



Canadian Society for  
Civil Engineering



Société canadienne  
de génie civil

# Canadian National Steel Bridge Competition

## 2022 Rules

# WELCOME

This document describes the rules of the 2022 Canadian National Steel Bridge Competition (CNSBC). To participate in the CNSBC, teams will need to review Section 4, “Eligibility requirements,” and submit an expression of interest.

The official CNSBC websites are <https://www.cscecompetitions.ca/en/home/cnsbc/> and <https://www.facebook.com/cnsbc.cncpa/>.

Clarifications, which include any revisions to the rules, will be published on the official websites. Clarifications do not appear in this document, although they are formal addenda to the rules. The websites will include the form for requesting clarifications and other information. Information on the websites takes priority over any other source, except as herein noted.

# TABLE OF CONTENTS

		<u>page</u>
	Glossary	3
1.	Mission and Summary	8
2.	Introduction	10
3.	Problem Statement	11
4.	Eligibility	13
5.	Safety	14
6.	Scoring	15
7.	Schedule of Competition	22
8.	Material and Component Specifications	24
9.	Structural Specifications	26
10.	Construction Regulations	30
11.	Load Test Instructions	35
12.	Equipment Provided by Host	41
13.	Interpretation of Rules	43
14.	Judging	44
15.	Appeals	45
APPENDIX - DRAWINGS		
	Site Plan Diagram	46
	Bridge Elevation Diagram	47
	Lateral Load Test Plan Diagram	48
	Vertical Load Test Plan and Elevation Diagram	49

# GLOSSARY

**Accident.** Fault committed during timed construction and subsequently penalized.

**Aesthetics.** Award category based on the presentation of the *bridge* exactly as it will be erected during timed construction with all parts of the assembled *bridge* visible for judging and the *poster* describing the design.

**Aggregate deflection.** The sum, rounded to the nearest 0.01 inch, of the absolute values of *deflections* measured at *D1* and *D2*.

**Architectural design.** *Bridges* will be evaluated on the basis of design originality, complexity, appearance, and permanent identification.

**Assembled Tool.** A *tool* that is created by combining two or more *tools* during timed construction.

**Bolt.** An unaltered, commercially available rigid connector that contains a head and has external threads around its full circumference, but the threads need not extend over its full length.

**Box.** A right-rectangular prism made out of non-deformable material that is used to measure the maximum allowable size of *tools* and *members*.

**Bridge.** Structure constructed of *members*, *loose bolts*, and *loose nuts* that spans the *highway* and is supported by piers.

**Builder.** Undergraduate or graduate student who constructs the *bridge* and is part of a competing *team*. See Section 4, “Eligibility”.

**Captain.** One *builder* is designated to represent the *team* for the entire competition, and who signifies when the *builders* are ready to start timed construction, declares the finish of timed construction, and signs the *data forms*.

**Constructed portion.** A single member in contact with the footing, or two or more *members* in contact with one another, with or without *loose nuts* and *loose bolts*, assembled during timed construction by *builders* on the *ground* in the *construction zone*.

**Construction cost.** Dollar amount used to determine a *bridge’s construction economy* based on the number of *builders*, *construction time*, *total time* and *load* test penalties.

**Construction economy.** Award category based on *construction cost*.

**Construction site.** The location where all construction activities occur comprising the *highway*, *construction zones*, *transportation zones* and the *staging yards*.

**Construction speed.** Award category based on the *total time* required for construction of the bridge.

**Construction time.** Time required to complete construction of the *bridge* without consideration of construction penalties.

**Construction zone.** Location in the *construction site* where *builders* put the *members* together to construct the *bridge*.

**Cost estimation.** Award category based on the estimate of the expected *overall performance* rating of a *team's bridge* submitted to the host *school* prior to the selection of the controlling *load* case.

**D1, D2.** Locations where the vertical *deflections* are measured during vertical *load* testing.

**Data form.** Forms printed from the official *scoring spreadsheet* used by *judges* to record data collected for each *team* throughout the competition.

**Decking.** Grating that spans transversely between *stringers* and is used to hold *load* placed on the *bridge*.

**Deflection.** Vertical translation of the *bridge* or parts of the *bridge* under *load*.

**East end.** End of the *bridge* where the cantilevered portion is located.

**Faying Surface.** A location on a member that is in contact with another member and has at least one loose bolt penetrating it. The location is smooth and must not have protrusions, ridges, studs, teeth, threads, or holes (other than those for fasteners).

**Footing.** Areas marked on the *ground* within the *construction zones* where the *bridge* may contact the *ground*.

**Ground.** Floor inside the *site boundary*, including *footings*, *construction zones*, *transportation zones*, and *staging yards*, but excluding the *highway*.

**Head Judge.** Person with full authority over the conduct of the competition, *safety* and interpretation of the rules.

**Highway.** A restricted, existing man-made feature in the *construction site* that *builders* are not allowed to enter.



*Judge.* Person who assists the *head judge* with the conduct of the competition, *safety* and interpretation of the rules.

*L.* Dimension for positioning the backspan *decking* unit for the vertical *load* test that also defines locations of observed *deflection* and *sway* along the backspan of the *bridge* during the vertical *load* test.

*Lateral restraint.* Means of inhibiting sliding of the bearing surfaces during lateral loading applied by the loading crew.

*Lightness.* Award category based on the *total weight* of the *bridge*.

*Load.* Weight applied to the *bridge* to assess its *stiffness* and strength.

*Loose bolt.* *Bolt* not installed in or welded to the *constructed portion* of the *bridge*.

*Loose nut.* *Nut* not installed on a *bolt* or welded to the *bridge*.

*Measured weight.* The weight of the *bridge*, not including *decking*, *tools*, *lateral restraint* devices, and *posters*, as determined by *scales* provided by the host *school*.

*Member.* A rigid component of the *bridge*.

*North side.* Side of the *bridge* relative to the *west* and *east ends* that corresponds to the location where the lateral *load* is applied and *sway* is observed during the lateral *load* test of the backspan as well as where measurement *D1* is taken along the backspan and *sway* is observed along the cantilever during vertical loading.

*Nut.* A commercially available, mechanically unaltered portion of a connector that has the shape of a hexagonal prism over its full length and contains internal threads around its full circumference over its full length.

*Oral presentation.* A five (5) minute presentation by a *team* that will take place after the *bridges* have been judged based on Architectural Design.

*Overall performance.* Overall award category based on the sum of *construction cost*, *structural cost*, and any fines incurred as a violation of a Team Contract.

*Overall scoring.* The overall scoring is divided into three categories: *aesthetics*, *oral presentation*, and *overall performance*. The winner of the Overall scoring wins the entire CNSBC.

*Personal protective equipment.* An article of clothing that a *team* provides for *safety*.

*Poster.* Informative flat display that must be posted and is judged during *aesthetics* judging.

