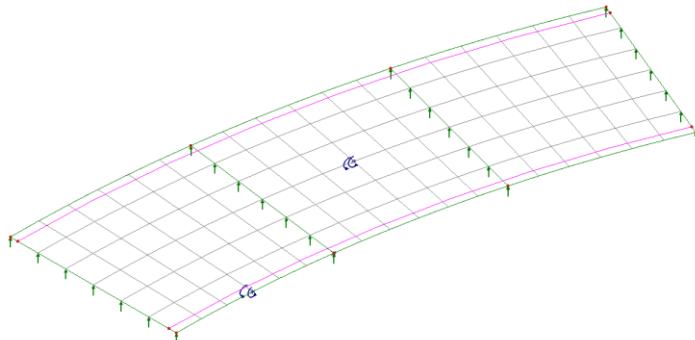


Bridge Design Load Combinations to EN1990

For LUSAS version:	17.0
For software product(s):	LUSAS <i>Bridge</i> .
With product option(s):	None.
Note: The example exceeds the limits of the LUSAS Teaching and Training Version.	

Description

This example uses a supplied LUSAS bridge model that contains EN1991-2 loadings and loadcases for the UK National Annex. The design load combinations wizard is used to investigate worst case positive and negative effects for three influence point locations on the model, at edge mid-span 1, the middle of span 2, and an internal support.



The structure is modelled using thick plate elements, representing a deck of inner radius 75m, outer radius 86m and thickness 0.7m. The deck has a width of 11m consisting of a 10m wide carriageway region and two 0.5m wide verges.

Objectives

- Generation of load combination for a road bridge in accordance with EN 1990 using the UK National annex

Keywords

2D, Slab, Vehicle Load Optimisation (VLO), Design Combinations, EN 1990 Bridges, Positive Effects, Negative Effects

Associated Files



- load_comb_wizard_preliminary.mdl** Model file of the structure.

Modelling

Running LUSAS Modeller

For details of how to run LUSAS Modeller see the heading *Running LUSAS Modeller* in the *Introduction to LUSAS Worked Examples* document.

Loading the Model

To start this example open the read-only file **load_comb_wizard_preliminary.mdl** located in the **\<LUSAS Installation Folder>\Examples\Modeller** directory.

Depending upon your access rights it may be necessary to copy this file to another folder before it can be opened, and remove the read-only protection before it can be saved to the new folder. Once opened:

The basic bridge geometry will be displayed.

- Save the file as **\<LUSAS Installation Folder>\Projects\ load_comb_wizard**

Loadcases considered

Traffic loadcases in the model were created using the LUSAS Traffic Load Optimization (TLO) facility for the EN1991-2 UK National Annex. The Muller-Breslau (reciprocal) theorem was used and influence surfaces defined for:

- Edge mid-span bending span 1
- Mid-span bending span 2
- Maximum reaction at an internal support

Characteristic, Combination & Frequent loadcases were created in a separate analysis.

The following characteristic loadcases were assigned to the model:

- Dead Load
- Surfacing
- Settlement
- Thermal actions
- Traffic loading to EN1991-2 UK

The Vehicle Load Optimisation (VLO) loadings and loadcases can be seen in the  and  Treeviews.



Note. For bridge loading codes the load combination wizard has been developed for use with traffic loads output from the Vehicle Load Optimisation facility. If VLO is not used to generate the traffic loads, appropriate load combinations should be created with lane factors, modifications factors and load factors applied as are applied in the VLO.

Running the Analysis

With the model loaded:



Open the **Solve Now** dialog. Ensure that only **Analysis 1** and **VLO Analysis** are selected and press **OK** to begin the analysis.



Note. There is no need to solve the Reciprocal Influence Analysis because influence shapes will not be examined in this example.

A LUSAS Datafile will be created from the model information. The LUSAS Solver uses this datafile to perform the analysis.

If the analysis is successful...

