

AASHTO LRFD **MOVABLE** Highway Bridge Design Specifications



August 2023

FOREWORD

The first broadly recognized national standard for the design and construction of bridges in the United States was published in 1931 by the American Association of State Highway Officials (AASHO), the predecessor to AASHTO. With the advent of the automobile and the establishment of highway departments in all of the American states dating back to just before the turn of the century, the design, construction, and maintenance of most U.S. bridges was the responsibility of these departments and, more specifically, the chief bridge engineer within each department. It was natural, therefore, that these engineers, acting collectively as the AASHTO Highway Subcommittee on Bridges and Structures (now the Committee on Bridges and Structures), would become the author and guardian of this first bridge standard.

This first publication was entitled *Standard Specifications for Highway Bridges and Incidental Structures*. It quickly became the de facto national standard and, as such, was adopted and used by not only the state highway departments but also other bridge-owning authorities and agencies in the United States and abroad. Rather early on, the last three words of the original title were dropped and it has been reissued in consecutive editions at approximately four-year intervals ever since as *Standard Specifications for Highway Bridges*, with the final 17th edition appearing in 2002.

The body of knowledge related to the design of highway bridges has grown enormously since 1931 and continues to do so. Theory and practice have evolved greatly, reflecting advances through research in understanding the properties of materials, in improved materials, in more rational and accurate analysis of structural behavior, in the advent of computers and rapidly advancing computer technology, in the study of external events representing particular hazards to bridges such as seismic events and stream scour, and in many other areas. The pace of advances in these areas has, if anything, stepped up in recent years.

In 1986, the Subcommittee submitted a request to the AASHTO Standing Committee on Research (now the Special Committee on Research and Innovation) to undertake an assessment of U.S. bridge design specifications, to review foreign design specifications and codes, to consider design philosophies alternative to those underlying the *Standard Specifications*, and to render recommendations based on these investigations. This work was accomplished under the National Cooperative Highway Research Program (NCHRP), an applied research program directed by the AASHTO Standing Committee on Research and administered on behalf of AASHTO by the Transportation Research Board (TRB). The work was completed in 1987, and, as might be expected with a standard incrementally adjusted over the years, the *Standard Specifications* were judged to include discernible gaps, inconsistencies, and even some conflicts. Beyond this, the specification did not reflect or incorporate the most recently developing design philosophy, load-and-resistance factor design (LRFD), a philosophy which has been gaining ground in other areas of structural engineering and in other parts of the world such as Canada and Europe.

From its inception until the early 1970s, the sole design philosophy embedded within the *Standard Specifications* was one known as working stress design (WSD). WSD establishes allowable stresses as a fraction or percentage of a given material's load-carrying capacity, and requires that calculated design stresses not exceed those allowable stresses. Beginning in the early 1970s, WSD began to be adjusted to reflect the variable predictability of certain load types, such as vehicular loads and wind forces, through adjusting design factors, a design philosophy referred to as load factor design (LFD).

A further philosophical extension results from considering the variability in the properties of structural elements, in similar fashion to load variabilities. While considered to a limited extent in LFD, the design philosophy of load-and-resistance factor design (LRFD) takes variability in the behavior of structural elements into account in an explicit manner. LRFD relies on extensive use of statistical methods, but sets forth the results in a manner readily usable by bridge designers and analysts.

Starting with this edition, the third, of the *AASHTO LRFD Movable Highway Bridge Design Specifications*, interim specifications will no longer be issued. Instead, changes balloted and approved by at least two-thirds

of the members of the Committee on Bridges and Structures will be published in the next full edition of the Specifications. AASHTO members include the 50 State Highway or Transportation Departments, the District of Columbia, and Puerto Rico. Each member has one vote. The U.S. Department of Transportation is a non-voting member.

Orders for Specifications may be placed by visiting the AASHTO Store, store.transportation.org; calling the AASHTO Publication Sales Office toll free (within the U.S. and Canada), 1-800-231-3475; or mailing to P.O. Box 933538, Atlanta, GA 31193-3538. A free copy of the current publication catalog can be downloaded from the AASHTO Store.

For additional publications prepared and published by the Committee on Bridges and Structures and by other AASHTO Committees, please look online in the AASHTO Store (store.transportation.org) under “Bridges and Structures.”

Suggestions for the improvement of the *AASHTO LRFD Movable Highway Bridge Design Specifications* are welcomed, at www.transportation.org.

The Committee would also like to thank John M. Kulicki, Ph.D., and his associates at Modjeski and Masters for their valuable assistance in the preparation of the *AASHTO LRFD Movable Highway Bridge Design Specifications*.

PREFACE AND ABBREVIATED TABLE OF CONTENTS

The *AASHTO LRFD Movable Highway Bridge Design Specifications*, Third Edition, contains the following 15 sections and appendices:

1. General Provisions
2. Structural Design
3. Seismic Design
4. Vessel Collision Considerations
5. Mechanical Design Loads and Power Requirements
6. Mechanical Design
7. Hydraulic Design
8. Electrical Design
9. Appendix A SI Versions of Equations, Tables, and Figures

Detailed Tables of Contents precede each section. The last article of each section is a list of references displayed alphabetically by author.

Please note that the AASHTO materials standards (starting with M) cited throughout the LRFD Bridge Design Specifications can be found in Standard Specifications for Transportation Materials and Methods of Sampling and Testing, adopted by the AASHTO Highway Subcommittee on Materials. The individual standards are also available as downloads on the AASHTO Store, <https://store.transportation.org>. Unless otherwise indicated, these citations refer to the current edition. ASTM materials specifications are also cited and have been updated to reflect ASTM's revised coding system, e.g., spaces removed between the letter and number.

