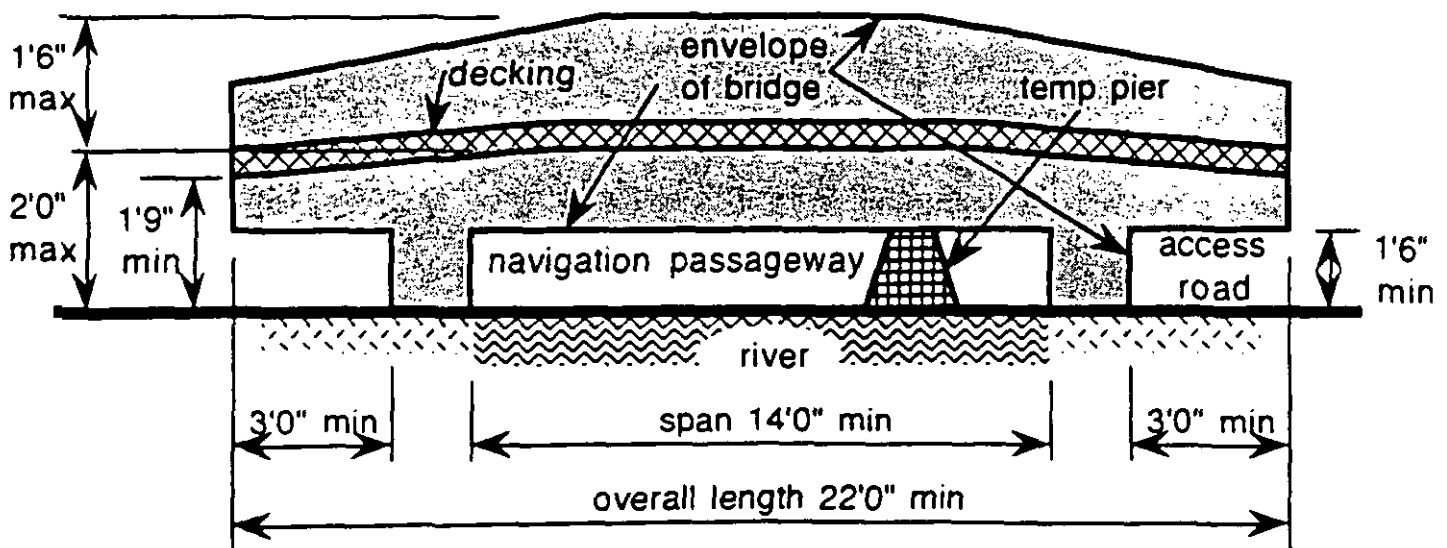




2000 STUDENT STEEL BRIDGE

Competition

For Student Chapters Of
The American Society Of Civil Engineers



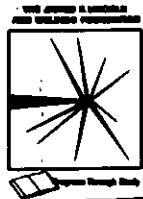
Spans and Clearance (Side View)

Special thanks to: Steel Erectors Association of America

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AISC STUDENT STEEL BRIDGE

COMPETITION

2000

TABLE OF CONTENTS

	<u>page</u>
I. Introduction	1
II. Executive Summary	2
III. Rule Changes	2
IV. Problem Statement	3
V. Safety	3
VI. Scoring	4
VII. Dimensions and Support	6
VIII. Material and Components	9
IX. Construction	10
X. Load Tests	15
XI. Equipment Provided by Host	19
XII. Judging	20
XIII. Protests and Appeals	20
XIV. Tips for Competitors	21
XV. Score Sheet	23
 <u>Figures</u>	
Spans and Clearance	7
Deck Support, Roadway and Bearing	7
Unacceptable Member Cross-Sections	7
Site Plan	12
Location of Targets and Decking	17
First Load	17
Second Load	17

I. INTRODUCTION

The Student Steel Bridge Competition is sponsored by the American Institute of Steel Construction and co-sponsored by the American Society of Civil Engineers, the American Iron and Steel Institute, the James F. Lincoln Arc Welding Foundation, the National Steel Bridge Alliance, Nucor Corporation and Chaparral Steel. This inter-collegiate challenge requires Civil Engineering students to design, fabricate and construct a steel bridge.

Safety is of primary importance. The AISC requests that competitors, hosts and judges take all necessary precautions to prevent injury.

The competition rules have been changed for 2000 in order to improve the contest and to assure that competitors design and build new bridges.

Students design the bridge themselves but may seek advice from faculty and other consultants.

Ideally, students should fabricate the entire bridge themselves. However, appropriate shop facilities and supervision may not be available at every college and university. Therefore, the services of a commercial fabricator may be used provided that students observe the operations. Students are encouraged to maximize their personal involvement in fabricating their bridge.

There are two levels of competition: regional and national. Regional winners and runners-up are invited to compete at the national level. These *Rules govern competition at both regional and national levels.* A university may enter more than one bridge in regional competition but only the best one may qualify for national competition.

This booklet describes the contest and states the official rules for this year. It is distributed to universities throughout the country. A companion booklet, *Guide for Hosts and Judges*, is distributed to hosts and provides directions for conducting a competition.

The rules are intended to be prescriptive but may require some interpretation. The host should promptly inform all competitors and judges of questions and interpretations concerning the rules and other aspects of the competition. Interpretations must be in writing.

II. EXECUTIVE SUMMARY

Civil Engineering students are challenged to an inter-collegiate competition that includes design, fabrication and construction. Participating students gain practical experience in structural design, fabrication processes, construction planning, organization and teamwork.

The "Problem Statement" describes challenges encountered in a *representative structural engineering project*. The competition is a *scaled simulation* of that project.

Standards for strength, durability, constructability, usability, functionality and safety reflect the volumes of regulations that govern the design and construction of full-scale bridges. Criteria for excellence are represented by the award categories of stiffness, lightness, construction speed, aesthetics, efficiency and economy. As with a full-scale construction project, safety is the primary concern.