 Analysis loadcase results are added to the  Treeview for Analysis 1 and VLO Analysis. In addition, two files will be created in the Associated Model Data directory for each analysis where the model file resides:



- load_comb_wizard~Analysis 1.out** and **load_comb_wizard~VLO Analysis.out** these output files contain details of model data, assigned attributes and selected statistics of the analysis.
- load_comb_wizard~Analysis 1.mys** and **load_comb_wizard~VLO Analysis.mys** these are the LUSAS

results file which are loaded automatically into the  Treeview to allow results processing to take place.

Viewing the Results

Traffic Envelopes

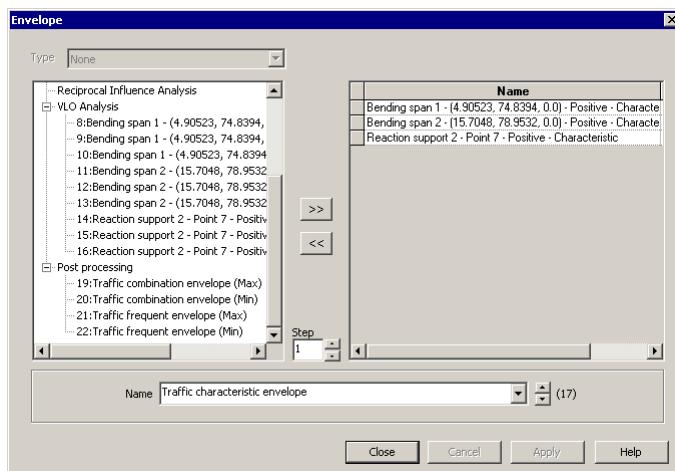
An envelope is to be created for each of the Characteristic, Combination & Frequent loadcases.

To create the Characteristic loadcase envelope hold down the **Ctrl** key whilst selecting the following:

- **(8) Bending span 1 - (4.90523, 74.8394, 0.0) - Positive – Characteristic**
- **(11) Bending span 2 - (15.7048, 78.9532, 0.0) - Positive - Characteristic**
- **(14) Reaction support 2 - Point 7 - Positive – Characteristic**

• Press the Add to  button to add the selected datasets to the envelope.

• Change the name to **Traffic characteristic envelope** and click **OK**



To create the Combination loadcase envelope hold down the **Ctrl** key whilst selecting the following:

- **(9) Bending span 1 - (4.90523, 74.8394, 0.0) - Positive – Combination**
- **(12) Bending span 2 - (15.7048, 78.9532, 0.0) - Positive – Combination**
- **(15) Reaction support 2 - Point 7 - Positive – Combination**

- Press the Add to  button to add the selected datasets to the envelope.
- Change the name to **Traffic combination envelope** and click **OK**

Analyses

Envelope...

To create the Frequent loadcase envelope hold down the **Ctrl** key whilst selecting the following:

- **(10) Bending span 1 - (4.90523, 74.8394, 0.0) - Positive - Frequent**
- **(13) Bending span 2 - (15.7048, 78.9532, 0.0) - Positive - Frequent**
- **(16) Reaction support 2 - Point 7 - Positive - Frequent**
- Press the Add to  button to add the selected datasets to the envelope.
- Change the name to **Traffic frequent envelope** and click **OK**

Load Combinations

The design load combinations wizard allows you to assign a predefined load type to each loadcase, envelope or basic combination based on a chosen design code. Doing so allows different combinations for those load types to be generated.

Design

Design

Combinations...

The Load Combination dialog will appear. From each drop-down list, select the following:

- Design Code: **EN 1990 – 2002 Highway Bridges UK**.
- Self Weight: **(Gc) | Concrete self weight**.
- Surfacing: **(Grs) | Road surfacing (Grs)**.
- Support Yielding Case 1 to 4: **(SL) | Settlement linear elastic analysis**.
- Temperature: **(Qt) | Thermal**.
- Do not make any selections for Bending Span 1, 2 or Reaction support 2 VLO loadcase results because, for this example, all pre-defined load types will be assigned to the envelopes that have been defined.

