

# **California Amendments to the AASHTO LRFD Bridge Design Specifications (2017 Eighth Edition)**

April 2019



**DEPARTMENT OF TRANSPORTATION  
STATE OF CALIFORNIA**

# Foreword

In 1993, the AASHTO Subcommittee on Bridge and Highway Structures (SCOBS) voted to accept the *AASHTO LRFD Bridge Design Specifications* as an alternate design specification. In June 2000, FHWA mandated that LRFD be used on all new bridge design commencing on or after October 1, 2007 and provided additional information in a clarification memorandum dated January 22, 2007.

In 1999, California Department of Transportation (Caltrans) began developing amendments to the *AASHTO LRFD Bridge Design Specifications* that were necessary to adopt the national code into California's bridge design practice. In December 2004, Richard D. Land, former State Bridge Engineer, established April 2006 as the transition date to use the LRFD specifications for bridges designed by the State. Similarly, October 2006 was established for using the LRFD specifications for bridges designed by Local Agencies or others located within state right-of-way.

In April 2006, Kevin J. Thompson, State Bridge Engineer, confirmed that all structural components for bridges designed by the State that had not received Type Selection approval, shall conform to the *AASHTO LRFD Bridge Design Specifications, 3rd Edition, with 2005 Interim Revisions, as amended by Caltrans*. Similarly, October 1, 2006 was confirmed for the LRFD structural design for bridges, without Type Selection approval, designed by Local Agencies or others located within state right-of-way. Full implementation of the complete the *AASHTO LRFD Design Specifications* including the geotechnical design of foundations was set for April 1, 2007 for bridges designed by the State and October 1, 2007 for bridges designed by others.

In December 2008, Kevin J. Thompson, State Bridge Engineer, approved the *AASHTO LRFD Bridge Design Specifications, 4<sup>th</sup> Edition with the California Amendments*, as the primary Caltrans bridge design specifications. In September 2010, Tony Marquez, Deputy Division Chief, expanded this requirement to include earth retaining structures. In December 2011, Barton Newton, State Bridge Engineer approved updates to Sections 2, 3, 4, 5, 6, 10, 11, 12, and 13.

In March 2014, Barton Newton, State Bridge Engineer, approved the *AASHTO LRFD Bridge Design Specifications, Sixth Edition with the California Amendments, January 2014* as the primary Caltrans bridge design specifications.

In August 2019, Ruth Fernandes, State Bridge Engineer (A), approved the *AASHTO LRFD Bridge Design Specifications, 8<sup>th</sup> Edition with the California Amendments* as the primary Caltrans bridge design specifications. The LRFD Specifications with the most current California amendments shall be the basis for all advance planning studies, geotechnical investigation, bridge design and other project supporting documentation and bridge design guidance material.

# **PREFACE**

## **to**

# **CALIFORNIA AMENDMENTS**

### **CALTRANS STANDARD SPECIFICATIONS (CURRENT VERSION):**

Shall supersede all references to the *AASHTO LRFD Bridge Construction Specifications* within the *AASHTO LRFD Bridge Design Specifications*. However, the AASHTO Construction Specifications are recommended as reference.

### **THE GENERAL PLAN TITLE BLOCK SHALL SPECIFY THE DESIGN LIVE LOAD AS:**

**“Load and Resistance Factor Design”, and “HL93 w/ ‘Low-Boy’ and Permit Design Vehicle”**

### **THE GENERAL NOTES SHALL SPECIFY:**

“Load and Resistance Factor Design” and list the “*AASHTO LRFD Bridge Design Specifications*, 8<sup>th</sup> edition with California Amendments”.