by-case basis. Close interaction between the geotechnical engineer and the structural engineer will be essential when modeling the response of the batter pile for seismic loading.

For drained loading conditions, the vertical effective stress, σ'_v, is related to the groundwater level and thus affects pile capacity. Seismic design loads have a low probability of occurrence. This low probability normally justifies not using the highest groundwater level during seismic design.

6.4.2 Foundation with Standard Size Piles

Standard size piles are considered to have a nominal dimension less than or equal to 18 in.

The provisions described below apply for columns with monolithic fixed connections to the footings designed for elastic forces as in SDC B or for column plastic hinge formation at the base as in SDC B, C, or D. For

C6.4.2

Capacity Protection for the foundation design is not required for SDC B.

conformance to capacity design principles the foundations shall be designed to resist the overstrength column capacity M_{po} and the associated plastic shear V_{po}.

The design of standard size pile foundations in competent soil can be simplified using elastic analysis. For non-standard size piles, the distribution of forces to the piles and the pile cap may be influenced by the fixity of the pile connection to the pile cap in addition to the overall piles/pile cap flexibility. A more refined model that takes into account the pertinent parameters is recommended for establishing a more reliable force distribution.

A linear distribution of forces (see Figure 1) at different rows of piles, referred to as a simplified foundation model, is considered adequate provided a rigid footing response can be assumed. The rigid response of a footing can be assumed provided:

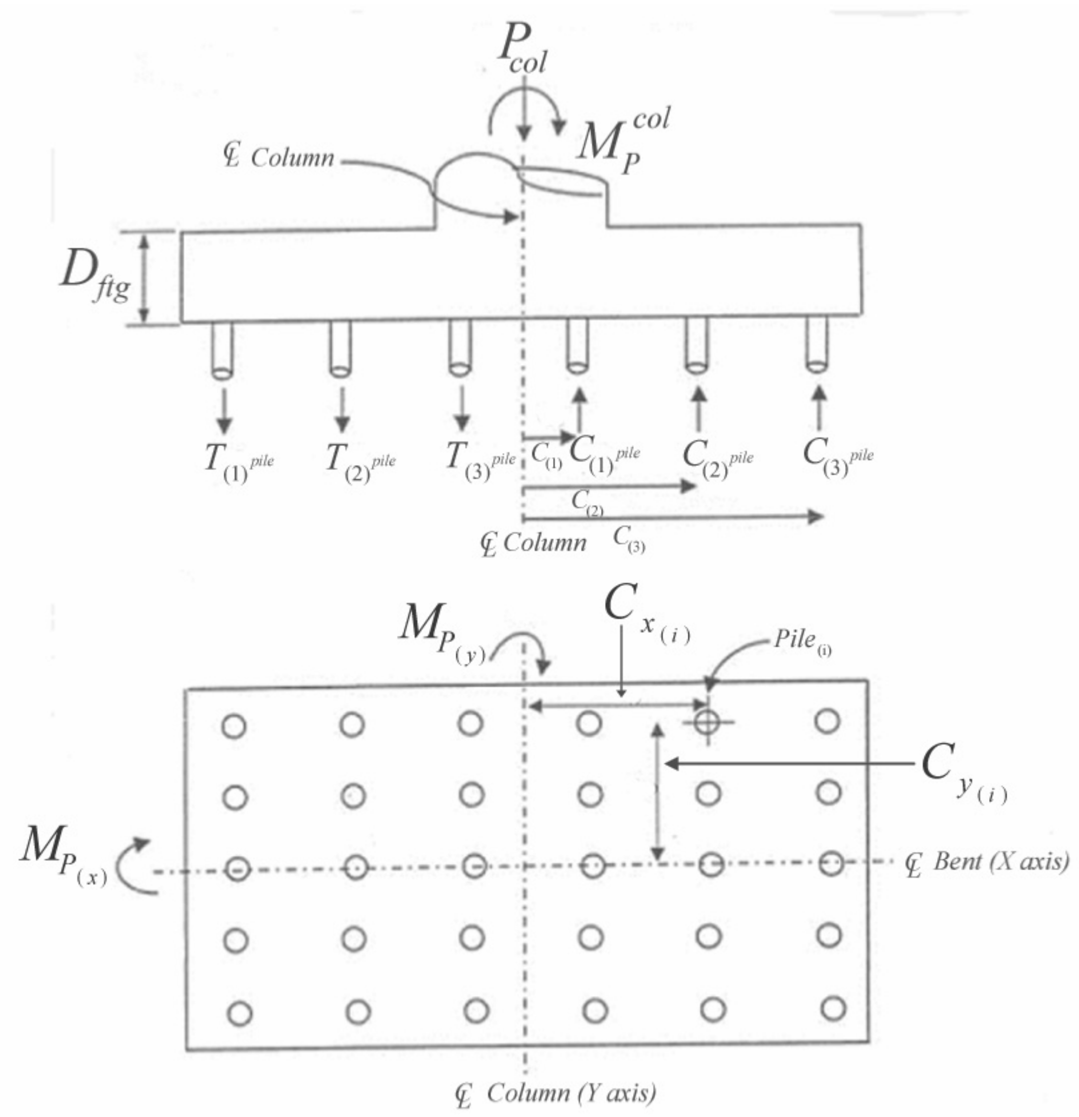

Figure 6.4.2-1 Simplified Model for Pile Foundations in Competent Soil.

$$\frac{L_{ftg}}{D_{ftg}} \leq 2.5 \tag{6.4.2-1}$$

where:

L_{ftg} = cantilever overhang length measured from the face of wall or column to the outside edge of the pile cap or footing (ft.)

D_{ftg} = depth of the pile cap or footing (ft.)

Pile groups designed with the simplified foundation model can be sized to resist the plastic moment of the column M_p in lieu of M_{po} defined in Article 8.5.

For conforming to capacity design principles, the distribution of forces on these piles shall be examined about the *x* and *y* axis in addition to the diagonal direction of the foundation cap considering that the principal axes of the column correspond to *x* and *y* axis. For cases where the column principal axes do not correspond to pile cap axes, the number of iterations shall be enough to ensure hinging in the column.

For SDC C and D, the axial demand on an individual pile shall be taken as:

$$\left.\begin{matrix} C_{(i)}^{pile} \\ T_{(i)}^{pile} \end{matrix}\right\} = \frac{\sum P}{N_p} \pm \frac{M_{P(y)}^{col} c_{x(i)}}{I_{pg(y)}} \pm \frac{M_{P(x)}^{col} c_{y(i)}}{I_{pg(x)}} \tag{6.4.2-2}$$

in which:

$$I_{pg(y)} = \sum_{i=1}^{N_y} n_x c_{x(i)}^2 \tag{6.4.2-3}$$

$$I_{pg(x)} = \sum_{i=1}^{N_x} n_y c_{y(i)}^2 \tag{6.4.2-4}$$

where:

$I_{pg(y)}$ = effective moment of inertia of pile group about the "*y*" axis (pile-ft.^{2})

$I_{pg(x)}$ = effective moment of inertia of pile group about the "*x*" axis (pile-ft.^{2})

$M_{p(x)}^{col}$ = the component of the column overstrength plastic hinging moment capacity about the "*x*" axis (kip-ft.)

$M_{p(y)}^{col}$ = the component of the column overstrength plastic hinging moment capacity about the "*y*" axis (kip-ft.)

N_p = total number of piles in the pile group (pile)

n_x = number of piles in a single parallel to the "x" axis

n_y = number of piles in a single row parallel to the "y" axis

$\sum P$ = total unfactored axial load due to dead load, earthquake load, footing weight, soil overburden and all other vertical demands acting on the pile group (kip)

$c_{x(i)}$ = distance from neutral axis of pile group to "i^{th}" row of piles measured parallel to the "x" axis (ft.)

$c_{y(i)}$ = distance from neutral axis of pile group to "i^{th}" row of piles measured parallel to the "y" axis (ft.)

$C_{(i)}^{pile}$ = compression force in "i^{th}" pile (kip)

$T_{(i)}^{pile}$ = tension force in "i^{th}" pile (kip)

For SDC B, where elastic forces control, the axial demand on an individual pile shall be determined according to Eq. 2 with the elastic forces and moments according to Article 4.4 substituted for the overstrength forces and moments.

6.4.3 Pile Foundations in Soft Soil

In soft soils the pile cap may not dominate the lateral stiffness of the foundation, as is expected in competent soil, possibly leading to significant lateral displacements. The designer shall verify that the pile cap structural capacity exceeds the lateral demand transmitted by the columns, and the piles. In soft soils, piles shall be designed and detailed to accommodate imposed displacements and axial forces based on analytical findings.

6.4.4 Other Pile Requirements

Piles may be used to resist both axial and lateral loads. The minimum depth of embedment, together with the axial and lateral pile capacities, required to resist seismic loads shall be determined by means of the design criteria established in the site investigation report. Group reduction factors established in the geotechnical report should be included in the analysis and design of piles required to resist lateral loads. The ultimate geotechnical capacity of the piles should be used in designing for seismic loads.

When reliable uplift pile capacity from skin-friction is

C6.4.4

Friction piles may be considered to have uplift resistance due to skin friction, or, alternately, 50 percent of the ultimate compressive axial load capacity may be assumed for uplift capacity. Uplift capacity need not be taken as less than the weight of the pile (buoyancy considered).

present, the pile to footing connection detail is present, and the pile to footing connection detail and structural capacity of the pile are adequate, uplift of a pile footing is acceptable, provided that the magnitude of footing rotation will not result in unacceptable performance according to *P*-Δ requirements stated in Article 4.11.5.

All concrete piles shall be reinforced to resist the design moments, shears, and axial loads. Minimum reinforcement shall be in accordance with Article 8.16.

Footings shall be proportioned to provide the required minimum embedment, clearance and spacing, requirements according to the provisions of the *AASHTO LRFD Bridge Design Specifications*. The spacing shall be increased when required by subsurface conditions. For SDC D, embedment of pile reinforcement in the footing cap shall be in accordance with Article 8.8.4.

6.4.5 Footing Joint Shear SDC C and D

All footing to column moment resistive joints in SDC C and D shall be proportioned such that the principal stresses meet the following criteria:

Principal compression:

$$p_c \le 0.25 f_c^{'} \tag{6.4.5-1}$$

Principal tension:

$$\left| p_t \right| \le 0.38 \sqrt{f_c^{'}} \tag{6.4.5-2}$$

in which:

$$p_t = \frac{f_v}{2} - \sqrt{\left(\frac{f_v}{2}\right)^2 + v_{jv}^2} \tag{6.4.5-3}$$

$$p_c = \frac{f_v}{2} + \sqrt{\left(\frac{f_v}{2}\right)^2 + v_{jv}^2} \tag{6.4.5-4}$$

and:

$$v_{jv} = \frac{T_{jv}}{B_{eff}^{ftg} D_{ftg}} \tag{6.4.5-5}$$

in which:

$$T_{jv} = T_c - \sum T_{(i)}^{pile} \tag{6.4.5-6}$$

B_{eff}^{ftg} = effective width of footing (in.)

$= \sqrt{2} D_{cj}$ for circular columns (6.4.5-7)

$= B_c + D_{cj}$ for rectangular columns (6.4.5-8)

and:

$$f_v = \frac{P_{col}}{A_{jh}^{ftg}} \tag{6.4.5-9}$$

in which:

A_{jh}^{ftg} = effective horizontal area at mid-depth of the footing assuming a 45° spread away from the boundary of the column in all directions as shown in Figure 1 (in.^{2})

$= (D_{cj} + D_{ftg})^2$ for circular columns (6.4.5-10)

$$= \left(B_c + \frac{D_{ftg}}{2}\right)\left(D_{cj} + \frac{D_{ftg}}{2}\right)$$

for rectangular columns (6.4.5-11)

where:

D_{cj} = column width or diameter parallel to the direction of bending (in.)

B_c = diameter or width of column or wall measured normal to the direction of loading (ft.)

D_{ftg} = depth of footing (in.)

P_{col} = column axial force including the effects of overturning (kip)

f_c' = uniaxial compressive concrete strength (ksi)

T_c = column tensile force associated with the column overstrength plastic hinging moment, M_{po} (kip)

$\sum T_{(i)}^{pile}$ = summation of the hold down force in the tension piles (kip)

Transverse joint reinforcement shall be provided in accordance with Article 8.8.8.

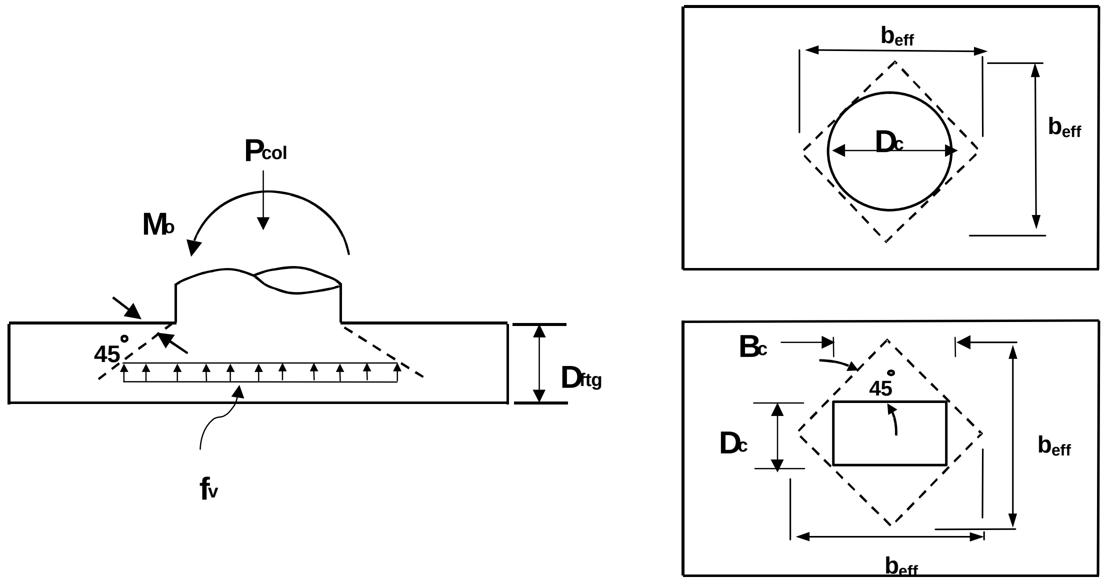

Figure 6.4.5-1 Effective Joint Width for Footing Joint Shear Stress.

6.4.6 Effective Footing Width

For footings in SDC C and D exhibiting rigid response and satisfying joint shear criteria, the entire width of the footing may be considered effective in resisting the column overstrength flexure and the associated shear.

6.5 DRILLED SHAFTS

Design requirements of drilled shafts shall conform to requirements of columns in SDC B, C, or D as applicable.

The effects of degradation and aggredation in a streambed on fixity and plastic hinge locations shall be considered for SDC B, C, and D.

The effects of liquefaction on loss of *P-y* strength shall be considered for SDC D.

A stable length shall be ensured for a single column/shaft. The stable length shall be determined in accordance with Article 10.7.3.12 of the *AASHTO LRFD Bridge Design Specifications*, except that a load factor of 1.0 should be applied to the calculated lateral loads for the foundation. Overstrength properties may be used for the foundation and column elements.

The ultimate geotechnical capacity of single column/shaft foundation in compression and uplift shall not be exceeded under maximum seismic loads.

C6.5

Various studies (Lam et al., 1998) have found that conventional *P-y* stiffnesses derived for driven piles are too soft for drilled shafts. This stiffer response is attributed to a combination of (1) higher unit side friction, (2) base shear at the bottom of the shaft, and (3) the rotation of the shaft. The rotation effect is often implicitly included in the interpretation of lateral load tests, as most lateral load tests are conducted in a free-head condition. A scaling factor equal to the ratio of shaft diameter to 2 ft. is generally applicable, according to Lam et al. (1998). The scaling factor is applied to either the linear subgrade modulus or the resistance value in the *P-y* curves. This adjustment is dependent on the construction method.

Base shear can also provide significant resistance to lateral loading for large diameter shafts. The amount of resistance developed in shear will be determined by conditions at the base of the shaft during construction. For dry conditions where the native soil is relatively undisturbed, the contributions for base shear can be significant. However, in many cases the base conditions result in low interface strengths. For this reason the amount of base shear to incorporate in lateral analyses will vary from case to case.

Lam et al. (1998) provides a detailed discussion of the seismic response and design of drilled shaft foundations. Their discussion includes a summary of procedures to determine the stiffness matrix required to represent the shaft foundation in most dynamic analyses.

Drilled shaft foundations will often involve a single shaft, rather than a group of shafts. This is not the case for driven piles. In single shaft configuration the relative importance of axial and lateral response changes. Without the equivalent of a pile cap, lateral-load displacement of the shaft becomes more critical than the load-displacement relationships discussed above for driven piles.

The depth for stable conditions will depend on the stiffness of the rock or soil. Lower stable lengths are acceptable if the embedment length and the strength of drilled shaft provide sufficient lateral stiffness with adequate allowances for uncertainties in soil stiffness. In Caltrans practice, a stability factor of 1.2 is applied to single-column bents supported on a pile shaft.

Section properties of drilled shaft should be consistent with the deformation caused by the seismic loading. In many cases it is necessary to use the cracked section modulus in the evaluation of lateral load-displacement relationships. In the absence of detailed information regarding reinforcing steel and applied load, an equivalent cracked section can be estimated by reducing the stiffness of the uncracked section by half. In general the cracked section is function of the reinforcement ratio and axial load, but it often adequate to assume as one-half of the uncracked section.

6.6 PILE EXTENSIONS

Design requirements of pile extensions shall conform to requirements of columns in SDC B, C, or D as applicable.

The effects of degradation and aggredation in a streambed on fixity and plastic hinges locations shall be considered in SDC B, C, and D.

The effects of liquefaction on loss of *P-y* strength shall be considered in SDC D. Group reduction factors shall be included in the analysis and design of pile extensions subjected to lateral loading in the transverse direction.

6.7 ABUTMENT DESIGN REQUIREMENTS

The participation of abutment walls in the overall dynamic response of bridge systems to earthquake loading and in providing resistance to seismically induced inertial loads shall be considered in the seismic design of bridges in accordance with Article 5.2.

Abutment design shall be consistent with the demand model consistent with the ERS used to assess intermediate substructure elements.

For conventional cantilever retaining wall construction, horizontal wall translation under dynamic active pressure loading is acceptable. However, rotational instability may lead to collapse and thus shall be prevented.

6.7.1 Longitudinal Direction Requirements

The seismic design of free-standing abutments should take into account forces arising from seismically-induced lateral earth pressures, additional forces arising from wall inertia effects and the transfer of seismic forces from the bridge deck through bearing supports which do not slide freely (e.g., elastomeric bearings).

For free-standing abutments or retaining walls which may displace horizontally without significant restraint (e.g., superstructure supported by sliding bearings), the design approach is similar to that of a free-standing retaining wall, except that longitudinal force from the bridge superstructure needs to be included in equilibrium evaluations, as the superstructure moves outwards from the wall.

Earthquake-induced active earth pressures should be computed using horizontal accelerations at least equal to 50% of the peak site ground acceleration (i.e., $F_aS_s / 5.0$). The pseudostatic Mononobe-Okabe method of analysis is recommended for computing lateral active soil pressures during seismic loading. The effects of vertical acceleration may be omitted.

Abutment displacements having a maximum drift of 4% may be tolerated. A limiting equilibrium condition should be checked in the horizontal direction. If necessary, wall design (initially based on a static service loading condition) should be modified to meet the above condition.

For monolithic abutments where the abutment forms an integral part of the bridge superstructure, the abutment shall be designed using one of the two alternatives depending on the contribution level accounted for in the analytical model:

- At a minimum, the abutment shall be designed to resist the passive pressure applied by the abutment backfill.

- If the abutment is part of the ERS and required to mobilize the full active pressure, a reduction factor greater than or equal to 0.5 shall be applied to the design forces provided a brittle failure does not exist in the load path transmitted to the superstructure.

For free-standing abutments which are restrained from horizontal displacement by anchors or concrete batter piles, earthquake-induced active earth pressures should be computed using horizontal accelerations at least equal to the site peak ground acceleration (i.e., $F_aS_s / 2.5$), as a first approximation. The Mononobe-Okabe analysis method is recommended using the above mentioned horizontal acceleration. Up to 50% reduction in the horizontal acceleration can be used provided the various components of the restrained wall can accommodate the increased level of displacement demand.

C6.7.1

These *Guide Specifications* have been prepared to acknowledge the abutment to be used as an Earthquake Resistant Element (ERE) and be a part of the Earthquake Resistant System (ERS). If designed properly, the reactive capacity of the approach fill can provide significant benefit to the bridge-foundation system.

6.7.2 Transverse Direction Requirements

The provisions outlined in Article 5.2.4 shall be followed depending on the mechanism of transfer of superstructure transverse inertial forces to the bridge abutments and following the abutment contribution to the Earthquake Resisting System (ERS) applicable for SDC C and D.

6.7.3 Other Requirements for Abutments

For SDC D, abutment pile foundation design may be governed by liquefaction design requirements as outlined in Article 6.8.

To minimize potential loss of bridge access arising from abutment damage, monolithic or end diaphragm construction is strongly recommended for bridges less than 500 ft.

Settlement or approach slabs providing structural support between approach fills and abutments shall be provided for all bridges in SDC D. Slabs shall be adequately linked to abutments using flexible ties.

For SDC D, the abutment skew should be minimized. Bridges with skewed abutments above 20° have a tendency for increased displacements at the acute corner. In the case where a large skew can not be avoided, sufficient seat width in conjunction with an adequate shear key shall be designed to ensure against any possible unseating of the bridge superstructure.

6.8 LIQUEFACTION DESIGN REQUIREMENTS

Liquefaction assessment is required for a bridge in SDC D.

If it is determined that liquefaction can occur at a bridge site then the bridge shall be supported on deep foundations or the ground improved so that liquefaction does not occur. For liquefied sites subject to lateral flow, the Engineer shall consider the use of large diameter shafts in lieu of the conventional pile cap foundation type in order to minimize lateral flow demands on the bridge foundation. If liquefaction occurs then the bridge shall be designed and analyzed in two configurations as follows:

- Non-Liquefied Configuration. The structure shall be analyzed and designed, assuming no liquefaction occurs using the ground response spectrum appropriate for the site soil conditions.

- Liquefaction Configuration. The structure as designed in non-liquefied configuration above shall be reanalyzed and redesigned, if necessary, assuming that the layer has liquefied and the liquefied soil provides the appropriate residual resistance (i.e., *P-y* curves or modulus of sub-grade reaction values for lateral pile response analyses consistent with liquefied soil conditions). The design spectra shall be the same

C6.8

Liquefaction below a spread footing foundation can result in three conditions that lead to damage or failure of a bridge:

- Loss in bearing support which causes large vertical downward movement,

- Horizontal forces on the footing from lateral flow or lateral spreading of the soil, and

- Settlements of the soil as pore water pressures in the liquefied layers dissipate.

Most liquefaction-related damage during past earthquakes has been related to lateral flow or spreading of the soil. In these cases ground movements could be 3 ft. or more. If the spread footing foundation is located above the water table, as is often the case, it will be very difficult to prevent the footing from being displaced with the moving ground. This could result in severe column distortion and eventual loss of supporting capacity.