Design Combinations

Design Code: EN 1990 - 2002 Highway Bridges UK

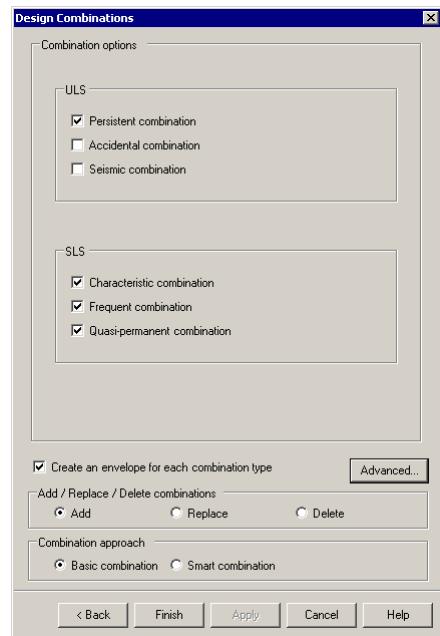
ID	Name	Type
1	Self Weight	Gc Concrete self weight
2	Surfacing	Grs Road surfacing
3	Support Yielding Case 1	SL Settlement linear elastic analysis
4	Support Yielding Case 2	SL Settlement linear elastic analysis
5	Support Yielding Case 3	SL Settlement linear elastic analysis
6	Support Yielding Case 4	SL Settlement linear elastic analysis
7	Temperature	Qt Thermal
8	Bending span 1 - (4.90523, 74.8394, 0.0) - Positive - Characteristic	None
9	Bending span 1 - (4.90523, 74.8394, 0.0) - Positive - Combination	None
10	Bending span 1 - (4.90523, 74.8394, 0.0) - Positive - Frequent	None
11	Bending span 2 - (15.7048, 78.9532, 0.0) - Positive - Characteristic	None
12	Bending span 2 - (15.7048, 78.9532, 0.0) - Positive - Combination	None
13	Bending span 2 - (15.7048, 78.9532, 0.0) - Positive - Frequent	None
14	Reaction support 2 - Point 7 - Positive - Characteristic	None
15	Reaction support 2 - Point 7 - Positive - Combination	None
16	Reaction support 2 - Point 7 - Positive - Frequent	None

Buttons: < Back | Next > | Cancel | Help

- Scroll to the bottom of the dialog and make the following assignments:
- Traffic characteristic envelope: **Qi Tch | Traffic Load - characteristic**.
- Traffic combination envelope: **Qi Tco | Traffic Load – combination**.
- Traffic frequent envelope: **Qi Tfr | Traffic Load - frequent**.
- Click **Next**

On the Combination options page of the wizard:

- For ULS ensure that the **Persistent combination** is selected
- For SLS check the **Characteristic combination, Frequent combination** and **Quasi-permanent combination** check boxes.
- Ensure that **Create an envelope for each combination type** is selected.
- Press the **Advanced** button, and on the Advanced Options dialog, with the Permanent Action tab selected, and for the **SL | Settlement linear elastic analysis** entry only, change **Mutual exclusive** from No to Yes, and click **OK**.
- Back on the main dialog, and for the Add / Replace / Delete Combinations, ensure **Add** is enabled.
- For the Combination approach, ensure **Basic Combination** is selected.
- Click **Finish** to generate the design load combinations



On completion, a Design Combinations – Basic parent folder is created in the  Treeview, containing folders holding the SLS Characteristic, SLS Frequent, SLS Quasi-permanent, and ULS Persistent (Eq 6.10) load combinations. A Max and Min envelope of the relevant loads is also created in each combination folder.