*Pouch.* Optional article of clothing that is used to carry *nuts*, *bolts*, and *tools* and includes tool belts, magnets, lanyards, and other accessories worn by *builders* having the same function.

*Safety.* Prevention of personal injury and damage to the competition location.

*Safety support.* Equipment provided by the host *school* used to limit the consequences of a *bridge* collapsing.

*Scales.* Calibrated equipment provided by the host *school* used to measure the *measured weight* of the *bridge*.

*School.* College or university that a student *team* represents.

*Scoring spreadsheet.* Official location where a *team's* score is input by the scoring official at the end of the *team's* competition.

*Site boundary.* Border of the *construction site*.

*South side.* Side of the *bridge* relative to the *west* and *east ends* that corresponds to the location where the lateral *load* is applied and *sway* is observed during the lateral *load* test of the cantilever as well as where measurement *D2* is taken along the cantilever and *sway* is observed along the backspan during vertical loading.

*Staging yard.* Location within the *construction site* occupied by *builders*, *tools*, and materials at the start and finish of timed construction.

*Steel.* Iron alloy that is strongly attracted to the magnet provided by the host *school*.

*Stiffness.* Award category based on the *bridge's aggregate deflection* under vertical loading.

*Stringer.* Contiguous *decking* support aligned longitudinally along the *bridge*.

*Structural cost.* Dollar amount used to determine a *bridge's structural efficiency* based on its *total weight*, *measured weight*, *aggregate deflection*, and *load* test penalties.

*Structural efficiency.* Award category based on *structural cost*.

*Sway.* Horizontal translation of the *bridge*.

*Team.* Group of students from the *school* that they are representing who are undergraduate or graduate students during all or part of the fall through spring of the current competition academic year.

*Template.* Equipment provided by the host *school* to measure clearances within the passageway of the *bridge* and the location of the *stringers* at the top of the *bridge*.

*Tool.* A device provided by a *team* that is used during construction of the *bridge*, but is not part of the completed *bridge*.

*Total time.* Time required for construction modified by construction penalties.

*Total weight.* Sum of *measured weight* and weight penalties.

*Transportation zone.* Portion of *construction site* between the *construction zones* and *staging yards* over which *builders* carry *members*, *tools*, *nuts*, and *bolts*.

*Video.* Optional award category based on a 6 minute maximum recording that conveys the features of the design, analysis process undertaken to verify the design meets the structural specifications, fabrication methods, construction procedures and overall appeal of the *bridge* to the owner.

*West end.* The non-cantilevered end (or backspan) of the *bridge* that is opposite the *east end* of the *bridge* and from which *L* is measured.



# Section 1

## MISSION AND SUMMARY

### VISION

Empower students to acquire, demonstrate, and value the knowledge and skills that they will use as the future generation of design professionals and to contribute to the structural steel design community and construction industry.

### MISSION

Challenge students to extend their classroom knowledge to a practical, hands-on steel design project that grows their interpersonal and professional skills, encourages innovation, and fosters impactful relationships between students and faculty, and students and industry professionals.

### SUMMARY

Civil Engineering students are challenged to an intercollegiate competition that supplements their education with a comprehensive, student-driven project experience from conception and design through fabrication, erection, and testing. This experience culminates in a *steel* structure that meets client specifications and optimizes performance and economy. The CNSBC increases awareness of real world engineering issues such as spatial constraints, material properties, strength, serviceability, fabrication, erection processes, *safety*, *aesthetics*, project management, and cost. Success in competition requires application of engineering principles and theory, effective teamwork, and inclusive practices. Future engineers are stimulated to innovate, practice professionalism, and use structural *steel* efficiently.

Students design and erect a *steel bridge* by themselves but may consult with faculty and other advisors. Students gain maximum benefit if they fabricate the entire *bridge* themselves. However, because appropriate shop facilities and supervision are not available at all *schools*, students may use the services of a commercial fabricator if they develop the work orders and shop drawings and observe the operations. Students are encouraged to maximize their involvement in fabrication.

*Safety* is paramount. Competitors, advisers, hosts, and *judges* shall take all necessary precautions to prevent injury to competitors, *judges*, host personnel, and spectators. Risky procedures are prohibited. *Load* testing is stopped if *sway* or *deflection* exceeds specified limits, or if collapse is imminent. *Bridges* that cannot be constructed and loaded safely are withdrawn from competition and are only eligible for awards in the categories of *aesthetics* and *video*. In addition, the rules identify and penalize construction errors that represent *accidents* in full-scale construction.

The CNSBC provides design and management experience, opportunity to learn fabrication processes, and the excitement of networking with and competing against *teams* from other *schools*.

All students shall follow *safety* precautions in regards to the COVID-19 pandemic when participating in activities associated with the CNSBC. Student *teams* should respect and follow all *safety* rules put in place by their respective *schools* as *safety* and student health is paramount. Given the continually changing environment surrounding COVID-19, modifications to the CNSBC may be required and will be assessed as deemed appropriate.

## Section 2

# INTRODUCTION

The rules simulate a request for proposal that requires a scaled model to demonstrate the efficacy of competing designs. Section 3, “Problem Statement,” relates the rules to realistic challenges encountered in bridge design and construction.

Sections titled “Material and Component Specifications,” “Structural Specifications,” and “Construction Regulations” set standards for strength, durability, constructability, usability, functionality, and *safety* that reflect the volumes of requirements that govern the design and construction of full-scale bridges. Criteria for excellence in the award categories of *aesthetics*, *oral presentation*, *construction speed*, *lightness*, *stiffness*, *construction economy*, *structural efficiency*, *cost estimation*, and *video* are listed in “Scoring.” Competition *judges* take the role of the owner or owner’s agent and have authority to accept and reject entries.

The rules accommodate a variety of designs and encourage innovation. Designers must consider the comparative advantages of various alternatives. Successful *teams* compare alternatives prior to fabrication using value analysis based on scoring criteria. The rules change every year to renew the challenge and ensure new bridges are designed and built.

The rules are intended to be prescriptive, but may require interpretation. The procedure for requesting clarification of the rules is described in Section 13, “Interpretation of Rules.” Competitors, *judges*, and host personnel are encouraged to read this rules document from beginning to end.

## Section 3

# PROBLEM STATEMENT

Highways and local road networks play a critical role in society and are essential for the national economy of Canada. However, when these roads cross through wildlife habitats, they can be detrimental to the local wildlife population. The presence of the roadway can lead to habitat fragmentation and isolation from previously available resources for the wildlife of the area. Wildlife-vehicle collisions also have a significant impact along these roadways. One means of addressing these concerns is through the creation of wildlife crossings or wildlife bridges. These green bridges provide an unobstructed route for wildlife to cross major roadways, thereby reducing the effect of the road system on their habitat and reducing the occurrence of wildlife-vehicle collisions.