SECTION 1: GENERAL PROVISIONS
TABLE OF CONTENTS

1.1—GENERAL CRITERIA 1-1

1.2—ABBREVIATIONS, DEFINITIONS, AND COMPONENT CLASSIFICATIONS 1-2

1.3—DESIGN PHILOSOPHY 1-5

 1.3.1—General 1-5

 1.3.2—Limit States 1-6

 1.3.2.1—General 1-6

 1.3.2.2—Service Limit State 1-7

 1.3.2.3—Fatigue and Fracture Limit State 1-7

 1.3.2.4—Overload Limit State 1-7

 1.3.2.5—Strength Limit State 1-8

 1.3.2.6—Extreme Event Limit States 1-8

 1.3.3—Factors for Ductility, Redundancy, and Operation 1-8

1.4—DESIGN OF BRIDGE SYSTEMS 1-9

 1.4.1—Structural Design 1-9

 1.4.2—Machinery Design 1-9

 1.4.3—Electrical Design 1-9

 1.4.4—Safety Design 1-9

 1.4.4.1—General 1-9

 1.4.4.2—Clearances 1-10

 1.4.4.3—Protection From Waterway Traffic 1-10

 1.4.4.4—Traffic Gates and Barriers 1-10

 1.4.4.5—Pedestrian Gates 1-11

 1.4.4.6—Warning Lights, Alarms, and Traffic Signals 1-11

 1.4.4.6.1—Traffic Signals and Bells 1-11

 1.4.4.6.2—Audible Navigation Signals, Navigation Lights, Aviation Lights 1-11

 1.4.4.7—Stairways and Walkways 1-12

 1.4.4.8—Rotating and Moving Machinery 1-12

1.5—BALANCE AND COUNTERWEIGHTS 1-12

 1.5.1—General 1-12

 1.5.2—Counterweight Details 1-13

 1.5.3—Counterweight Concrete 1-14

 1.5.4—Counterweight Pits and Pit Pumps 1-15

 1.5.5—Diversion of Drainage 1-15

1.6—MACHINERY AND OPERATOR’S HOUSES 1-15

 1.6.1—Machinery House 1-15

 1.6.2—Operator’s House and Machinery House Access Clearance 1-16

1.7—SPECIAL REQUIREMENTS FOR CONTRACTOR- SUPPLIED INFORMATION AND
EQUIPMENT 1-17

 1.7.1—Drawings and Diagrams 1-17

 1.7.1.1—Drawings 1-17

 1.7.1.2—Wiring Diagrams, Operator’s Instructions, Electrical and Mechanical Data Booklets, and
Lubrication Charts 1-17

1.7.2—Tools, Maintenance, and Training	1-18
1.8—DEFECTS AND WARRANTIES	1-19
1.9—ACCESS FOR MAINTENANCE	1-19
1.10—REFERENCES	1-19

SECTION 2: STRUCTURAL DESIGN
TABLE OF CONTENTS

2.1—SCOPE	2-1
2.1.1—Specifications	2-1
2.1.2—Bridge Types	2-1
2.1.2.1—General	2-1
2.1.2.2—Contract Documents	2-1
2.1.2.3—Prohibited Structure Types	2-1
2.2—DEFINITIONS	2-2
2.3—NOTATION	2-3
2.4—LOADS, LOAD FACTORS, AND COMBINATIONS	2-3
2.4.1—General Provisions and Limit States	2-3
2.4.1.1—Live Load and Dead Load	2-4
2.4.1.2—Dynamic Load Allowance	2-4
2.4.1.2.1—Live Load Dynamic Load Allowance (<i>IM</i>)	2-4
2.4.1.2.2—Dead Load Dynamic Load Allowance (<i>DAD</i>)	2-4
2.4.1.2.3—Force Effects Due to Operation of Machinery (<i>DAM</i>)	2-5
2.4.1.2.4—End Floorbeams	2-5
2.4.1.2.5—Span Locks	2-5
2.4.1.3—Wind Loads	2-5
2.4.1.3.1—General	2-5
2.4.1.3.2—Movable Span Closed	2-6
2.4.1.3.3—Movable Span Open	2-6
2.4.1.4—Seismic Loads	2-7
2.4.1.5—Fatigue Limit State	2-7
2.4.1.6—Settlement	2-7
2.4.1.7—Vessel Collision and Pier Protection	2-8
2.4.1.8—Hydraulic Cylinder Structural Connections	2-8
2.4.1.9—Strength and Rigidity of StructuralMachinery Supports—Service and Overload Limits States	2-8
2.4.1.10—Ice Accretion	2-8
2.4.2—Bridge-Type Specific Provisions	2-9
2.4.2.1—Movable Bridge Load Combinations	2-9
2.4.2.2—Application of Fixed Bridge Load Combinations	2-9
2.4.2.3—Movable Bridge-Specific Load Combinations—Strength Limit State	2-9
2.5—MOVABLE BRIDGE DESIGN FEATURES AND REQUIREMENTS	2-11
2.5.1—Movable Bridge Specific Design Features and Requirements	2-11
2.5.1.1—Bascule Span Bridges	2-11
2.5.1.1.1—Types	2-11
2.5.1.1.2—Support Conditions	2-11
2.5.1.1.3—Segmental and Track Girders	2-11
2.5.1.1.4—Floors and Floor Fastenings	2-13
2.5.1.2—Swing Span Bridges	2-13
2.5.1.2.1—Center Bearing	2-13