The rules of the competition accommodate a large variety of designs and allow innovation. Designers must consider carefully the comparative advantages of various alternatives. For example, a truss bridge may be stiffer than a girder bridge but slower to construct.

The Student Steel Bridge Competition provides design and construction planning experience, an opportunity to learn fabrication procedures, and the excitement of competing against students from other colleges and universities.

III. RULE CHANGES

The 2000 Student Steel Bridge Contest will be very different from previous years, providing a fresh challenge for contestants, safer loading, and simplified rules. Contestants and judges are cautioned to read this entire *Rules* booklet carefully and disregard rules from previous years.

IV. PROBLEM STATEMENT

The main span of a century-old bridge that crosses a navigable river must be replaced. The bridge carries truck traffic serving the farms and agricultural processing industries that are the basis for the economy of this rural region, as well as providing access and emergency services to residences. A quick replacement is necessary because no other river crossing is available for miles.

The State Department of Transportation has requested design/build proposals for replacing the existing bridge. Any appropriate type of bridge will be considered, but the State has specified steel as the material because of its durability and fast erection. The bridge must be able to carry specified patterns of loads without exceeding sway and deflection limits. The bridge must provide clearance for recreational navigation on the river and for access roads along the river banks. Flood control and environmental concerns prohibit permanent piers in the river although a temporary pier would be allowed to facilitate construction.

The new bridge must accommodate modular decking, which the State DOT salvaged from another bridge. Decking units may not be modified.

Soil conditions restrict the weight that may be lifted by cranes.

Your company's design/build proposal is among those that the State DOT has deemed responsive. The DOT has asked each competing firm to submit a 1:10 scale model to demonstrate its concept. Models will be erected under simulated field conditions and then load tested. The DOT will evaluate the models by multiple criteria including durability, constructability, usability, stiffness, construction speed, efficiency, economy and aesthetics. The contract will be awarded to the company that submits the best model. This is an opportunity to become leaders in the bridge replacement market.

V. SAFETY

Safety has the highest priority. Judges are directed to disqualify bridges that cannot be safely constructed or load tested using the equipment provided by the host, as described in this booklet. Collapse, sway or deflection in excess of limits specified in this booklet is incontrovertible evidence of an unsafe bridge and will result in disqualification. A disqualified bridge is not eligible for awards in any category and must be withdrawn from all subsequent participation in the contest.

VI. SCORING

A university may enter several bridges in a regional competition. However, if both first and second places are won by the same university, then only the best one of that university's bridges will be invited to participate in the national contest, together with the highest ranked bridge entered by another university.

Categories of competition are lightness, construction speed, stiffness, efficiency, economy and aesthetics. In addition, overall performance is rated. Bridges that have been disqualified are not eligible for awards in any categories.

A. Lightness

The bridge with the least total weight will win in the lightness category. Total weight is the weight of the bridge plus weight penalties prescribed in sections "VII.B Dimensions and Support: Usability" (p. 8) and "VIII.B Material and Components: Durability and Constructability" (p. 9). Decking, tools and the temporary pier are not included in total weight.

B. Construction Speed

The bridge with the lowest construction time will win in this category. Construction time is the product of the size of the construction team and the duration of construction plus time penalties prescribed in section "IX.I Construction: Accidents" (p. 14). The construction team includes all participants who are within the construction site at any time during timed construction.

C. Stiffness

The bridge with the lowest aggregate deflection will win in the stiffness category. Aggregate deflection is determined from measurements as prescribed in section "X Load Tests" (p. 15).

D. Efficiency

The bridge with the smallest sum of normalized total weight and aggregate deflection (SNWD) will win in the efficiency category. The sum of normalized weight and aggregate deflection is computed as

$$\text{SNWD} = \text{Total weight (lb)} + (300 \times \text{Aggregate deflection (in)})$$

E. Economy

The bridge with the lowest cost (C) will win in the economy category. Cost is computed as

$$\begin{aligned} C = & \text{Total weight (lb)} \times 1000 (\$/\text{lb}) \\ & + \text{Construction time (person-min)} \times 5000 (\$/\text{person-minute}) \\ & + \$50,000 \text{ if a temporary pier is used.} \end{aligned}$$

F. Aesthetics

The full name of the college or university must appear on the bridge, or on a banner or placard attached to the bridge, in letters at least 2 inches high. If used, the banner or placard must be installed before the end of timed construction and is included in total weight.

In addition to the college or university name, other factors that may be considered include *general appearance, balance and proportion of the design, elegance, finish, construction organization and teamwork*. Quality of fabrication should not be considered because some bridges may be fabricated professionally while others are student work.