There has been interest in the creation of a wildlife bridge in Sherbrooke, Quebec. A steel wildlife bridge has been proposed because of the material's versatility, ease of prefabrication, ability for rapid erection, superior strength to weight ratio, durability, and high level of recycled content. In order to not deter wildlife from using the crossing, all parts of the bridge are required to remain below the bridge deck (i.e. no over trusses). The bridge also shall be aesthetically pleasing to the highway users passing under it. Due to the topography of the existing terrain and the location of the highway, the piers on one end of the bridge must be skewed and a portion of the bridge is required to be cantilevered.

A feasibility study is being conducted that includes a competition to identify the best design for the limited access green wildlife bridge. Your company is invited to compete by submitting a 1:10 scale model to demonstrate its concept. The *bridge* must have the ability to support the weight of the green surface, wildlife, pedestrians, and maintenance and park vehicles. Private motor vehicles are prohibited. Scale models will be erected under simulated field conditions and will be tested for stability, strength, and serviceability using standardized lateral and vertical *loads*. *Structural cost*, *construction cost* and duration, and *aesthetics* are important considerations. Virtual costs are assigned to critical features, including a sliding scale for material that promotes robustness without wastefulness. The ability of your company to accurately estimate the *overall performance* of your *bridge* also will be judged. A design/build contract will be awarded to the company whose model satisfies the specified requirements and best achieves the project objectives.

To limit shut down of the existing highway, no construction activity can take place within the *highway's* confines. Designs with permanent or temporary piers within the confines of the *highway* will not be considered. Soil conditions and the proximity of the *highway* also preclude temporary piers elsewhere, as well as restricting the location of *footings* and the size of *construction zones*. Remote staging of material and equipment is required. The size and quantity of *members* to be transported also is limited. Models will not include deck, foundations, and approaches.

Design companies are encouraged to gather diverse teams and treat everyone with respect. A team that creates a respectful, welcoming, and inclusive environment, and is not predisposed to defined roles and biases, will benefit greatly from the creativity that diversity affords.

Any attempt to gain advantage by circumventing the intent of the competition as expressed by the rules, including this problem statement, will be grounds for rejecting a model and terminating that company's eligibility.

# Section 4

## ELIGIBILITY

Each *school* may only submit one *bridge* to the CNSBC.

A *team* shall consist of only undergraduate and graduate students enrolled at the *school* for which they are representing during all or part of the fall through spring of the current competition academic year.

All competition participants shall act professionally and respectfully at all times. Failure to act appropriately can result in removal from the competition and/or loss of invitations to future competitions.

All team members are required to be student members of the CSCE and will be asked to provide proof of membership at the official registration (e.g.: membership numbers). Students from schools outside of Canada must also enroll as CSCE student members, either in a nearby section or the international section.

To participate in the CNSBC, each team must express their interest by providing the following information by 5 pm EST on December 15, 2021. This information must be submitted to [cnsbc@cscecompetitions.ca](mailto:cnsbc@cscecompetitions.ca).

- School and team name
- Name and email of Captain, Co-Captains, and Faculty Advisor
- Number of team members, and estimated number attending competition
- Estimated project budget (including materials, transportation, etc.)
- Confirmation that the 2022 CNSBC rules have been read and understood

*Teams* that are invited to participate will be posted on the official CNSBC website.



# Section 5

## SAFETY

*Safety* has the highest priority; risk of personal injury will not be tolerated. *Judges* are empowered to halt and prohibit any activity that they deem to be hazardous. If a *bridge* cannot compete safely, it must be withdrawn from competition.

Sub-Sections 9.4, 9.5, 10.2, 10.3, 11.1, 11.2, and 11.5.2 of these rules identify hazardous conditions and actions that will result in withdrawing a *bridge* from competition if not corrected. *Judges* will document these *safety* violations by checking the appropriate boxes on the *data forms*. If the problem is not listed, a *judge* should write a brief description of the problem on the *data form*.

Students are requested to practice safe fabrication procedures and seek appropriate instruction and supervision. The Sub-Section 8.2 footnote warns of a welding hazard, and precautions listed in Sub-Sections 11.1, 11.2, 11.5.1.2, and 11.5.2 guide safe *load* testing prior to competition.

# Section 6

## SCORING

*Teams* will benefit from reading this section with great care. Scoring for the build and load test will be objective and strictly based on the official rules/clarifications. Scoring for *aesthetics* and *oral presentation* will be per the criteria and point-weights summarized below, but will also be subjective per the individual judges' background and life experiences.

### 6.1 RECORDING DATA, ANNOUNCING RESULTS, SUBMITTING SCORES

Scoring data shall be recorded for every *team* that competes using the *data forms* printed from the official *scoring spreadsheet* downloaded from the CNSBC website. Data from these forms are then entered into the *scoring spreadsheet*. After all scoring information has been collected for a *team*, the scoring official reviews each data entry with the *captain* of that *team*. **The *captain* is given adequate time to verify the data before signing the form.** Then a paper or electronic copy of the *team's* "Computation" worksheet from the *scoring spreadsheet* is given to the *captain*.

Formulas and links in the *scoring spreadsheet* shall not be modified.

The "Rankings" worksheet from the spreadsheet summarizes the performance of all *teams* and is distributed at the awards ceremony, electronically or as paper copies.

### 6.2 COMPETITION CATEGORIES

Competition categories are *aesthetics*, *oral presentation*, *construction speed*, *lightness*, *stiffness*, *construction economy*, *structural efficiency*, and *cost estimation*. In addition, *overall performance* is rated. Teams may also compete in an optional *video* category.

#### 6.2.1 Aesthetics

An award is given for *aesthetics*. All bridges presented for *aesthetics* judging and staged for timed construction are eligible for this award. The *bridge's* architectural design and a *poster* describing the bridge design contribute to the *Aesthetics* ranking. *Aesthetics* is judged by the following criteria.

**6.2.1.1 *Architectural design:*** *bridges* will be evaluated on the basis of design originality/innovation, complexity, appearance, and permanent identification with point weighing per Table 6.1. The originality/innovation component will be as compared to other CNSBC *bridges*. The complexity component is based on the *bridge* type, connection style, and load path. The appearance component considers balance, proportion, elegance, and finish (but not quality of fabrication/welding). Permanent identification of the *bridge* must

include the *school's* name, where the name shall be formed from *steel* (or applied to *steel* with paint or decals) and should be easily legible (lettering at least 1” high is required). A *bridge* that lacks appropriate identification will receive a very poor *aesthetics* rating.

TABLE 6.1 Points for Architectural Design

Description	Points
Originality and Innovation	/5
Complexity	/5
Appearance	/3
Permanent Identification (0/2 if not identified, 1/2 if only identified, 2/2 if meets all 6.2.1.1 criteria)	/2
<b>Total</b>	<b>/15</b>

6.2.1.2 **Poster** describing design with point weighing per Table 6.2.