2.5.1.2.2—Rim Bearing	2-13
2.5.1.2.3—Combined Bearing	2-13
2.5.1.2.4—Rim Girders	2-14
2.5.1.2.5—Shear over Center	2-14
2.5.1.2.6—Reaction Due to Temperature	2-14
2.5.1.3—Vertical Lift Bridges	2-15
2.5.1.3.1—Tower and Tower Spans	2-15
2.5.1.3.2—Anchorage for Cantilevered Floors	2-15
2.5.1.3.3—Wind on Vertical Lift Spans	2-15
2.6—REFERENCES	2-15

SECTION 3: SEISMIC DESIGN
TABLE OF CONTENTS

3.1—SCOPE 3-1

3.2—DEFINITIONS 3-1

3.3—PERFORMANCE CRITERIA 3-1

3.4—SEISMIC LOADS, LIMIT STATES, AND RESPONSE MODIFICATION FACTORS 3-2

 3.4.1—Design Loads 3-2

 3.4.2—Limit States 3-3

 3.4.3—Application 3-3

 3.4.3.1—Critical and Essential Bridges 3-3

 3.4.3.2—Other Bridges 3-4

 3.4.4—Response Modification Factors 3-4

3.5—SEISMIC ANALYSIS 3-4

 3.5.1—General 3-4

 3.5.2—Seismic Load Distribution 3-5

 3.5.2.1—Load Path 3-5

 3.5.2.2—Trunnion Bascule Bridge 3-5

 3.5.2.3—Rolling Leaf Bascule Bridge 3-6

 3.5.2.4—Heel Trunnion Bascule Bridges 3-7

 3.5.2.4.1—Bascule Span Response 3-7

 3.5.2.4.2—Counterweight Frame Response 3-7

 3.5.2.4.3—Tower Span Response 3-8

 3.5.2.5—Vertical Lift Bridges 3-8

 3.5.2.5.1—Lift Span Response 3-8

 3.5.2.5.2—Lift Tower Response 3-9

 3.5.2.6—Swing Bridges 3-9

3.6—DESIGN AND DETAILING GUIDELINES 3-10

3.7—REFERENCES 3-14

APPENDIX A3: MOVABLE BRIDGE DAMAGE DURING PAST EARTHQUAKES 3-17

APPENDIX B3: SEISMIC DESIGN AND EVALUATION CASE STUDIES 3-19

B3.1—TRUNNION BASCULE BRIDGES 3-19

 B3.1.1—Double-Leaf Trunnion Bridge 3-19

 B3.1.2—Ballard Bridge, Seattle, Washington 3-19

 B3.1.3—University Bridge, Seattle, Washington 3-19

B3.2—ROLLING LIFT BASCULE BRIDGES 3-19

 B3.2.1—Seismic Evaluation Case Study 3-19

B3.3—HEEL TRUNNION BASCULE BRIDGES 3-20

 B3.3.1—Third Street Bascule Bridge, San Francisco, California 3-20

 B3.3.2—Steamboat Slough Bridge, Rio Vista, California 3-20

 B3.3.3—Badger Avenue Bridge, Los Angeles, California 3-20

B3.4—VERTICAL LIFT BRIDGES 3-21

 B3.4.1—Badger Avenue Vertical Lift Bridge, Los Angeles, California 3-21

 B3.4.2—Sacramento River Bridge, Rio Vista, California 3-21

TABLE OF CONTENTS

4.1—SCOPE 4-1

4.2—DEFINITIONS 4-1

4.3—PERFORMANCE CRITERIA 4-2

4.4—DESIGN VESSELS, LOADS, AND LIMIT STATES 4-2

4.5—INITIAL PLANNING 4-3

 4.5.1—General 4-3

 4.5.2—Site Selection 4-3

 4.5.3—Selection of Bridge Type, Configuration, and Layout 4-3

 4.5.4—Approach Spans 4-4

 4.5.5—Protection Systems 4-4

4.6—COLLISION RISK ANALYSIS 4-4

4.7—VESSEL IMPACT LOADS 4-5

4.8—BRIDGE ANALYSIS CONSIDERATIONS 4-5

4.9—BRIDGE PROTECTION SYSTEMS 4-6

4.10—BRIDGE OPERATOR’S HOUSE 4-6

4.11—DESIGN AND DETAILING GUIDELINES 4-6

4.12—REFERENCES 4-8

APPENDIX A4: LIST OF VESSEL COLLISIONS WITH MOVABLE BRIDGES 4-11

TABLE OF CONTENTS

5.1—SCOPE	5-1
5.2—DEFINITIONS	5-1
5.3—NOTATION	5-2
5.4—WIND LOADING DURING OPERATION	5-2
5.4.1—General	5-2
5.4.2—General Procedure	5-3
5.4.3—Site-Specific Procedure	5-3
5.4.3.1—Maximum Operating Wind Speed	5-4
5.4.3.2—Bridge Availability Factor	5-5
5.5—SIZING PRIME MOVER FOR SPAN OPERATION	5-5
5.5.1—General	5-5
5.5.2—Bascule Spans	5-8
5.5.3—Swing Spans	5-8
5.5.4—Vertical Lift Spans	5-9
5.6—HOLDING REQUIREMENTS	5-9
5.6.1—Normally Open Bridges	5-9
5.6.1.1—Bascule and Swing Bridges	5-9
5.6.1.2—Vertical Lift Spans	5-9
5.6.2—Normally Closed Bridges	5-10
5.6.2.1—Bascule Spans	5-10
5.6.2.2—Swing Spans	5-10
5.6.2.3—Vertical Lift Spans	5-10
5.7—SIZING BRAKES	5-10
5.7.1—General	5-10
5.7.2—Bascule Spans	5-11
5.7.3—Swing Spans	5-12
5.7.4—Vertical Lift Spans	5-12
5.8—MACHINERY DESIGN CRITERIA	5-12
5.8.1—General	5-12
5.8.2—Engine-Generator Drives	5-13
5.8.2.1—Auxiliary Drives	5-13
5.8.3—Braking	5-14
5.9—MACHINERY EFFICIENCIES AND LOSSES	5-14
5.9.1—General	5-14
5.9.2—Friction Factors	5-14
5.9.3—Wire Rope Bending Losses	5-15
5.9.4—Efficiency Factors for Gearing	5-15
5.9.4.1—Open Spur Gearing	5-15
5.9.4.2—Enclosed Reducers	5-15
5.9.4.2.1—Parallel Spur and Helical, or Bevel	5-15
5.9.4.2.2—Worm Gear	5-16
5.10—REFERENCES	5-16