G. Overall Performance

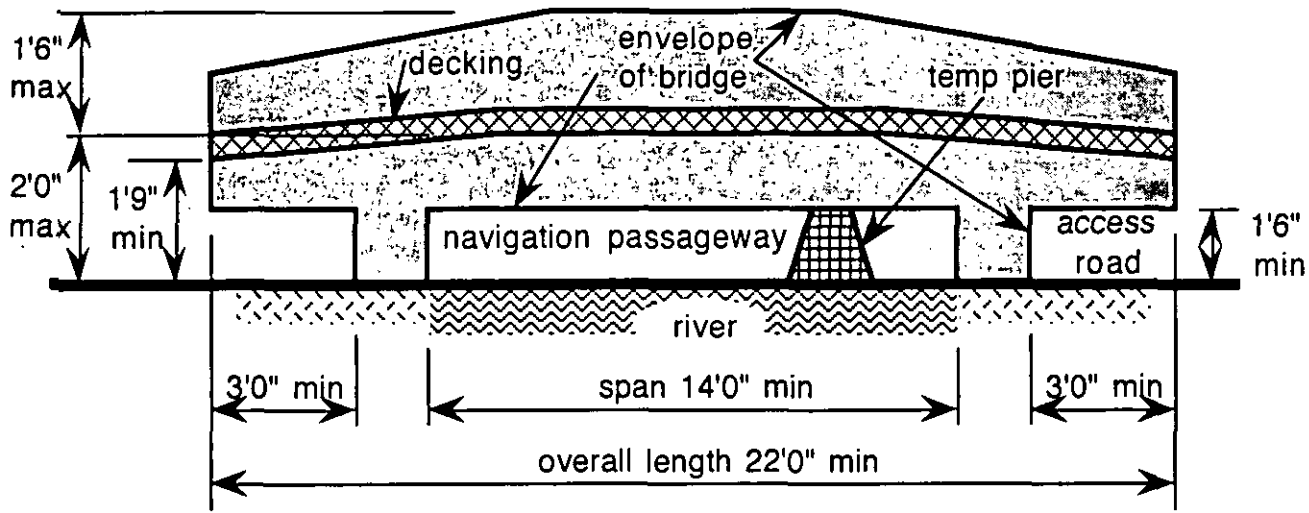
The overall performance rating of a bridge is determined by adding the ranks of the bridge in the construction speed, stiffness, efficiency and economy categories. Note that the lightness rank is not included in the sum because lightness affects both efficiency and economy, which do appear in the sum. The bridge with the lowest score will win the overall competition. In the case of a tie, judges will use aesthetics as the tie breaker.

VII. DIMENSIONS AND SUPPORT

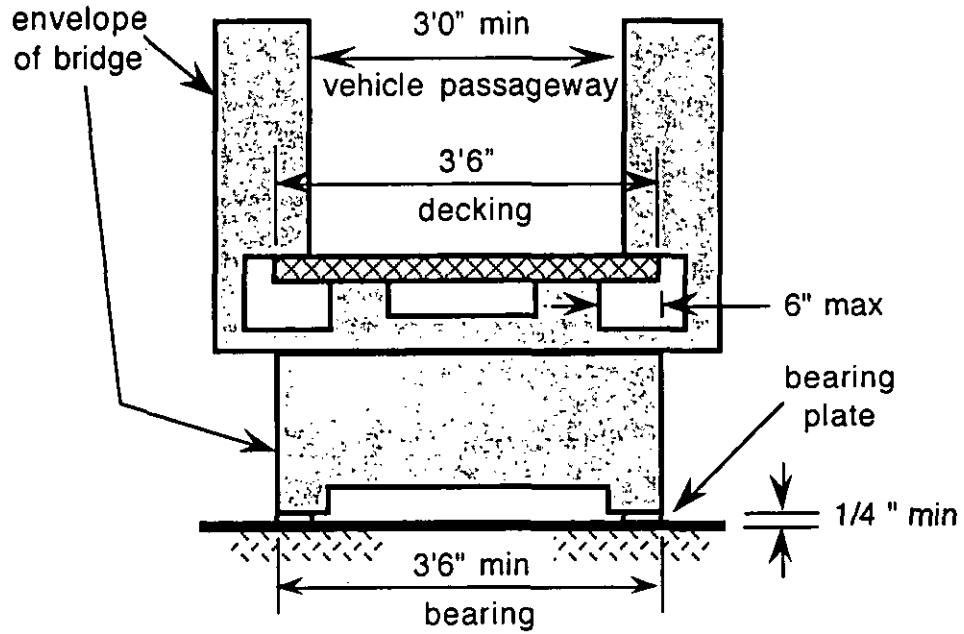
A. Functionality and Safety

If any of the following regulations is violated, the bridge must be disqualified. The figures titled "Spans and Clearance" (p. 7) and "Deck Support, Roadway and Bearing" (p. 7) illustrate some of the requirements.

1. The bridge must span the river, which is 14 feet wide, without touching it. No part or accessory of the completed bridge may touch the river. Also see paragraph VII.B.1 (p. 8).
2. The overall length of the bridge must be at least 22 feet.
3. The bridge must provide continuous rigid support for the decking along both of the edges that run in the longitudinal direction of the bridge. The support must be continuous and rigid for the overall length of the bridge. This is easily verified by sliding a piece of decking along the full overall length of the bridge. Also see paragraph VII.B.3 (p. 8).
4. The edges of the decking that run in the longitudinal direction of the bridge may be cantilevered over their supports no more than 6 inches on each side.
5. The decking may not be attached nor anchored to the bridge.
6. The bridge must provide access for placing the decking and load. Although decking is nominally 42 inches wide and 1 inch thick, the bridge must accommodate widths ranging from 41.75 to 42.25 inches and thickness up to 1.25 inches. Also see paragraph VII.B.4 (p. 8).
7. No part of the bridge may extend so high that it cannot be constructed in the building in which the contest is conducted. Also see paragraph VII.B.6 (p. 8).
8. On each side of the river the bridge must bear on the ground over a width of at least 3'6". Bearing is not required to be continuous over that width. Also see paragraph VII.B.7 (p. 8).
9. The bridge may not be anchored or tied to the ground.



Spans and Clearance (Side View)



Deck Support, Roadway and Bearing (End View)



Hollow circular and oval tube and other curvilinear closed shapes



Fabricated sections including closed curvilinear components

Example Unacceptable Member Cross-Sections

B. Usability

Violation of the each of the following rules will result in a weight penalty of 50 pounds being added to the weight of the bridge. A penalty will be assessed for each violation. The figures titled "Spans and Clearance" (p. 7) and "Deck Support, Roadway and Bearing" (p. 7) illustrate some of the requirements. Dimensions will be checked without load on the bridge.