6.2.1.2.1 The following items are required on the *poster* and provide the basis for judging the *poster* for *aesthetics*:

- (1) identification of the *school*, using the same name that appears on the *bridge*,
- (2) brief explanation of why the overall *bridge* configuration was selected,
- (3) scaled, dimensioned side view of the *bridge*,
- (4) brief explanation of analysis conducted to verify that the design meets the structural specifications (may include steps used to verify the model and analysis procedures used to consider lateral deflections, vertical deflections and stability under load)
- (5) free-body diagram of a single beam that represents one of the *bridge stringers*, with the same end-to-end length, supports at appropriate locations to represent the piers, *loads* for one of the cases specified in Sub-Sections 7.1(8) and 11.5, and reaction forces,
- (6) shear and moment diagrams of the beam corresponding to the free-body diagram, showing peak magnitudes,
- (7) brief explanation of the *team's* use of Accelerated Bridge Construction (ABC), such as design features, construction sequencing, and procedures intended to minimize *construction time*, or Lean Construction, such as reduced or eliminated unnecessary movement, inventory, waiting during production, and scrap, and
- (8) acknowledgement of the *school's* technicians, faculty, and others who helped fabricate the *bridge* or provided advice.

6.2.1.2.2 The following items are encouraged on the *poster*, but remain optional, and will not factor into *aesthetics* judging:

- (1) a brief summary and/or pictures on the poster of any diversity, equity, and inclusion activities that have been undertaken,
- (2) names of financial sponsors (alternatively, an optional second *poster* that can accommodate financial sponsors' logos can be used), and
- (3) additional information of the *team's* choice.

**6.2.1.2.3** The *poster* shall

- (1) be flat with maximum dimensions of two by three feet,
- (2) present all information on one side,
- (3) not have attached pages that must be lifted or turned, and
- (4) be in English.

**TABLE 6.2** Points for Poster

Description	Points
6.2.1.2.1 (1) Identification of the <i>school</i>	/1
6.2.1.2.1 (2) Why the overall <i>bridge</i> configuration was selected	/3
6.2.1.2.1 (3) Scaled, dimensioned side view of the <i>bridge</i>	/3
6.2.1.2.1 (4) Brief explanation of analysis conducted to verify the design	/2
6.2.1.2.1 (5) Free-body diagram (FBD) of a single beam	/2
6.2.1.2.1 (6) Shear/moment diagrams of the beam corresponding to the FBD	/2
6.2.1.2.1 (7) Use of Lean construction and/or Accelerated Bridge construction	/1
6.2.1.2.1 (8) Acknowledgement of the support network	/1
Deductions: -1 point for each of the non-respected rules 6.2.1.2.3 (1) Be flat with maximum dimensions of two by three feet 6.2.1.2.3 (2) Present all information on one side 6.2.1.2.3 (3) Not have attached pages that must be lifted or turned 6.2.1.2.3 (4) Be in English	
<b>Total</b>	<b>/15</b>

**6.2.1.2.4** The *aesthetics* rating will be very poor if there is no *poster* or if it is grossly inadequate. The *poster* is not part of the *bridge* but must be displayed during *aesthetic* judging. Judges will only assess the *poster* and its content. Supports used for the *poster* will not be considered in judging the *poster*.

## 6.2.2 Oral Presentation

*Teams* are required to give a live five (5) minute *oral presentation*. An award will be given for the best *oral presentation*. Presentations must be conducted in a professional manner, as if the *team* were selling the bridge to the client. Presentations can be in English or French. All *teams* are required to provide a transcript of their presentation in English and French.

The presentation will take place after the evaluation of the *architectural design* and *poster*. *Teams* will have access to electricity, microphones, a large projection screen and a computer projection unit for use during the oral presentation. Access to the staging area will be limited to the presenters. Presenters may be any of the registered participants. A maximum of five (5) people shall speak during the presentation. The use of video is permitted (without sound). Presentation order will be selected randomly before the competition begins. An additional five (5) minute period shall be permitted for *judge's* questions immediately following the presentation. *Teams* will have a four (4) minute period to set up equipment and an additional four (4) minute period to take it down.

*Teams* shall discuss the following: selected design, analysis, construction sequence, and estimated time/budget. *Teams* should also discuss any innovations they employed within the above criteria. An award will be given for the oral presentation, and the judging criteria will be based on the point weighing per Table 6.3.

TABLE 6.3 Points for Oral Presentation

Description	Points
Selected design	/4
Analysis	/4
Construction sequencing	/4
Time and budget	/3
Visuals	/3
Presentation delivery	/3
Questions and answers	/4
Deductions: -1 point for each 20 full seconds over or under five (5) minutes (ex. a time of 4:41 or 5:19 will have no deductions, a time of 4:40 or 5:20 will have -1 deduction, and a time of 4:20 or 5:40 will have -2 deductions, etc.)	
<b>Total</b>	<b>/25</b>

### 6.2.3 Construction Speed

The *bridge* with the lowest *total time* will win in the *construction speed* category. *Total time* is the time required for construction modified by construction penalties prescribed in Sub-Sections 9.4, 10.4.2, 10.4.3, and 10.8.1. There is an upper limit on *construction time* (see Sub-Section 10.8.2).

### 6.2.4 Lightness

The *bridge* with the least *total weight* will win in the *lightness* category. *Total weight* is *measured weight* plus weight penalties prescribed in Sub-Sections 8.2, 9.3, and 10.4.2. *Decking*, *tools*, *lateral restraint* devices, and *posters* are not included in *measured* or *total weight*.

### 6.2.5 Stiffness

The *bridge* with the lowest *aggregate deflection* will win in the *stiffness* category. *Aggregate deflection* is determined from measurements as prescribed in Sub-Section 11.5.

### 6.2.6 Construction Economy

The *bridge* with the lowest *construction cost* ( $C_c$ ) will win in the *construction economy* category. *Construction cost* is computed as

$$C_c = \text{Construction time (minutes)} \times \text{number of builders (persons)} \\ \times 70,000 (\$/\text{person-minute}) + (\text{Total time} - \text{Construction time}) \\ \times 240,000 (\$/\text{minute}) + \text{load test penalties } (\$).$$

“*Load* test penalties” are prescribed in Sub-Section 11.5.2. A penalty increment to the number of *builders* is prescribed in Sub-Section 10.4.1.