SECTION 6: MECHANICAL DESIGN
TABLE OF CONTENTS

6.1—SCOPE 6-1

6.2—DEFINITIONS 6-1

6.3—NOTATION 6-2

 6.3.1—General 6-2

6.4—GENERAL REQUIREMENTS 6-5

 6.4.1—Machinery 6-5

 6.4.1.1—Limit States and Load/Resistance Factors 6-5

 6.4.1.2—General 6-6

 6.4.1.3—Location of Machinery 6-6

 6.4.1.4—Support and Anchorage 6-6

 6.4.2—Aligning and Locking of Movable Span 6-6

 6.4.3—Elevators 6-7

6.5—DESIGN LOADING REQUIREMENTS 6-7

6.6—RESISTANCE OF MACHINERY PARTS 6-7

 6.6.1—Resistance at the Service Limit State 6-8

 6.6.2—Resistance of Components in Bearing at the Service Limit State 6-9

 6.6.2.1—General 6-9

 6.6.2.2—Bearing on Components Not Subject to Motion 6-9

 6.6.2.3—Intermittent Motion and Slow Speeds 6-9

 6.6.2.4—Intermediate Speeds 6-10

 6.6.2.5—Heating and Seizing 6-10

 6.6.2.6—Bearing on Rollers 6-11

 6.6.3—Design for the Fatigue Limit State 6-12

 6.6.3.1—General 6-12

 6.6.3.2—Endurance Limit 6-12

 6.6.4—Resistance of Open Spur Gearing Using Allowable Stresses 6-14

 6.6.4.1—General 6-14

 6.6.4.2—Spur Gear Bending Resistance at the Fatigue Limit State, S_{at} 6-14

 6.6.4.3—Allowable Spur Gear Contact/Durability/Wear Stresses at the Fatigue Limit State 6-14

 6.6.4.4—Allowable Spur Gear Yield Stresses for Intermittent Overload 6-14

 6.6.5—Wire Rope Allowable Stresses 6-15

6.7—MECHANICAL MACHINERY DESIGN 6-15

 6.7.1—General 6-15

 6.7.2—Requirements for Design with Static Stresses 6-15

 6.7.2.1—General 6-15

 6.7.2.2—Uniaxial Normal Stress and Shear Stress 6-16

 6.7.2.3—Combined Stresses 6-16

 6.7.3—General Requirements for Design with Fluctuating Stresses at the Fatigue Limit State 6-17

 6.7.3.1—General 6-17

 6.7.3.2—Stress Concentration Factors—Uniaxial Normal Stress and Shear 6-17

 6.7.3.3—Fatigue Design 6-18

 6.7.3.3.1—Mean and Amplitude Stresses 6-18

6.7.3.3.2—Fatigue Failure Theory	6-18
6.7.4—Shafts, Trunnions, Machine Elements Subjected to Cyclic Stresses	6-19
6.7.4.1—Shaft and Trunnion Diameter	6-19
6.7.4.2—Shaft Length and Deformation	6-20
6.7.4.3—Shaft Critical Speed	6-21
6.7.4.4—Shafts Integral with Pinions	6-21
6.7.5—Design of Open Spur Gearing	6-22
6.7.5.1—General.	6-22
6.7.5.2—AGMA Spur Gear Design Equations	6-22
6.7.5.2.1—General	6-22
6.7.5.2.2—Design for the Fatigue Limit State	6-23
6.7.5.2.3—Surface Durability and Wear—Design Equations	6-26
6.7.5.2.4—Yield Failure at Intermittent Overload	6-27
6.7.6—Enclosed Speed Reducers.	6-28
6.7.6.1—General.	6-28
6.7.6.2—Parallel Spur, Helical, and Bevel Gear Reducers	6-28
6.7.6.3—Worm Gear Reducers	6-29
6.7.6.4—Planetary Gear Reducers.	6-29
6.7.6.5—Cycloidal Speed Reducers.	6-29
6.7.6.6—Mechanical Actuators.	6-30
6.7.7—Bearing Design	6-30
6.7.7.1—Plain Bearings.	6-30
6.7.7.1.1—General	6-30
6.7.7.1.2—Plain Bearing Design Equations	6-30
6.7.7.1.3—Lubricated Plain Bearings.	6-31
6.7.7.1.4—Self-Lubricating, Low Maintenance Plain Bearings	6-32
6.7.7.1.4a—Metallic Bearings	6-32
6.7.7.1.4b—Non-Metallic Bearings	6-32
6.7.7.2—Rolling Element Bearings	6-33
6.7.7.2.1—General	6-33
6.7.7.2.2—Rolling Element Bearing Design	6-33
6.7.7.2.3—Roller Bearings for Heavy Loads	6-34
6.7.7.2.4—Sizing of Large Rolling Element Bearings	6-35
6.7.8—Fits and Finishes	6-36
6.7.9—Hubs, Collars, and Couplings	6-37
6.7.9.1—Hubs.	6-37
6.7.9.2—Collars	6-38
6.7.9.3—Couplings.	6-38
6.7.10—Keys and Keyways	6-38
6.7.10.1—General.	6-38
6.7.10.2—Capacity of Keys.	6-40
6.7.11—Splines	6-40
6.7.12—Mechanical Shrink/Friction Fit Assemblies	6-40