Note. For the 'SL | Settlement linear elastic analysis' load type, setting the mutually exclusive option to 'Yes' means that each loadcase will be considered individually in the combinations. Setting the mutual exclusive option to 'No', would mean that the cumulative effects of the settlement at each support would be considered in the combinations.

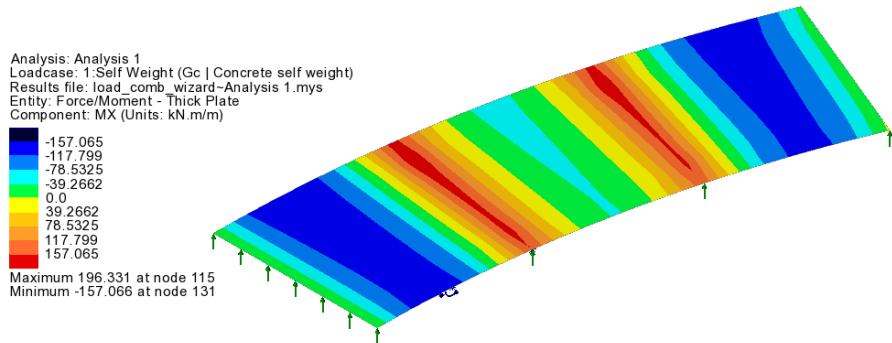
Displaying contours for Max and Min Effects

- If present, turn-off the display of the **Geometry** layer, and ensure the **Attributes** layer is turned on in the  Treeview.
- With no features selected, click the right-hand mouse button in a blank part of the graphics area and select the **Contours** option to add the contours layer to the  Treeview.

The contours properties dialog will be displayed.

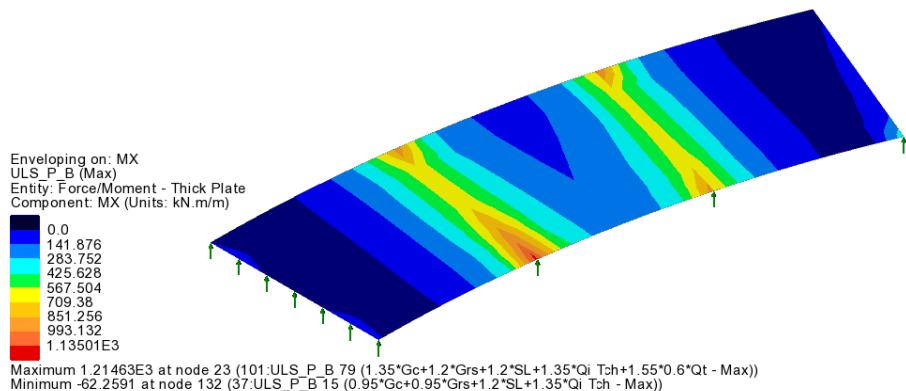
- Select Entity **Force/Moment - Thick Plate** component moments in the X direction **MX** and click **OK**

The Contour results for Loadcase 1 – Self Weight will be displayed.



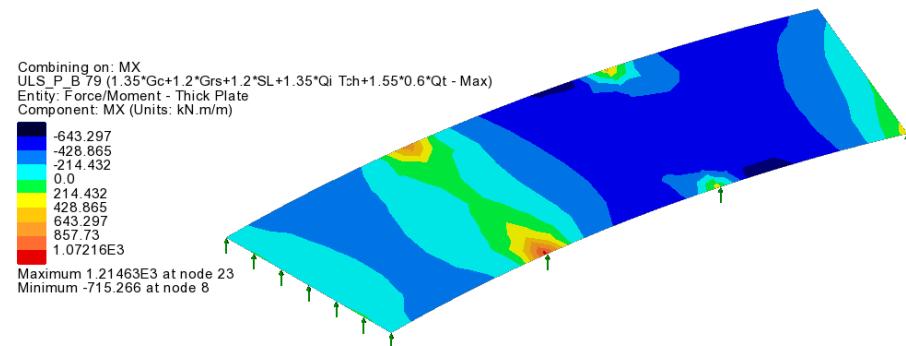
Displaying Maximum effects

- In the  Treeview, in the ULS Persistent Set B folder, right-click on combination **323:ULS_P_B (Max)** and select the **Set Active** option to view the worst positive effects (i.e. hogging moments and reactions). On the Set Active dialog leave **Max / min primary component with coincident effects** selected and click **OK**.