### 6.2.7 Structural Efficiency

The *bridge* with the lowest *structural cost* ( $C_s$ ) will win in the *structural efficiency* category. *Structural cost* is computed as

If *measured weight* does not exceed 150 pounds,

$$C_s = (\text{Total weight} - \text{Measured weight}) (\text{pounds}) \times 5,000 (\$/\text{pound}) \\ + \text{Aggregate deflection (inches)} \times 3,150,000 (\$/\text{inch}) \\ + \text{Load test penalties } (\$).$$

If *measured weight* exceeds 150 pounds but does not exceed 300 pounds,

$$C_s = (\text{Measured weight} - 150) (\text{pounds}) \times 8,333 (\$/\text{pound}) \\ + (\text{Total weight} - \text{Measured weight}) (\text{pounds}) \times 5,000 (\$/\text{pound}) \\ + \text{Aggregate deflection (inches)} \times 3,150,000 (\$/\text{inch}) \\ + \text{Load test penalties } (\$).$$



If *measured weight* exceeds 300 pounds,

$$C_s = (\text{Measured weight} - 221) \text{ (pounds)} \times 16,000 \text{ (\$/pound)} \\ + (\text{Total weight} - \text{Measured weight}) \text{ (pounds)} \times 5,000 \text{ (\$/pound)} \\ + \text{Aggregate deflection (inches)} \times 3,150,000 \text{ (\$/inch)} \\ + \text{Load test penalties (\$)}.$$

Sub-Section 11.5.2 prescribes “*load* test penalties.”

## 6.2.8 Overall Performance

The *overall performance* rating of a *bridge* is the sum of *construction cost* ( $C_c$ ), *structural cost* ( $C_s$ ), and any fines incurred as a violation to a *Team* Contract. The *bridge* achieving the lowest value of this total wins the overall performance category.

## 6.2.9 Cost Estimation

An award will be given to the team that best estimates their *overall performance* rating and completes the competition.

**6.2.9.1** Prior to the selection of the load case as prescribed in Sub-Section 7.1(8) (e.g., at the captain’s meeting), all teams will submit their estimated *overall performance* rating to the host school for all 6 load cases. The host school will input the values into the *scoring spreadsheet*.

**6.2.9.2** The team that has the smallest absolute value of the difference between the actual *overall performance* rating and estimated *overall performance* rating will win the award.

**6.2.9.3** Ties for the *cost estimation* award will first be broken by the team that overestimates their *overall performance* rating being ranked ahead of a team that underestimates their *overall performance* rating and then by *aesthetics* ranking, if necessary.

## 6.2.10 Overall Scoring

The *overall scoring* consists of *aesthetics*, *oral presentation*, and *overall performance* categories with weights of 15%, 25%, and 60% respectively. The points attributed for each category will be based upon the *team’s* overall ranking (OR) in a given category and the number of teams competing (n). The *overall scoring* (OS) is computed using the equation below for ORA (*aesthetics*), ORO (*oral presentation*), and ORP (*overall performance*).

$$OS = 15\% \times \left(1 - \left(\frac{ORA-1}{n}\right)\right) + 25\% \times \left(1 - \left(\frac{ORO-1}{n}\right)\right) + 60\% \times \left(1 - \left(\frac{ORP-1}{n}\right)\right)$$

All *teams* will be finally ranked from 1st to nth based on the overall score. **The team with the highest overall scoring wins the entire CNSBC.** In the case of a tie, the bridge with the highest overall performance of the bridge wins the tie-breaker.

## 6.2.11 Video

*Teams* may compete in the optional video award category provided their *bridge* is presented for *aesthetics* judging and staged for timed construction. Being able to convey the features of the *bridge's* design, the analysis conducted to verify that the design meets the structural specifications, the fabrication process, and the procedure by which it will be constructed is critical to a client accepting the work of an engineer. *Videos* are one means of accomplishing this task if they are professional, concise, informative, and consider the level of knowledge of the viewing audience. All *teams* competing in the optional *video* award category must submit their entry before May 6, 2022 to be considered. Instructions for submission will be provided at the official CNSBC website.

### 6.2.11.1 The *video* requirements include:

- (1) maximum of 6 minutes long and formatted so to be posted to YouTube;
- (2) be directed toward the owner who is using it to assist in the decision of which *team* to select to move forward with the *bridge* project (assume the owner has some technical background);
- (3) summarize the design, analysis, fabrication, and construction aspects of the *team's bridge* with a particular emphasis on innovation; and
- (4) involve more than one *team* member presenting the content.

### 6.2.11.2 *Video* submissions will be judged based on:

- (1) the quality of how the information is conveyed through the *video*, whether proper explanations are provided, and whether supporting material was effectively used;
- (2) the information provided to allow the owner to evaluate the design, analysis, fabrication and construction aspects of the *bridge*; and
- (3) the confidence the owner has after watching the *video* that the *team's bridge* is the right one to be selected for the project.

## 6.3 SPREADSHEET FOR SCORING

The *scoring spreadsheet* for the CNSBC will be available at the official website in early 2022. The spreadsheet is useful for comparing alternatives when designing a *bridge*. *Teams* are encouraged to download, understand, and verify the spreadsheet before the competition.

## 6.4 SPIRIT OF THE COMPETITION AWARD

In addition to the competition category awards, a special Spirit of the Competition award is given. This award is presented to a *team* that demonstrates outstanding team comradery, professionalism, positive work ethic, and respect for their competition peers. All *teams* are eligible for this award. Each *team* and *judge* will have a single vote for the award, and they are strongly encouraged to provide an explanation as to why their nominated team should win this award. *Teams* are not able to vote for themselves.

# Section 7

## SCHEDULE OF COMPETITION

In the months before the competition, students design their *bridges*, fabricate *members*, conduct *load* tests, designate the competition *team*, and practice construction. The host *school* procures a venue, organizes equipment (Section 12), and recruits *judges* (Section 14). *Judges* are prepared by reviewing the current rules and all clarifications (Section 13). Clarifications, some of which may have been posted immediately prior to the competition, are found at the official CNSBC website.

### 7.1 RECOMMENDED SCHEDULE

- (1) The official *scoring spreadsheet* is downloaded from the official CNSBC website, and *data forms* are generated from that spreadsheet.
- (2) Using a random process, the *head judge* or host *school* determines the order in which *teams* will compete.
- (3) The *head judge* conducts a meeting with the other *judges* to clarify any rules concerns and to inspect the construction and loading facilities.
- (4) *Bridges* are erected for public viewing and are judged for *aesthetics*. After the start of *aesthetics* judging, *bridges* shall not be altered, modified, or enhanced in any way.
- (5) *Bridges* are disassembled.
- (6) In a meeting at which all *captains* are present, the *head judge* clarifies rules and conditions of the competition, and answers questions.
- (7) Teams submit their estimated *overall performance* ratings to the host *school* at the *captains* meeting and the host school inputs the values into the *scoring spreadsheet*.
- (8) Immediately before timed construction of the first *bridge*, the *head judge* rolls a die to determine the location of the *decking* unit along the backspan of the *bridge* during the vertical load test. This designation will guide the vertical *load* tests as described in Sub-Section 11.5, and the Vertical *Load* Test Plan Diagrams. For each possible result of the roll (N), Table 7.1 gives the dimension for positioning the *decking* unit along the backspan of the *bridge* and locations where the vertical *load* is applied and vertical deflection and sway are measured. The same values of *L* will be used for all *bridges*. The *east end* of the bridge is defined as the end that is cantilevered.
- (9) *Bridge members*, *tools*, *nuts*, and *bolts* are staged for construction and inspected by the *judges*. See Section 8, “Material and Component Specifications,” and Sub-Sections 10.2.3, 10.2.4, 10.2.5, and 10.6 for details.
- (10) Timed construction. See Section 10, “Construction Regulations,” for details.
- (11) *Judges* inspect assembled *bridges*. For details, see Section 9, “Structural Specifications.” Between corrections described in Sub-Section 9.4 and the start of *load* testing, force shall not be applied to the *bridge* except as necessary to move it. For example, leaning or sitting on the *bridge* is not allowed.