6.7.13—Motor and Machinery Brake Design	6-40
6.7.13.1—General	6-40
6.7.13.2—Requirements for Electrically Released Motor Brakes	6-41
6.7.13.3—Electrically Released Machinery Brakes	6-42
6.7.13.4—Hydraulically Released Machinery Brakes	6-43
6.7.13.5—Hand or Foot Released Brakes	6-43
6.7.14—Machinery Support Members and Anchorage	6-43
6.7.14.1—Machinery Supports	6-43
6.7.14.2—Anchorage	6-43
6.7.15—Fasteners, Turned Bolts, and Nuts	6-43
6.7.16—Miscellaneous Machinery Requirements	6-44
6.7.16.1—Safety Covers and Guards	6-44
6.7.16.2—Dust and Water Protection Covers	6-44
6.7.16.3—Drain Holes	6-45
6.7.16.4—Drip Pans	6-45
6.7.16.5—Compressed Air Devices	6-45
6.8—BRIDGE TYPE SPECIFIC MECHANICAL MACHINERY DESIGN	6-45
6.8.1—Bascule Spans	6-45
6.8.1.1—Drive Machinery	6-45
6.8.1.2—Racks and Pinions	6-45
6.8.1.2.1—General	6-45
6.8.1.2.2—Racks	6-45
6.8.1.2.3—Pinions	6-46
6.8.1.3—Trunnions and Bearings	6-46
6.8.1.3.1—Trunnions	6-46
6.8.1.3.2—Trunnion Bearings	6-47
6.8.1.4—Buffers	6-47
6.8.1.5—Span and Tail Locks, Centering Devices	6-47
6.8.1.5.1—Locking Devices	6-47
6.8.1.5.2—Centering Devices	6-49
6.8.2—Swing Spans	6-49
6.8.2.1—Drive Machinery	6-49
6.8.2.2—Racks and Pinions	6-49
6.8.2.3—Pivot Bearing	6-50
6.8.2.4—End Lifts	6-50
6.8.2.5—Center Wedges	6-51
6.8.2.6—Balance Wheels	6-51
6.8.2.7—Rim Bearing Wheels	6-51
6.8.2.8—Tracks	6-52
6.8.2.9—Centering Devices	6-52
6.8.2.10—Span Locks	6-52
6.8.3—Vertical Lift Spans	6-52
6.8.3.1—Span Drive Vertical Lifts	6-52

6.8.3.1.1—Drive Machinery	6-52
6.8.3.1.2—Operating Ropes	6-53
6.8.3.1.3—Operating Drums and Deflector Sheaves	6-53
6.8.3.1.4—Take-Up Assemblies	6-53
6.8.3.2—Tower Drive Vertical Lifts	6-54
6.8.3.2.1—Drive Machinery	6-54
6.8.3.2.2—Ring Gears and Pinions	6-54
6.8.3.2.3—Equalizing Devices	6-54
6.8.3.3—Wire Ropes and Sockets	6-54
6.8.3.3.1—Diameter of Wire Ropes	6-54
6.8.3.3.2—Construction	6-55
6.8.3.3.3—Lay	6-55
6.8.3.3.4—Wire Rope Stresses	6-55
6.8.3.3.5—Short Arc of Contact	6-56
6.8.3.3.6—Wire Rope Tensile Strengths	6-56
6.8.3.3.7—Wire Rope Sockets	6-57
6.8.3.4—Sheaves	6-58
6.8.3.4.1—General	6-58
6.8.3.4.2—Counterweight Sheaves	6-59
6.8.3.4.3—Sheave Trunnions and Bearings	6-60
6.8.3.5—Counterweights and Rope Anchorages	6-60
6.8.3.5.1—Counterweights	6-60
6.8.3.5.2—Counterweight Rope Anchorages	6-60
6.8.3.5.3—Clearance Below Counterweights	6-61
6.8.3.6—Buffers	6-61
6.8.3.7—Span Locks and Centering Devices	6-61
6.8.3.7.1—Locking Devices	6-61
6.8.3.7.2—Centering Devices	6-62
6.8.3.8—Span and Counterweight Guides	6-62
6.9—EMERGENCY DRIVES	6-62
6.9.1—Engines—for Driving Generators, Hydraulic Power Units, and for Span Drive	6-62
6.9.2—Manual Operation	6-64
6.9.2.1—General	6-64
6.9.2.2—Hand or Foot Power	6-64
6.9.2.3—Hand or Foot Brakes	6-64
6.9.2.4—Manual Operation of Span Locks and Lifts	6-65
6.10—LUBRICATION	6-65
6.10.1—General	6-65
6.10.2—Lubrication Fittings	6-65
6.10.3—Lubrication of Bearings	6-65
6.10.3.1—Plain Journal Bearings	6-65
6.10.3.2—Rolling Element Bearings	6-66
6.10.4—Lubrication of Gears	6-67