From the Contour key it can be seen that maximum values occur in combination **101:ULS_P_B 79 (1.35*Gc+1.2*Grs+1.2*SL+1.35*Qi Tch+1.55*0.6*Qt - Max)**.

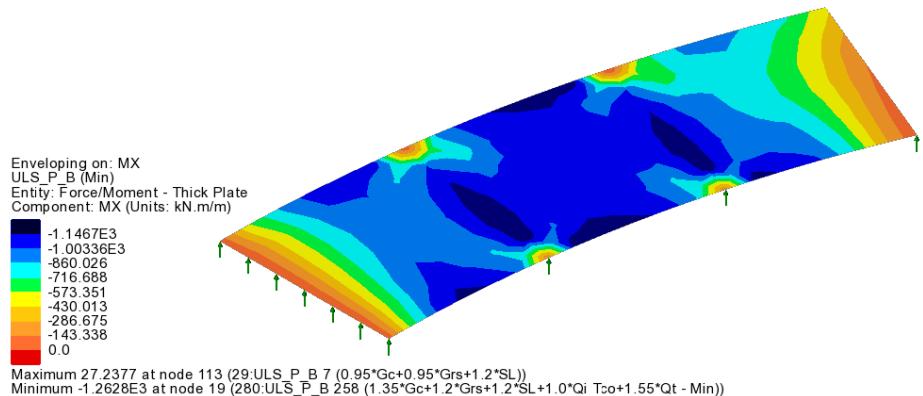
- In the Treeview, right-click on this combination and choose **Set Active**. On the Set Active dialog leave **Max / min primary component with coincident effects** selected and click **OK**.



Note. It can be seen that, in the Treeview, many of the combination descriptions in brackets are repeated four times. This is because the settlement at each support is considered in turn for combinations involving settlement.

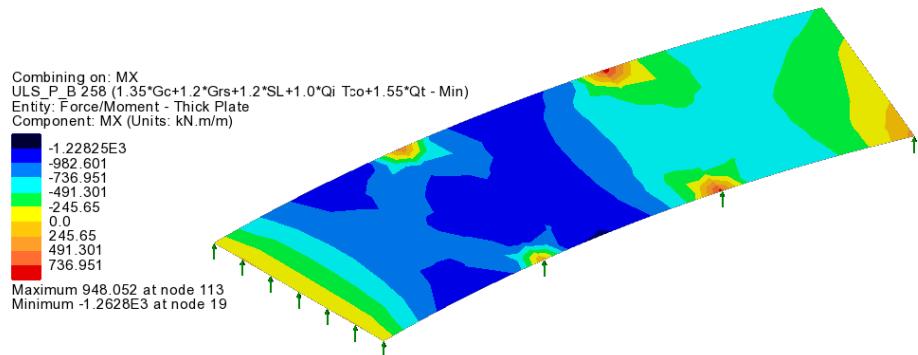
Displaying Minimum effects

- Set combination 324:ULS_P_B (Min) in the ULS Persistent folder active to view worst negative effects (i.e. sagging moments). On the Set Active dialog leave **Max / min primary component with coincident effects** selected and click **OK**.



From the Contour key it can be seen that minimum values occur in combination **280: ULS_P 258 (1.35*Gc+1.2*Grs+1.2*SL+1.0*Qt Tco+1.55*Qt-Min)**.

- Right click on this combination and choose **Set Active**. On the Set Active dialog leave **Max / min primary component with coincident effects** selected and click **OK**.