In some underwater locations, it is possible that the lateral flow could move past the footing without causing excessive loading; however, these cases will be limited.

If liquefaction with no lateral flow occurs for SDC D bridges, then the only additional design requirements are as that used in non-liquefied configuration unless a site-specific response spectra has been developed using nonlinear, effective stress methods that properly account for the buildup in pore-water pressure and stiffness degradation in liquefiable layers. The reduced response spectra resulting from the site-specific nonlinear, effective stress analyses shall not be less than 2/3 of that used in the non-liquefied configuration.

The Designer shall cover explicit detailing of plastic hinging zones for both cases mentioned above since it is likely that locations of plastic hinges for the Liquefied Configuration are different than locations of plastic hinges for the Non-Liquefied Configuration. Design requirements of SDC D including shear reinforcement shall be met for the liquefied and non-liquefied configuration.

those reinforcement requirements specified for the piles. Additional analyses are not required, although for essential or critical bridges additional analyses may be considered in order to assess the impact on the substructures above the foundation.

If liquefaction and lateral flow are predicted to occur for SDC D, a detailed evaluation of the effects of lateral flow on the foundation should be performed. Lateral flow is one of the more difficult issues to address because of the uncertainty in the movements that may occur.

Ultimate plastic rotation of the piles is permitted. This plastic rotation does imply that the piles and possibly other parts of the bridge will need to be replaced if these levels of deformation do occur. Design options range from (a) an acceptance of the movements with significant damage to the piles and columns if the movements are large, to (b) designing the piles to resist the forces generated by lateral spreading. Between these options are a range of mitigation measures to limit the amount of movement to tolerable levels for the desired performance objective. Pile group effects are not significant for liquefied soil.

SECTION 7: STRUCTURAL STEEL COMPONENTS

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SECTION 7

STRUCTURAL STEEL COMPONENTS

7.1 GENERAL

The Engineer shall demonstrate that a clear, straightforward load path (see Figure 1) within the superstructure, through the bearings or connections to the substructure, within the substructure, and ultimately to the foundation exists. All components and connections shall be capable of resisting the imposed seismic load effects consistent with the chosen load path.

The flow of forces in the prescribed load path shall be accommodated through all affected components and their connections including, but not limited to, flanges and webs of main beams or girders, cross-frames, steel-to-steel connections, slab-to-steel interfaces, and all components of the bearing assembly from bottom flange interface through the anchorage of anchor bolts or similar devices in the substructure. The substructure shall also be designed to transmit the imposed force effects into the soils beneath the foundations.

The analysis and design of end diaphragms and cross-frames shall include the horizontal supports at an appropriate number of bearings, consistent with Article 7.8 and Article 7.9.

The following requirements apply to bridges with either:

- a concrete deck that can provide horizontal diaphragm action or
- a horizontal bracing system in the plane of the top flange, which in effect provides diaphragm action.

A load path (see Figure 1) shall be established to transmit the inertial loads to the foundation based on the stiffness characteristics of the deck, diaphragms, cross-frames, and lateral bracing. Unless a more refined analysis is made, an approximate load path shall be assumed as follows:

- The seismic inertia loads in the deck shall be assumed to be transmitted directly to the bearings through end diaphragms or cross-frames.
- The development and analysis of the load path through the deck or through the top lateral bracing, if present, shall utilize assumed structural actions analogous to those used for the analysis of wind loadings.

Reference to *AASHTO LRFD Bridge Design Specifications* is based on the 2007 Fourth Edition with subsequent updates pertinent to the articles mentioned in this document.

C7.1

Most components of steel bridges are not expected to behave in a cyclic inelastic manner during an earthquake. The provisions of this article are only applicable to the limited number of components (such as specially detailed ductile substructures or ductile diaphragms) whose stable hysteretic behavior is relied upon to ensure satisfactory bridge seismic performance. The seismic provisions of this article are not applicable to the other steel members expected to remain elastic during seismic response. In most steel bridges, the steel superstructure is expected (or can be designed) to remain elastic.

One span of the San Francisco-Oakland Bay Bridge collapsed due to loss of support at its bearings during the 1989 Loma Prieta earthquake, and another bridge suffered severe bearing damage (EERI, 1990). The end diaphragms of some steel bridges suffered damage in a subsequent earthquake in northern California (Roberts, 1992). During the 1994 Northridge earthquake some steel bridges, located close to the epicenter, sustained damage to either their reinforced concrete abutments, connections between concrete substructures and steel superstructures, steel diaphragms or structural components near the diaphragms (Astaneh-Asl et al., 1994). Furthermore, a large number of steel bridges were damaged by the 1995 Hyogoken-Nanbu (Kobe) earthquake. The concentration of steel bridges in the area of severe ground motion was considerably larger than for any previous earthquake and some steel bridges collapsed. Many steel piers, bearings, seismic restrainers and superstructure components suffered significant damage (Bruneau, Wilson and Tremblay, 1996). This experience emphasizes the importance of ductile detailing in the critical elements of steel bridges.

Research on the seismic behavior of steel bridges (e.g. Astaneh-Asl, Shen and Cho, 1993; Dicleli and Bruneau, 1995a, 1995b; Dietrich and Itani, 1999; Itani et al., 1998a; McCallen and Astaneh-Asl, 1996; Seim, Ingham and Rodriguez, 1993; Uang et al., 2000; Uang et al., 2001; Zahrai and Bruneau 1998) and findings from recent seismic evaluation and rehabilitation projects (e.g. Astaneh and Roberts, 1996; Ballard et al., 1996; Billings et al, 1996; Dameron et al., 1995; Donikian et al., 1996; Gates et al., 1995; Imbsen et al., 1997; Ingham et al., 1996; Jones et al., 1997; Kompfner et al., 1996; Maroney 1996; Prucz et al., 1997; Rodriguez and Inghma, 1996; Schamber et al., 1997; Shirolé and Malik, 1993; Vincent et al., 1997) further confirm that seismically induced damage is likely in steel bridges subjected to large earthquakes and that appropriate measures shall be taken to ensure satisfactory seismic performance.

The intent of this Section is to ensure the ductile response of steel bridges during earthquakes. First, effective load paths shall be provided for the entire structure as outlined herein. Following the concept of capacity design, the load effect arising from the inelastic deformations of part of the structure shall be properly considered in the design of other elements that are within its load path.

Second, steel substructures shall be detailed to ensure stable ductile behavior. Note that the term "substructure" here refers to structural systems exclusive of bearings and articulations. Steel substructures require ductile detailing to provide satisfactory seismic performance.

Special consideration may be required for slip-critical connections that are subjected to cyclic loading. Some researchers have expressed concern that the Poisson effect may cause a reduction in plate thickness, when yielding on a component's net section occurs during seismic response, which may translate into a reduced clamping action on the faying surfaces after the earthquake. This has not been experimentally observed, nor noted in post-earthquake inspections, but the impact of such a phenomenon would be to reduce the slip-resistance of the connection, which may have an impact on fatigue resistance. This impact is believed to be negligible for a Category C detail for finite life, and a Category D detail for infinite life. Design to prevent slip for the design earthquake should be also considered.

If the forces from the substructure corresponding to the overstrength condition are used to design the superstructure, the distribution of these forces may not be the same as that of the elastic demand analysis forces. The Engineer may calculate a more refined distribution of the inertial forces present when a full inelastic mechanism has developed in the ERE's. However, in lieu of such a calculation, the simpler linear distribution may be used, as long as the applied forces are in equilibrium with the substructure's plastic-moment forces. The vertical spatial relationship between location of the substructure plastic resistance and the location of the superstructure inertia force application shall also be considered in this analysis.

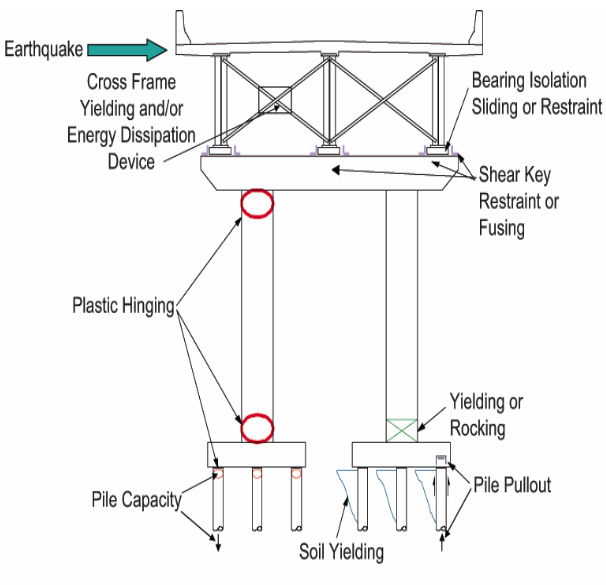
Diaphragms, cross-frames, lateral bracing, bearings, and substructure elements are part of an earthquake-resisting system in which the lateral loads and performance of each element are affected by the strength and stiffness characteristics of the other elements. Past earthquakes have shown that when one of these elements responded in a ductile manner or allowed some movement, damage was limited. In the strategy followed herein, it is assumed that ductile plastic hinging in substructure or seismic isolator units are the primary source of energy dissipation.

Even if a component does not participate in the load path for seismic forces it will deform under the seismic loads. Such components shall be checked that they have deformation capacity sufficient to maintain their load resistance under seismic-induced deformations.

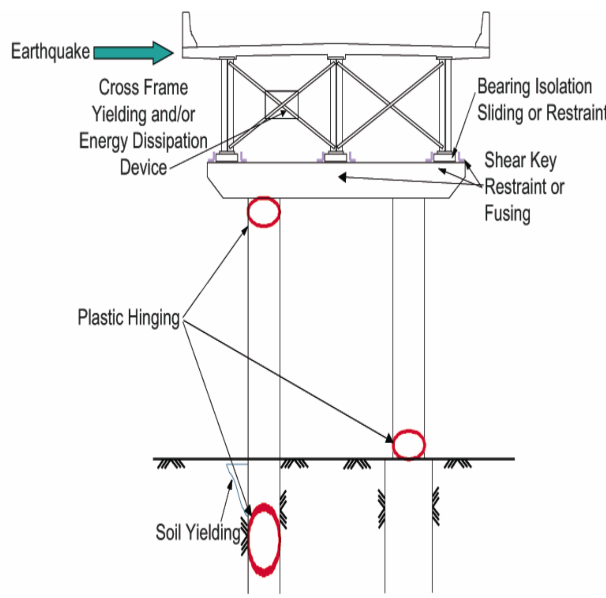
A continuous path is necessary for the transmission of the superstructure inertia forces to the substructure.

Concrete decks have significant rigidity in their horizontal plane, and in short-to-medium slab-on-girder spans, their response approaches rigid body motion. Therefore, the lateral loading of the intermediate diaphragms is minimal, consisting primarily of local tributary inertia forces from the girders themselves.

All bearings in a bridge do not usually resist load simultaneously, and damage to only some of the bearings at one end of a span is not uncommon. When this occurs, high load concentrations can result at the location of the other bearings, and this effect shall be taken into account in the design of the end diaphragms and pier diaphragms. Also, a significant change in the load distribution between end diaphragm members and the pier may occur.



(a) Pile Footing.



(a) Pile Footing. **(b) Drilled Shaft**

Note: Affected components shown are inclusive to Type 1, 2 and 3 and do reflect specific components that are permitted to fuse under Type 1, 2 or 3 specified in Article 7.2.

Figure 7.1-1 Seismic Load Path and Affected Components.

7.2 PERFORMANCE CRITERIA

This section is intended for design of superstructure steel components. Those components are classified into two categories: Ductile and Essentially Elastic. Based on the characteristics of the bridge structure, the designer has one of three options for a seismic design strategy:

- **Type 1 -** Design a ductile substructure with an essentially elastic superstructure.
- **Type 2 -** Design an essentially elastic substructure with a ductile superstructure.
- **Type 3 -** Design an elastic superstructure and substructure with a fusing mechanism at the interface between the superstructure and the substructure.

In this section, reference to an essentially elastic component is used where the force demand to the nominal capacity ratio of any member in the superstructure is less than 1.5.

Seismic design forces for individual members and connections of bridges identified as Type 2 are determined by dividing the unreduced elastic forces by the appropriate Response Modification Factor (*R*) as specified in Article 7.2.2. These factors shall only be used when all of the design requirements of this Section are satisfied. A combination of orthogonal seismic forces equivalent to the orthogonal seismic displacement combination specified in Article 4.4 shall be used to obtain the unreduced elastic forces.

7.2.1 Type 1

For Type 1 structures, the designer shall refer to Section 8 or Article 7.5 of this document on designing for a ductile substructure as applicable to SDC C and D.

7.2.2 Type 2

For Type 2 structures, the design of the superstructure is accomplished using a force-based approach with an appropriate reduction for ductility. Those factors are used for the design of transverse bracing members, top laterals and bottom laterals. For SDC B, C, or D a reduction factor, *R*, equal to 3 is used for ordinary bracing that is a part of the Earthquake Resistant System (ERS) not having ductile end-diaphragms as defined in Article 7.4.6. The force reduction factor, *R*, can be increased to 4 for SDC D if the provisions in Article 7.4.6 are satisfied.

For simply supported spans with special end-diaphragms in compliance with Article 7.4.6, the location of the diaphragms shall, as a minimum, be placed at the ends of each span.

For continuous spans where these special diaphragms

C7.2

The design of ductile steel structural response is based primarily upon a forced-based, not displacement-based, seismic design approach. The provisions in this section are to be used in conjunction with the forced-based seismic design procedure utilized in the *AASHTO LRFD Bridge Design Specifications.*

are used, the location of diaphragms shall, as a minimum, be placed over each bent and one cross-frame spacing adjacent to the opposite faces of the bent. The use of special diaphragms at opposite faces of an in-span hinge should be carefully assessed to ensure adequate vertical load capacity of the in-span hinge when subjected to deformations in the inelastic range.

For SDC B, C, or D a single angle bracing can be used for the diagonal member of the end-cross-frame. As this practice is typical and favored for ease of construction, the design process for a single angle bracing shall follow AISC stand-alone document on *LRFD Design Specification for Single-Angle Members*.

For SDC D, double angles with stitch welds can be used as members of the end diaphragm ERS. Members with stitch welds shall follow the design process included in the *AISC LRFD Specifications* Chapter E on compact and non-compact prismatic members subject to axial compression through the centroidal axis.

7.2.3 Type 3

For Type 3 structures, the designer shall assess the overstrength capacity for the fusing interface including shear keys and bearings, then design for an essentially elastic superstructure and substructure. The minimum lateral design force shall be calculated using an acceleration of 0.4 g or the elastic seismic force whichever is smaller. If isolation devices are used, the superstructure shall be designed as essentially elastic (see Article 7.8).

Other framing systems and frames that incorporate special bracing, active control, or other energy absorbing devices, or other types of special ductile superstructure elements shall be designed on the basis of published research results, observed performance in past earthquakes, or special investigation, and provide a level of safety comparable to those in the *AASHTO LRFD Bridge Design Specifications*.

7.3 MATERIALS

Refer to Section 6 of the *AASHTO LRFD Bridge Design Specifications* for structural steel that is designed to remain essentially elastic during the design seismic event.

For SDC C and D, ductile substructure elements and ductile end-diaphragms, as defined in Article 7.4.6 inclusive through Article 7.5, shall be made of steels satisfying the requirements of:

- ASTM A 709 Grade 50
- ASTM A 709 Grade 50W
- ASTM A 992
- ASTM A 500 Grade B
- ASTM A 501

For ASTM A 709 Grade 50 and Grade 50W and ASTM A 992 steels, the expected yield stress, F_{ye}, shall be taken as 1.1 times the nominal yield stress, F_y.

For ASTM A 500 Grade B and ASTM A 501 steels, the expected yield stress, F_{ye}, shall be taken as 1.4 times the nominal yield stress.

For SDC B, ASTM A 709 Grade 36 can be used. For ASTM A 709 Grade 36 steel, the expected yield stress, F_{ye}, shall be taken as 1.5 times the nominal yield stress.

The overstrength capacity is defined as the resistance of a member, connection or structure based upon the nominal dimensions and details of the final section(s) chosen. The overstrength capacity is calculated using the expected yield stress, F_{ye}, and overstrength factor, λ_{mo}, as specified in Article 4.11.2.

In Article 7.2, the nominal capacity is defined as the resistance of a member, connection, or structure based upon the expected yield strength, F_{ye}, and the nominal dimensions and details of the final section(s), calculated with all material resistance factors, ϕ, taken as 1.0.

C7.3

To ensure that the objective of capacity design is achieved, Grade 36 steel is not permitted for the components expected to respond in a significantly ductile manner. Grade 36 is difficult to obtain and contractors often substitute it with Grade 50 steel. Furthermore it has a wide range in its expected yield and ultimate strength and large overstrength factors to cover the anticipated range of property variations. The common practice of dual-certification for rolled shapes, recognized as a problem from the perspective of capacity design following the Northridge earthquake, is now becoming progressively more common also for steel plates. As a result, only Grade 50 steels are allowed for structures in SDC C and D.

In those instances when Grade 36 steel is permitted for use (SDC B), capacity design shall be accomplished assuming and effective yield strength factor of 1.5.

The use of A 992 steel is explicitly permitted. Even though this ASTM grade is currently designated for “shapes for buildings”, there is work currently being done to expand applicability to any shapes. ASTM A 992 steel, developed to ensure good ductile seismic performance, is specified to have both a minimum and maximum guaranteed yield strength, and may be worthy of consideration for ductile energy-dissipating systems in steel bridges.

Since other steels may be used, provided that they are comparable to the approved Grade 50 steels, High Performance Steel (HPS) Grade 50 would be admissible, but not HPS Grade 70W (or higher). Based on limited experimental data available, it appears that HPS Grade 70W has a lower rotational ductility capacity and may not be suitable for “ductile fuses” in seismic applications.

When other steels are used for energy dissipation purposes, it is the responsibility of the designer to assess the adequacy of material properties available and design accordingly. Other steel members expected to remain elastic during earthquake shall be made of steels conforming to Article 6.4 of the *AASHTO LRFD Bridge Design Specifications*.

The capacity design philosophy and the concept of capacity-protected element are defined in Article 4.11.

Welding requirements shall be compatible with the *AASHTO/AWS D1.5M/D1.5:2002 Bridge Welding Code*. Under-matched welds are not permitted for special seismic hysteretic energy dissipating systems (such as ductile substructures and ductile diaphragms).

Steel members expected to undergo significant plastic deformations during a seismic event shall meet the toughness requirements of ASTM Standard A 709/A 709M, Supplementary Requirement S84 (Fracture Critical). Welds metal connecting these members shall meet the toughness requirements specified in the *AASHTO/AWS D1.5M/D1.5:2002 Bridge Welding Code* for Zone III (ANSI/AASHTO/AWS, 2002).

Steel members and weld materials shall have adequate notch toughness to perform in a ductile manner over the range of expected service temperatures. The A 709/A 709M S84 "Fracture-Critical Material Toughness Testing and Marking" requirement, typically specified when the material is to be utilized in a fracture-critical application as defined by AASHTO, is deemed to be appropriate to provide the level of toughness sought for seismic resistance. For weld metals, the *AASHTO/AWS D1.5M/D1.5:2002 Bridge Welding Code* requirement for Zone III, familiar to the bridge engineering community, is similar to the 20 ft.-lbs. at -20^{o} F requirement proposed by the SAC Joint Venture for weld metal in welded moment frame connections in building frames.

7.4 MEMBER REQUIREMENTS FOR SDC C AND D

7.4.1 Limiting Slenderness Ratios

Bracing members shall have a slenderness ratio, *KL/r*, less than 120. The length of a member shall be taken between the points of intersection of members. An effective length factor, *K*, of 0.85 of compression members in braced structures shall be used unless a lower value can be justified by an appropriate analysis. The slenderness parameter λ_c for axial compressive load dominant members, and λ_b for flexural dominant members shall not exceed the limiting values, λ_{cp} and λ_{bp} respectively as specified in Table 1.

C7.4.1

If lateral support is provided to prevent rotation at the points of bearing, but no other lateral support is provided throughout the bending component length, the unsupported length, L_u, is the distance between such points of intermediate lateral support.

In the ductile design of concentrically braced frames in buildings, the slenderness ratio limits for braces, up until the late 1990's, were approximately 75% of the value specified here. The philosophy was to design braces to contribute significantly to the total energy dissipation when in compression. Member slenderness ratio was restricted because the energy absorbed by plastic bending of braces in compression diminishes with increased slenderness. To achieve these more stringent *KL/r* limits, particularly for long braces, designers have almost exclusively used tubes or pipes for the braces. This is unfortunate as these tubular members are most sensitive to rapid local buckling and fracture when subjected to inelastic cyclic loading (in spite of the low width-to-thickness limits prescribed). Reviews of this requirement revealed that it may be unnecessary, provided that connections are capable of developing at least the member capacity in tension. This is partly because larger tension brace capacity is obtained when design is governed by the compression brace capacity, and partly because low-cycle fatigue life increases for members having greater *KL/r*. As a result, seismic provisions for buildings (AISC, 2005; CSA, 2001) have been revised to permit members having greater *KL/r* values. The proposed relaxed limits used here are consistent with the adopted philosophy for buildings.

7.4.2 Limiting Width-Thickness Ratios

For essentially elastic components, the width-thickness ratios shall not exceed the limiting value λ_r as specified in Table 1.

For ductile components, width-thickness ratios shall

C7.4.2

Early local buckling of braces prohibits the braced frames from sustaining many cycles of load reversal. Both laboratory tests and real earthquake observations have confirmed that premature local buckling significantly not exceed the value λ_p as specified in Table 1.

shortens the fracture life of Hollow Structural Section (HSS) braces. The more stringent requirement on the *b/t* ratio for rectangular tubular sections subjected to cyclic loading is based on tests (Tang and Goel, 1987; Uang and Bertero, 1986). The *D/t* limit for circular sections is identical to that in the AISC plastic design specifications (AISC, 1993; Sherman, 1976).

Table 7.4.1-1 Limiting Slenderness Parameters

Member Classification		Limiting Slenderness Parameter λ_{cp} or λ_{bp}	
Ductile Members	Axial Compression Load Dominant $\frac{P_u}{P_n} \geq \frac{M_u}{M_{ns}}$	λ_{cp}	0.75
	Flexural Moment Dominant $\frac{P_u}{P_n} < \frac{M_u}{M_{ns}}$	λ_{bp}	$\frac{0.086E}{F_y}$
Essentially Elastic/ Capacity Protected	Axial Compression Load Dominant $\frac{P_u}{P_n} \geq \frac{M_u}{M_{ns}}$	λ_{cp}	1.50
	Flexural Moment Dominant $\frac{P_u}{P_n} < \frac{M_u}{M_{ns}}$	λ_{bp}	$4.40\sqrt{\frac{E}{F_y}}$

in which:

$$\lambda_c = \left(\frac{KL}{r\pi}\right)\sqrt{\frac{F_y}{E}} \quad \text{(slenderness parameter of axial compressive load dominant members)} \qquad (7.4.1\text{-}1)$$

$$\lambda_b = \frac{L}{r_y} \quad \text{(slenderness parameter of flexural moment dominant members)} \qquad (7.4.1\text{-}2)$$

where:

M_u = factored moment demand acting on the member (kip-in.)