1. A rectangular navigation passageway must be provided under the bridge. The navigation passageway must be at least 1'6" high, measured from the surface of the river, and it must be at least 14'0" wide, coinciding with the width of the river. Also see paragraph VII.A.1 (p. 6).
2. At each end of the bridge there must be clearance for an access road running along the bank of the river. This clearance must completely traverse the width of the bridge; it must be at least 1'6" high, measured from the surface of the ground; it must be at least 3'0" wide, measured from the end of the bridge; and it must extend to the end of the bridge.
3. Decking must be supported without overlaps, gaps, abrupt elevation differences exceeding 1/4 inch, or protrusions exceeding 1/4 inch in height. Also see paragraph VII.A.3 (p. 6).
4. A vehicle passageway at least 3'0" wide must completely traverse the bridge from end to end, and must extend upward from the decking through the top of the bridge. Also see paragraph VII.A.6 (p. 6).
5. The top surface of the decking supports must be no less than 1'9" nor more than 2'0" above the surface of the ground and river at any point. Note that the surfaces of the ground and river have the same elevation.
6. No part of the bridge may extend more than 1'6" above the top surface of the decking support at any point. Also see paragraph VII.A.7 (p. 6).
7. At each point where it bears on the ground the bridge will include a solid bearing plate at least 1/4 inch thick, 2 inches long and 2 inches wide. Also see paragraph VII.A.8 (p. 6).

VIII. MATERIAL AND COMPONENTS

A. Safety

If the following regulation is violated, the bridge must be disqualified.

1. A bridge member may not weigh more than 40 pounds. See section VIII.B (p. 9) for definition of "bridge member."

B. Durability and Constructability

Violation of each of the following rules will result in a weight penalty being added to the weight of the bridge. The penalty for each violation is 10 pounds plus 5 times the weight of the non-conforming components.

1. A bridge may be constructed only of structural steel. For the purposes of this contest, structural steel is defined as an iron alloy that is strongly attracted to a magnet. Exceptions: Paint, banners, placards and other purely decorative items.
2. A bridge may be constructed only of components conforming to the following definitions of bridge members and fasteners.
 - a. A bridge member is a rigid component that retains its shape, dimensions and rigidity during timed construction and in the completed bridge.
 - b. A fastener consists of two parts, namely a steel bolt and a matching steel nut, neither of which may be attached to a member or to one another before the start of timed construction.
3. A bridge member may not have a cross-section that is both closed (hollow) and curvilinear. For example, a bridge member may not be fabricated from pipe, conduit, circular tube or oval tube. The figure titled "Example Unacceptable Member Cross-Sections" (p. 7) shows examples of unacceptable cross-sections. Exception: washers, bushings and similar short sections pertaining to connections.
4. A bridge member may not exceed overall dimensions of 4'0" x 6" x 6." That is, it must fit in a prismatic box of those dimensions.
5. A bridge member must be rigid. That is, hinged, jointed, articulated and telescoping members are prohibited, as are those with moving parts. This prohibition includes members with parts that are intended to slide, rotate, deflect or bend relative to the member during construction, such as cams, latches, sliding pins, springs, and snap-lock devices. Cables and strapping are prohibited, as are similar materials that would not be damaged by coiling and uncoiling.

6. A bridge member may consist of several parts rigidly joined together (e.g. welded, bolted, screwed) before timed construction begins. Those parts must remain rigidly joined throughout the construction process and in the completed bridge. For example, if a bridge member incorporates a turnbuckle, that turnbuckle may not be turned after the start of timed construction.
7. A bolt may not exceed 3 inches in length. It must be straight, threaded and have a hexagonal or square head that will accept a wrench. Eye bolts are not permitted.
8. A nut must be threaded internally to fit its bolt.
9. All connections of bridge members to the bridge or to other bridge members must be made during timed construction.
10. Every connection of a bridge member to the bridge or to another bridge member must be secured during timed construction by at least one fastener so that the connection cannot be taken apart without first unscrewing the nut from the bolt and then removing both the nut and the bolt from the connection.

IX. CONSTRUCTION

A. Safety

If any of the following safety regulations is violated during timed construction, the judge will stop the clock and explain the violation. Before restarting the clock, builders, tools and bridge components will be returned to the positions they occupied before the violation. Then the builders will be asked to resume construction using safe procedures. A bridge that cannot be constructed safely must be disqualified.

1. If a temporary pier is used, it may not weigh more than 40 pounds.
2. The temporary pier must not break nor collapse during construction.
3. Only hand-held tools are permitted. Tools must be powered manually or by internal batteries. Field welding and tools requiring external power connections are prohibited. Hoisting devices are prohibited (all lifting will be done without the aid of tools). Stools, ladders and similar objects for elevating builders are prohibited.
4. All builders must wear hardhats and safety glasses during timed construction.
5. A builder may not use the bridge, a portion of the bridge, or the temporary pier to support the builder's body weight. For example, standing, sitting or kneeling on those objects is prohibited. However, a builder may lean on the bridge or temporary pier if both feet remain on the ground.

6. A builder may not cross the river by jumping, by temporary scaffolding, by crossing the bridge, or by any other means.
7. Moving a portion of the bridge requires the effort of as many builders as there are members in that portion of the bridge. The term "portion of the bridge" includes, but is not limited to, single and multiple bridge members, bridge members that are connected together, and the entire bridge. The word "moving" includes, but is not limited to, lifting, carrying, lowering, rolling, turning, sliding and tipping, as well as causing translation and/or rotation of one portion of the bridge relative to another.
8. Outside the staging yard, any portion of the bridge that is not moving must either be supported by as many builders as there are bridge members in that portion of the bridge, or must be supported without the assistance of builders by any combination of the following: the portion itself, other portions of the bridge, tools, and temporary pier.
9. The temporary pier, if used, may not be moved by a builder who is also moving or supporting a portion of the bridge at the same time.
10. The temporary pier must be removed without lifting the bridge.

B. Team

Participation is limited to students. The construction team, also referred to as builders, consists of all participants who are within the construction site at any time during timed construction.