- (12) *Bridges* are weighed (if it is impractical to weigh the entire *bridge*, its individual parts may be weighed). **All *bridges* shall be weighed, including those that fail as well as those which are withdrawn from competition and are not eligible for all awards.**
- (13) *Bridges* are *load* tested. See Section 11, “*Load* Test Instructions,” for details.
- (14) Data entry is conducted. After a *team* has completed all phases of the competition, data for the *team* is transcribed from the *data forms* into the official *scoring spreadsheet* and checked by the *captain*. After data entry has been completed, a copy of the *team’s* “Computation” worksheet from the *scoring spreadsheet* is given to the *captain* electronically or on paper.
- (15) Scores and rankings are determined using the official *scoring spreadsheet*.
- (16) Paper or electronic copies of the “Rankings” worksheet of the official *scoring spreadsheet* are distributed to *captains* of all *teams* at the awards ceremony.

TABLE 7.1 Determination of *L*

<b>N</b>	<i>L</i>
<b>1</b>	4’-6”
<b>2</b>	5’-6”
<b>3</b>	6’-0”
<b>4</b>	6’-6”
<b>5</b>	7’-0”
<b>6</b>	8’-0”

## 7.2 ALTERNATIVES

The order recommended above may be altered. However, the following is essential:

- (1) *Bridges* are not modified after the die is rolled.
- (2) *Bridges* are not modified between *aesthetics* judging and timed construction.
- (3) Estimated *overall performances* ratings are submitted by all *teams* prior to any *team* weighing their *bridge* or starting timed construction.
- (4) No components or *tools* are added to or removed from the *construction site* after staging for inspection.
- (5) Modifications between timed construction and *load* testing are limited to connection corrections described in Sub-Section 9.4.

# Section 8

## MATERIAL AND COMPONENT SPECIFICATIONS

### 8.1 MATERIAL

**Some grades of *steel* are not magnetically attractive.** If any *member*, *nut*, or *bolt* is not strongly magnetic *steel* or incorporates parts that are not strongly magnetic *steel*, the *bridge* will not be eligible for awards listed in Sub-Section 6.2, except for *aesthetics* and *video*. The *bridge* may be constructed and *load* tested at the *head judge's* discretion if that can be done safely within available time. See Sub-Section 8.2 for specifications on "*members*", "*loose bolts*", "*nuts*" and "holes in *members*".

### 8.2 COMPONENTS

Violation of the specifications in this Sub-Section (8.2) will result in penalties being added to the weight of the *bridge*. The penalty is 25 pounds for each individual non-compliant *nut* and *loose bolt*, and 35 pounds for each individual non-compliant *member*. See Sub-Sections 8.2.2, 8.2.3, and 8.2.4 for specifications on "*members*", "*loose bolts*", and "*nuts*".

#### 8.2.1 Bridge

A *bridge* shall be constructed only of *members*, *loose bolts*, and *nuts*. Solder, brazing, and adhesives are not permitted. Exceptions: Purely decorative items such as coatings and decals are permitted, and *bridge* parts may be labeled.

#### 8.2.2 Members

8.2.2.1 Parts of a *member* are welded together. *Nuts* that are welded<sup>1\*</sup> to a *member* are threaded parts that are considered part of that *member* and are not considered to be *loose nuts*. A *member* shall retain its shape, dimensions, and rigidity during timed construction and *load* testing. A *member* shall not have moving or flexible parts. Exception: Deformations caused by mechanical strain (e.g., bending, stretching) during construction and *load* testing are not violations.

---

<sup>1\*</sup> **Health advisory:** The bright silvery or colored coating on *bolts*, *nuts*, threaded rods, and other hardware contains zinc and cadmium. At welding temperature, both elements create hazardous fumes. Inhalation of zinc fumes causes symptoms resembling those of influenza. Cadmium gas can damage lungs and kidneys and is a potential carcinogen. **Only plain (uncoated) hardware should be welded.**

8.2.2.2 All *members* shall fit into a right rectangular prism (i.e., *box*) of dimensions of 3'-6" x 6" x 4".

### 8.2.3 Loose Bolts

8.2.3.1 *Loose bolts* shall not have parts that flex or move. *Loose bolts* shall be commercially available, have a head, and shall not be mechanically altered or modified in any way, but may be painted.

8.2.3.2 Nominal length of *loose bolts* shall not exceed 3" measured from the bottom of the head to the end. *Loose bolts* shall have external threads that extend around the full circumference, but need not extend over their full length.

### 8.2.4 Nuts

8.2.4.1 *Nuts*, whether *loose* or welded, shall have the external shape of a hexagonal prism over their full length and not have parts that flex or move. *Nuts* shall be commercially available and shall not be mechanically altered or modified in any way but may be painted.

8.2.4.2 *Nuts* shall have internal threads that extend for the full circumference over their full length.

### 8.2.5 Holes in Members

Holes for *loose bolts* shall not be threaded. Exception: A *nut* that is welded to a *member* and conforms to the specifications of Sub-Section 8.2.4 is not a violation.



# Section 9

## STRUCTURAL SPECIFICATIONS

### 9.1 MEASUREMENT

Conformance with the specifications in this Section (9) will be checked with the *bridge* in its as-built condition after termination of timed construction and before the *bridge* is moved from the *construction site* or *load* tested. The *bridge* shall not be modified or distorted from its as-built condition in order to conform to these specifications except as prescribed by Sub-Section 9.4. Dimensions will be checked without *decking* or applied *load*. **Judges may touch the *bridge* but shall not turn *nuts* or *bolts* or alter the condition of the *bridge* in any other way.**

### 9.2 FUNCTIONALITY

If any specification in this Sub-Section (9.2) is violated, the *bridge* will not be eligible for awards in any category, except for *aesthetics* and *video*. The *bridge* may be *load* tested at the *head judge's* discretion if that can be done safely within available time.

9.2.1 The *bridge* shall have exactly two *stringers*, each of which is contiguous. *North side* and *south side stringers* shall extend from inside each *footing* on the *west end* of the *bridge* toward the *highway*. Sections of the *stringer* may be part of *members* that serve other functions in the *bridge*. See the Bridge Elevation Diagram.

