

## Breadman Tr444 Manual

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american government securities 1928 53 in 5 annual vols v 1 railroad securities 1952 53 transportation v 2 industrial securities v 3 public utility securities v 4 government securities 1928 54 v 5 banks insurance companies investment trusts real estate finance and credit companies 1928 54

vols 9 17 include decisions of the war labor board

on cover oecd proceedings

with case table

laboratory testing on aggregate fill with and without geosynthetic material showed improvements in shear strength parameters and permanent deformation behavior when reinforced with geosynthetic due to lateral restraint effect at the soil geosynthetic interface bridge ll testing under static loads indicated maximum deflections close to 0.9 in and non uniform deflections transversely across the bridge due to poor load transfer between rrfcs the ratio of horizontal to vertical stresses in the grs fill was 10<sup>3</sup> less than 0.25 indicating low lateral stress on the soil surrounding grs fill material bearing capacity analysis at bridge 2 indicated lower than recommended factor of safety fs values due to low ultimate reinforcement strength of the geosynthetic material used in this study and relatively weak underlying foundation layer

based on the conclusions of ihrb project tr 444 demonstration project using railroad flat car bridges for low volume road bridges additional research on the use of rrfc bridges was undertaken this portion of the project investigated the following different design and rating procedures additional single span configurations plus multiple span configurations different mechanisms for connecting adjacent rrfcs and the resulting lateral load distribution factors sheet pile abutments behavior rrfc s that had been strengthened so that they could be used on existing abutments a total of eight rrfc bridges were tested five single span bridges two two span bridges and one three span bridge based on the results of this study a simplified design and rating procedure has been developed for the economical replacement bridge alternative in volume 1 this volume the results from the testing of four single span rrfc bridges are presented while in volume 2 the results from the testing of the strengthened single span bridge plus the three multiple span bridges are presented

several superstructure design methodologies have been developed for low volume road bridges by the iowa state university bridge engineering center however to date no standard abutment designs have been developed thus there was a need to establish an easy to use design methodology in addition to generating generic abutment standards and other design aids for the more common substructure systems used in iowa the final report for this project consists of three volumes the first volume summarizes the research completed in this project a survey of the iowa county engineers was conducted from which it was determined that while most counties use similar types of abutments only 17 percent use some type of standard abutment designs or plans a literature review revealed several possible alternative abutment systems for future use on low volume road bridges in addition to two separate substructure lateral load analysis

methods these consisted of a linear and a non linear method the linear analysis method was used for this project due to its relative simplicity and the relative accuracy of the maximum pile moment when compared to values obtained from the more complex non linear analysis method the resulting design methodology was developed for single span stub abutments supported on steel or timber piles with a bridge span length ranging from 20 to 90 ft and roadway widths of 24 and 30 ft however other roadway widths can be designed using the foundation design template provided the backwall height is limited to a range of 6 to 12 ft and the soil type is classified as cohesive or cohesionless the design methodology was developed using the guidelines specified by the american association of state highway transportation officials standard specifications the iowa department of transportation bridge design manual and the national design specifications for wood construction the second volume introduces and outlines the use of the various design aids developed for this project charts for determining dead and live gravity loads based on the roadway width span length and superstructure type are provided a foundation design template was developed in which the engineer can check a substructure design by inputting basic bridge site information tables published by the iowa department of transportation that provide values for estimating pile friction and end bearing for different combinations of soils and pile types are also included generic standard abutment plans were developed for which the engineer can provide necessary bridge site information in the spaces provided these tools enable engineers to design and detail county bridge substructures more efficiently the third volume provides two sets of calculations that demonstrate the application of the substructure design methodology developed in this project these calculations also verify the accuracy of the foundation design template the printouts from the foundation design template are provided at the end of each example also several tables provide various foundation details for a pre cast double tee superstructure with different combinations of soil type backwall height and pile type

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