C. Tools

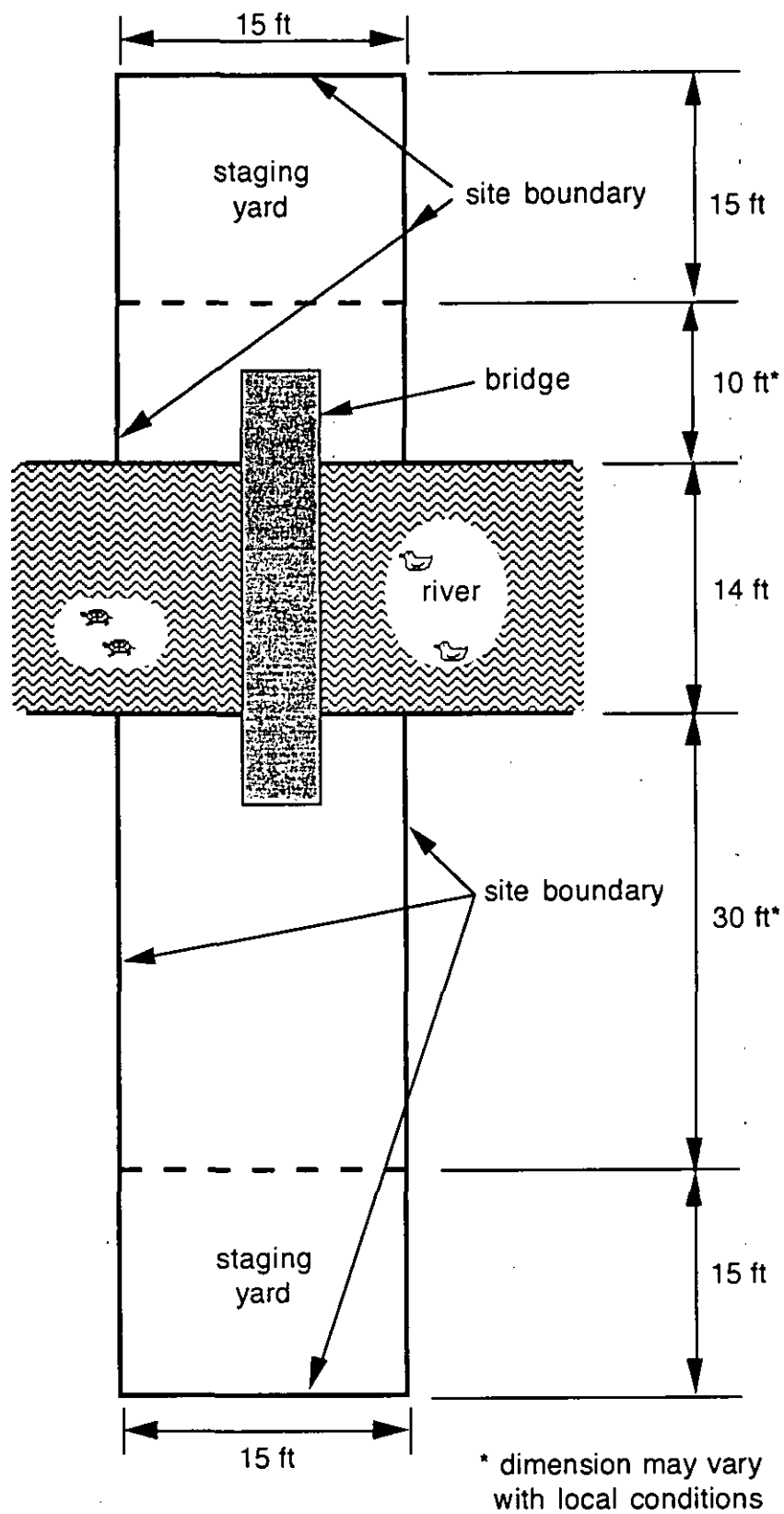
Competitors provide their own tools. Hardhats and safety glasses are considered to be tools. See paragraphs IX.A.3 and .4 (p. 10).

D. Construction Site

See the figure titled "Site Plan" (p. 12) for layout of the construction site. Only builders and judges are permitted in the construction site during timed construction. Only judges are permitted near the construction site; coaches, managers and other spectators must observe from a safe distance that does not obstruct judges.

E. Temporary Pier

A temporary pier is a support in the river or on the ground, and is provided by the competitors. A temporary pier may be any material but must provide sufficient strength and stability to support the bridge. The use of a temporary pier is optional and adds to the cost of the bridge. Only one temporary pier is permitted.



* dimension may vary with local conditions

Site Plan

F. Start

Before construction begins, all bridge members, fasteners, tools, the temporary pier (if used) and builders are in the staging yards. Bridge members must not be connected or in contact with one another. There must be at least one bridge member in each staging yard. Timing and construction begin when the builders signify that they are ready and the judge declares the start.

G. Time

Time is kept from the start to finish of construction. The clock will be stopped:

1. if a builder or judge sees a condition that could cause injury, or
2. when a safety regulation has been violated. See section IX.A (p. 10 and 11).

Construction ceases while the clock is stopped. The clock is restarted after the situation has been corrected.

H. Finish

Construction ends when the bridge has been completed over the river by connecting all the members, and all tools, the temporary pier (if used) and builders are back in the staging yards, and the builders signify that they are finished. Installation of decking is not included in timed construction.

I. Accidents

In general, the clock is not stopped when an "accident" occurs. Builders involved in accidents may continue to build, and components involved in accidents may be recovered and used. If an accident is continuous (for example, a builder stands in the river) it will be counted as multiple incidents. Types of accidents and the corresponding time penalties, which will be added to the construction time, are:

1. A builder touches the river. Penalty is 3 person-minutes per incident. Exception: Builders may step in the river without penalty to place or remove the temporary pier or to retrieve a dropped member, tool or fastener.
2. A builder throws something. Penalty is 3 person-minutes per incident.
3. A portion of the bridge touches the river or the ground outside a staging yard. Penalty is 2 person-minutes per incident. Exception: No penalty is assessed when the ground is touched by the bottom of a bearing plate that will be in contact with that place on the ground when the bridge is completed (see paragraph VII.B.7 p. 8).
4. A tool, nut or bolt touches the river or the ground outside a staging yard. Penalty is 1 person-minute per incident. Exception: the temporary pier may touch the ground or river without penalty.
5. A builder steps outside the boundary of the construction site. Penalty is 1 person-minute per incident.