9.2.2 The *bridge* shall provide access for safely placing 3'-6" wide *decking* and *load* at any point between the ends of the *stringers* at the *west end* and *east end*.

9.2.3 The *decking* shall not be attached or anchored to the *bridge*. This prohibition includes but is not limited to protrusions, irregularities, and textures that inhibit movement of *decking* relative to the *stringers*.

9.2.4 *Decking* shall not distort the *bridge* from its as-built condition when positioned for lateral and vertical load testing.

9.2.5 The *bridge* shall not be anchored or tied to the floor.

9.2.6 *Teams* shall accept and *bridges* shall accommodate conditions at the competition site.

## 9.3 USABILITY

Specifications in this Sub-Section (9.3) are illustrated by the Bridge Elevation Diagram.

A weight penalty will be assessed for each specification in this Sub-Section (9.3) that is violated, rather than for every violation of that specification. If there are multiple violations of the same specification, the penalty will be based on the largest violation.

The penalty for violation of each of the specifications in this Sub-Section (9.3) will be an addition to the weight of the *bridge* determined as follows:

- (1) 20 pounds for a dimensional violation not exceeding 1/4",
- (2) 100 pounds for a violation greater than 1/4" but not exceeding 1",
- (3) 200 pounds for a violation greater than 1" but not exceeding 2"
- (4) 400 pounds for a violation greater than 2" but not exceeding 3", and
- (5) if a violation exceeds 3", the *bridge* will not be eligible for awards in any category, except *aesthetics* and *video*. The *bridge* may be *load* tested at the *head judge's* discretion if that can be done safely within available time.

**9.3.1** The *bridge* shall not touch the *highway* or the *ground* outside the *footings* except when the exception in Sub-Section 10.4.2 is invoked

**9.3.2** The *bridge* shall not be wider than 3'-7" at any location along the span.

**9.3.3** Vertical clearance shall be provided at all points directly over the *ground* and *highway*. The clearance shall be no less than 7.5", measured from the surface of the *ground* or *highway*. Parts of the *bridge*, including *nuts* and *bolts*, shall not extend below this limit. Exception 1: No clearance is required for the portion of the *bridge* for which the exception in Sub-Section 10.4.2 is invoked. Exception 2: No clearance is required over the *footings* except as necessary to accommodate restraint applied during the lateral *load* tests described in Sub-Section 11.4.1.

**9.3.4** The *bridge* shall provide a straight, clear passageway conforming to the Backspan Clearance *Template* detail and Cantilever Clearance *Template* detail on the Bridge Elevation Diagram.

**9.3.4.1** A 2' wide by 1'-10" high passageway conforming to the Backspan Clearance *Template* detail on the Bridge Elevation Diagram shall extend underneath the *bridge* from the beginning of the bridge on the west end to the west edge of the *south side, east end footing* as shown on the Bridge Elevation Diagram.

**9.3.4.2** A 2' wide by 1'-4" high passageway conforming to the Cantilever Clearance *Template* detail on the Bridge Elevation Diagram shall extend underneath the *bridge* from the west edge of the *south side, east end footing* to the end of the *bridge* on the *east end* as shown on the Bridge Elevation Diagram.

9.3.5 At the ends of the *bridge*, parts of the *bridge* shall not extend away from the *highway* beyond the vertical planes that make up the *construction zone* boundary shown on the Bridge Plan Diagram.

9.3.6 Each *stringer* shall be at minimum 20 feet long and at maximum 21 feet long, measured along their top.

9.3.7 The tops of the *stringers* shall be the highest point on the bridge and extend no more than 2'-4" and no less than 1'-11" above the surface of the *highway*, *ground*, or *footings* at any location along the span.

9.3.8 The *bridge* shall provide a straight, clear decking support location conforming to the Stringer *Template* detail on the Bridge Elevation Diagram. To verify compliance with 9.3.8.1 and 9.3.8.2, *judges* will slide the stringer *template* along the tops of the *stringers* while holding it plumb and perpendicular to the span of the *bridge*. If the same obstruction causes a violation of both 9.3.8.1 and 9.3.8.2, the *judge* will record only the larger violation.

9.3.8.1 At no location along the full length of the *stringers* shall part of the *bridge*, including *nuts* and *bolts*, obstruct passage of the stringer *template*. The measurement for non-compliance with 9.3.8.1 is the distance an obstruction projects onto the stringer *template*, measured perpendicularly from the obstructed edge.

9.3.8.2 The tops of both *stringers* shall contact the tops of the two rabbets in the stringer *template* at every location along the full length of the *stringers* during the verification procedure described in 9.3.8. The measurement for non-compliance with 9.3.8.2 is the vertical distance between the top of a rabbet and the top of the corresponding *stringer*.

9.3.9 Tops of *stringers* shall be free of holes, splits, separations, protrusions, and abrupt changes in elevation or slope, except that between adjacent *members* that comprise a *stringer* there may be a horizontal separation not exceeding 1/4" and a change in elevation not exceeding 1/8".

## 9.4 CONNECTION SAFETY

After termination of timed construction and inspection by *judges*, *builders* are required to attempt to correct violations of specifications 9.4.2, 9.4.3, and 9.4.4 and will be granted the option to correct violations of specification 9.4.1. Only *tools*, *loose nuts*, and *loose bolts* that were in the *staging yards* at the start of timed construction shall be used to correct violations. Safe construction practices (10.2 and 10.3) are required, but *accidents* (10.4) will not be penalized. **Builders will be allowed five minutes to correct only those connections in violation of the rules that are identified by the judges.** If any connection identified by the judges still violates specification 9.4.2, 9.4.3 or 9.4.4 when that time limit is reached, the *bridge* will not be eligible for awards in any category, except *aesthetics* and *video*, and will not be *load* tested. **Judges may touch the bridge, bolts, and nuts, but shall not turn nuts or bolts, or alter the condition of the bridge in any other way.**

9.4.1 All locations where one *member* touches another *member* require a connection. Multiple members may be connected at the same location. **Penalty is two minutes added to *construction time* for each individual violation regardless of whether the violation is corrected. If two members are touching, no connection exists between these two members anywhere, and the violation cannot be corrected, then the *bridge* will not be eligible for awards in any category, except *aesthetics* and *video*, and will not be *load* tested.**

9.4.2 A connection shall contain at least one and at most two *faying surfaces* associated with each *member* being connected with every *faying surface* penetrated by at least one *loose bolt* secured by a *loose* or welded *nut* such that the *member(s)* cannot be separated without first unscrewing and removing the *loose bolt(s)* that connects them. Cam locks, dovetails, tube-in-tube/sleeved and other mechanical/interlocking connections that are designed to resist movement without the presence of a *bolt* are prohibited. *Faying surfaces* are the only locations where *members* are in contact with each other. A *loose bolt* may connect more than two *members*. **Penalty is five minutes added to *construction time* for each individual violation.**