M_{ns} = nominal flexural moment strength of a member (kip-in.)

P_u = factored axial compressive load acting on the member (kip)

P_n = nominal axial compressive strength of a member (kip)

λ_{cp} = limiting slenderness parameter for axial compressive load dominant members

λ_{bp} = limiting slenderness parameter for flexural moment dominant members

K = effective length factor of the member

L = unsupported length of the member (in.)

r = radius of gyration (in.)

r_y = radius of gyration about minor axis (in.)

F_y = specified minimum yield strength of steel (ksi)

E = modulus of elasticity of steel (ksi)

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Table 7.4.2-1 Limiting Width-Thickness Ratios.

Description of Elements	Width-Thickness Ratios	Essentially Elastic Components λ_r	Ductile Members λ_p
UNSTIFFENED ELEMENTS			
Flexure and uniform compression in flanges of rolled or built-up I-shaped sections.	$\frac{b}{t}$	$0.56\sqrt{\frac{E}{F_y}}$	$0.30\sqrt{\frac{E}{F_y}}$
Uniform compression in flanges of H-pile sections.	$\frac{b}{t}$	$0.56\sqrt{\frac{E}{F_y}}$	$0.45\sqrt{\frac{E}{F_y}}$
Uniform compression in legs of single angles, legs of double angle members with separators, or flanges of tees.	$\frac{b}{t}$	$0.45\sqrt{\frac{E}{F_y}}$	$0.30\sqrt{\frac{E}{F_y}}$
Uniform compression in stems of rolled tees.	$\frac{d}{t}$	$0.75\sqrt{\frac{E}{F_y}}$	$0.30\sqrt{\frac{E}{F_y}}$
STIFFENED ELEMENTS			
Rectangular HSS in axial compression and/or flexural compression	$\frac{b}{t}$ $\frac{h}{t_w}$	$1.40\sqrt{\frac{E}{F_y}}$	$0.64\sqrt{\frac{E}{F_y}}$ (tubes)
Unsupported width of perforated cover plates.	$\frac{b}{t}$	$1.86\sqrt{\frac{E}{F_y}}$	$0.88\sqrt{\frac{E}{F_y}}$
All other uniformly compressed stiffened elements that are supported along two edges.	$\frac{b}{t}$ $\frac{h}{t_w}$	$1.49\sqrt{\frac{E}{F_y}}$	$0.64\sqrt{\frac{E}{F_y}}$ (laced) $0.88\sqrt{\frac{E}{F_y}}$ (others)
Webs in flexural compression or combined flexural and axial compression.	$\frac{h}{t_w}$	$5.70\sqrt{\frac{E}{F_y}}\left(1-\frac{0.74P_u}{\phi_b P_y}\right)$	If $P_u \le 0.125\phi_b P_y$, then: $3.14\sqrt{\frac{E}{F_y}}\left(1-\frac{1.54P_u}{\phi_b P_y}\right)$ If $P_u > 0.125\phi_b P_y$, then: $1.12\sqrt{\frac{E}{F_y}}\left(2.33-\frac{P_u}{\phi_b P_y}\right) \ge 1.49\sqrt{\frac{E}{F_y}}$
Longitudinally stiffened plates in compression.	$\frac{b}{t}$	$0.66\sqrt{\frac{kE}{F_y}}$	$0.44\sqrt{\frac{kE}{F_y}}$
Round HSS in axial compression or flexure	$\frac{D}{t}$	$\frac{0.09E}{F_y}$	$\frac{0.044E}{F_y}$

in which:

If $n = 1$, then:

$$k = \left(\frac{8I_s}{bt^3}\right)^{1/3} \le 4 \qquad (7.4.2\text{-}1)$$

If $n = 2, 3, 4,$ or 5, then:

$$k = \left(\frac{14.3I_s}{bt^3n^4}\right)^{1/3} \le 4 \qquad (7.4.2\text{-}2)$$

where:

k = plate buckling coefficient for uniform normal stress

n = number of equally spaced longitudinal compression flange stiffeners

I_s = moment of inertia of a single longitudinal stiffener about an axis parallel to the flange and taken at the base of the stiffener (in.^{4})

ϕ_b = 0.9 resistance factor for flexure

F_y = specified minimum yield strength of steel (ksi)

E = modulus of elasticity of steel (ksi)

b = width of unstiffened element (in.)

d = overall depth of section (in.)

D = diameter of HSS tube (in.)

t = thickness of unstiffened element, plate thickness, or HSS wall thickness (in.)

t_w = thickness of web plate (in.)

h = web depth (in.)

P_u = factored axial load acting on the member (kip)

P_y = nominal axial yield strength of a member (kip)

7.4.3 Flexural Ductility for Members with Combined Flexural and Axial Load

Ductility in bending can be utilized only if axial loads are less than 60% of the nominal yield strength of member. Demand-to-capacity ratios or displacement ductilities shall be kept less than unity if the axial load coinciding with the moment is greater than 60% of the nominal yield strength of the member

7.4.4 Combined Axial and Bending

Members under combined axial and bending interaction shall be checked using interaction equations following *AASHTO LRFD Bridge Design Specifications*.

7.4.5 Weld Locations

Welds that are located in the expected inelastic region of ductile components shall be made complete joint penetration welds. Partial joint penetration groove welds are not permitted in the expected inelastic regions. Splices are not permitted in the inelastic region of ductile components.

7.4.6 Ductile End Diaphragm in Slab-on-Girder Bridge

Ductile end-diaphragms in slab-on-girder bridges can be designed to be the ductile energy dissipating elements for seismic excitations in the transverse directions of straight bridges provided that:

- Specially detailed diaphragms, which are capable of dissipating energy in a stable manner without strength degradation, can be used. The diaphragm behavior shall be verified by cyclic testing.

- Only ductile energy dissipating systems with adequate seismic performance that has been proven through cyclic inelastic testing are used.

- Design considers the combined relative stiffness and strength of end-diaphragms and girders (including bearing stiffeners) in establishing the diaphragms strength and design forces to consider for the capacity protected elements.

- The response modification factor, R, to be considered in design of the ductile diaphragm is given by:

$$R = \left(\frac{\mu + \dfrac{K_{DED}}{K_{SUB}}}{1 + \dfrac{K_{DED}}{K_{SUB}}} \right) \qquad (7.4.6\text{-}1)$$

where:

μ = displacement ductility capacity of the end diaphragm not to exceed 4

K_{DED} = stiffness of the ductile end diaphragm (kip/in.)

K_{SUB} = stiffness of the substructure (kip/in.)

- All details/connections of the ductile end-diaphragms are welded.

- The bridge does not have horizontal wind-bracing connecting the bottom flanges of girders, unless the last wind bracing panel before each support is designed as a ductile panel equivalent and in parallel to its adjacent vertical end-diaphragm.

- An effective mechanism is present to ensure transfer of the inertia-induced transverse horizontal seismic forces from the slab to the diaphragm.

Special design provisions for a Concentrically Braced Frame (CBF) or an Eccentrically Braced Frame (EBF), following the *ANSI/AISC Seismic Provisions for Structural Steel Buildings 2005*, shall be used in addition to requirements stated in this document.

Overstrength factors to be used to design the capacity-protected elements depend on the type of ductile diaphragm used, and shall be supported by available experimental research results.

7.4.7 Shear Connectors

Shear connectors should be provided on the flanges of girders, end cross frames or diaphragms to transfer seismic loads from the concrete deck to the abutments or pier supports in SDC A, B and C and shall be provided in SDC D.

For the transverse seismic load, the effective shear connectors should be taken as those located on the flanges of girders, end cross frames or diaphragms that are no further than $9t_w$ on each side of the outer projecting elements of the bearing stiffener group.

For the longitudinal seismic load, the effective shear connectors should be taken as all those located on the girder flange within the tributary span length of the support.

The seismic load at columns/piers should be the smaller of the following:

- The overstrength shear of the columns/piers
- 1.3 times the capacity of the bracing systems if they are considered as ductile seismic resisting systems

The seismic load at abutments should be the smaller of the following:

- The overstrength shear of the shear keys
- 1.3 times the capacity of the bracing systems if they are considered as ductile seismic resisting systems

Nominal strength of the shear connectors shall be in accordance with Article 6.10.10 of the *AASHTO LRFD Bridge Design Specifications.*

C7.4.7

These provisions are primarily from Caltrans *Guide Specifications for Seismic Design of Steel Bridges* (Caltrans 2001). The cross frames or diaphragms at the end of each span are the main components to transfer the lateral seismic loads from the deck down to the bearing locations. Tests on a 0.4 scale experimental steel girder bridge (60 ft. long) conducted by University of Nevada, Reno (Carden, et al. 2001) indicated that too few shear connectors between the girders and deck at the bridge end did not allow the end cross frame to reach its ultimate capacity. Supporting numerical analysis on a continuous multi-span bridge showed that for non-composite negative moment regions, the absence of shear connectors at the end of a bridge span caused large weak axis bending stresses in the girders likely to cause buckling or yielding of the girders before the capacity of the ductile component was reached. Furthermore there were large forces in the intermediate cross frames, therefore, the end cross frames were no longer the only main components transferring lateral seismic loads form the deck to the bearings. It is, therefore, recommended that adequate shear connectors be provided above supports to transfer seismic lateral loads. These shear connectors can be placed on the girders or the top struts of the end cross frame or diaphragms.

7.5 DUCTILE MOMENT RESISTING FRAMES AND SINGLE COLUMN STRUCTURES FOR SDC C AND D

This section applies to ductile moment-resisting frames and bents, constructed with steel I-shape beams and columns connected with their webs in a common plane. For SDC C or D, complying with a Type 1 performance criteria design, the columns shall be designed as ductile structural elements using a force reduction factor, *R*, of 4. The beams, the panel zone at column-beam intersections and the connections shall be designed as essentially elastic elements.

C7.5

It is believed that properly detailed fully welded column-to-beam or beam-to-column connections in the moment-resisting frames that would typically be used in bridges (See Figure C1) can exhibit highly ductile behavior and perform adequately during earthquakes (contrary to what was observed in buildings following Northridge). As a result, strategies to move plastic hinges away from the joints are not required in these specifications.

However, the designer may still elect to provide measures (such as haunches at the end of yielding members) to locate plastic hinges some distance away from the welded beam-to-column or column-to-beam joint (SAC, 1995, 1997, 2000).

Although beams, columns and panel zones can all be designed, detailed and braced to undergo severe inelastic straining and absorb energy, the detailing requirements of this section address common bridge structures with deep non-compact beams much stiffer in flexure than their supporting steel columns, and favor systems proportioned so that plastic hinges form in the columns. This is consistent with the philosophy adopted for concrete bridges.

Even though some bridges could be configured and designed to develop stable plastic hinging in beams without loss of structural integrity, the large gravity loads that are simultaneously be resisted by those beams also make plastic hinging at mid-span likely as part of the plastic collapse mechanism. The resulting deformations can damage the superstructure (for example, the diaphragms or deck).

The special case of multi-tier frames is addressed in Article 7.5.4.

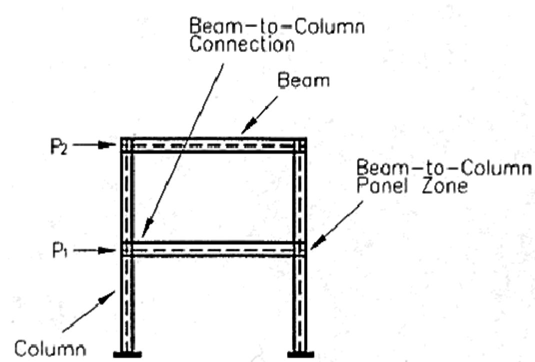


Figure C7.5-1 Example of Moment Frame/Bent.

7.5.1 Columns

Width-to-thickness ratios of compression elements of columns shall be in compliance with Table 7.4.2-1.

Full penetration flange and web welds are required at column-to-beam (or beam-to-column) connections.

The resistance of columns to combined axial load and

C7.5.1

At plastic hinge locations, members absorb energy by undergoing inelastic cyclic bending while maintaining their resistance. Therefore, plastic design rules apply, namely, limitations on width-to-thickness ratios, web-to-flange weld capacity, web shear resistance, and lateral flexure shall be determined in accordance with Article 6.9.2.2 of the *AASHTO LRFD Bridge Design Specifications*. The factored axial compression due to seismic load and permanent loads shall not exceed $0.20A_gF_y$.

The shear resistance of the column web shall be determined in accordance with Article 6.10.9 of the *AASHTO LRFD Bridge Design Specifications*.

The potential plastic hinge regions (Article 4.11.8), near the top and base of each column, shall be laterally supported and the unsupported distance (i.e., between the plastic hinges) from these locations shall not exceed the value determined from Table 7.4.1-1. The lateral supports shall be provided either directly to the flanges or indirectly through a column web stiffener or a continuity plate. Each column flange lateral support shall resist a force of not less than 2% of the nominal column flange strength ($0.02b_f t_f F_y$) at the support location. The possibility of complete load reversal shall be considered and the potential for plastic hinging about both principal axes of a column shall be considered. The requirements for lateral supports do not apply to potential in-ground plastic hinging zones of pile bents

When lateral support cannot be provided, the column maximum slenderness, KL/r, shall not exceed 60 and transverse moments produced by the forces otherwise resisted by the lateral bracing (including the second order moment due to the resulting column displacement) shall be included in the seismic load combinations.

Splices that incorporate partial joint penetration groove welds shall be located away from the plastic hinge regions as defined in Article 4.11.8 at a minimum distance equal to the greater of:

- One-fourth the clear height of column
- Twice the column depth
- 39 in.

support.

Axial load in columns is also restricted to avoid early deterioration of beam-column flexural strengths and ductility when subject to high axial loads. Tests by Popov et al. (1975) showed that W-shaped columns subjected to inelastic cyclic loading suffered sudden failure due to excessive local buckling and strength degradation when the maximum axial compressive load exceeded $0.50A_gF_y$. Tests by Schneider et al. (1992) showed that moment-resisting steel frames with hinging columns suffer rapid strength and stiffness deterioration when the columns are subjected to compressive load equal to approximately $0.25A_gF_y$. Most building codes set this limit at $0.30A_gF_y$.

The requirement for lateral support is similar to Eq. 6.10.8.2.3-1 of the *AASHTO LRFD Bridge Design Specifications* with a stress, f_1, of zero (zero moment) at one end of the member, but modified to ensure inelastic rotation capacities of at least four times the elastic rotation corresponding to the plastic moment. Consideration of a null moment at one end of the column accounts for changes in location of the inflexion point of the column moment diagram during earthquake response. Figure 10.27 in Bruneau et al. (1997) could be used to develop other unsupported lengths limits.

Built-up columns made of fastened components (e.g., bolted or riveted) are beyond the scope of these Guidelines.

7.5.2 Beams

The factored resistance of the beams shall be determined in accordance with Article 6.12 of the *AASHTO LRFD Bridge Design Specifications*. At a joint between beams and columns the sum of the factored resistances of the beams shall not be less than the sum of the probable resistances of the column(s) framing into the joint. Unless otherwise demonstrated by rational analysis, the probable flexural resistance of columns, M_{nx}, shall be taken as the product of the overstrength factor times the columns nominal flexural resistance determined either in accordance with Article 6.9.2.2 of the *AASHTO LRFD Bridge Design Specifications* or by:

$$M_{nx} = 1.18 M_{px}\left(1 - \frac{P_u}{AF_{ye}}\right) \le M_{px} \qquad (7.5.2\text{-}1)$$

C7.5.2

Since plastic hinges are not expected to form in beams, beams need not conform to plastic design requirements.

The requirement for beam resistance is consistent with the outlined capacity-design philosophy. The beams should either resist the full elastic loads or be capacity-protected. In the extreme load situation, the capacity-protected beams are required to have nominal resistances of not less than the combined effects corresponding to the plastic hinges in the columns attaining their probable capacity and the probable companion permanent load acting directly on the beams. The columns' probable capacity should account for the overstrength due to higher yield than specified yield and strain hardening effects. The value specified in Article 6.9.2.2 of the *AASHTO LRFD Bridge Design Specifications*, used in conjunction with the resistance

where:

M_{px} = plastic moment capacity of the member based upon expected material properties (kip-ft.)

A = cross sectional area of member (in.^{2})

F_{ye} = expected yield stress of structural steel member (ksi)

P_u = factored axial load acting on member (kip)

factor ϕ_f for steel beams in flexure of 1.00, is compatible with the AISC (2005) 1.1, R_y, used with a resistance factor ϕ of 0.9 (here R_y is embedded in F_{ye}).

Eq. 1 was developed for I-sections about strong axis bending and may not be appropriate for other sections.

7.5.3 Panel Zones and Connections

Column-beam intersection panel zones, moment resisting connections and column base connections shall be designed as Essentially Elastic Elements.

Panel zones shall be designed such that the vertical shearing resistance is determined in accordance with Article 6.10.9 of the *AASHTO LRFD Bridge Design Specifications*.

Beam-to-column connections shall have resistance not less than the resistance of the beam stipulated in Article 7.5.2.

Continuity plates shall be provided on both sides of the panel zone web and shall finish with total width of at least 0.8 times the flange width of the opposing flanges. The continuity plate *b/t* ratio shall meet the limits for projecting elements of Article 6.9.4.2 of the *AASHTO LRFD Bridge Design Specifications*. The continuity plates shall be proportioned to meet the stiffener requirements stipulated in Article 6.10.11.2 of the *AASHTO LRFD Bridge Design Specifications* and shall be connected to both flanges and the web.

Flanges and connection plates in bolted connections shall have a factored net section ultimate resistance calculated by Eq. 6.8.2.1-2, at least equal to the factored gross area yield resistance given by Eq. 6.8.2.1-1, with A_g and A_n in Article 6.8.2.1 of the *AASHTO LRFD Bridge Design Specifications* taken here as the area of the flanges and connection plates in tension.

C7.5.3

The panel zone should either resist the full elastic load (i.e., R = 1.0) or be capacity-protected.

Column base connections should also resist the full elastic loads (R = 1.0) or be capacity-protected, unless they are designed and detailed to dissipate energy.

Panel zone yielding is not permitted.

There is a concern that doubler plates in panel zones can be an undesirable fatigue detail. For plate-girder sections, it is preferable to specify a thicker web plate, if necessary, rather than use panel zone doubler plates.

7.5.4 Multi-Tier Frame Bents

For multi-tier frame bents, capacity design principles as well as the requirements of Articles 7.5.1, 7.5.2, and 7.5.3 may be modified by the engineer to achieve column plastic hinging only at the top of the column. Column plastic hinging at the base where fixity to the foundation is needed shall be assessed where applicable.

C7.5.4

Multi-tier frame bents are sometimes used because they are more rigid transversely than single-tier frame bents. In such multi-tier bents, the intermediate beams are significantly smaller than the top beam as they are not supporting the gravity loads from the superstructure.

As a result, in a multi-tier frame, plastic hinging in the beams may be unavoidable in all but the top beam. Trying to ensure strong-beam weak-column design at all joints in multi-tier bents may have the undesirable effect of concentrating all column plastic hinging in one tier, with greater local ductility demands than otherwise expected in design.

Using capacity design principles, the equations and intent of Article 7.5.1 and Article 7.5.2 may be modified by the designer to achieve column plastic hinging only at the top and base of the column, and plastic hinging at the ends of all intermediate beams, as shown in Figure C1.

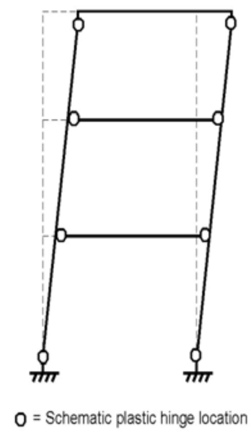


Figure C7.5.4-1 Acceptable Plastic Mechanism for Multi-Tier Bent.

7.6 CONCRETE FILLED STEEL PIPES FOR SDC C AND D

Concrete-filled steel pipes used as columns, piers, or piles expected to develop full plastic hinging of the composite section as a result of seismic response shall be designed in accordance with Articles 6.9.2.2, 6.9.5, 6.12.3.2.2, of the *AASHTO LRFD Bridge Design Specifications* as well as the requirements in this article.

C7.6

This article is only applicable to concrete-filled steel pipes without internal reinforcement, and connected in a way that allows development of their full composite strength. It is not applicable to design a concrete-filled steel pipe that relies on internal reinforcement to provide continuity with another structural element, or for which the steel pipe is not continuous or connected in a way that enables it to develop its full yield strength. When used in pile bent, the full composite strength of the plastic hinge located below ground can only be developed if it can be ensured that the concrete fill is present at that location.

Research (e.g., Alfawahkiri, 1997; Bruneau and Marson, 1999) demonstrates that the AASHTO equations for the design of concrete-filled steel pipes in combined axial compression and flexure (Articles 6.9.2.2, 6.9.5, and 6.12.2.3.2 of the *AASHTO LRFD Bridge Design Specifications*) provide a conservative assessment of beam-column strength. Consequently, the calculated strength of concrete-filled steel pipes that could be used as columns in ductile moment-resisting frames or pile-bents could be significantly underestimated. This is not surprising given that these equations together are deemed applicable to a broad range of composite member types and shapes, including concrete-encased steel shapes.

While these equations may be perceived as conservative from a non-seismic perspective, an equation that more realistically captures the plastic moment of such columns is essential for capacity design. Capacity-protected elements shall be designed with adequate strength to elastically withstand the plastic hinging in the columns. Underestimating the plastic hinging force translate into under-design of the capacity-protected elements. A column unknowingly stronger than expected will not hinge prior to damaging foundations or other undesirable locations in the structure. This can have severe consequences, as the capacity-protected elements are not detailed to withstand large inelastic deformations. The provisions of Article 7.3 are added to prevent this behavior.

For analysis, the flexural stiffness of the composite concrete filled pipe section may be taken as given in Eq. C1 which is a modified form of that given in Article 5.7.4.3 of the *AASHTO LRFD Bridge Design Specifications.*

$$(EI)_{eff} = E_s I_s + \frac{E_c I_c}{2.5} \tag{C7.6-1}$$

where:

I_c = moment of inertia of the concrete core (in.^{4})

I_s = moment of inertia of the steel pipe (in.^{4})

E_s = modulus of elasticity of steel (ksi)

E_c = modulus of elasticity of concrete (ksi)

Alternatively, the flexural stiffness of the composite concrete filled pipe section may be taken as given in Eq. C2 which is a modified form of that given in Article 6.9.5.1 of the *AASHTO LRFD Bridge Design Specifications.*

$$(EI)_{eff} = E_s I_s \left(0.88 + \frac{0.352}{n}\frac{A_c}{A_s}\right) \geq E_s I_s \tag{C7.6-2}$$

where:

A_c = area of the concrete core (in.^{2})

A_s = area of the steel pipe (in.^{2})

I_s = moment of inertia of the steel pipe (in.^{4})

n = modular ratio

7.6.1 Combined Axial Compression and Flexure

Concrete-filled steel pipe members required to resist both axial compression and flexure and intended to be ductile substructure elements shall be proportioned such that:

$$\frac{P_u}{P_r} + \frac{BM_u}{M_{rc}} \leq 1.0 \tag{7.6.1-1}$$

and

$$\frac{M_u}{M_{rc}} \leq 1.0 \tag{7.6.1-2}$$

in which:

$$B = \frac{P_{ro}}{P_{rc}} - 1 \tag{7.6.1-3}$$

$$P_{rc} = \phi_c A_c f_c^{'} \tag{7.6.1-4}$$

where:

P_r = factored nominal axial capacity of member determined in accordance with Article 6.9.5 of the *AASHTO LRFD Bridge Design Specifications* (kip)

M_{rc} = factored nominal moment capacity of member determined in accordance with Article 7.6.2 (kip-ft.)

