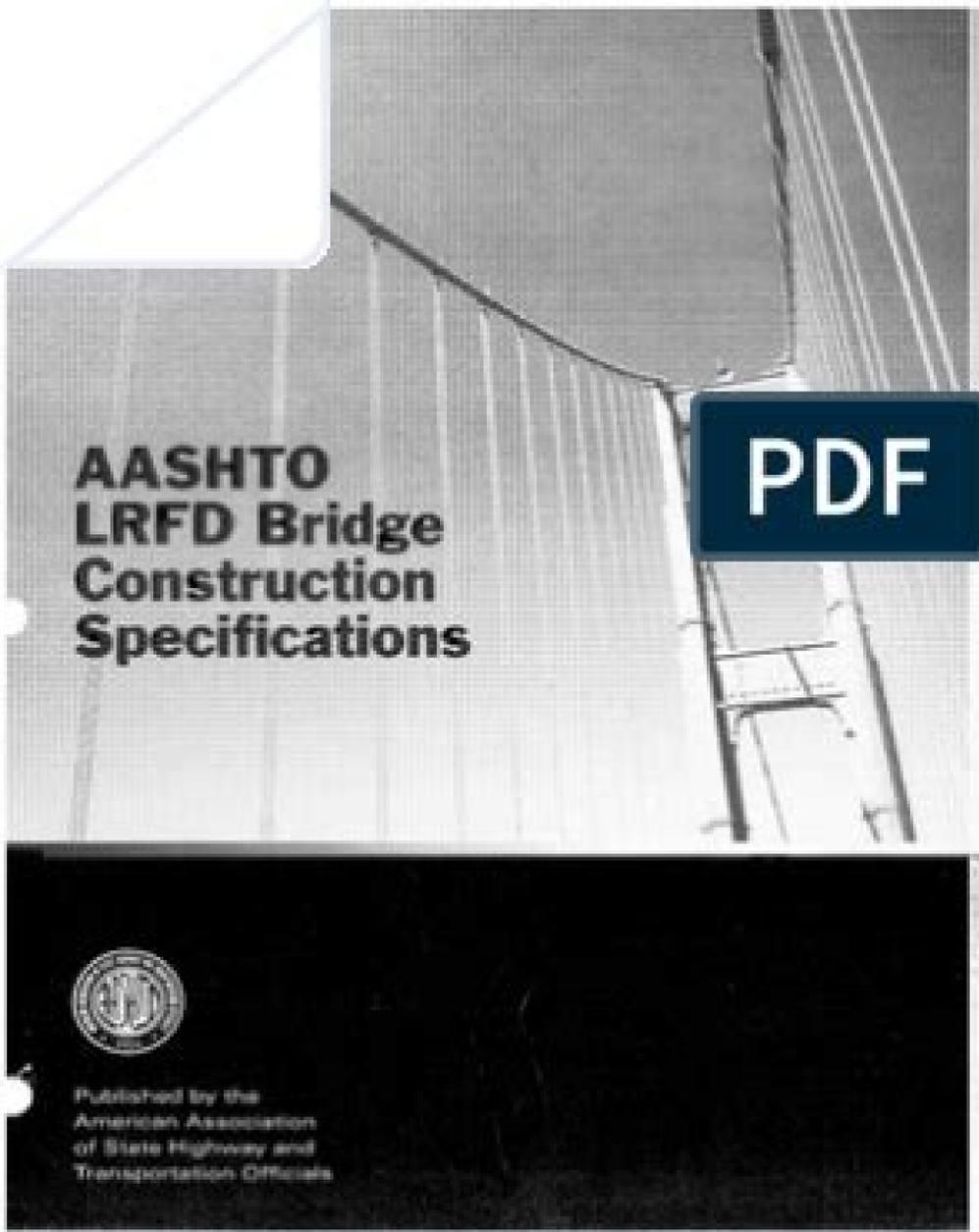




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NHI Courses No. 132042 and 132043

# Design and Construction of Mechanically Stabilized Earth Walls and Reinforced Soil Slopes – Volume II

Developed following:  
*AASHTO LRFD Bridge Design Specifications, 4<sup>th</sup> Edition, 2007, with 2008 and 2009 Interims.* and  
*AASHTO LRFD Bridge Construction Specifications, 2<sup>nd</sup> Edition, 2004, with 2006, 2007, 2008, and 2009 Interims.*



SECTION 14 (SD): JOINTS AND BEARINGS

- Skew and curvature;
- Resistance of the joints to movement;
- Approach pavement growth;
- Substructure movements due to embankment construction;
- Foundation movements associated with the consolidation and stabilization of subsoils;
- Structural restraints; and
- Static and dynamic structural responses and their interaction.

The length of superstructure affecting the movement at one of its joints shall be the length from the joint being considered to the structure's neutral point.

For a curved superstructure that is laterally unrestrained by guided bearings, the direction of longitudinal movement at a bearing joint may be assumed to be parallel to the chord of the deck centerline taken from the joint to the neutral point of the structure.

The potential for unaligned longitudinal and rotational movement of the superstructure at a joint should be considered in designing the vertical joints in curb and raised barriers and in determining the appropriate position and orientation of closures or bridging plates.

14.5.1.3 Geometry

The moving surfaces of the joint shall be designed to work in concert with the bearings to avoid binding, the joints and adversely affecting force effects imposed on bearings.

14.5.1.4 Materials

The materials shall be selected so as to ensure that they are elastically, thermally, and chemically compatible. Where substantial differences exist, material interfaces shall be formulated to provide fully functional systems.

Materials, other than elastomers, should have a service life of not less than 75 years. Elastomers for joint seals and bearings should provide a service life not less than 25 years.

Joints exposed to traffic should have a skid-resistant surface treatment, and all parts shall be resistant to attrition and vehicular impact.

Except for high-strength bolts, fasteners for joints exposed to deicing chemicals shall be made of stainless steel.

Any horizontal movement of a bridge superstructure will be opposed by the resistance of bridge bearings to movement and the rigidity or flexural resistance of substructure elements. The rolling resistance of rocker and rollers, the shear resistance of elastomeric bearings, or the frictional resistance of bearing sliding surfaces will oppose movement. In addition, the rigidity of abutments and the relative flexibility of piers of various heights and foundation types will affect the magnitude of bearing movement and the bearing forces opposing movement.

Rigid approach pavements composed of cobblestone, brick, or jointed concrete will experience growth or substantial longitudinal pressure due to restrained growth. To protect bridge structures from these potentially destructive pressures and to preserve the movement range of deck joints and the performance of joint seals, either effective pavement pressure relief joints or pavement anchors should be provided in approach pavements, as described in *Transportation Research Record 1113*.

When horizontal movement at the ends of a superstructure are due to volumetric changes, the forces generated within the structure in resistance to these changes are balanced. The neutral point can be located by estimating these forces, taking into account the relative resistance of bearings and substructure to movement. The length of superstructure contributing to movement at a particular joint can then be determined.

C14.5.1.3

For square or slightly skewed bridge layouts, moderate roadway grades at the joint and minimum changes in both horizontal and vertical joint alignment may be preferred in order to simplify the movements of joints and to enhance the performance of the structure.

C14.5.1.4

Preference should be given to those materials that are least sensitive to field compounding and installation variables and to those that can be repaired and altered by nonspecialized maintenance forces. Preference should also be given to those components and devices that will likely be available when replacements are needed.



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