Additional results processing can be carried out for the SLS Characteristic, SLS Frequent and SLS Quasi permanent combinations in a similar manner.

Save the model



Save the model file.

This completes the example.

Discussion

Choosing to use a Basic Combination approach (as done in this example) enables the load factors used within each combination to be seen. At the point where the Combination approach is selected the Smart combination option could alternatively have been chosen, and with this approach the resulting combinations would be placed in a **Design Combinations – Smart** parent folder.

Using the Smart combination approach, the results from individual loadcases are factored with an adverse or relieving factor and added together. This generally produces significantly fewer load combinations in total, but note that the variable and permanent load factors actually used to create each max or min smart combination are not reported.

Number of combinations created for combination approach		
Combination type	Basic combination	Smart combination
Characteristic combination	75	10
Frequent combination	35	8
Quasi-permanent combination	10	4
Persistent	300	12

If smart combination approach were to be used in this example, an additional envelope would be created for the 'SL | settlement linear elastic analysis' load type as this is mutually exclusive. These reside in a folder called **Constituents**.

Instead of creating envelopes of the VLO loadcases, each VLO loadcase could be assigned the appropriate load type, i.e. ‘Qi Tch | Traffic Load – characteristic’, ‘Qi Tco | Traffic Load – combination’, and ‘Qi Tfr | Traffic Load – frequent’ and these could then be set to mutually exclusive. This would result in many more combinations being created.

Examples of the alternative settings made are shown on the following dialogs

ID	Name	Type
6	Support Yielding Case 4	SLI Settlement linear elastic analysis
7	Temperature	QI Thermal
8	Bending span 1. (-14.90523, 74.8394, 0.0) - Positive - Characteristic	Qi Tch Traffic Load - characteristic
9	Bending span 1. (-14.90523, 74.8394, 0.0) - Positive - Combination	Qi Tco Traffic Load - combination
10	Bending span 1. (-14.90523, 74.8394, 0.0) - Positive - Frequent	Qi Tfr Traffic Load - frequent
11	Bending span 2. (-15.7048, 78.9532, 0.0) - Positive - Characteristic	Qi Tch Traffic Load - characteristic
12	Bending span 2. (-15.7048, 78.9532, 0.0) - Positive - Combination	Qi Tco Traffic Load - combination
13	Bending span 2. (-15.7048, 78.9532, 0.0) - Positive - Frequent	Qi Tfr Traffic Load - frequent
14	Reaction support 2 - Point 7 - Positive - Characteristic	Qi Tch Traffic Load - characteristic
15	Reaction support 2 - Point 7 - Positive - Combination	Qi Tco Traffic Load - combination
16	Reaction support 2 - Point 7 - Positive - Frequent	Qi Tfr Traffic Load - frequent
17	Traffic characteristic envelope	None
19	Traffic combination envelope	None
21	Traffic frequent envelope	None

Design Combinations

Design Code: EN 1990 - 2002 Highway Bridges: UK

Back Next Cancel Help

Advanced Options	
Permanent actions	Variable actions
Load types	
Qi Tch Traffic Load - characteristic	Partial factor (gamma Q) 1.35
Qi Tco Traffic Load - combination	Combination factor (psi 0) 1.00
Qi Tfr Traffic Load - frequent	Frequent factor (psi 1) 1.35
Qi Top Traffic Load - quasi permanent	Quasi-permanent factor (psi 2) 1.00
Qi Hb Horizontal forces - braking and acceleration	Mutually exclusive Yes
Qi Hc Horizontal forces - centrifugal and other transverse	Yes
Qwp Wind Persistent	1.70
Qwt Wind compatible with Road Traffic	0.50
QI Thermal	0.20
A1 Accidental	0.00
Ae Seismic	0.60
Ae Seismic	0.50
A1 Accidental	Yes
Ae Seismic	Yes

OK Cancel Help

For more information on Basic and Smart Combinations please refer to the Modeller Reference Manual.