M_u = factored moment demand acting on the member including the elastic seismic demand divided by the appropriate force reduction factor, R (kip-ft.)

P_{ro} = factored nominal axial capacity of member calculated determined in accordance with Article 6.9.5 *AASHTO LRFD Bridge Design Specifications* using $\lambda = 0$ (kip)

ϕ_c = 0.75 resistance factor for concrete in compression

A_c = area of the concrete core (in.^{2})

$f_c^{'}$ = nominal uniaxial concrete compressive strength (ksi)

C7.6.1

The interaction equation is known to be reliable up to a maximum slenderness limit $D/t < 0.96E/F_y$, underestimating the flexural moment capacity by 1.25 on average (see Figure C1). It may significantly overestimate columns strength having greater D/t ratios.

The interaction equation is only applicable to concrete-filled steel pipes. Revised equations may also be needed to replace those of Article 6.9.2.2 of the *AASHTO LRFD Bridge Design Specifications* for other types of composite columns (such as concrete-encased columns).

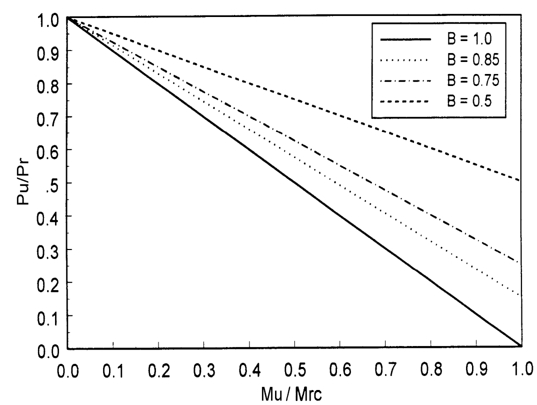


Figure C7.6.1-1 Interaction Curves for Concrete-Filled Pipe.

7.6.2 Flexural Strength

The factored moment resistance of a concrete filled steel pipe can be calculated using a strain compatibility approach that utilizes appropriate constitutive material models. In lieu of a strain compatibility approach, the

C7.6.2

When using the approximate equations to calculate the forces acting on capacity-protected members as a result of plastic hinging of the concrete-filled pipes, F_{ye} should replace F_y, for consistency with the capacity design factored moment resistance of a concrete filled steel pipe shall be calculated using one of the following two methods:

Method 1 – Exact Geometry

$$M_{rc} = \phi_f \left(C_r e + C_r^{'} e^{'}\right) \quad (7.6.2\text{-}1)$$

in which:

$$C_r = F_y \beta \frac{Dt}{2} \quad (7.6.2\text{-}2)$$

$$C_r^{'} = f_c^{'}\left[\frac{\beta D^2}{8} - \frac{b_c}{2}\left(\frac{D}{2} - a\right)\right] \quad (7.6.2\text{-}3)$$

$$e = b_c\left(\frac{1}{(2\pi - \beta)} + \frac{1}{\beta}\right) \quad (7.6.2\text{-}4)$$

$$e^{'} = b_c\left(\frac{1}{(2\pi - \beta)} + \frac{b_c^2}{1.5\beta D^2 - 6b_c(0.5D - a)}\right) \quad (7.6.2\text{-}5)$$

$$a = \frac{b_c}{2}\tan\left(\frac{\beta}{4}\right) \quad (7.6.2\text{-}6)$$

$$b_c = D\sin\left(\frac{\beta}{2}\right) \quad (7.6.2\text{-}7)$$

β = central angle formed between neutral axis chord line and the center point of the pipe found by the recursive equation (rad.)

$$\beta = \frac{A_s F_y + 0.25D^2 f_c^{'}\left[\sin\left(\frac{\beta}{2}\right) - \sin^2\left(\frac{\beta}{2}\right)\tan\left(\frac{\beta}{4}\right)\right]}{0.125D^2 f_c^{'} + DtF_y} \quad (7.6.2\text{-}8)$$

where:

D = outside diameter of steel pipe (in.)

t = pipe wall thickness (in.)

F_y = nominal yield stress of steel pipe (ksi)

$f_c^{'}$ = nominal uniaxial concrete compressive strength (ksi)

Method 2 – Approximate Geometry

A conservative value of M_{rc} is given by:

philosophy.

Figure C1 illustrates the geometric parameters used in this Article.

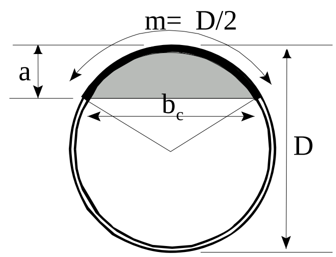
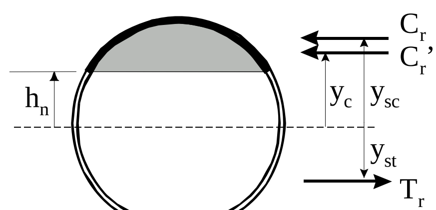


Figure C7.6.2-1 Flexure of Concrete-Filled Pipe; Shaded Area is Concrete in Compression above the Neutral Axis.

Moment resistance is calculated assuming the concrete in compression at f'_c, and the steel in tension and compression at F_y. The resulting free-body diagram is shown in Figure C2, where e is equal to $y_{sc}+y_{st}$, e' is equal to y_c+y_{st}, and y_c is the distance of the concrete compressive force (C_r') from the center of gravity, and y_{st} and y_{sc} are the respective distances of the steel tensile (T_r) and compressive forces (C_r) from the center of gravity.



$$M_{rc} = C_r'(y_c+y_{st}) + C_r(y_{sc}+y_{st})$$

Figure C7.6.2-2 Free-Body Diagram Used to Calculate Moment Resistance of Concrete-Filled Pipe.

In Method 2, a geometric approximation is made in calculating the area of concrete in compression by subtracting the rectangular shaded area shown in Figure C3 from the total area enclosed by the pipe (and dividing the result by 2). Neutral axis is at height h_n.

$$M_{rc} = \phi_f \left[(Z - 2th_n^2)F_y + \left(\frac{2}{3}(0.5D - t)^3 - (0.5D - t)h_n^2 \right) f_c^{'} \right] \tag{7.6.2-9}$$

in which:

$$h_n = \frac{A_c f_c^{'}}{2Df_c^{'} + 4t(2F_y - f_c^{'})} \tag{7.6.2-10}$$

where:

ϕ_f = 1.0 resistance factor for structural steel in flexure

A_c = area of the concrete core (in.^{2})

D = outside diameter of steel pipe (in.)

t = pipe wall thickness (in.)

Z = plastic section modulus of steel pipe (in.^{3})

F_y = nominal yield stress of steel pipe (ksi)

$f_c^{'}$ = nominal concrete compressive strength (ksi)

For capacity design purposes the moment calculated by this approximate method shall be increased according to Article 7.3.

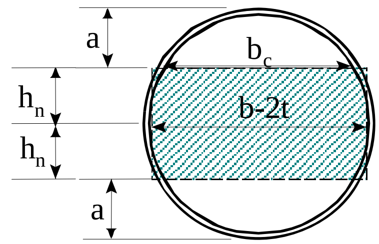


Figure C7.6.2-3 Flexure of Concrete-Filled Pipe – Illustrates Approximation Made in Method 2.

Method 2 (using approximate geometry) gives smaller moment capacities than Method 1 (exact geometry). The requirement to increase the calculated moment by 10% for capacity design when using the approximate method was established from the ratio of the moment calculated by both methods for a *D*/*t* of 10. The moment ratio decreases as *D*/*t* increases.

7.6.3 Beams and Connections

Capacity-protected members shall be designed to resist the forces resulting from hinging in the concrete-filled pipes calculated according to Article 7.6.2.

C7.6.3

Experimental work by Bruneau and Marson (1999), Shama et al. (2001), Azizinamini et al. (1999), provide examples of full fixity connection details. In some instances, full fixity may not be needed at both ends of columns. Concrete-filled steel pipes, when used in pile bents, only require full moment connection at the pile-cap.

Design details for connecting concrete filled steel pipes to concrete members have been developed by Priestley et al. (1996).

7.7 CONNECTIONS FOR SDC C AND D

7.7.1 Minimum Strength for Connections to Ductile Members

Connections and splices between or within members having a ductility demand greater than one shall be designed to have a nominal capacity at least 10% greater than the nominal capacity of the weaker connected member based on expected material properties.

7.7.2 Yielding of Gross Section for Connections to Ductile Members

Yielding of the gross section shall be checked (see Article 7.7.6). Fracture in the net section and the block shear rupture failure shall be prevented.

7.7.3 Welded Connections

Do not use partial joint penetration welds or fillet welds in regions of members subject to inelastic deformations. Outside of the inelastic regions, partial joint penetration welds shall provide at least 150% of the strength required by calculation, and not less than 75% of the strength of the connected parts regardless of the action of the weld.

7.7.4 Gusset Plate Strength

Gusset plates shall be designed to resist shear, flexure and axial forces generated by overstrength capacities of connected ductile members and force demands of connected essentially elastic members. The design strength shall be based on the effective width in accordance with Whitmore's method.

C7.7.4

The Whitmore (1952) effective width is defined as the distance between two lines radiating outward at 30° angles from the first row of bolts of the gusset plate along a line running through the last row of bolts as shown in Figure C1.

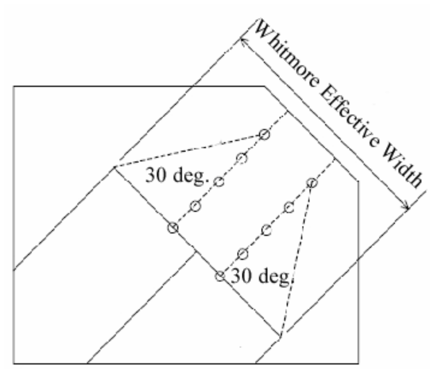


Figure C7.7.4-1 Whitmore Effective Width.

7.7.5 Limiting Unsupported Edge Length to Thickness Ratio for a Gusset Plate

The unsupported edge length to thickness ratio of a gusset plate shall satisfy:

$$\frac{L_g}{t} \leq 2.06\sqrt{\frac{E}{F_y}} \qquad (7.7.5\text{-}1)$$

where:

L_g = unsupported edge length of the gusset plate (in.)

t = thickness of gusset plate (in.)

E = modulus of elasticity of steel (ksi)

F_y = nominal yield stress of steel pipe (ksi)

7.7.6 Gusset Plate Tension Strength

The only acceptable failure mode of gusset plates is yielding on the gross section that will ensure a ductile failure mode. The factored tension strength of a gusset plate, ϕP_n, shall be taken as:

$$\phi P_{ng} = \phi_y A_g F_y \leq \begin{cases} \phi_u A_n F_u \\ \\ \phi_{bs} P_{bs} \end{cases} \quad (7.7.6\text{-}1)$$

in which:

if $A_{tn} \geq 0.58 A_{vn}$, then:

$$P_{bs} = 0.58 F_y A_{vg} + F_u A_{tn} \quad (7.7.6\text{-}2)$$

if $A_{tn} < 0.58 A_{vn}$, then:

$$P_{bs} = 0.58 F_u A_{vn} + F_y A_{tg} \quad (7.7.6\text{-}3)$$

where:

A_{vg} = gross area of section along the plane resisting shear in block shear failure mode (in.^{2})

A_{vn} = net area of section along the plane resisting shear in block shear failure mode (in.^{2})

A_{tg} = gross area of section along the plane resisting tension in block shear failure mode (in.^{2})

A_{tn} = net area of section along the plane resisting tension in block shear failure mode (in.^{2})

A_g = gross area of section along the plane resisting tension (in.^{2})

A_n = net area of section along the plane resisting tension (in.^{2})

F_y = nominal yield stress of steel (ksi)

F_u = minimum tensile strength of steel (ksi)

ϕ_{bs} = 0.80 resistance factor for block shear failure mechanisms

ϕ_u = 0.80 resistance factor for fracture on net section

ϕ_y = 0.95 resistance factor for yield on gross section

C7.7.6

These provisions are similar to those found in Article 6.13 of the *AASHTO LRFD Bridge Design Specifications* but have been modified for seismic design considerations.

Note that the minimum block shear failure mode may be one of several failure modes. Investigation of all potential block shear failure patterns is required to determine the limiting resistance, P_{bs}.

The intent of these provisions is ensure that yielding of the gross section occurs prior to fracture on the net section and block shear failure (Caltrans 2001).

7.7.7 Compression Strength of a Gusset Plate

The nominal compression strength of the gusset plates, P_{ng}, shall be calculated according to *AASHTO LRFD Bridge Design Specifications*.

7.7.8 In-Plane Moment (Strong Axis)

The nominal yield moment strength of a gusset plate, M_{ng}, shall be taken as:

$$M_{ng} = S_g F_y \quad (7.7.8\text{-}1)$$

where:

S_g = elastic section modulus of gusset plate about the strong axis (in.^{3})

F_y = nominal yield stress of steel gusset plate (ksi)

The nominal plastic moment strength of a gusset plate, M_{pg}, shall be taken as:

$$M_{pg} = Z_g F_y \quad (7.7.8\text{-}2)$$

where:

Z_g = plastic section modulus of gusset plate about the strong axis (in.^{3})

7.7.9 In-Plane Shear Strength

The nominal shear strength of a gusset plate, V_{ng}, shall be taken as:

$$V_{ng} = 0.58 A_{gg} F_y \quad (7.7.9\text{-}1)$$

where:

A_{gg} = gross area of gusset plate (in.^{2})

F_y = nominal yield stress of steel gusset plate (ksi)

7.7.10 Combined Moment, Shear, and Axial Forces

The initial yielding strength of a gusset plate subjected to a combination of in-plane moment, shear and axial force shall be determined by the following equations:

$$\frac{P_g}{P_{rg}} + \frac{M_g}{M_{rg}} \le 1.0 \quad (7.7.10\text{-}1)$$

and

$$\frac{P_g}{P_{rg}} + \left(\frac{V_g}{V_{rg}}\right)^2 \leq 1.0 \qquad (7.7.10\text{-}2)$$

where:

V_g = shear force acting on the gusset plate (kip)

M_g = moment acting on the gusset plate (kip-in.)

P_g = axial force acting on the gusset plate (kip)

M_{rg} = factored nominal yield moment capacity, ϕM_{ng}, of the gusset plate from Article 7.7.8 (kip-in.)

V_{rg} = factored nominal shear capacity, ϕV_{ng}, of the gusset plate from Article 7.7.9 (kip)

P_{rg} = factored nominal yield axial capacity, ϕP_{ng}, of the gusset plate from Article 7.7.6 (kip)

Full yielding of shear-moment-axial load interaction for a plate shall be:

$$\frac{M_g}{M_{rpg}} + \left(\frac{P_g}{P_{rg}}\right)^2 + \frac{\left(\frac{V_g}{V_{rg}}\right)^4}{\left[1 - \left(\frac{P_g}{P_{rg}}\right)^2\right]} \leq 1.0 \qquad (7.7.10\text{-}3)$$

where:

M_{rpg} = factored nominal plastic moment capacity, ϕM_{pg}, of the gusset plate from Article 7.7.8 (kip-in.)

7.7.11 Fastener Capacity

Fastener capacity and other related design requirements shall be determined in accordance with Article 6.13 of the *AASHTO LRFD Bridge Design Specifications.*

7.8 ISOLATION DEVICES

Design and detailing of seismic isolation devices shall be designed in accordance with the provisions of the *AASHTO Guide Specifications for Seismic Isolation Design*.

C7.8

The requirements for analysis of bridges with seismic isolation are based on the 1999 *AASHTO Guide Specifications for Seismic Isolation Design*, which provide requirements for modeling seismic isolator units, including the use of property modification factors as given in Article 7.3.

The force-deformation characteristics can be idealized as a bilinear relationship with two key variables: second slope stiffness and characteristic strength. The area under the bilinear curve is equal to the energy dissipated by hysteretic work during cyclic loading. For design, the force-deformation relationship can be represented by an effective stiffness based on the secant stiffness, and a damping coefficient.

Bridges that have elastomeric or sliding bearings at each pier may be designed as isolated structures.

7.9 FIXED AND EXPANSION BEARINGS

7.9.1 Applicability

The provisions shall apply to pin bearings, roller bearings, rocker bearings, bronze or copper-alloy sliding bearings, elastomeric bearings, spherical bearings, pot bearings and disc bearings in common slab-on-steel girder bridges. Curved bridges, seismic isolation-type bearings, and structural fuse bearings are not covered by this section.

C7.9.1

Bearings are important elements of the overall Earthquake Resistant System of a bridge structure. The 1995 Kobe earthquake, and others that preceded it or have occurred since, clearly showed poor performance of some bearing types and the disastrous consequences that a bearing failure can have on the overall performance of a bridge. A consensus was developed that some testing of bearings would be desirable provided a designer had the option of providing restraints or permitting the bearing to fail if an adequate surface for subsequent movement is provided. An example occurred in Kobe where a bearing failed. The steel diaphragm and steel girder were subsequently damaged because the girder became jammed on the failed bearing and could not move.

There have been a number of studies performed where girders slide either on specially designed bearings or concrete surfaces. A good summary of the range of the results that can be anticipated from these types of analyses can be found in Dicleli and Bruneau (1995).

7.9.2 Design Criteria

The selection of seismic design of bearings shall be related to the strength and stiffness characteristics of both the superstructure and the substructure.

Bearing design shall be consistent with the intended seismic design strategy and the response of the whole bridge system.

Rigid-type bearings are assumed not to move in restrained directions, and therefore the seismic forces from the superstructure shall be assumed to be transmitted through diaphragms or cross frames and their connections to the bearings, and then to the substructure without reduction due to local inelastic action along that load path.

Deformable-type bearings having less than full rigidity in the restrained directions but not specifically designed as base isolators or fuses, have demonstrated a reduction in force transmission and can be used in seismic applications. The reduced force transmitted through the bearing shall not be less than 0.4 times the bearing dead load reaction.

7.9.3 Design and Detail Requirements

The Engineer shall assess the impact on the lateral load path due to unequal participation of bearings considering connection tolerances, unintended misalignments, the capacity of individual bearings, and skew effects.

Roller bearings or rocker bearings shall not be used in new bridge construction. Expansion bearings and their supports shall be designed in such a manner that the structure can undergo movements in the unrestrained direction not less than the seismic displacements determined from analysis without collapse. Adequate support length shall also be provided for fixed bearings.

In their restrained directions, bearings shall be designed and detailed to engage at essentially the same movement in each direction.

The frictional resistance of the bearing interface sliding-surfaces shall be neglected when it contributes to resisting seismic loads. Conversely the frictional resistance shall be conservatively calculated (i.e., overestimated) when the friction resistance results in the application of greater force effects to the structural components.

Elastomeric expansion bearings shall be provided with anchorage to adequately resist the seismically induced horizontal forces in excess of those accommodated by shear in the pad. The sole plate and base plate shall be made wider to accommodate the anchor bolts. Inserts through the elastomer shall not be allowed. The anchor bolts shall be designed for the combined effect of bending and shear for seismic loads. Elastomeric fixed bearings shall be provided with horizontal restraint adequate for the full horizontal load.

Spherical bearings shall be evaluated for component and connection strength and bearing stability.

Pot and disc bearings should not be used for seismic applications where significant vertical acceleration is present. Where the use of pot and disc bearings is unavoidable, they shall be provided with an independent seismically resistant anchorage system.

C7.9.3

The types of tests that are required by these *Guide Specifications* are similar to but significantly less extensive than those required for seismically isolated bridges. Each manufacturer is required to conduct a prototype qualification test to qualify a particular bearing type and size for its design forces or displacements. This series of tests only needs to be performed once to qualify the bearing type and size, whereas for seismically isolated bridges, prototype tests are required on every project. The quality control tests required on 1 out of every 10 bearings is the same as that required for every isolator on seismic isolation bridge projects. The cost of the much more extensive prototype and quality control testing of isolation bearings is approximately 10 to 15% of the total bearing cost, which is of the order of 2% of the total bridge cost. The testing proposed herein is much less stringent than that required for isolation bearings and is expected to be less than 0.1% of the total bridge cost. However, the benefits of testing are considered to be significant since owners would have a much higher degree of confidence that each new bearing will perform as designed during an earthquake. The testing capability exists to do these tests on full-size bearings. The owner has the final determination on the extent of the testing requirements as deemed appropriate for the type of bridge considered.

7.9.4 Bearing Anchorage

Sufficient reinforcement shall be provided around the anchor bolts to develop the horizontal forces and anchor them into the mass of the substructure unit. Potential concrete crack surfaces next to the bearing anchorage shall have sufficient shear friction capacity to prevent failure.

7.10 STRUCTURAL STEEL DESIGN REQUIREMENTS FOR ENERGY DISIPATION COMPONENTS IN SDC C AND D

7.10.1 General

The provisions of this article shall apply only to a limited number of specially detailed steel components designed to dissipate hysteretic energy during earthquakes. This article does not apply to steel members that are designed to remain elastic during earthquakes.

For the few specially designed steel members that are within the scope of this article, the other requirements of Section 6 of the *AASHTO LRFD Bridge Design Specifications* are also applicable (unless superseded by more stringent requirements in this Article).

Continuous and clear load path or load paths shall be assured. Proper load transfer shall be considered in designing foundations, substructures, superstructures and connections.

Welds shall be designed as capacity protected elements. Partial joint penetration groove welds shall not be used in ductile substructures.

Abrupt changes in cross sections of members in ductile substructures are not permitted within the plastic hinge zones defined in Article 4.11.8 unless demonstrated acceptable by analysis and supported by research results.

SECTION 8: REINFORCED CONCRETE COMPONENTS

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SECTION 8

REINFORCED CONCRETE COMPONENTS

8.1 GENERAL

Design and construction of concrete components that include superstructures, columns, piers, footings and their connections shall conform to the requirements of this Section.

For the purpose of this article, a vertical support shall be considered to be a column if the ratio of the clear height to the maximum plan dimensions of the support is greater than 2.5. For a flared column, the maximum plan dimension shall be taken at the minimum section of the flare. For supports with a ratio less than 2.5, the provisions for piers of Articles 8.6.8 to 8.6.10 shall apply.

A pier shall be designed as a pier member in its strong direction and a column in its weak direction.

The pile extensions of pile bents as well as drilled shafts and caissons shall be regarded as columns for design and detailing purposes.

If architectural flares or other treatments are provided to columns adjacent to potential plastic hinge zones, they shall be "structurally isolated" in such a way that they do not add to the flexural strength capacity of the columns. If "structural isolation" is not used then the column and adjacent structural elements shall be designed to resist the forces generated by increased flexural strength capacity according to Article 8.14.