X. LOAD TESTS

A. Safety Precautions

A bridge could suddenly collapse or sway in any direction during load tests. Therefore, minimize the number of people near the bridge while it is being tested. Usually, the load may be placed on the bridge by only two competitors.

During testing, safety supports must be in place below the bottom of the decking. The safety supports should be of sufficient height, strength, number and extent that none of the load will fall more than three inches if the bridge collapses. The safety support should extend beyond the end of the bridge to arrest the load if it slides off the overhanging span.

Do not exceed 400 psf uniform load or 500 pounds concentrated load on the decking. Do not load on a portion of the decking that is cantilevered laterally over its support.

When any portion of the load is on the bridge, no one is permitted to crawl, reach or step under the bridge. If such an action is necessary, the load must first be removed.

While participating in load testing, competitors must wear hardhats, safety glasses, gloves and leather construction boots. This safety equipment is provided by the competitors. Similar equipment is recommended for judges who will be near the bridge during load testing.

B. Repairs

A bridge will not be tested in a condition that compromises its strength or stability. Therefore, immediately prior to load testing, repairs may be made with the permission and supervision of a judge, according to the following provisions:

1. Damage occurring after construction will be repaired without penalty.
2. Construction errors will be repaired but a time penalty will be assessed in an amount, to be determined by the judge, that will exceed the incremental time required for careful initial construction.

C. Preparation

The provisions of this section are illustrated by the figure titled "Location of Targets and Decking" (p. 17).

Position the bridge in convenient proximity to load testing equipment.

Load tests are conducted without the temporary pier.

Place shims under the bearing plates of the bridge as necessary to compensate for sloping and/or rough ground surface. Shims may not be used to compensate for imprecise construction or fabrication of the bridge.

By a random process, the judge selects the end of the bridge on which the second load will be placed.

Safety supports are placed under the level of the decking so that no portion of the load will drop more than three inches if the bridge collapses. The safety support should extend beyond the end of the bridge that will be loaded.

Sway is translation in any horizontal direction. Two targets are established for sway measurements. These targets are located near the level of the decking at the ends of the bridge.

Two targets are established for midspan vertical deflection measurements. These targets are located near the level of the decking on both sides of the bridge at the center of the span.

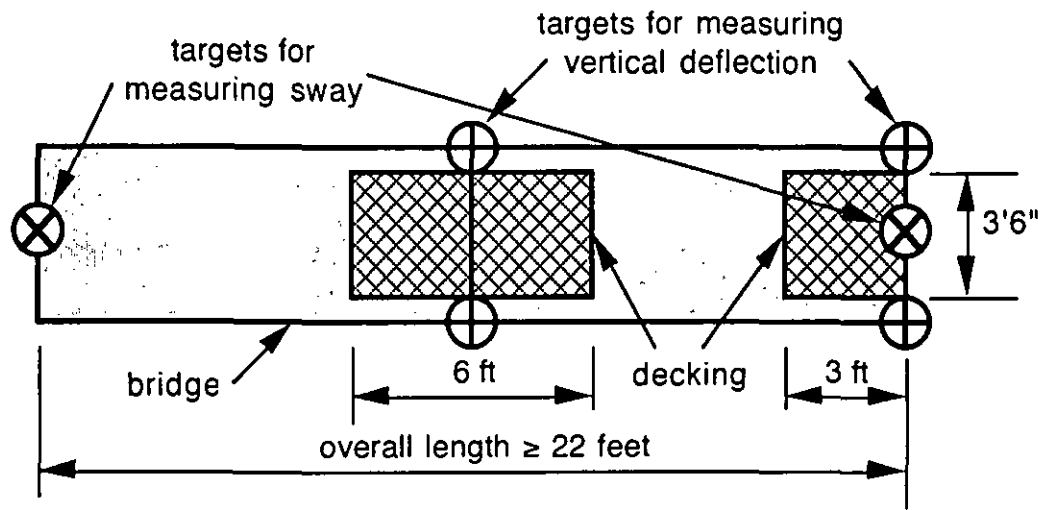
Two targets are established for end vertical deflection measurements. These targets are located near the level of the decking on both sides of the bridge at the end of the bridge that will be loaded.

Two units of decking are placed symmetrically about the middle of the center span and extending 6 feet in the span direction.

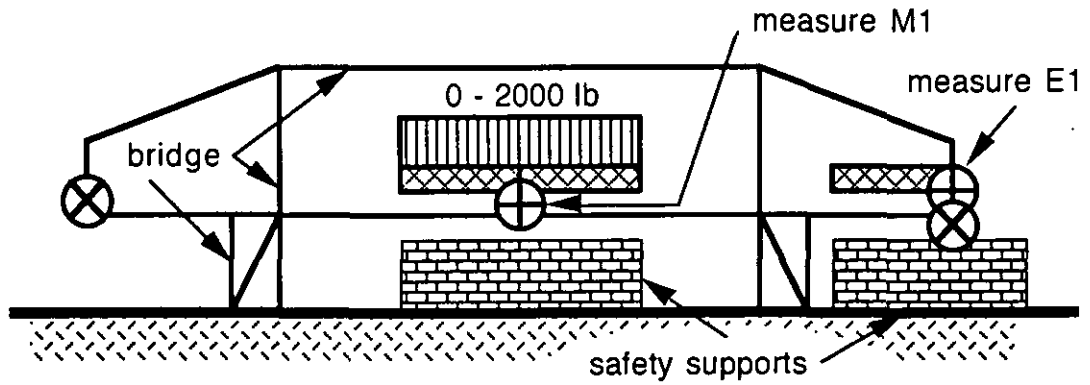
One unit of decking is placed at the end of the bridge selected for loading.

