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The third edition of the PCI Bridge Design Manual is now available for purchase as an electronic publication (ePub) or in hardcopy (2 binders).

Over the past five decades, prestressed concrete bridge girders have evolved from traditional bulky shapes to efficient girder cross-sections with long spans and wide, thin top and bottom flanges. The objective of this research study is to provide the Kansas Department of Transportation (KDOT) with the information needed to make an informed decision about possible adoption of NU girders, including the data to determine whether or not wide-scale adoption is warranted. The investigation compared NU girders and Kansas K-girders in a parametric study of bridge superstructure designs using CONSPAN software, including evaluation of anticipated costs that include material, labor, and transportation. The bridge design procedure was based on the American Association of State Highway and Transportation Officials (AASHTO, 2012) Load and Resistance Factor Design (LRFD) Bridge Design Specifications (6th edition). Additional design guidelines were referenced from the Precast/Prestressed Concrete Institute's (PCI, 2014) Precast Prestressed Concrete Bridge Design Manual (3rd edition), and the KDOT (2015) Design Manual, Volume III – Bridge Section. The overall finding of this study is that K-girders should continue to be used instead of NU girders whenever normal spans and girder spacing allow, as this will likely result in the most economical superstructure. At longer spans (beyond 130–140 ft) NU girders are an excellent option and should become a standard design implementation to extend the applicable range of pretensioned girders to 200 ft and beyond. Additionally, the NU girder system can be used for the purpose of extending the span range (beyond K-girder capabilities) in specific situations where the maximum girder height is fixed. However, as shown previously through analyses, if K-girders can achieve the desired span at a normal spacing, then these will likely provide the most economical option.

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Over 140 experts, 14 countries, and 89 chapters are represented in the second edition of the Bridge Engineering Handbook. This extensive collection highlights bridge engineering specimens from around the world, contains detailed information on bridge engineering, and thoroughly explains the concepts and practical applications surrounding the subject. Published in five books: Fundamentals, Superstructure Design, Substructure Design, Seismic Design, and Construction and Maintenance, this new edition provides numerous worked-out examples that give readers step-by-step design procedures, includes contributions by leading experts from around the world in their respective areas of bridge engineering, contains 26 completely new chapters, and updates most other chapters. It offers design concepts, specifications, and practice, as well as the various types of bridges. The text includes over 2,500 tables, charts, illustrations, and photos. The book covers new, innovative and traditional methods and practices; explores rehabilitation, retrofit, and maintenance; and examines seismic design and building materials. The fourth book, Seismic Design contains 18 chapters, and covers seismic bridge analysis and design. What's New in the Second Edition: Includes seven new chapters: Seismic Random Response Analysis, Displacement-Based Seismic Design of Bridges, Seismic Design of Thin-Walled Steel and CFT Piers, Seismic Design of Cable-Supported Bridges, and three chapters covering Seismic Design Practice in California, China, and Italy Combines Seismic Retrofit Practice and Seismic Retrofit Technology into one chapter called Seismic Retrofit Technology Rewrites Earthquake Damage to Bridges and Seismic Design of Concrete Bridges chapters Rewrites Seismic Design Philosophies and Performance-Based Design Criteria chapter and retitles it as Seismic Bridge Design Specifications for the United States Revamps Seismic Isolation and Supplemental Energy Dissipation chapter and retitles it as Seismic Isolation Design for Bridges This text is an ideal reference for practicing bridge engineers and consultants (design, construction, maintenance), and can also be used as a reference for students in bridge engineering courses.

Gain Confidence in Modeling Techniques Used for Complicated Bridge StructuresBridge structures vary considerably in form, size, complexity, and importance. The methods for their computational analysis and design range from approximate to refined analyses, and rapidly improving computer technology has made the more refined and complex methods of ana

Maintaining bridges in good condition has extended service life and proven to be more cost effective than allowing degradation to advance, necessitating costlier bridge rehabilitation or replacement projects. Preventive maintenance is therefore an important tool to retard deterioration and sustain the safe operation of bridges. This includes a continuous effort of periodic inspections, condition evaluations and prioritizing repairs accordingly. The above measures define the framework for asset management of bridges. On August 21-22, 2017, bridge engineering experts from around the world convened at the 9th New York City Bridge Conference to discuss issues of construction, design, inspection, monitoring, preservation and rehabilitation of bridge structures. This volume documents their contributions to the safe operation of bridge assets.

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