C8.1

The 1989 Loma Prieta and 1994 Northridge earthquakes confirmed the vulnerability of columns with inadequate transverse reinforcement and inadequate anchorage of longitudinal reinforcement. Also of concern are:

- lack of adequate reinforcement for positive moments that may occur in the superstructure over monolithic supports when the structure is subjected to longitudinal dynamic loads
- lack of adequate shear strength in joints between columns and bent caps under transverse dynamic loads
- inadequate reinforcement for torsion, particularly in outrigger-type bent caps
- inadequate transverse reinforcement for shear and for restraint against global buckling of longitudinal bars ("bird caging")

The purpose of the design is to ensure that a column is provided with adequate ductility and is forced to yield in flexure and that the potential for a shear, compression failure due to longitudinal bar buckling, or loss of anchorage mode of failure is minimized.

The actual ductility demand on a column or pier is a complex function of a number of variables, including:

- Earthquake characteristics, including duration, frequency content and near-field (or pulse) effects
- Design force level
- Periods of vibration of the bridge
- Shape of the inelastic hysteresis loop of the columns, and hence effective hysteretic damping
- Elastic damping coefficient
- Contributions of foundation and soil conditions to structural flexibility
- Spread of plasticity (plastic hinge length) in the column

The damage potential of a column is also related to the ratio of the duration of strong ground shaking to the natural period of vibration of the bridge.

The definition of a column in this article is provided as a guideline to differentiate between the additional design requirements for a wall-type pier and the requirements for a column.

Certain oversize columns exist for architectural or aesthetic reasons. These columns, if fully reinforced, place excessive demands of moment, shear, or both, on adjoining elements. The designer should strive to "isolate structurally" those architectural elements that do not form part of the primary energy dissipation system that are located either within or in close proximity to plastic hinge zones. Nevertheless, the architectural elements should remain serviceable throughout the life of the structure. For this reason, minimum steel for temperature and shrinkage should be provided. When architectural flares are not isolated, Article 8.14.2 requires that the design shear force for a flared column be the worst case calculated using the overstrength moment of the oversized flare or the shear generated by a plastic hinge at the bottom of the flare.

8.2 SEISMIC DESIGN CATEGORY A

No consideration of seismic forces is required for the design of structural components except for the design of the connection for the superstructure to the substructure as specified in Article 4.6 and the minimum support length as specified in Article 4.12.

8.3 SEISMIC DESIGN CATEGORIES B, C, AND D

8.3.1 General

Initial sizing of columns can be performed using Strength and Service load combinations defined in the *AASHTO LRFD Bridge Design Specifications.*

C8.3.1

For post-tensioned box-girders, it is recommended that the least dimension of column or pier wall be less than or equal to the superstructure depth. See Article 8.10.

8.3.2 Force Demands on SDC B

The design forces shall be the lesser of the forces resulting from the overstrength plastic hinging moment capacity or unreduced elastic seismic forces in columns or pier walls. Force demands shall be less than capacities established in Articles 8.5 and 8.6.

C8.3.2

SDC B structures are designed and detailed to achieve a displacement ductility, μ_D, of at least 2.

8.3.3 Force Demands on SDC C and D

The design forces shall be based on forces resulting from the overstrength plastic hinging moment capacity or the maximum connection capacity following the capacity design principles specified in Article 4.11.

For SDC D where liquefaction is identified, plastic hinging in the foundation is acceptable as specified in Article 3.3.

8.3.4 Local Ductility Demands SDC D

The local displacement ductility demands, μ_D, of members shall be determined based on the analysis method adopted in Section 5. The local displacement ductility demand shall not exceed the maximum allowable displacement ductilities established in Article 4.9.

8.4 PROPERTIES AND APPLICATIONS OF REINFORCING STEEL, PRESTRESSING STEEL AND CONCRETE FOR SDC B, C, AND D

For SDC B and C, the expected material properties shall be used to determine the section stiffness and overstrength capacities.

For SDC D, the expected material properties shall be used to determine section stiffness, overstrength capacities, and displacement capacities.

8.4.1 Reinforcing Steel

Reinforcing bars, deformed wire, cold-drawn wire, welded plain wire fabric, and welded deformed wire fabric shall conform to the material standards as specified in the *AASHTO LRFD Bridge Design Specifications*.

High strength high alloy bars with an ultimate tensile strength of up to 250 ksi, are permitted be used for longitudinal column reinforcement for seismic loading provided that it can be demonstrated through testing that the low cycle fatigue properties are not inferior to normal reinforcing steels with yield strengths of 75 ksi or less.

Wire rope or strand is permitted to be used for spirals in columns if it can be shown through testing that the modulus of toughness exceeds 14 ksi.

For SDC B and C, ASTM A 706 or ASTM A 615 Grade 60 reinforcing steel is permitted.

For SDC D, ASTM A 706 reinforcing steel in members where plastic hinging is expected shall be used.

C8.4.1

High-strength reinforcement reduces congestion and cost as demonstrated by Mander and Cheng (1999). However it is important to ensure that the cyclic fatigue life is not inferior when compared to ordinary mild steel reinforcing bars. Mander, Panthaki, and Kasalanati, (1994) have shown that modern high-alloy prestressing threadbar steels can have sufficient ductility to justify their use in seismic design.

The modulus of toughness is defined as the area beneath the monotonic tensile stress-strain curve from initial loading (zero stress) to fracture.

8.4.2 Reinforcing Steel Modeling

Reinforcing steel shall be modeled with a stress-strain relationship that exhibits an initial elastic portion, a yield plateau, and a strain hardening range in which the stress increases with strain, as shown in Figure 1. In lieu of specific data, the steel reinforcement properties provided in Table 1 should be used.

Within the elastic region the modulus of elasticity, E_s, shall be taken as 29,000 ksi.

C8.4.2

The steel reinforcement properties provided in Table 1 are based upon data collected by Caltrans.

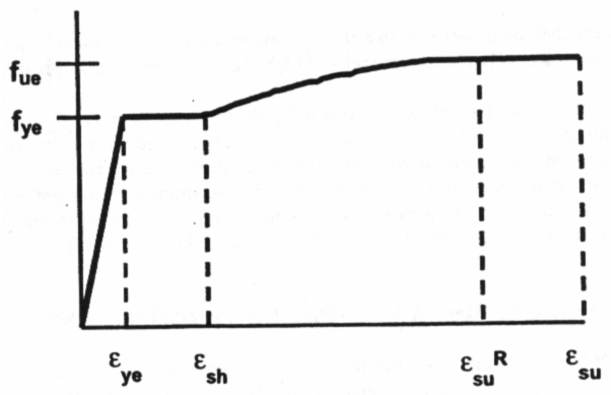

Figure 8.4.2-1 Reinforcing Steel Stress-Strain Model.

Table 8.4.2-1 Stress Properties of Reinforcing Steel Bars.

Property	Notation	Bar Size	ASTM A706	ASTM A615 Grade 60
Specified minimum yield stress (ksi)	f_y	#3 - #18	60	60
Expected yield stress (ksi)	f_{ye}	#3 - #18	68	68
Expected tensile strength (ksi)	f_{ue}	#3 - #18	95	95
Expected yield strain	ε_{ye}	#3 - #18	0.0023	0.0023
Onset of strain hardening	ε_{sh}	#3 - #8	0.0150	0.0150
		#9	0.0125	0.0125
		#10 - #11	0.0115	0.0115
		#14	0.0075	0.0075
		#18	0.0050	0.0050
Reduced ultimate tensile strain	ε_{su}^{R}	#4 - #10	0.090	0.060
		#11 - #18	0.060	0.040
Ultimate tensile strain	ε_{su}	#4 - #10	0.120	0.090
		#11 - #18	0.090	0.060

8.4.3 Prestressing Steel Modeling

Prestressing steel shall be modeled with an idealized nonlinear stress-strain model. Figure 1 shows an idealized stress-strain model for 7-wire low-relaxation prestressing strand.

Essentially elastic prestress steel strain, $\varepsilon_{ps,EE}$, shall be taken as:

$\varepsilon_{ps,EE}$ = 0.0076 for $f_u = 250$ ksi and,

$\varepsilon_{ps,EE}$ = 0.0086 for f_u = 270 ksi

Reduced ultimate prestress steel strain shall be taken as:

$\varepsilon^R_{ps,u}$ = 0.03

The stress, f_{ps}, in the prestressing steel shall be taken as:

For 250 ksi strands:

$$f_{ps} = 28{,}500\varepsilon_{ps} \text{ when } \varepsilon_{ps} \le 0.0076 \quad (8.4.3\text{-}1)$$

$$f_{ps} = 250 - \frac{0.25}{\varepsilon_{ps}} \text{ when } \varepsilon_{ps} > 0.0076 \quad (8.4.3\text{-}2)$$

For 270 ksi strands:

$$f_{ps} = 28{,}500\varepsilon_{ps} \text{ when } \varepsilon_{ps} \le 0.0086 \quad (8.4.3\text{-}3)$$

$$f_{ps} = 270 - \frac{0.04}{\varepsilon_{ps} - 0.007} \text{ when } \varepsilon_{ps} > 0.0086 \quad (8.4.3\text{-}4)$$

where:

ε_{ps} = strain in prestressing steel

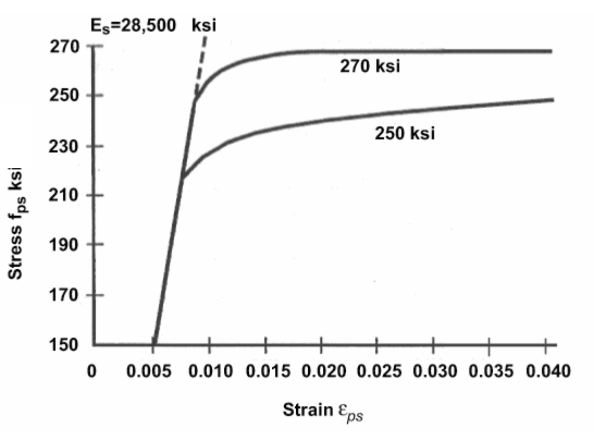

Figure 8.4.3-1 Prestressing Strand Stress-Strain Model.

8.4.4 Concrete Modeling

A stress-strain model for confined and unconfined concrete shall be used. Mander's stress strain model for

C8.4.4

For more information on Mander's confined concrete model, refer to Mander et al. (1988), Mander et confined concrete is commonly used for determining section response (see Figure 1).

The expected concrete compressive strength, f'_{ce}, shall be taken as the most probable long-term concrete strength based upon regional experience and shall be taken as:

$$f'_{ce} \geq 1.3 f'_c \qquad (8.4.4\text{-}1)$$

where:

f'_c = compressive strength of concrete (ksi)

The unconfined concrete compressive strain at the maximum compressive stress ε_{co} shall be taken as equal to 0.002. And the ultimate unconfined compression (spalling) strain ε_{sp} shall be taken as equal to 0.005.

The confined compressive strain, ε_{cc}, and the ultimate compressive strain, ε_{cu}, for confined concrete are computed using Mander's model.

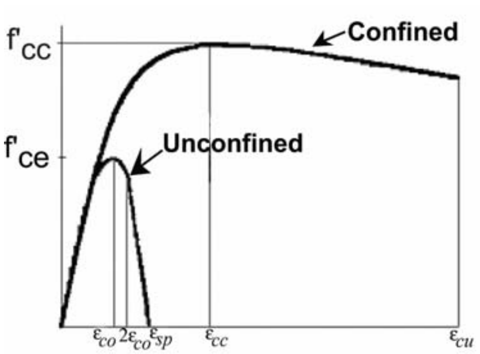

Figure 8.4.4-1 Concrete Stress-Strain Model.

al. (1988), and Priestley et al. (1996)

8.5 PLASTIC MOMENT CAPACITY FOR DUCTILE CONCRETE MEMBERS FOR SDC B, C, AND D

The plastic moment capacity of all ductile concrete members shall be calculated by moment-curvature (M-ϕ) analysis based on the expected material properties. The moment curvature analysis shall include the axial forces due to dead load together with the axial forces due to overturning as given in Article 4.11.4.

The M-ϕ curve can be idealized with an elastic perfectly plastic response to estimate the plastic moment capacity of a member's cross section. The elastic portion of the idealized curve passes through the point marking the first reinforcing bar yield. The idealized plastic moment capacity is obtained by equating the areas between the actual and the idealized M-ϕ curves beyond the first reinforcing bar yield point as shown in Figure 1.

C8.5

Moment curvature analysis obtains the curvatures associated with a range of moments for a cross section based on the principles of strain compatibility and equilibrium of forces. A moment-curvature analysis based on strain compatibility and nonlinear stress-strain relations can be used to determine plastic limit states. The results from this rational analysis are used to establish the rotational capacity of plastic hinges as well as the associated plastic deformations. The process of using the moment-curvature sectional analysis to determine the lateral load-displacement relationship of a frame, column or pier is known as a "pushover analysis."

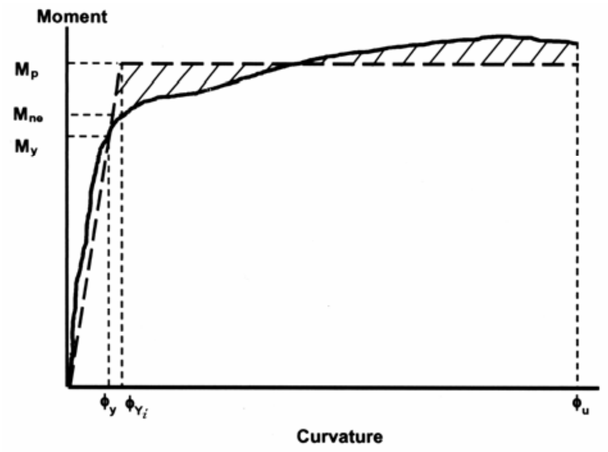

Figure 8.5-1 Moment-Curvature Model.

The expected nominal moment capacity, M_{ne}, for essentially elastic response shall be based on the expected concrete and reinforcing steel strengths when the concrete strain reaches a magnitude of 0.003.

In order to determine force demands on capacity-protected members connected to a hinging member, a overstrength magnifier, λ_{mo}, shall be applied to the plastic moment capacity of the hinging member such that:

$$M_{po} = \lambda_{mo} M_p \qquad (8.5\text{-}1)$$

where:

M_p = idealized plastic moment capacity of reinforced concrete member based upon expected material properties (kip-ft.)

M_{po} = overstrength plastic moment capacity (kip-ft.)

λ_{mo} = overstrength magnifier
= 1.2 for ASTM A 706 reinforcement
= 1.4 for ASTM A 615 Grade 60 reinforcement

The overstrength magnifier, λ_{mo}, accounts for:

- Material strength variations between the column and adjacent members (e.g. superstructure, bent cap, footings, oversized pile shafts)
- Column moment capacities greater than the idealized plastic moment capacity

8.6 SHEAR DEMAND AND CAPACITY FOR DUCTILE CONCRETE MEMBERS FOR SDC B, C, AND D

C8.6

The requirements of this Article are intended to avoid column shear failure by using the principles of “capacity protection”. The design shear force is specified as a result of the actual longitudinal steel provided, regardless of the design forces. This requirement is necessary because of the potential for superstructure collapse if a column fails in shear.

A column may yield in either the longitudinal or transverse direction. The shear force corresponding to the maximum shear developed in either direction for noncircular columns should be used for the determination of the transverse reinforcement.

8.6.1 Shear Demand and Capacity

The shear demand for a column, V_u, in SDC B shall be determined based on the lesser of:

- The force obtained from an elastic linear analysis
- The force, V_{po}, corresponding to plastic hinging of the column including an overstrength factor

The shear demand for a column, V_u, in SDC C or D shall be determined based on the force, V_{po}, associated with the overstrength moment, M_{po}, defined in Article 8.5 and outlined in Article 4.11.

The column shear strength capacity shall be calculated based on the nominal material strength properties and satisfy:

$$\phi_s V_n \geq V_u \tag{8.6.1-1}$$

in which:

$$V_n = V_c + V_s \tag{8.6.1-2}$$

where:

ϕ_s = 0.85 for shear in reinforced concrete

V_n = nominal shear capacity of member (kip)

V_c = concrete contribution to shear capacity as defined in Article 8.6.2 (kip)

V_s = reinforcing steel contribution to shear capacity as defined in Article 8.6.3 (kip)

8.6.2 Concrete Shear Capacity for SDC B, C, and D

The concrete shear capacity, V_c, of members designed for SDC B, C and D shall be taken as:

$$V_c = v_c A_e \tag{8.6.2-1}$$

in which:

$$A_e = 0.8 A_g \tag{8.6.2-2}$$

if P_u is compressive:

$$v_c = \alpha' \left(1 + \frac{P_u}{2A_g}\right)\sqrt{f'_c} \leq 0.11\sqrt{f'_c} \tag{8.6.2-3}$$

otherwise:

$v_c = 0$ (8.6.2-4)

for circular columns with spiral or hoop reinforcing:

$$\alpha' = \frac{0.03}{\mu_D}\rho_s f_{yh} \quad (8.6.2\text{-}5)$$

$$\rho_s = \frac{4A_{sp}}{sD'} \quad (8.6.2\text{-}6)$$

for rectangular columns with ties:

$$\alpha' = \frac{0.06}{\mu_D}\rho_w f_{yh} \quad (8.6.2\text{-}7)$$

$$\rho_w = \frac{A_v}{bs} \quad (8.6.2\text{-}8)$$

where:

A_g = gross area of member cross section (in.^{2})

P_u = ultimate compressive force acting on section (kip)

A_{sp} = area of spiral or hoop reinforcement (in.^{2})

s = pitch of spiral or spacing of hoops or ties (in.)

D' = diameter of spiral or hoop for circular column (in.)

A_v = cross sectional area of shear reinforcing in the direction of loading (in.^{2})

b = width of rectangular column (in.)

f_{yh} = nominal yield stress of transverse reinforcing (ksi)

f'_c = nominal concrete compressive strength (ksi)

μ_D = maximum local displacement ductility ratio of member at cross section of interest

The concrete shear capacity, V_c, of a section outside the plastic hinge region as defined in Article 4.11.7 shall be determined with:

μ_D = 1

For SDC B, the concrete shear capacity of a section within the plastic hinge region shall be determined with:

μ_D = 2

For SDC C, the concrete shear capacity of a section within the plastic hinge region shall be determined with:

μ_D = 3

For SDC D, the concrete shear capacity of a section within the plastic hinge region shall be determined with:

μ_D = value determined from Eq. 4.9-5

8.6.3 Shear Reinforcement Capacity

For members that are reinforced with circular hoops, spirals or interlocking hoops or spirals as described in Article 8.6.6, the nominal shear reinforcement strength, V_s, shall be taken as:

$$V_s = \frac{\pi}{2}\left(\frac{nA_{sp} f_{yh} D'}{s}\right) \tag{8.6.3-1}$$

where:

n = number of individual interlocking spiral or hoop core sections

A_{sp} = area of spiral or hoop reinforcement (in.^{2})

f_{yh} = yield stress of spiral or hoop reinforcement (ksi)

D' = core diameter of column measured from center of spiral or hoop (in.)

s = spacing of spiral or hoop reinforcement (in.)

For members that are reinforced with rectangular ties or stirrups, including pier walls in the weak direction, the nominal shear reinforcement strength, V_s, shall be taken as:

$$V_s = \left(\frac{A_v f_{yh} d}{s}\right) \tag{8.6.3-2}$$

where:

A_v = cross sectional area of shear reinforcement in the direction of loading (in.^{2})

d = depth of section in direction of loading (in.)

f_{yh} = yield stress of tie reinforcement (ksi)

s = spacing of tie reinforcement (in.)

C8.6.3

Examples of transverse column reinforcement are shown in Figures C1 to C4. The required total area of hoop reinforcement should be determined for both principal axes of a rectangular or oblong column, and the greater value should be used.

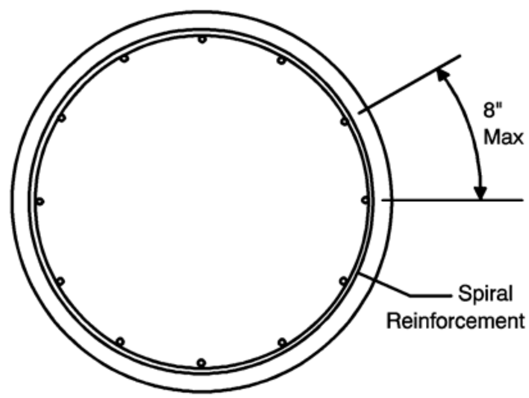

Figure C8.6.3-1 Single Spiral.

These *Guide Specifications* allow the use of spirals, hoops or ties for transverse column reinforcement. The use of spirals is recommended as the most effective and economical solution. Where more than one spiral cage is used to confine an oblong column core, the spirals should be interlocked with longitudinal bars as shown in Figure C3. Spacing of longitudinal bars of a maximum of 8 in. center-to-center is also recommended to help confine the column core.

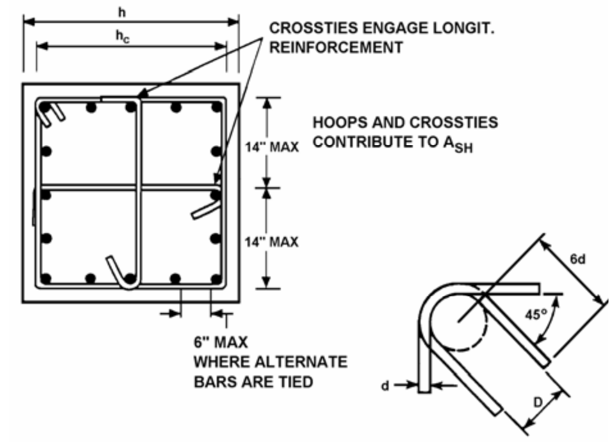

Figure C8.6.3-2 Column Tie Details.

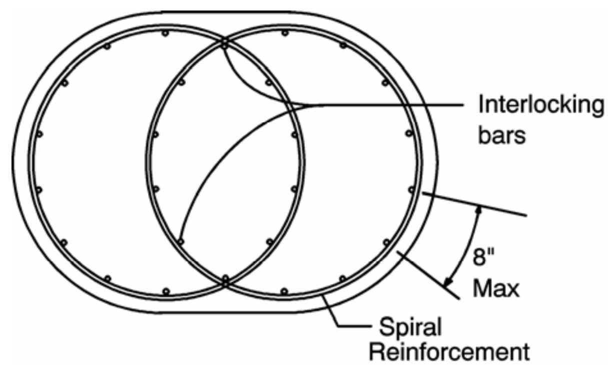

Figure C8.6.3-3 Column Interlocking Spiral Details.

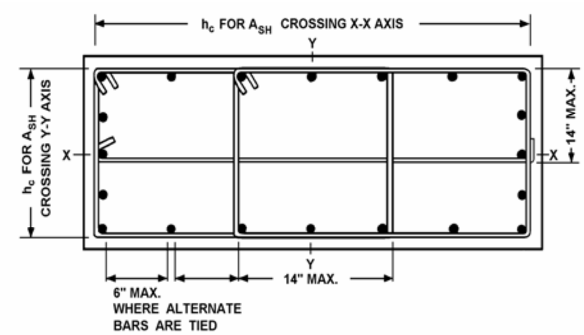

Figure C8.6.3-4 Column Tie Details.