6.10.4.1—Open Spur Gearing	6-67
6.10.4.2—Enclosed Gearing	6-67
6.10.5—Lubrication of Couplings and Miscellaneous Mechanical Components.	6-67
6.10.6—Lubrication of Wire Ropes	6-68
6.10.7—Lubrication of Wedges and Strike Plates	6-68
6.11—REFERENCES	6-68
APPENDIX A6: STRESS CONCENTRATION FACTORS	6-71
A6.1—STRESS CONCENTRATION FACTORS FOR KEYWAYS AND THREADS	6-71
A6.2—CHARTS OF THEORETICAL STRESS CONCENTRATION FACTORS	6-72

SECTION 7: HYDRAULIC DESIGN
TABLE OF CONTENTS

7.1—GENERAL REQUIREMENTS. 7-1

 7.1.1—Design Objectives 7-1

 7.1.2—Contract Documents 7-1

 7.1.3—Symbols 7-1

 7.1.4—Related Standards 7-1

7.2—DEFINITIONS. 7-2

7.3—NOTATION 7-3

7.4—DESIGN LOADING CRITERIA. 7-3

 7.4.1—Power Requirements for Hydraulic System Design 7-3

 7.4.2—Machinery Design Criteria and Limit States 7-3

 7.4.3—Hydraulic Cylinder Connections 7-4

 7.4.4—Hydraulic System Limit States 7-5

 7.4.4.1—General Requirements. 7-5

 7.4.4.2—Component Resistance 7-5

 7.4.4.3—Pipe, Tubing, and Fittings 7-5

 7.4.4.4—Hydraulic Cylinders 7-5

7.5—COMPONENTS. 7-6

 7.5.1—Hydraulic Fluid 7-6

 7.5.2—Electric Motors 7-6

 7.5.2.1—General 7-6

 7.5.2.2—Open-Loop Systems. 7-7

 7.5.2.3—Closed-Loop Systems. 7-7

 7.5.2.4—Auxiliary Devices 7-7

 7.5.3—Internal Combustion Engines. 7-8

 7.5.4—Couplings 7-8

 7.5.5—Pumps. 7-8

 7.5.5.1—Main Drive System Pumps 7-8

 7.5.5.2—Auxiliary Pumps 7-9

 7.5.6—Control Valves. 7-9

 7.5.6.1—General 7-9

 7.5.6.2—Directional and Speed Control Valves 7-9

 7.5.6.3—Solenoid-Operated Valves. 7-10

 7.5.6.4—Pressure Control Valves 7-10

 7.5.7—Accumulators. 7-10

 7.5.8—Fluid Reservoirs 7-10

 7.5.9—Hydraulic Power Unit Accessories 7-11

 7.5.9.1—Heat Exchanger. 7-11

 7.5.9.2—Emergency Pumps 7-11

 7.5.10—Filters 7-11

 7.5.11—Hydraulic Motors 7-12

 7.5.11.1—Hydraulic Motors for Span Operation. 7-12

 7.5.11.2—Hydraulic Motors for Auxiliary Devices 7-13

7.5.12—Hydraulic Cylinders	7-13
7.5.12.1—Cylinders for Span Operation	7-13
7.5.12.2—Cylinder Buckling	7-14
7.5.12.3—Cylinder Circuits	7-15
7.5.13—Hydraulic Brakes	7-16
7.5.14—Pressure Indicators	7-16
7.6—GENERAL DESIGN PROVISIONS	7-17
7.6.1—Safety	7-17
7.6.2—Working Pressures	7-17
7.6.3—System and Component Efficiency	7-18
7.6.4—Component Ratings	7-18
7.6.5—Controls	7-19
7.6.5.1—Closed-Loop Systems	7-19
7.6.5.2—Open-Loop Systems	7-20
7.6.5.3—Seating Pressure Control	7-20
7.6.6—Shock and Surge Suppression	7-21
7.6.7—Filtration and Fluid Conditioning	7-21
7.6.8—Temperature Control	7-21
7.6.9—Fluid Conductors	7-22
7.6.9.1—Maximum Flow Rates	7-22
7.6.9.2—Pipe and Pipe Fittings	7-22
7.6.9.3—Tubing and Tube Fittings	7-23
7.6.9.4—Hose Assemblies	7-23
7.6.9.5—Quick Disconnects	7-24
7.7—DETAILING OF HYDRAULIC SYSTEMS	7-24
7.7.1—Power Units	7-24
7.7.2—Plumbing	7-24
7.7.3—Serviceability	7-24
7.7.4—Identification and Accessibility	7-24
7.8—FABRICATION AND CONSTRUCTION	7-25
7.8.1—General	7-25
7.8.2—Flushing and Filling	7-25
7.8.3—Painting	7-25
7.8.4—Testing	7-26
7.8.4.1—General	7-26
7.8.4.2—Shop Tests	7-26
7.8.4.2.1—Power Units	7-26
7.8.4.2.2—Hydraulic Cylinders	7-26
7.8.4.3—Field Tests	7-27
7.9—MATERIALS	7-27
7.9.1—Hydraulic Plumbing	7-27
7.9.1.1—Pipe and Pipe Fittings	7-27
7.9.1.2—Tubing and Tube Fittings	7-28

7.9.1.3—Hoses and Hose Fittings	7-28
7.9.1.4—Quick Disconnects	7-29
7.9.1.5—Manifolds	7-29
7.10—REFERENCES	7-29