Measuring devices are positioned on the targets and either initialized to zero or the initial reading recorded.

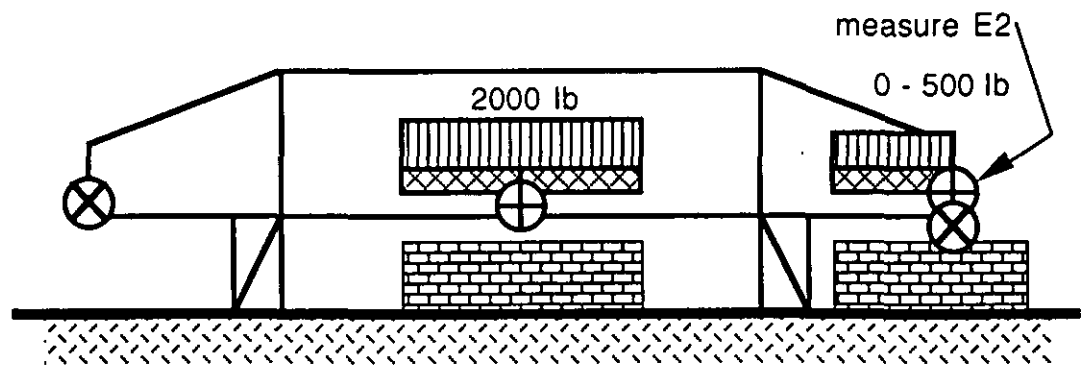
A BRIDGE THAT COLLAPSES DURING LOADING, DEFLECTION MEASUREMENTS OR UNLOADING MUST BE DISQUALIFIED.



Location of Targets and Decking (Plan)



First Load (Side View)



Second Load (Side View)

D. First Load: Center Span

Uniformly distribute load on the two units of decking on the center span, as shown in the figure titled "First Load" (p. 17).

As the load is being placed, observe sway and deflection. Stop loading and disqualify the bridge if sway at either end exceeds 1/2 inch, or if vertical deflection at any deflection target exceeds 2 inches.

If 2000 pounds of load (in addition to decking) was successfully placed without exceeding either limit, record the following measurements:

M1 = larger absolute value of the vertical distances of the two midspan deflection targets from their positions before any portion of the first load was placed.

E1 = larger absolute value of the vertical distances of the two end deflection targets from their positions before any portion of the first load was placed.

If either the sway or deflection limit was exceeded, remove all load and disqualify the bridge. Do not proceed to the second load.

In preparation for the second load, record the deflections at the end deflection targets.

E. Second Load: Overhang

With the first 2000 pound load remaining in place on the center span, uniformly distribute additional load over the unit of decking on the overhanging end of the bridge, as shown in the figure titled "Second Load" (p. 17).

As the second load is being placed, continue to observe sway and deflection with respect to initial positions before the first load was placed. Stop loading and disqualify the bridge if sway at either end exceeds 1/2 inch, or if vertical deflection at any deflection target exceeds 2 inches.

If 500 pounds of load (in addition to decking) was successfully placed on the overhang without exceeding either limit, record the following measurement:

E2 = larger absolute value of the vertical distances of the two end deflection targets from their positions with the first load in place but before any portion of the second load was placed. That is, E2 measures deflection that occurred while the second load was being placed.

If either the sway or deflection limit was exceeded, remove all load and disqualify the bridge.

F. Unloading

Unload the overhang first, then the center span. The bridge must be disqualified if it collapses during unloading.

G. Computing Aggregate Deflection

Compute and record: Aggregate deflection = $M1 + E1 + (5 \times E2)$

XI. EQUIPMENT PROVIDED BY HOST

The following equipment will be provided at the contest site by the host. Competitors should acquire similar equipment for use in practice and testing before the competition.

A. Equipment for Measuring Sway

Sway is horizontal translation and is measured at both ends of the bridge by any accurate method. A suggested method is to suspend plumb bobs from the sway target points and measure sway from points marked on the ground.

B. Equipment for Measuring Deflection

Deflection is vertical translation and is measured at four points by any accurate method. Precision of 0.001 inch is recommended. LVDT's and dial gauges have been used successfully.

C. Decking

The decking is steel bar grating identified as W-19-4 (1 x 1/8). The dimensions of a piece of grating are approximately 3'6" x 2'11-3/4" x 1". Grating has significant bending strength only in the direction of the main bars, which are 3'6" long. The grating will be installed with the main bars perpendicular to the length of the bridge, creating a roadway that is 3'6" wide. Therefore, support for the grating is needed for the edges that are parallel to the length of the bridge, but not for the edges of the grating that are perpendicular to the length.

D. Load

2500 pounds total. The load should be supplied in uniform pieces of size and weight that may be handled safely. When in place, the load should not provide significant stiffness in the longitudinal direction of the bridge. The recommended load consists of 25-pound lengths of 5 x 5 x 5/16 steel angle placed perpendicular to the length of the bridge. Sacks of material, containers of liquid, concrete blocks or jacking systems could be used. Decking is not included as part of the 2500 pound load.

E. Shims

Shims are 2" x 2" steel plates that are inserted under the bearing plates of the bridge before loading as necessary to compensate for slope or roughness of the ground. If the ground in the testing area is rough or sloping, the host should provide an adequate supply of shims of various thickness. Shims may not be used to compensate for inaccurate fabrication or construction of bridges.

F. Safety Supports

The safety supports must be used during load testing and are intended to limit the consequences of a bridge collapsing. The safety supports should be of sufficient height, strength, number and extent so that none of the load will fall more than three inches if the bridge collapses. Safety supports may be steel, timbers, sand bags or masonry units.