8.6.4 Maximum Shear Reinforcement

The shear strength provided by the reinforcing steel, V_s, shall not be taken greater than:

$$V_s \leq 0.25\sqrt{f_c'}A_e \qquad (8.6.4\text{-}1)$$

where:

C8.6.4

This requirement is intended to ensure that the concrete in the section does not crush prior to yield of the transverse reinforcement.

A_e = effective area of the cross section for shear resistance as defined by Eq. 8.6.2-2 (in.^{2})

f'_c = compressive strength of concrete (ksi)

8.6.5 Minimum Shear Reinforcement

The area of column spiral reinforcement, A_{sp}, and column web reinforcement, A_v, are defined based upon the reinforcement ratios, ρ_s and ρ_w as given by Eq. 8.6.2-6 and Eq. 8.6.2-8, respectively. The spiral reinforcement ratio, ρ_s, for each individual circular core of a column and the minimum web reinforcement ratio, ρ_w, shall satisfy:

For SDC B,

$$\rho_s \geq 0.003 \qquad (8.6.5\text{-}1)$$

$$\rho_w \geq 0.003 \qquad (8.6.5\text{-}2)$$

For SDC C and D,

$$\rho_s \geq 0.005 \qquad (8.6.5\text{-}3)$$

$$\rho_w \geq 0.005 \qquad (8.6.5\text{-}4)$$

8.6.6 Shear Reinforcement Capacity of Interlocking Spirals

The shear reinforcement strength provided by interlocking spirals or hoops shall be taken as the sum of all individual spiral or hoop shear strengths calculated in accordance with Eq. 8.6.3-1.

8.6.7 Minimum Vertical Reinforcement in Interlocking Portion

The longitudinal reinforcing bars in the interlocking portion of the column shall have a maximum spacing of 8 in. and need not be anchored in the footing or the bent cap unless deemed necessary for the flexural capacity of the column. The longitudinal reinforcing bar size in the interlocking portion of the column shall be chosen correspondingly to the reinforcing bars outside the interlocking portion as shown in Table 1.

Table 8.6.7-1 Reinforcement Size for Interlocking Portion of Columns.

Minimum Size of bars required inside the interlocking portion	Size of bars used outside the interlocking portion
#6	#10
#8	#11
#9	#14
#11	#18

8.6.8 Pier Wall Shear Capacity in the Weak Direction

The shear capacity for pier walls in the weak direction shall be determined according to Articles 8.6.1, 8.6.2 and 8.6.3.

8.6.9 Pier Wall Shear Capacity in the Strong Direction

The factored nominal shear capacity of pier walls in the strong direction, ϕV_n, shall be greater than the maximum shear demand, V_u, as specified in Eq. 1. The maximum shear demand, V_u, need not be taken greater than the lesser of:

- the overstrength capacity of the superstructure to substructure connection
- the overstrength capacity of the foundation
- the force demands determined in accordance with Article 8.3
- the unreduced elastic demand obtained when using analysis procedure 1 or 2 from Article 4.2.

$$\phi_s V_n \geq V_u \tag{8.6.9-1}$$

in which:

$$V_n = \left(0.13\sqrt{f_c'} + \rho_h f_{yh}\right)bd \leq 0.25\sqrt{f_c'}A_e \tag{8.6.9-2}$$

$$\rho_h = \frac{A_v}{bs} \tag{8.6.9-3}$$

where:

ϕ_s = 0.85 for shear in reinforced concrete

A_v = cross sectional area of shear reinforcement in the direction of loading (in.^{2})

d = depth of section in direction of loading (in.)

b = width of section (in.)

f_{yh} = yield stress of tie reinforcement (ksi)

f_c' = compressive strength of concrete (ksi)

s = spacing of tie reinforcement (in.)

A_e = effective area of the cross section for shear resistance as defined by Eq. 8.6.2-2 (in.^{2})

C8.6.9

Studies of squat shear walls have demonstrated that the large shear stresses associated with the moment capacity of the wall may lead to a sliding failure brought about by crushing of the concrete at the base of the wall. The thickness of pier walls shall be selected such that the shear stress satisfies the upper limit specified in Eq. 2.

8.6.10 Pier Wall Minimum Reinforcement

The horizontal reinforcement ratio, ρ_h, shall not be less than 0.0025. The vertical reinforcement ratio, ρ_v, shall not be less than the horizontal reinforcement ratio.

Reinforcement spacing, either horizontally or vertically, shall not exceed 18 in.

The reinforcement required for shear shall be continuous and shall be distributed uniformly. Horizontal and vertical layers of reinforcement shall be provided on each face of a pier. Splices in horizontal pier reinforcement shall be staggered.

C8.6.10

The requirement that $\rho_v \geq \rho_h$ is intended to avoid the possibility of having inadequate web reinforcement in piers which are short in comparison to their height.

Stagger splices to avoid weakened sections.

8.7 REQUIREMENTS FOR DUCTILE MEMBER DESIGN

8.7.1 Minimum Lateral Strength

The minimum lateral flexural capacity of each column shall be taken as:

$$M_{ne} \geq 0.1 P_{trib} \frac{(H_h + 0.5 D_s)}{\Lambda} \tag{8.7.1-1}$$

where:

M_{ne} = nominal moment capacity of the column based upon expected material properties as shown in Figure 8.5-1(kip-ft.)

P_{trib} = greater of the dead load per column or force associated with the tributary seismic mass collected at the bent (kip)

H_h = the height from the top of the footing to the top of the column or the equivalent column height for a pile extension column (ft.)

D_s = depth of superstructure (ft.)

Λ = fixity factor for the column defined in Article 4.8.1

The flexural capacity of pile extension members and pier walls in the weak direction shall also satisfy the requirements of Eq. 1 when the ductility demand is greater than one.

8.7.2 Maximum Axial Load in a Ductile Member in SDC C and D

The maximum axial load acting on a column or pier where the ductility demand, μ_D, is greater than 2 and a moment-curvature pushover analysis is not performed shall satisfy:

$$P_u \leq 0.2 f_c' A_g \quad (8.7.2\text{-}1)$$

where:

P_u = ultimate compressive force acting on the section including seismic induced vertical demands (kip)

f_c' = compressive strength of concrete (ksi)

A_g = gross area of member cross section (in.^{2})

A higher axial load value, P_u, can be used provided that a moment-curvature pushover analysis is performed to compute the maximum ductility capacity of the member.

8.8 LONGITUDINAL AND LATERAL REINFORCEMENT REQUIREMENTS

8.8.1 Maximum Longitudinal Reinforcement

The area of longitudinal reinforcement for compression members shall satisfy:

$$A_l \leq 0.04 A_g \quad (8.8.1\text{-}1)$$

where:

A_g = gross area of member cross section (in.^{2})

A_l = area of longitudinal reinforcement in member (in.^{2})

C8.8.1

This requirement is intended to apply to the full section of the columns. The maximum ratio is to avoid congestion and extensive shrinkage cracking and to permit anchorage of the longitudinal steel**,** but most importantly, the smaller the amount of longitudinal reinforcement, the greater the ductility of the column.

8.8.2 Minimum Longitudinal Reinforcement

The minimum area of longitudinal reinforcement for compression members shall not be less than:

For columns in SDC B and C,

$$A_l \geq 0.007 A_g \quad (8.8.2\text{-}1)$$

For columns in SDC D,

$$A_l \geq 0.010 A_g \quad (8.8.2\text{-}2)$$

For pier walls in SDC B and C,

$$A_l \geq 0.0025 A_g \quad (8.8.2\text{-}3)$$

For pier walls in SDC D,

$$A_l \geq 0.005 A_g \quad (8.8.2\text{-}4)$$

C8.8.2

This requirement is intended to apply to the full section of the columns. The lower limit on the column or wall reinforcement reflects the traditional concern for the effect of time-dependent deformations as well as the desire to avoid a sizable difference between the flexural cracking and yield moments.

where:

A_g = gross area of member cross section (in.^{2})

A_l = area of longitudinal reinforcement in member (in.^{2})

8.8.3 Splicing of Longitudinal Reinforcement in Columns Subject to Ductility Demands for SDC C and D

Splicing of longitudinal column reinforcement in SDC C or D shall be outside the plastic hinging region as defined in Article 4.11.7, except as permitted below.

For a pile or shaft in SDC D where liquefaction is anticipated, the zone comprising the location of potential plastic hinging in the liquefied and non-liquefied cases can be large. For a pile or shaft in SDC D where splicing in the zone cannot be avoided, use mechanical couplers that are capable of developing the expected tensile strength of the bars and as approved by the owner.

C8.8.3

It is often desirable to lap longitudinal reinforcement with dowels at the column base. This is undesirable for seismic performance because:

- the splice occurs in a potential plastic hinge region where requirements for bond are critical and,
- lapping the main reinforcement will tend to concentrate plastic deformation close to the base and reduce the effective plastic hinge length as a result of stiffening of the column over the lapping region. This may result in a severe local curvature demand.

8.8.4 Minimum Development Length of Reinforcing Steel for SDC C and D

Column longitudinal reinforcement shall be extended into footings and cap beams as close as practically possible to the opposite face of the footing or cap beam.

The anchorage length for longitudinal column bars developed into the cap beam or footing for seismic loads shall satisfy:

$$l_{ac} \geq \frac{0.79 d_{bl} f_{ye}}{\sqrt{f'_c}} \qquad (8.8.4\text{-}1)$$

where:

l_{ac} = anchored length of longitudinal reinforcing bars into the cap beam or footing (in.)

d_{bl} = diameter of longitudinal column bar (in.)

f_{ye} = expected yield stress of longitudinal reinforcement (ksi)

f'_c = nominal compressive strength of concrete (ksi)

For SDC D, the anchorage length shall not be reduced by means of adding hooks or mechanical anchorage devices. If hooks are provided, the tails should be pointed inwards towards the joint core.

8.8.5 Anchorage of Bundled Bars in Ductile Components for SDC C and D

The anchorage length of individual column bars within a bundle anchored into a cap beam shall be increased by 20% for a two-bar bundle and 50% for a three-bar bundle. Four-bar bundles are not permitted in ductile elements.

8.8.6 Maximum Bar Diameter for SDC C and D

In order to ensure adequate bond to concrete, the nominal diameter of longitudinal reinforcement, d_{bl}, in columns shall satisfy:

$$d_{bl} \leq \frac{0.79\sqrt{f_c^{'}}(L - 0.5D_c)}{f_{ye}} \qquad (8.8.6\text{-}1)$$

where:

L = length of column form the point of contra-flexure to the point of maximum moment based upon capacity design principles (in.)

D_c = diameter or depth of column in direction of loading (in.)

f_c' = nominal compressive strength of concrete (ksi)

f_{ye} = the expected yield strength (ksi)

Where longitudinal bars in columns are bundled, the requirement of adequate bond (Eq. 1) shall be checked for the effective bar diameter, assumed as $1.2d_{bl}$, for two-bar bundles, and $1.5d_{bl}$ for three-bar bundles.

C8.8.6

In short columns, where plastic hinges of opposite sign develop simultaneously at the top and bottom of the column, bond conditions caused by the requirement to transfer force from bar to concrete as a result of the rapidly changing moment may be extreme. It is thus important to use smaller diameter bars in such situations (Priestley et al. 1996).

8.8.7 Lateral Reinforcement Inside the Plastic Hinge Region for SDC C and D

The volume of lateral reinforcement, ρ_s or ρ_w, (as defined in Article 8.6.2) provided inside the plastic hinge region (as defined in Article 4.11.7) shall be sufficient to ensure that the column or pier wall has adequate shear capacity and confinement level to achieve the required ductility capacity.

C8.8.7

These provisions ensure that the concrete is adequately confined so that the transverse hoops will not prematurely fracture as a result of the plastic work done on the critical column section. For typical bridge columns with low levels of axial load, these equations rarely govern, but should be checked.

If a section has been detailed in accordance with the transverse reinforcement requirement of these guide specifications, then the section is assumed to be 'capacity protected' against undesirable modes of failure such as shear, buckling of longitudinal bars, and concrete crushing due to lack of confinement.

Longitudinal reinforcing bars in potential plastic hinge zones may be highly strained in compression to the extent that they may buckle. Buckling of longitudinal reinforcing may be either:

a. local between two successive hoop sets or spirals

b. global and extend over several hoop sets or spirals

Condition (a) is prevented by using the maximum vertical spacing of transverse reinforcement given by Article 8.8.9.

Although research has been conducted to determine the amount of transverse reinforcement required to prevent condition (b), this research has not been fully peer reviewed, and thus has not been included as part of these Guide Specifications. However, designers should not ignore the possibility of condition (b) and should take steps to prevent it from occurring (see the final report for the NCHRP 12-49 project and other related research).

For columns designed to achieve a displacement ductility demand greater than 4, the lateral reinforcement shall be either butt-welded hoops or spirals.

Combination of hoops and spiral are not permitted except in the footing or the bent cap. Hoops can be placed around the column cage (i.e., extended longitudinal reinforcing steel) in lieu of continuous spiral reinforcement in the cap and footing.

At spiral or hoop to spiral discontinuities, the spiral shall terminate with one extra turn plus a tail equal to the cage diameter.

Preventing the loss of concrete cover in the plastic hinge zone as a result of spalling requires careful detailing of the confining steel. It is inadequate to simply lap the spiral reinforcement. If the concrete cover spalls, the spiral will be able to unwind resulting in a sudden loss of concrete confinement. Similarly, rectangular hoops should be anchored by bending ends back into the core.

8.8.8 Lateral Column Reinforcement Outside the Plastic Hinge Region for SDC C and D

The volumetric ratio of lateral reinforcement required outside of the plastic hinge region shall not be less than 50% of the determined in accordance with Articles 8.8.7 and Article 8.6.

The lateral reinforcement type outside the plastic hinge region shall be the same type as that used inside the plastic hinge region.

At spiral or hoop to spiral discontinuities, splices shall be provided that are capable of developing at least 125% of the specified minimum yield stress, f_{yh}, of the reinforcing bar.

Lateral reinforcement shall extend into footings to the beginning of the longitudinal bar bend above the bottom mat.

Lateral reinforcement shall extend into bent caps a distance which is as far as is practical and adequate to develop the reinforcement for development of plastic hinge mechanisms.

8.8.9 Requirements for Lateral Reinforcement for SDC C and D

All longitudinal bars in compression members shall be enclosed by lateral reinforcement. Lateral reinforcement shall be provided in the form of hoops,

C8.8.9

In addition to providing shear strength and concrete confinement, lateral reinforcement is used to provide lateral support to the longitudinal column reinforcement. See Figures C8.6.3-2 and C8.6.3-4 for examples of spirals, ties or interlocking hoops or spirals and shall satisfy:

- ties shall be arranged so that each corner bar and alternating longitudinal side bars are supported by the corner of a tie having an included angle of not more than 135°
- hoops, spirals or ties shall be located vertically not more than half a tie spacing above the footing or other support
- hoops, spirals or ties shall be located vertically not more than half a tie spacing below the lowest horizontal reinforcement in the supported member

The minimum size of lateral reinforcing bars shall be:

- #4 bars for #9 or smaller longitudinal bars
- #5 bars for #10 or larger longitudinal bars
- #5 bars for bundled longitudinal bars

The maximum spacing for lateral reinforcement in the plastic hinge regions as defined in Article 4.11.7 shall not exceed the smallest of:

- One-fifth of the least dimension of the cross section for columns and one-half of the least cross section dimension of piers
- Six times the nominal diameter of the longitudinal reinforcement
- 6 in. for single hoop or spiral reinforcement
- 8 in. for bundled hoop reinforcement

Deformed wire, wire rope or welded wire fabric of equivalent area is permitted to be used instead of bars for the ties, hoops or spirals with the owner's approval.

typical lateral tie reinforcement details. See Figures C8.6.3-1 and C8.6.3-3 for examples of typical hoop and spiral reinforcement details.

8.8.10 Development Length for Column Bars Extended Into Oversized Pile Shafts for SDC C and D

Column longitudinal reinforcement should be extended into enlarged shafts in a staggered manner with the minimum embedment lengths of $2D_{c,max}$ and $3D_{c,max}$, where $D_{c,max}$ is the larger cross section dimension of the column. Other methods of developing longitudinal column reinforcement in the shaft may be used if confirmed by experimental test data and approved by Owner.

C8.8.10

Terminating all of the column reinforcement in the oversized shaft at one location will result in a weakened section with a sudden change in stiffness. Such conditions should be avoided.

8.8.11 Lateral Reinforcement Requirements for Columns Supported on Oversized Pile Shafts for SDC C and D

The volumetric ratio of lateral reinforcement for columns supported on oversized pile shafts shall meet the requirements specified in Articles 8.8.7 and 8.8.8. At least 50% of the confinement reinforcement required at the base of the column shall extend over the entire embedded length of the column cage.

8.8.12 Lateral Confinement for Oversized Pile Shafts for SDC C and D

The volumetric ratio of lateral reinforcement in an oversized shaft shall be 50% of the confinement at the base of the column provided the shaft is designed for a flexural expected nominal capacity equal to 1.25 times the moment demand generated by the overstrength moment of the embedded column. The lateral confinement shall extend along the shaft until the embedded column cage is terminated. The spacing of the oversized shaft confinement can be doubled beyond the column cage termination length.

8.8.13 Lateral Confinement for Non-Oversized Strengthened Pile Shafts for SDC C and D

The volumetric ratio of lateral confinement in the top segment, $4D_{c,max}$ (where $D_{c,max}$ is the larger cross section dimension of the column) of the shaft, shall be at least 75% of the confinement reinforcement required at the base of the column provided the shaft is designed for a flexural expected nominal capacity equal to 1.25 times the moment demand generated by the overstrength moment of the embedded column. The lateral confinement shall extend along the shaft until the embedded column cage is terminated. The spacing of the shaft confinement can be doubled beyond the column cage termination length.

8.9 REQUIREMENTS FOR CAPACITY PROTECTED MEMBERS

Capacity-protected members such as footings, bent caps, oversized pile shafts, joints, and integral superstructure elements that are adjacent to the plastic hinge locations shall be designed to remain essentially elastic when the plastic hinge reaches its overstrength moment capacity, M_{po}.

The expected nominal capacity, M_{ne}, is used in establishing the capacity of essentially elastic members and should be determined based on a strain compatibility analysis using a M-ϕ diagram as illustrated in Figure 8.5-1 and outlined in Article 8.5.

C8.9

All loads acting on the capacity protected member should be considered when determining the factored nominal capacity of the member. For example, the axial demands imparted on a bent cap beam due to the lateral demands should be considered when calculating the cap beam's nominal capacity.

Typically, the design forces in the capacity protected member resulting from the overstrength plastic hinge capacity and other demands are taken at the face of the column.

8.10 SUPERSTRUCTURE CAPACITY DESIGN FOR LONGITUDINAL DIRECTION FOR SDC C AND D

The superstructure shall be designed as a capacity protected member. Any moment demand caused by dead load or secondary prestress effects shall be distributed to the entire width of the superstructure. The column overstrength moment, M_{po}, in addition to the moment induced due to the eccentricity between the plastic hinge location and the center of gravity of the superstructure shall be distributed to the spans framing into the bent based on their stiffness distribution factors. This moment demand shall be considered within the effective width of the superstructure.

The effective width of superstructure resisting longitudinal seismic moments, B_{eff}, is defined by Eqs. 1 and 2:

For box girders and solid superstructure:

$$B_{eff} = D_c + 2D_s \tag{8.10-1}$$

For open soffit, girder-deck superstructures:

$$B_{eff} = D_c + D_s \tag{8.10-2}$$

where:

D_c = diameter of column (in.)

D_s = depth of superstructure (in.)

C8.10

The effective width for open soffit structures (i.e. T-Beams & I Girders) is reduced because they offer less resistance to the torsional rotation of the bent cap. The effective superstructure width can be increased at a 45° angle away from the bent cap until the full section becomes effective. On skewed bridges, the effective width shall be projected normal to the girders where the centerline of girder intersects the face of the bent cap. (see Figure C1).

Additional superstructure width can be considered effective if the designer verifies that the torsional stiffness of the cap can distribute the rotational demands beyond the effective widths stated in Eqs. 1 and 2.

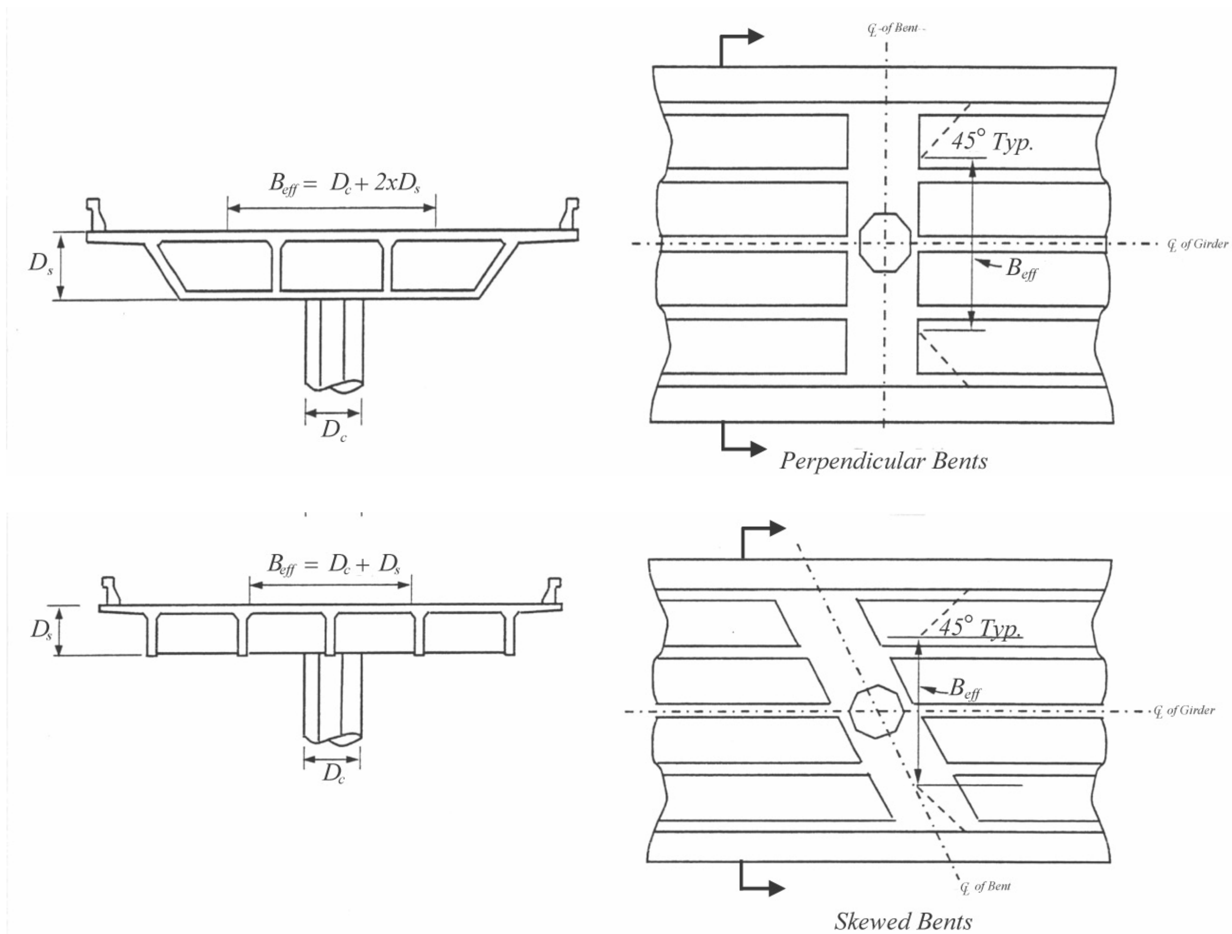

Figure C8.10-1 Effective Superstructure Width.