SECTION 8: ELECTRICAL DESIGN
TABLE OF CONTENTS

8.1—SCOPE 8-1
 8.1.1—Scope, Codes, and Standards 8-1
 8.1.2—Safety 8-2
8.2—DEFINITIONS 8-2
8.3—ELECTRIC SUPPLY AND POWER DISTRIBUTION 8-3
 8.3.1—Commercial Electric Service 8-3
 8.3.2—Circuit Breakers 8-3
 8.3.2.1—Low-Voltage Circuit Breakers (600 Volts and Below) 8-3
 8.3.2.2—High-Voltage Circuit Breakers (Above 600 Volts) 8-3
 8.3.3—Fuses 8-4
 8.3.3.1—Fuses Rated 20 Amps and Higher 8-4
 8.3.3.2—Fuses Rated below 20 Amps 8-4
 8.3.4—Disconnect Switches 8-4
 8.3.5—Transformers 8-5
 8.3.5.1—General Purpose Transformers 8-5
 8.3.5.2—Drive Isolation Transformers 8-5
 8.3.6—High-Voltage Switchgear (600 Volts and Above) 8-5
 8.3.7—Surge Protection 8-6
 8.3.8—Transfer Switches 8-7
 8.3.8.1—General 8-7
 8.3.8.2—Automatic Transfer Switches 8-7
 8.3.8.3—Nonautomatic Transfer Switches 8-8
 8.3.9—Engine-Generator Sets 8-8
 8.3.9.1—General 8-8
 8.3.9.2—Engine Instruments and Controls 8-8
 8.3.9.3—Generator Instruments and Controls 8-9
 8.3.9.4—Supplemental Generator Loading 8-9
 8.3.9.5—Ventilation 8-9
 8.3.9.6—Remote Radiators 8-10
8.4—ELECTRICAL CONTROL SYSTEMS 8-10
 8.4.1—Operating Sequence and Interlocking Requirements 8-10
 8.4.1.1—Bascule Bridges, Single Leaf and Double Parallel Leaf 8-10
 8.4.1.2—Bascule Bridges, Double Opposing Leaf 8-11
 8.4.1.3—Vertical Lift Bridges 8-12
 8.4.1.4—Swing Spans 8-12
 8.4.2—Control Logic 8-13
 8.4.2.1—General 8-13
 8.4.2.2—Relay Control Logic 8-14
 8.4.2.3—Programmable Logic Controller (PLC) 8-14
 8.4.2.4—Industrial Computer Control 8-14
 8.4.2.5—Emergency Stop 8-14
 8.4.2.6—Normal Stop 8-15

8.4.3—Bypass Switches	8-15
8.4.4—Limit Switches	8-15
8.4.4.1—General	8-15
8.4.4.2—Lever Arm Limit Switches	8-16
8.4.4.3—Rotary Cam Limit Switches	8-16
8.4.4.4—Proximity Switches	8-16
8.4.5—Position Indicator Systems	8-17
8.4.5.1—General	8-17
8.4.5.2—Synchronous Systems	8-17
8.4.5.3—Potentiometer Systems	8-17
8.4.5.4—Resolver Systems	8-17
8.4.5.5—Absolute Encoder Systems	8-18
8.4.6—Control Console	8-18
8.4.6.1—General	8-18
8.4.6.2—Control Console Devices	8-19
8.4.6.3—Control Console Construction	8-19
8.4.7—Electrical Signal Multiplexing	8-20
8.4.8—Fiber Optics	8-20
8.4.9—Radio Data Links	8-20
8.5—ELECTRIC MOTORS	8-21
8.5.1—General Requirements	8-21
8.5.2—Application-Specific Criteria	8-22
8.5.2.1—General	8-22
8.5.2.2—Span Drive Motors	8-22
8.5.2.2.1—AC Squirrel Cage Motors	8-22
8.5.2.2.2—AC Wound Rotor Motors	8-23
8.5.2.2.3—DC Motors	8-24
8.5.2.3—Skew Control, or Synchronizing Motors	8-24
8.5.2.4—Ancillary Device Motors	8-25
8.6—ELECTRIC MOTOR CONTROLS	8-25
8.6.1—Speed Control of Span Drive Motors	8-25
8.6.1.1—General	8-25
8.6.1.2—Stepped Resistance Control	8-26
8.6.1.3—SCR (AC Thyristor) Speed Control	8-26
8.6.1.4—DC Speed Control	8-26
8.6.1.5—Variable Frequency Speed Control	8-26
8.6.1.6—Flux Vector Speed Control	8-27
8.6.2—Master Switches	8-27
8.6.3—Resistors	8-28
8.6.4—Tachometers, Encoders, and Overspeed Switches	8-28
8.6.4.1—Tachometers	8-28
8.6.4.2—Encoders	8-28
8.6.4.3—Overspeed Switches	8-28