XII. JUDGING

The host will recruit judges. Judges are empowered to halt any activity that they deem to be hazardous. Judges have full authority over conduct of the competition and interpretation of the rules. Decisions, scoring, rating and disqualification are the sole responsibility of the judges and will be final. The host will assure that the judges are fully informed of the rules and procedures, and fully equipped for their tasks. The host and judges will follow directions in the *Guide for Hosts and Judges* provided by AISC.

XIII. PROTESTS AND APPEALS

A. Before the Contest

Each team will designate a student as team captain. The host will identify the head judge.

B. During the Contest

A penalty, disqualification, measurement, score, or condition of competition may be protested only by a team captain and only to the head judge. The protest must be made as soon as possible after the situation becomes apparent. The head judge will not hear the protest if he or she is approached by students other than the team captain. As soon as possible after a protest is made, the head judge will interrupt the contest if necessary, gather the other judges and the captains of the teams involved, and hear the protest. The decision of the head judge is final.

Participants are reminded that civility and ethical behavior are expected during the contest and particularly concerning protests.

C. After the Regional Contest

If a team wants to appeal the decision of the head judge regarding a protest it may do so in a letter mailed to Mr. Fromy Rosenberg (AISC, Suite 3100, One E. Wacker Dr., Chicago, IL 60601-2001) with a copy mailed to ASCE Student Activities Coordinator (ASCE, 1801 Alexander Bell Dr., Reston, VA 20191-4400). The letter should include the name of the college or university making the appeal; the names, addresses and telephone numbers of the faculty adviser and one team member; brief description of the problem, the action taken at the contest to deal with it, and the action that the appealing team feels should have been taken; and computation showing how the appealing team's rankings would have been improved if a different action had been taken.

Appeals must be made in writing. Only appeals received within one week after the regional contest will be considered.

The only redress that may be made is an invitation to participate in the national competition if the Rules Committee is convinced that the appeal is valid and that the appealing team should have placed first or second in its region. Decisions and rankings made by regional judges will not be overturned.

D. After the National Contest

Appeals will not be accepted. However, AISC welcomes written suggestions for improving future competitions.

XIV. TIPS FOR COMPETITORS

1. It is strongly recommended that bridges be load tested before competition, if it can be done safely, so that weaknesses and instability can be corrected.
2. Start work on the design early, leaving adequate time to procure materials, fabricate the bridge, load test it and practice construction.
3. Design a bridge that may be fabricated, erected and load tested safely, using available materials, tools and facilities.
4. Structural analysis may fail to disclose instability, such as buckling of slender compression members, sway, and torsion of under-deck trusses of triangular cross-section.
5. Allow tolerances for all limiting dimensions in order to accommodate imprecise measurement, fabrication, thermal expansion, elastic and inelastic deformation, wear, etc. For example, if a bridge is required to provide at least 12 inches of clearance, and it is designed to provide exactly that clearance, then there is a high probability that the actual as-built clearance will be less than the specified minimum. That probability of error may be reduced by designing the bridge to provide slightly more than the required minimum clearance.

6. When fabricating your bridge, use safe tools, operate them carefully and with adequate supervision.
7. Follow all safety regulations and guidelines during construction practice and loading.
8. Make sure that the temporary pier is stable and strong enough (with a generous factor of safety) so that it will not tip or break, even if the bridge collapses.
9. When practicing construction, wear hardhats and safety glasses both for safety and to accustom yourself to contest conditions.
10. When load testing your bridge use safety supports under the decking, sufficient in height, strength, number and extent to prevent the load from dropping more than three inches if the bridge collapses. This will reduce risk of injury and limit damage to the bridge if it collapses. Keep hands and feet out from under the bridge.
11. When load testing your bridge wear hardhats, safety glasses, gloves and leather construction boots.
12. Don't stand, sit or lie on your bridge.
13. To expedite the competition have a preset plan for unloading and staging components of your bridge.
14. When packing for the competition, remember to bring hardhats, safety glasses, gloves and construction boots.

XV. SCORE SHEET

A. Time Penalties

See "IX.I Construction: Accidents" (p. 14)

items 1,2: violations _____ x 3 = _____ person-min

items 3: violations _____ x 2 = + _____ person-min

items 4,5: violations _____ x 1 = + _____ person-min

TIME PENALTIES (add) _____ person-min

B. Weight Penalties

See "VII.B Dimensions and Support: Usability" (p. 8)

Number of violations _____ x 50 pounds = _____ pounds

See "VIII.B Material and Components: Durability and Constructability" (p. 9)

Number of violations _____ x 10 pounds = + _____ pounds

Wt. of parts in violation _____ pounds x 5 = + _____ pounds

WEIGHT PENALTIES (add) _____ pounds

C. Construction Time

_____ builders x _____ min

+ time penalties = _____ = _____ person-min

D. Total Weight

Bridge weight _____ pounds

+ weight penalties _____ = _____ pounds

E. Aesthetics

Name of college or university appears on bridge or on attached banner or placard in letters at least 2 inches high.

Other items that may be considered:

- | | |
|---------------------------|----------|
| General appearance | Finish |
| Balance and proportion | Elegance |
| Construction organization | Teamwork |

AESTHETICS SCORE _____

F. Aggregate Deflection

Aggregate deflection: $M1 + E1 + (5 \times E2) =$ _____ inches

G. Efficiency

Total weight (lb) _____ = _____

Aggregate deflect. (in) _____ x 300 = + _____

SNWD (add) _____

H. Cost

Const. Time _____ x \$5000 = \$ _____

Total Weight _____ x \$1000 = +\$ _____

If temporary pier is used \$50,000 = +\$ _____

TOTAL COST (add) \$ _____

I. Ranks

Disqualified bridges will not be ranked.

Lightness _____ Construction Speed _____

Aesthetics _____ Stiffness _____

Efficiency _____

Economy _____

J. Overall Performance

Sum of ranks, except lightness and aesthetics.

Construction speed + Stiffness + Efficiency + Economy = _____

Use aesthetics as tie breaker.