8.11 SUPERSTRUCTURE CAPACITY DESIGN FOR TRANSVERSE DIRECTION (INTEGRAL BENT CAP) FOR SDC C AND D

Bent caps are considered integral if they terminate at the outside of the exterior girder and respond monolithically with the girder system during dynamic excitation.

The bent cap shall be designed as an essentially elastic member. Any moment demand caused by dead load or secondary prestress effects shall be distributed to the effective width of the bent cap, B_{eff}, as shown in Figure 1.

The column overstrength moment, M_{po}, and the moment induced due to the eccentricity between the plastic hinge location and the center of gravity of the bent cap shall be distributed based on the effective stiffness characteristics of the frame. The moment shall be considered within the effective width of the bent cap. The effective width, B_{eff}, shall be taken:

$$B_{eff} = B_{cap} + 12t \qquad (8.11\text{-}1)$$

where:

t = thickness of the top or bottom slab (in.)

B_{cap} = thickness of the bent cap (in.)

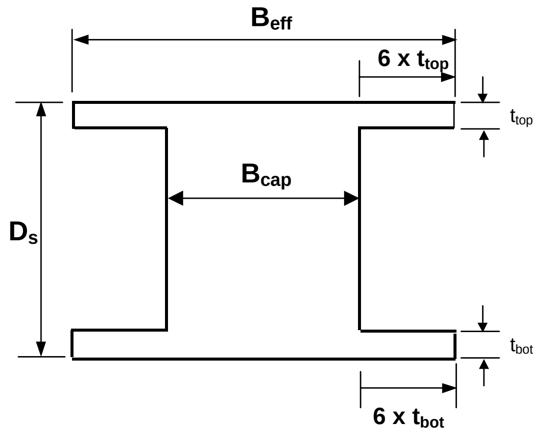

Figure 8.11-1 Effective Bent Cap Width.

For SDC C and D, longitudinal flexural bent cap beam reinforcement shall be continuous. Splicing of reinforcement shall, at a minimum, be accomplished using mechanical couplers capable of developing 125% of the expected yield strength, f_{ye}, of the reinforcing bars.

8.12 SUPERSTRUCTURE DESIGN FOR NON-INTEGRAL BENT CAPS FOR SDC C AND D

Non-integral bent caps shall satisfy all requirements stated for frames with integral bent cap in the transverse direction.

For superstructure to substructure connections that are not intended to fuse, provide a lateral force transfer mechanism at the interface that is capable of transferring the maximum lateral force associated with plastic hinging of the ERS. For superstructure to substructure connections that are intended to fuse, the minimum lateral force at the interface shall be taken as 0.40 times the dead load reaction plus the overstrength shear key(s) capacity, V_{ok}.

Superstructure members supported on non-integral bent caps shall be simply supported at the bent cap or span continuously with a separation detail such as an elastomeric pad or isolation bearing between the bent cap and the superstructure. Refer to Type 3 choice of Article 7.2.

Non-integral cap beams supporting superstructures with expansion joints at the cap shall have sufficient support length to prevent unseating. The minimum support lengths for non-integral bent caps shall be determined based on Article 4.12. Continuity devices such as rigid restrainers or web plates are permissible to help ensure that unseating does not occur but shall not be used in lieu of adequate bent cap width.

8.13 JOINT DESIGN FOR SDC C AND D

8.13.1 Joint Performance

Moment resisting connections shall be designed to transmit the maximum forces produced when the column has reached its overstrength capacity, M_{po}.

C8.13.1

A "rational" design is required for joint reinforcement when principal tension stress levels become excessive. The amounts of reinforcement required are based on a strut and tie mechanism similar to that shown in Figure C1.

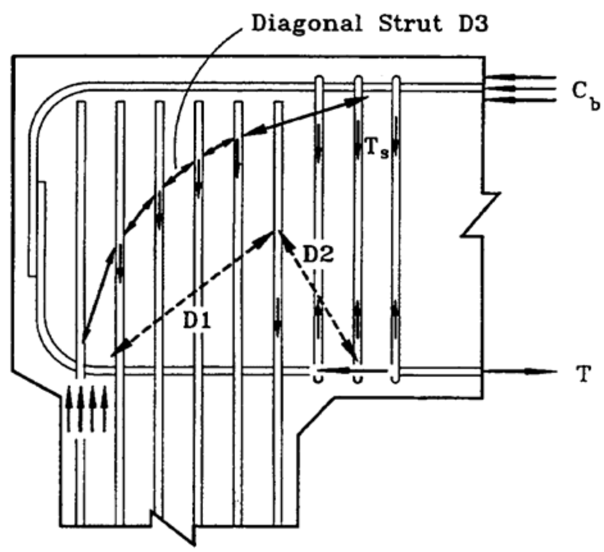

Figure C8.13.1-1 External Vertical Joint Reinforcement for Joint Force Transfer.

8.13.2 Joint Proportioning

Moment-resisting joints shall be proportioned so that the principal stresses satisfy the requirements of Eq. 1 and Eq. 2.

For principal compression, p_c:

$$p_c \leq 0.25 f_c' \tag{8.13.2-1}$$

For principal tension, p_t:

$$p_t \leq 0.38\sqrt{f_c'} \tag{8.13.2-2}$$

in which:

$$p_t = \left| \frac{(f_h + f_v)}{2} - \sqrt{\left(\frac{f_h - f_v}{2}\right)^2 + v_{jv}^2} \right| \tag{8.13.2-3}$$

$$p_c = \frac{(f_h + f_v)}{2} + \sqrt{\left(\frac{f_h - f_v}{2}\right)^2 + v_{jv}^2} \tag{8.13.2-4}$$

C8.13.2

Figure C1 illustrates the forces acting on the joint as well as the associated principal stresses.

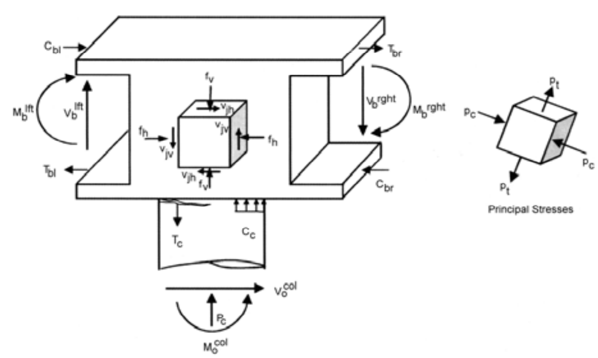

Figure C8.13.2-1 Stress in T-Joints.

The substitution of f_{ce}' for f_c' throughout Article 8.13 may be acceptable provided that historic concrete test data and the owner's approval support this action.

Unless a horizontal prestressing force is specifically designed to provide horizontal joint compression, f_h can

$$v_{jv} = \frac{T_c}{A_{jv}} \tag{8.13.2-5}$$

$$A_{jv} = l_{ac} B_{cap} \tag{8.13.2-6}$$

$$f_v = \frac{P_c}{A_{jh}} \tag{8.13.2-7}$$

$$A_{jh} = (D_c + D_s) B_{cap} \tag{8.13.2-8}$$

$$f_h = \frac{P_b}{B_{cap} D_s} \tag{8.13.2-9}$$

$$T_c = \frac{M_{po}}{h} \tag{8.13.2-10}$$

where:

B_{cap} = bent cap width (in.)

D_c = cross sectional dimension of column in the direction of bending (in.)

D_s = depth of superstructure at the bent cap for integral joints or depth of cap beam for non-integral bent caps (in.)

l_{ac} = length of column reinforcement embedded into the bent cap (in.)

P_c = column axial force including the effects of overturning (kip)

P_b = beam axial force at the center of the joint including the effects of prestressing and the shear associated with plastic hinging (kip)

h = distance from the center of gravity of the tensile force to the center of gravity of the compressive force of the column section (in.)

T_c = column tensile force associated with the column overstrength plastic hinging moment, M_{po} (kip)

M_{po} = overstrength plastic moment capacity of column determined in accordance with Article 8.5 (kip-in.)

In lieu of Eq. 10, T_c can be obtained directly from the moment-curvature analysis.

8.13.3 Minimum Joint Shear Reinforcing

Provide the transverse reinforcement in the form of

typically be ignored without significantly impacting the principle stress calculation.

tied column reinforcement, spirals, hoops, or intersecting spirals or hoops. The joint shear reinforcement can also be provided in the form of column transverse steel or exterior transverse reinforcement continued into the bent cap.

If the principal tension stress in the joint, p_t, as defined in Article 8.13.2 is less than $0.11\sqrt{f_c^{'}}$, then the transverse reinforcement in the joint, ρ_s, shall satisfy Eq. 1 and no additional reinforcement within the joint is required.

$$\rho_s \geq \frac{0.11\sqrt{f_c^{'}}}{f_{yh}} \qquad (8.13.3\text{-}1)$$

where:

f_{yh} = nominal yield stress of transverse reinforcing (ksi)

$f_c^{'}$ = nominal concrete compressive strength (ksi)

ρ_s = volumetric reinforcement ratio of transverse reinforcing provided within the cap as defined by Eq. 8.6.2-6

If the principal tension stress in the joint, p_t, is greater than $0.11\sqrt{f_c^{'}}$, then transverse reinforcement in the joint, ρ_s, shall satisfy Eq. 2 and additional joint reinforcement is required as indicated in Article 8.13.4 for integral bent cap beams or Article 8.13.5 for non-integral bent cap beams.

$$\rho_s \geq 0.40\frac{A_{st}}{l_{ac}^2} \qquad (8.13.3\text{-}2)$$

where:

A_{st} = total area of column reinforcement anchored in the joint (in.^{2})

l_{ac} = length of column reinforcement embedded into the bent cap (in.)

For interlocking cores, ρ_s shall be based on the total area of reinforcement of each core.

8.13.4 Integral Bent Cap Joint Shear Design

8.13.4.1 Joint Description

The following types of joints are considered "T" joints for joint shear analysis:

- Integral interior joints of multi-column

C8.13.4.1

The design of beam-column joints is based upon research and experiments for circular columns framing into rectangular beams. Although no specific requirements have been developed for rectangular bents in the transverse direction

- All column/superstructure joints in the longitudinal direction

- Exterior column joints for box girder superstructures if the cap beam extends beyond the joint far enough to develop the longitudinal cap reinforcement.

All other exterior joints are considered knee joints in the transverse direction and require special analysis and detailing that is not addressed in these *Guide Specifications*.

The bent cap width shall extend 12 in. on each side of the column as shown in Figure 8.13.4.2.1-2.

8.13.4.2 Joint Shear Reinforcement

8.13.4.2.1 Vertical Stirrups

Vertical stirrups or ties shall be placed transversely within a distance equal to the column diameter, D_c, extending from either side of the column centerline. The vertical stirrup area, A_s^{jv} is required on each side of the column or pier wall, see Figures 1, 2 and 3. The stirrups provided in the overlapping areas shown in Figure 1 shall count towards meeting the requirements of both areas creating the overlap. These stirrups can be used to meet other requirements documented elsewhere including the shear in the bent cap.

$$A_s^{jv} \geq 0.20\, A_{st} \qquad (8.13.4.2.1\text{-}1)$$

where:

A_{st} = total area of column reinforcement anchored in the joint (in.^{2})

columns framing into rectangular beams, the requirements of this article may be used.

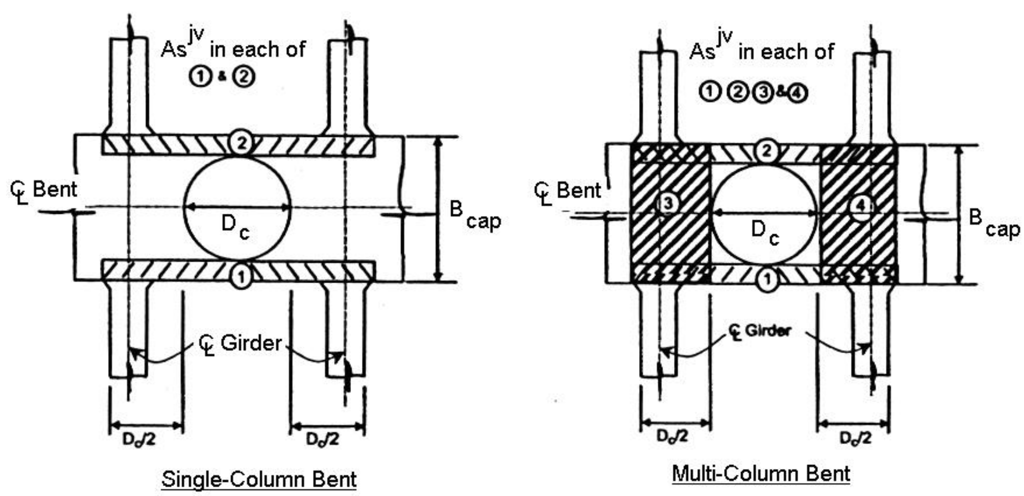

Figure 8.13.4.2.1-1 Location of Vertical Joint Shear Reinforcement.

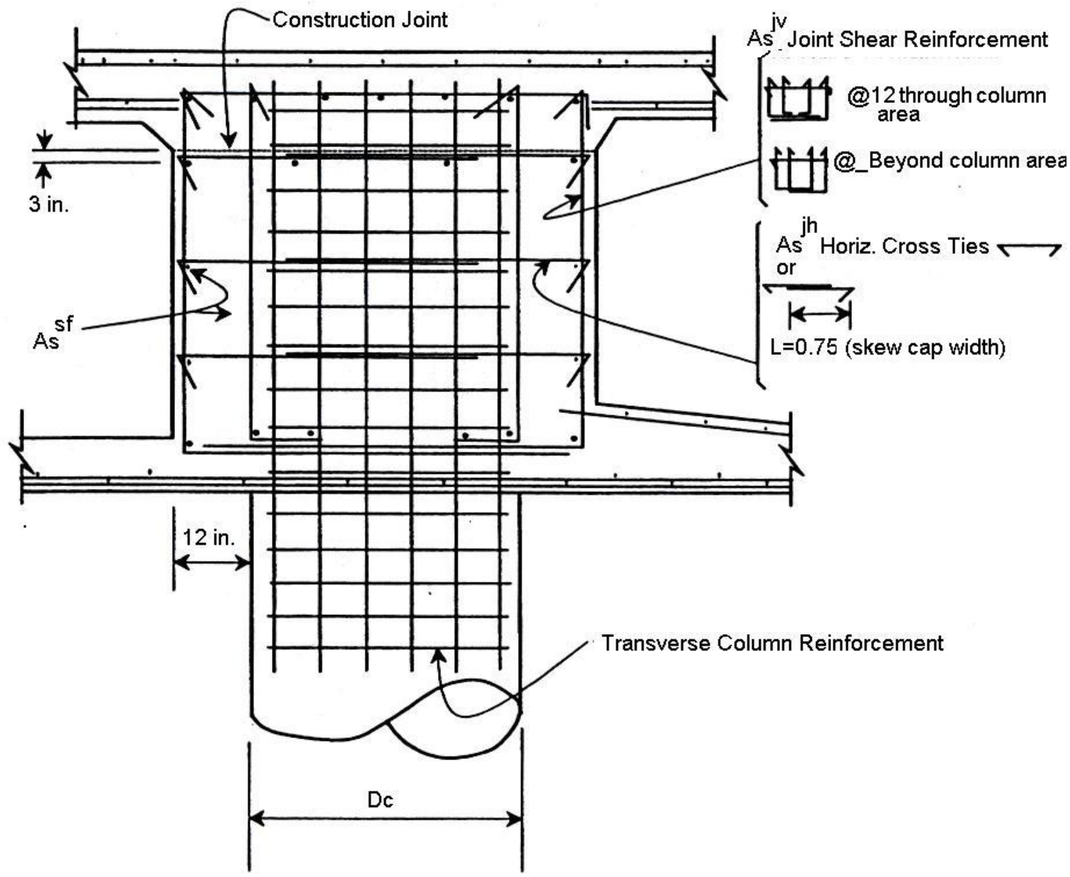

Figure 8.13.4.2.1-2 Joint Shear Reinforcement Details.

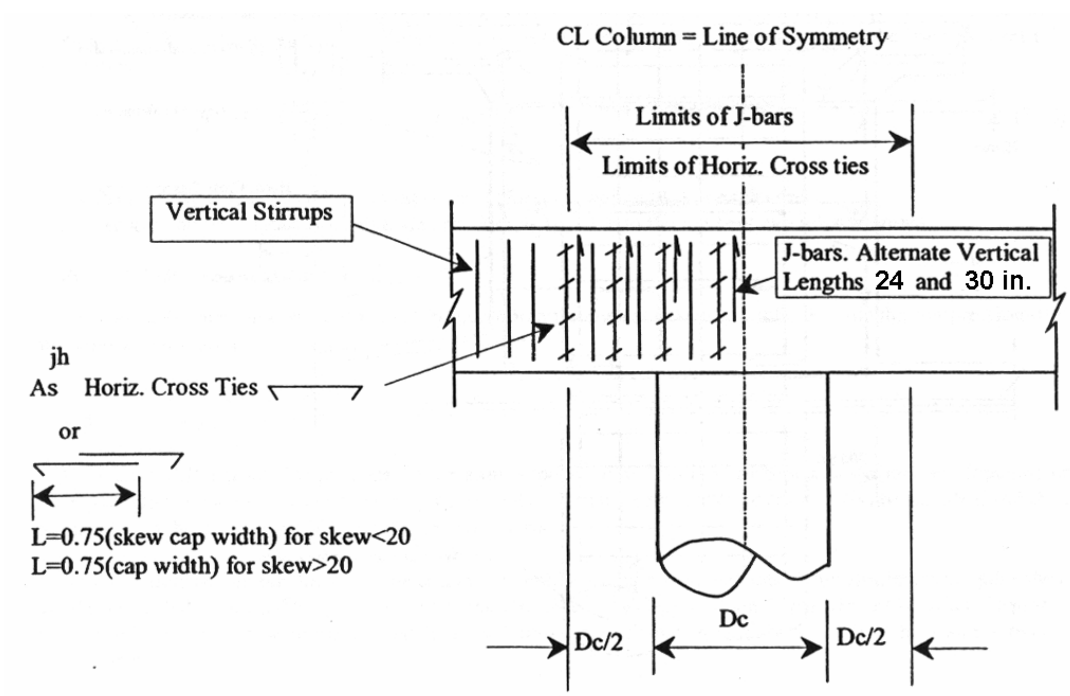

Figure 8.13.4.2.1-3 Location of Horizontal Joint Shear Reinforcement.

8.13.4.2.2 Horizontal Stirrups

Horizontal stirrups or ties shall be placed transversely around the vertical stirrups or ties in two or more intermediate layers spaced vertically at not more than 18 in. The horizontal reinforcement, A_s^{jh}, shall be placed within a distance D_c from each side of the column centerline as shown in Figure 8.13.4.2.1-3.

$$A_s^{jh} \geq 0.10\,A_{st} \qquad (8.13.4.2.2\text{-}1)$$

where:

A_{st} = total area of column reinforcement anchored in the joint (in.^{2})

8.13.4.2.3 Horizontal Side Reinforcement

The total longitudinal side face reinforcement in the bent cap shall be at least equal to the greater of the areas specified in Eq. 1 and shall be placed near the side faces of the bent cap with a maximum spacing of 12 in. as shown in Figure 8.13.4.2.1-2. Any side reinforcement placed to meet other requirements shall count towards meeting the requirement of this article.

$$A_s^{sf} \geq \max\begin{cases} 0.10A_{cap}^{top} \\ 0.10A_{cap}^{bot} \end{cases} \qquad (8.13.4.2.3\text{-}1)$$

where:

A_s^{sf} = area of longitudinal side reinforcement in the bent cap (in.^{2})

A_{cap}^{top} = area of bent cap top flexural steel (in.^{2})

A_{cap}^{bot} = area of bent cap bottom flexural steel (in.^{2})

8.13.4.2.4 J-Bars

For integral cap of bents skewed greater than 20^o, vertical J-bars hooked around the longitudinal top deck steel extending alternatively 24 in. and 30 in. into the bent cap are required. The J-dowel reinforcement shall satisfy:

$$A_s^{j-bar} \geq 0.08A_{st} \qquad (8.13.4.2.4\text{-}1)$$

The J-bars shall be placed within a rectangular region defined by the width of the bent cap and the distance D_c on either side of the centerline of the column, see Figure 1 and Figure 8.13.4.2.1-3.

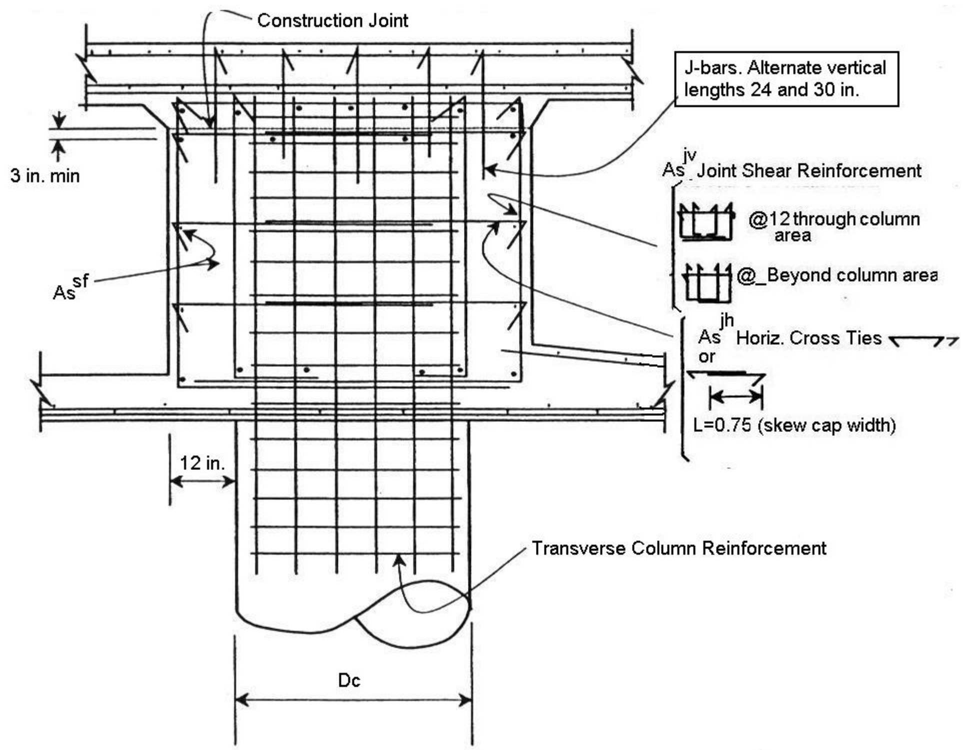

Figure 8.13.4.2.4-1 Additional Joint Shear Steel for Skewed Bridges.