8.6.5—Motor Control Centers	8-29
8.6.6—Contactors	8-30
8.6.7—Electronic Reduced-Voltage Starters	8-30
8.6.8—Overload Relays	8-30
8.7—ELECTRICALLY-OPERATED BRAKES	8-31
8.8—CONTROL CABINETS	8-31
8.9—ELECTRICAL CONDUCTORS	8-31
8.9.1—General Requirements	8-31
8.9.2—Splicing and Tapping Conductors	8-32
8.9.3—Labeling and Identifying Conductors	8-32
8.9.4—Exposed Conductors and Cables	8-33
8.9.5—Flexible Loop and Droop Cables	8-33
8.9.6—Aerial Cables	8-33
8.9.7—Submarine Cables	8-33
8.9.7.1—Conductors	8-34
8.9.7.2—Cable Construction	8-34
8.9.7.3—Inner and Outer Jacket Material	8-35
8.9.7.4—Cable Armor Wire	8-35
8.9.7.5—Testing	8-36
8.9.7.6—Support	8-36
8.10—CONDUITS, WIREWAYS, BOXES, AND CABINETS	8-36
8.10.1—Conduit, General Requirements	8-36
8.10.1.1—Rigid Steel Conduit	8-37
8.10.1.2—Rigid Aluminum Conduit	8-37
8.10.1.3—Electrical Metallic Tubing (EMT)	8-37
8.10.1.4—Rigid Nonmetallic Conduit	8-38
8.10.1.5—Flexible Conduit	8-38
8.10.2—Wireways	8-38
8.10.3—Junction Boxes and Terminal Cabinets	8-39
8.11—SERVICE LIGHTS AND RECEPTACLES	8-39
8.12—GROUNDING	8-40
8.12.1—General	8-40
8.12.2—Equipment Grounding	8-40
8.12.3—Structure Grounding	8-41
8.13—LIGHTNING PROTECTION	8-42
8.13.1—Standards and Codes	8-42
8.13.2—Requirements	8-42
8.13.2.1—General	8-42
8.13.2.2—Air Terminals	8-42
8.13.2.3—Conductors	8-42
8.13.2.4—Attachment Hardware	8-43
8.13.2.5—Ground Terminals	8-43
8.14—SPARE PARTS	8-43

8.15—REFERENCES	8-44
APPENDIX 8A: GUIDELINES FOR THE OPERATION OF MOVABLE BRIDGES FROM REMOTE LOCATIONS	8-45
8A.1—GENERAL PROVISIONS	8-45
8A.1.1—Applicable Codes, Standards, and Regulations	8-45
8A.1.2—Design Philosophy	8-45
8A.2—ABBREVIATIONS, DEFINITIONS, AND COMPONENT CLASSIFICATIONS	8-47
8A.3—PROGRAMMATIC ASSESSMENT	8-48
8A.3.1—General.	8-48
8A.3.2—Remote Operating Capacity Assessment	8-48
8A.3.3—Contingency Planning.	8-48
8A.3.4—Incident Response.	8-49
8A.3.5—Bridge Condition and System Compatibility	8-49
8A.3.6—Maintenance Considerations	8-49
8A.3.7—Pilot Implementation.	8-49
8A.3.8—Cybersecurity Risk Assessment	8-49
8A.3.9—Remote Operation of Multiple Bridges.	8-50
8A.4—CONTROL SYSTEMS	8-50
8A.4.1—Control System Design	8-50
8A.4.2—Control System Architecture	8-51
8A.4.2.1—General	8-51
8A.4.2.2—Modes of Operation.	8-51
8A.4.2.3—Remote Operating Sequence	8-51
8A.4.2.4—Control Logic	8-53
8A.4.2.4.1—General	8-53
8A.4.2.4.2—Interlocking Requirements	8-53
8A.4.2.4.3—Bypass Switches.	8-54
8A.4.2.4.4—Emergency Stop.	8-54
8A.4.2.4.5—Control of Standby Power.	8-54
8A.4.2.5—Field Devices and Sensors	8-55
8A.4.2.5.1—General	8-55
8A.4.2.5.2—Pedestrian and Non-Motorized Vehicle Detection	8-55
8A.4.2.5.3—Roadway Traffic Detection	8-55
8A.4.2.5.4—Marine Traffic Detection.	8-55
8A.4.2.6—Lightning Protection	8-56
8A.4.3—Local Operation	8-56
8A.4.3.1—General	8-56
8A.4.3.2—Lock-Out/Tag-Out Provisions	8-56
8A.4.4—Remote Operation.	8-56
8A.4.4.1—General	8-56
8A.4.4.2—Remote Operating Station	8-56
8A.4.4.3—System Monitoring	8-57
8A.4.4.3.1—General	8-57

8A.4.4.3.2—Annunciation and Troubleshooting	8-57
8A.5—SURVEILLANCE SYSTEMS	8-57
8A.5.1—Video Surveillance Systems.	8-57
8A.5.1.1—General	8-57
8A.5.1.2—Closed Circuit Television Systems	8-57
8A.5.1.3—Infrared Cameras.	8-58
8A.5.1.4—Thermal Image Cameras	8-58
8A.5.1.5—Video Vehicle Sensing	8-58
8A.5.2—Intrusion Detection.	8-58
8A.5.3—Fire Detection.	8-58
8A.5.4—Surveillance Field Devices	8-59
8A.5.4.1—General	8-59
8A.5.4.2—Inductive Loop Sensors	8-59
8A.5.4.3—Intelligent Beacon Sensing Technology	8-59
8A.5.4.4—Motion Detectors.	8-59
8A.5.4.5—Variable Message Signs	8-59
8A.5.4.6—Channel Sensors	8-59
8A.5.4.7—Radar Detection Systems	8-60
8A.5.4.8—Automatic Identification System.	8-60
8A.6—COMMUNICATION SYSTEMS	8-60
8A.6.1—General.	8-60
8A.6.2—Two-Way Public Address System.	8-60
8A.6.3—Marine Radio	8-61
8A.6.4—Telephone	8-61
8A.6.5—Communication Link	8-61
8A.6.5.1—Automatic Identification System.	8-61
8A.6.5.2—Fiber-Optic Connections	8-61
8A.6.5.3—Wireless Connections.	8-62
8A.6.5.4—Cybersecurity	8-62
8A.6.5.4.1—General	8-62
8A.6.5.4.2—Risk Assessment.	8-62
8A.6.5.4.3—Security	8-63
8A.6.5.4.4—OT Intrusion Detection and Prevention (IDS/IPS)	8-63
8A.6.5.4.5—Encryption	8-63