8.13.5 Non-Integral Bent Cap Joint Shear Design

Bent cap beams satisfying Eq. 1 shall be reinforced in accordance with the requirements of Article 8.13.5.1. Bent cap beams not satisfying Eq. 1 shall be designed based upon the strut and tie provisions of the *AASHTO LRFD Bridge Design Specifications* and as approved by the owner.

$$D_c \le d \le 1.25 D_c \qquad (8.13.5-1)$$

where:

D_c = column diameter (in.)

d = total depth of the bent cap beam (in.)

8.13.5.1 Joint Shear Reinforcement

8.13.5.1.1 Vertical Stirrups Outside the Joint Region

Vertical stirrups with a total area, A_s^{jvo} provided to each side of the column shall satisfy:

$$A_s^{jvo} \ge 0.175 A_{st} \qquad (8.13.5.1.1-1)$$

C8.13.5

Beam-column joints shall be designed to accommodate the forces associated with the column’s overstrength plastic hinging moment capacity in an essentially elastic manner.

The design of non-integral bent cap bridge joints is summarized in Sritharan (2005).

where:

A_{st} = total area of column reinforcement anchored in the joint (in^2)

Vertical stirrups or ties shall be placed transversely within a distance equal to the column diameter, D_c, extending from each face of the column as shown in Figure 1 and Figure 2. The area of these stirrups shall not be used to meet other requirements such as shear in the bent cap.

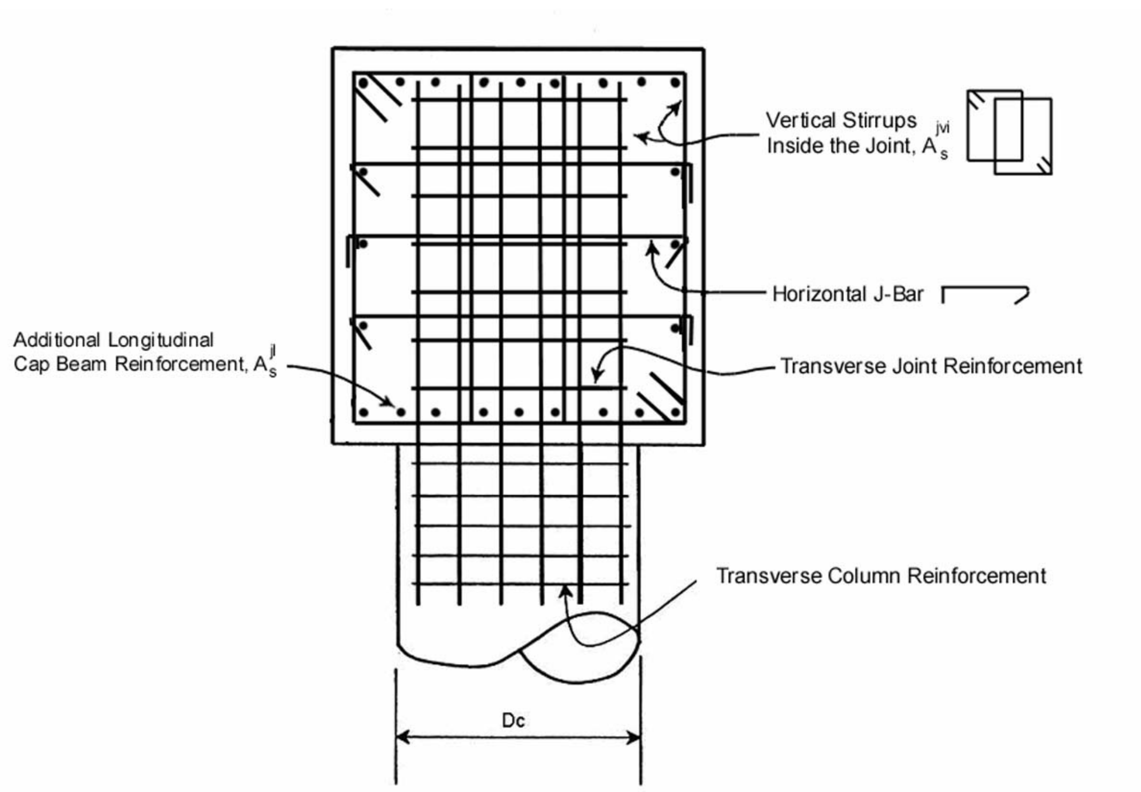

Figure 8.13.5.1.1-1 Joint Shear Reinforcement Details.

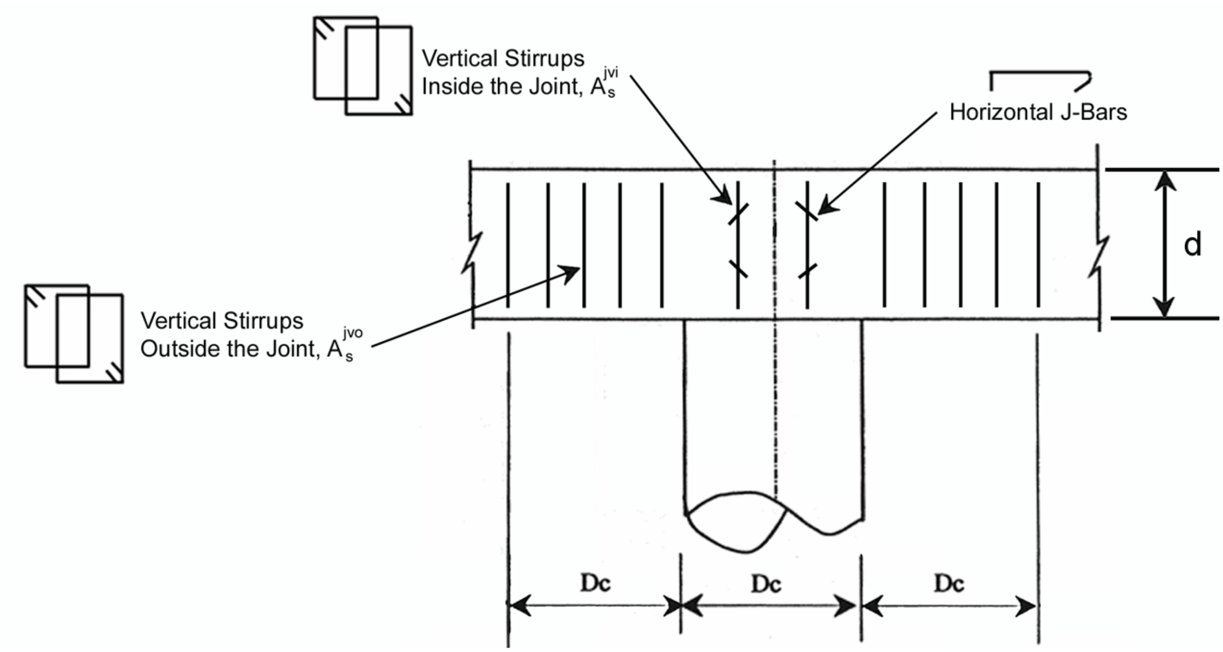

Figure 8.13.5.1.1-2 Location of Vertical Joint Shear Reinforcement.

8.13.5.1.2 Vertical Stirrups Inside the Joint Region

Vertical stirrups with a total area, A_s^{jvi}, spaced evenly over the column shall satisfy:

$$A_s^{jvi} \geq 0.135\, A_{st} \tag{8.13.5.1.2-1}$$

where:

A_{st} = total area of column reinforcement anchored in the joint (in^2)

8.13.5.1.3 Additional Longitudinal Cap Beam Reinforcement

Longitudinal reinforcement, A_s^{jl}, in both the top and bottom faces of the cap beam, is required in addition to that which is required to resist other loads. The additional area of the longitudinal steel shall satisfy:

$$A_s^{jl} \geq 0.245\, A_{st} \tag{8.13.5.1.3-1}$$

where:

A_{st} = total area of column reinforcement anchored in the joint (in^2)

8.13.5.1.4 Horizontal J-Bars

Horizontal J-bars hooked around the longitudinal reinforcement on each face of the cap beam are required as shown in Figure 8.13.5.1.1-1. At a minimum, locate horizontal J-bars at every other vertical to longitudinal bar intersection within the joint. The J-dowel reinforcement bar shall be at least a #4 size bar.

8.14 COLUMN FLARES FOR SDC C AND D

8.14.1 Horizontally Isolated Flares

The preferred method for detailing flares is to horizontally isolate the top of flared sections from the soffit of the cap beam. Isolating the flare allows the flexural hinge to form at the top of the column, thus minimizing the seismic shear demand on the column.

A horizontal gap isolating the flare from the cap beam shall extend over the entire cross section of the flare excluding a core region equivalent to the prismatic column cross section. For SDC C, a minimum gap thickness of 4 in. shall be used.

For SDC D the gap shall be large enough so that it will not close during a seismic event. The gap thickness shall be the largest of:

- 1.5 times the calculated plastic rotation demand from the pushover analysis times the distance from the center of the column to the extreme edge of the flare

- 4 in.

The added mass and stiffness of the isolated flare can typically be ignored in the dynamic analysis.

8.14.2 Integral Column Flares

Column flares that are integrally connected to the bent cap should be avoided whenever possible. Lightly reinforced integral flares should only be used when required for service load design or aesthetic considerations and are permitted for SDC A and B. The flare geometry should be kept as slender as possible.

The higher plastic hinging forces shall be considered in the design of the column, superstructure and footing.

C8.14.2

Test results have shown that slender lightly reinforced flares perform adequately after cracking has developed in the flare concrete, essentially separating the flare from the confined column core. However, integral flares require higher shear forces and moments to form the plastic hinge at the top of the column compared to isolated flares.

8.14.3 Flare Reinforcement

Column flares shall be nominally reinforced outside the confined column core to prevent the flare concrete from completely separating from the column at high ductility levels.

The reinforcement ratio for the transverse reinforcement, outside of the column core, that confines the flared region shall be 0.0045 for the upper third of the flare and 0.00075 for the bottom two-thirds of the flare.

The minimum longitudinal reinforcement within the flare shall be equivalent to #5 bars at 12 in. spacing.

8.15 COLUMN SHEAR KEY DESIGN FOR SDC C AND D

Column shear keys shall be designed for the axial and shear forces associated with the column's overstrength moment capacity, M_{po}, including the effects of overturning. The key reinforcement shall be located as close to the center of the column as possible to minimize developing a force couple within the key reinforcement.

Steel pipe sections can be used in lieu of reinforcing steel to relieve congestion and reduce the moment generated within the key.

Moment generated by the key reinforcing steel should be considered in applying capacity design principles.

8.16 CONCRETE PILES

8.16.1 Transverse Reinforcement Requirements

For SDC C or D where piles are not designed as capacity protected members (i.e., piles, pile shafts, pile extensions where plastic hinging is allowed in soft soil E or F, liquefaction case), the upper portion of every pile shall be reinforced and confined as a potential plastic hinge region as specified in Article 4.11. The shear reinforcement requirements specified in Article 8.6 shall apply. If an analysis of the bridge and pile system indicates that a plastic hinge can form at a lower level, the plastic hinge region shall extend $3D$ below the point of maximum moment, and the requirements mentioned above shall apply.

8.16.2 Cast-In-Place and Precast Concrete Piles

For cast-in-place and precast concrete piles, longitudinal steel shall be provided for the full length of the pile. In the upper two-thirds of the pile, the longitudinal steel ratio shall not be less than 0.007. Longitudinal reinforcement shall be provided by not less than four bars.

For piles where a permanent steel casing is used, the extent of longitudinal reinforcement can be reduced to only the upper portion of the pile required to develop ultimate tension and compression capacities of the pile.

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APPENDIX A

FOUNDATION ROCKING ANALYSIS

Transient foundation uplift, or Foundation Rocking, involving separation of the foundation from the subsoil, is permitted under seismic loading, provided that foundation soils are not susceptible to loss of strength under the imposed cyclic loading. The displacement, or drift Δ_T ,as shown in Figure A1, shall be calculated based on the flexibility of the column in addition to the effect of the footing rocking mechanism. For multi-column bents with monolithic connections to the substructure, the effect of rocking shall be examined on the overturning and framing configuration of the subject bent.

For the longitudinal response, multi-column bents that are not monolithic to the superstructure shall be treated similar to a single column bent.

Rocking displacement demands shall be calculated with due consideration of the dynamics of the bridge system or frame. The tributary inertial weight and articulation and/or restraint of other elements of the frame shall be incorporated into the analysis. Some adjustment of the following equations, which were derived for an individual single-column bent, may be required.

For the case of a single column bent or a multi-column bent without a monolithic connection to the superstructure, the footing is considered to be supported on a rigid perfectly plastic soil with uniform compressive capacity p_b. The overturning and rocking on the foundation can be simplified using a linear force-deflection relationship as outlined in the following procedure:

- Guess the displacement Δ or consider a displacement Δ corresponding to a fixed base analysis.

- Calculate the applied force F at the superstructure level based on Rocking Equilibrium shown in Figure A1.

  From Statics:

$$F = W_T \frac{(L_F - a)}{2H_r} - W_s \frac{\Delta}{H_r} \qquad \text{(A-1)}$$

  in which:

$$a = \frac{W_T}{(B_r p_b)} \qquad \text{(A-2)}$$

- Calculate the equivalent system stiffness:

$$K_r = \frac{F}{\Delta} \qquad \text{(A-3)}$$

- Calculate the period "T" of the bent system based on K_r and W_s.

- Recalculate Δ considering 10% damping; this would typically reduce the spectral acceleration ordinates S_a of a 5% damped spectrum by approximately 20%.

$$\Delta = \left(\frac{T^2}{4\pi^2}\right)(0.8S_a) \qquad \text{(A-4)}$$

  where:

  Δ is referred to as the total displacement on top of the column (ft.)

  S_a is the spectral acceleration (ft./sec.^{2})

- Iterate until convergence, otherwise the bent is shown to be unstable.

- Once a converging solution is reached, the local ductility term μ can be calculated in order to ensure the column adequacy where rocking mechanism is not mobilized.

$$\mu = \frac{\Delta}{\Delta_{ycol}} \tag{A-5}$$

where:

Δ_{ycol} = column idealized yield displacement

For soil cover greater than 3 ft., the effect of soil passive resistance needs to be included in the rocking equilibrium of forces.

The design of a column on spread footing system shall follow the steps identified on the flowchart shown on Figure A2.

The restoring moment M_r is calculated as follows:

$$M_r = W_T\left(\frac{L_F - a}{2}\right) \tag{A-6}$$

For the case where, $M_o \geq 1.5M_r$, the column shear capacity shall be determined based on Article 8.6 following SDC B requirements. The column shear demand shall be determined based on $1.5M_r$ moment demand.

For the case where, $M_r \geq M_o$, forces based on column plastic hinging shall be considered; the column shear capacity shall be determined based on Article 8.6 following SDC D requirements. For all other cases, the column shall be designed for P-Δ requirements based on rocking analysis as well as column plastic hinging shear capacity requirements considering a fixed based analysis and following Article 8.6 SDC C requirements.

The shear component of loading should not be included during the overturning check; i.e., a de-coupled approach should be used in treating the two loads. Experience has shown that combining the horizontal load and moment in simplified bearing capacity equations can result in unreasonably sized footings for seismic loading.

Unfactored resistance is used for the moment capacity check for two reasons: (1) the potential for the design seismic load is very small, and (2) the peak load will occur for only a short duration. The distribution and magnitude of bearing stress, as well as liftoff of the footing, are limited to control settlement of the footing from the cycles of load.

Non-triangular stress distributions or greater than 50% liftoff are allowed if analysis can show that soil settlement from cyclic shakedown does not exceed amounts that result in damage to the bridge or unacceptable movement of the roadway surface. By limiting stress distribution and the liftoff to the specified criteria, the amount of shakedown will normally be small under normal seismic loading conditions.

This work was derived based on that presented by Priestley et al. (1996).

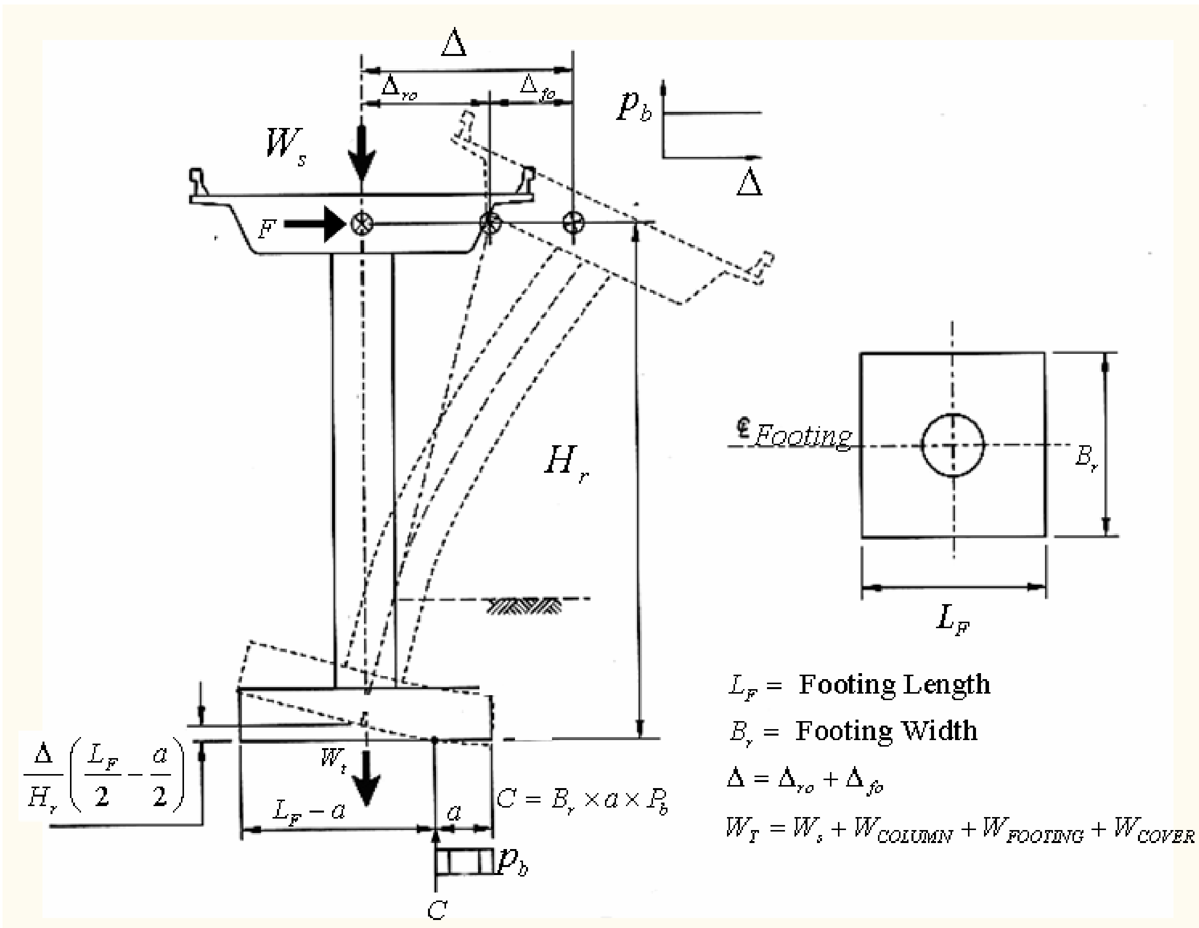

Figure A-1 Rocking Equilibrium of a Single Column Bent.

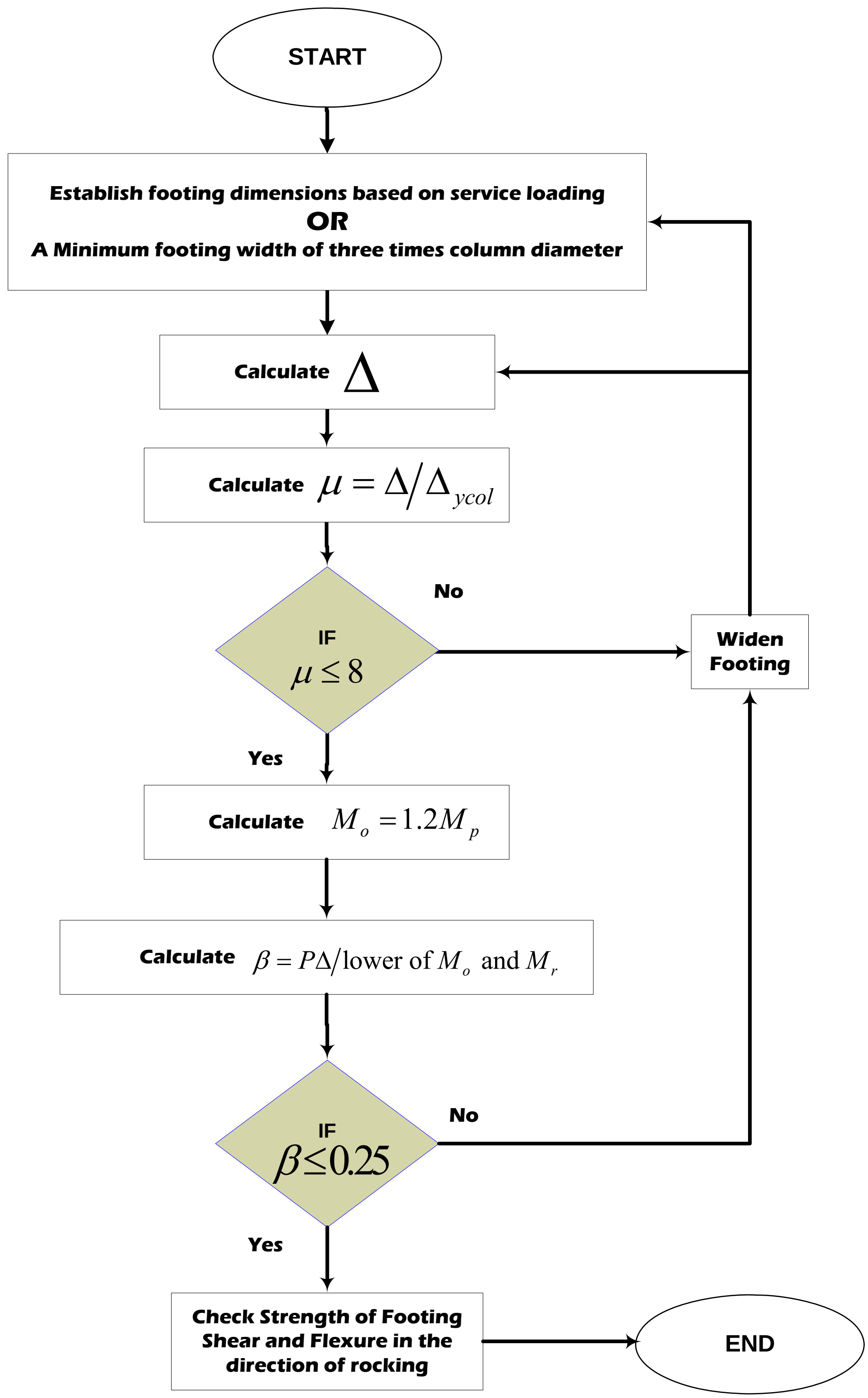

Figure A-2 Flowchart for Design of a Column and Spread Footing Using Rocking Analysis.