9.4.3 Each individual hole in a *member* for a *loose bolt* shall be completely surrounded by the *member*. Furthermore, such holes in the outer plies of a connection shall be small enough that the *nut* or *bolt* head cannot pass through. **Penalty is five minutes added to *construction time* for each individual violation.**

9.4.4 Each individual loose or welded *nut* shall at least fully engage the threads of the matching *loose bolt*. That is, the terminal threads of the *bolt* shall extend beyond or be flush with the outer face of the *nut*. The threads of the *nut* shall match the *bolt* so that installation and removal require relative rotation. **Penalty is one minute added to *construction time* for each individual violation.**

## 9.5 INSPECTABILITY

Each individual *nut*, head of a *loose bolt*, and threaded end of a *loose bolt* shall be visible in the completed *bridge* so that compliance with specifications in Sub-Section 9.4 can be verified. **If any individual *bolt* head, threaded end of a *bolt*, or *nut* cannot be inspected, the *bridge* will not be eligible for awards in any category, except *aesthetics* and *video*, and will not be *load* tested.**

# Section 10

## CONSTRUCTION REGULATIONS

### 10.1 GENERAL CONSTRUCTION REGULATIONS

10.1.1 The *team* designates one *builder* to serve as *captain* for the entire competition.

10.1.2 All construction activities are conducted within the *site boundary*. The host *school* marks the *site boundary* and its enclosed features on the floor before the competition, as illustrated by the Site Plan Diagram.

10.1.3 *Builders* on the *ground* in the *construction zones* put *members* together to assemble the *bridge*.

10.1.4 *Builders* carry *members*, *tools*, *nuts*, and *bolts* across the *transportation zones*.

10.1.5 Builders shall wear hardhats and protective eyewear (or safety goggles) that satisfy the latest issue of CSA Z94.1 and Z94.3, respectively, as *personal protective equipment* during all construction activities.

10.1.6 There may be multiple *constructed portions*. If a *member* that is part of the *constructed portion* is removed from contact with the *constructed portion*, it becomes an individual *member* again.

### 10.2 PRE-CONSTRUCTION CONDITIONS

Timed construction will not commence if any provision of this Sub-Section (10.2) is violated.

10.2.1 Only *builders* and *judges* are permitted within the *site boundary* during timed construction. Other *team* members and associates of the *team*, coaches, faculty, advisers, and spectators shall remain in designated areas at a distance from the *construction site* that assures they are not at risk and cannot interfere with the competition.

10.2.2 There shall be no more than six *builders*.

10.2.3 Welding machines and *tools* requiring external power connections shall not be used during timed construction. *Tools* powered by batteries or other internal energy supplies are acceptable.

10.2.4 A *tool* shall fit within a right rectangular prism (i.e., *box*) of dimensions 3'-6" x 6" x 4". During timed construction, multiple *tools* may be combined to form an *assembled tool* that does not need to meet the requirements of Sub-Section 10.2.4.

10.2.5 Containers of lubricant shall not be in the *construction site* at any time.

### 10.3 SAFE CONSTRUCTION PRACTICES

If any rule in this Sub-Section (10.3) is violated during timed construction, the *judge* will stop the clock and explain the violation. Before the clock is restarted, *builders*, *tools*, *members*, *nuts*, and *bolts* will be returned to the positions they occupied immediately before the violation. *Builders* will then be asked to resume construction using safe procedures. *Builders* will have the opportunity to construct their *bridge* safely. However, if they are not able to construct the *bridge* completely using safe procedures, construction will cease and the *bridge* will not be eligible for awards in any category, except for *aesthetics* and *video*.

10.3.1 *Builders*, *judges*, host personnel, and spectators shall not be exposed to risk of personal injury. Only *builders* and *judges* may be in the *construction site*.

10.3.2 At all times during timed construction every *builder* shall wear *personal protective equipment* in the proper manner.

10.3.3 A *pouch* or other article of clothing shall not be removed from a *builder's* person or held in a *builder's* hand(s).

10.3.4 *Nuts*, *bolts*, or *tools* shall not be held in the mouths of *builders*.

10.3.5 Throwing anything is prohibited.

10.3.6 A *builder* shall not cross from the *ground* on one side of the *highway* to the *ground* on the other side.

10.3.7 A *builder* who is outside a *staging yard* shall not simultaneously support or touch, directly or with *tools*, more than one *member* that is not in a *constructed portion*.

10.3.8 A *builder* shall not use the *bridge*, a *constructed portion* of the *bridge*, a *member*, or a *tool* to support all or part of the *builder's* body weight. However, a *builder* may be partially supported by a *constructed portion* if the *builder* is kneeling on the floor on both knees, kneeling on the floor on one knee with the other foot on the floor, or standing with the heels and toes of one or both feet on the floor.

10.3.9 A *builder* shall not depend on another *builder* or *builders* for support or balance.

10.3.10 Construction of the *bridge* shall commence by creating a *constructed portion*. Each *constructed portion* shall be started on the *ground* within a *footing*.

10.3.11 A *builder* who is outside a *construction zone* shall not touch (or touch with *tools*) a *constructed portion*, and shall not install a *member*, *nut*, or *bolt* on a *constructed portion*.



10.3.12 At no time shall a *builder* or *builders* support the entire weight of a *constructed portion*. However, a *builder* or *builders* may remove a single *member* from a *footing* or from a *constructed portion*.

10.3.13 No part of a *constructed portion* shall extend beyond the *site boundary* at any time.

10.3.14 A *team* shall construct its *bridge* safely using the site and floor surfaces provided by the host *school*. **Bridges and participants shall accommodate local conditions.**

## 10.4 ACCIDENTS

Accident types are described in Sub-Sections 10.4.1, 10.4.2, and 10.4.3. In general, the clock is not stopped when there is an *accident*.

A penalty is assessed for each separate *accident*. If an *accident* is continuous (for example, a *builder* stands in the *highway*, or a dropped item is not retrieved promptly) it will be counted as multiple occurrences until corrected. *Builders* involved in *accidents* may continue to build. Items involved in *accidents* shall be recovered promptly and may be used.

Construction cannot depend on deliberately committing an *accident*. Therefore, the clock will be stopped if any work is accomplished by committing an *accident*. Before timed construction is resumed, *builders*, *tools*, *members*, *nuts*, and *bolts* will be returned to the positions they occupied immediately before the *accident*.

10.4.1 A *builder*, builder's footwear, *pouch*, or article of clothing touches the *highway* or the floor outside the *site boundary*. For each occurrence, the number of *builders* is increased by one when the spreadsheet computes *construction cost*,  $C_c$ , but the number of *builders* actually constructing the *bridge* does not change. If *construction time* is greater than 5 minutes, then the penalty will be 5 minutes for each violation instead of an increase in the number of *builders*. Exception: There is no penalty for stepping out of bounds or entering the *highway* to retrieve an object that has been dropped, such as a *member*, *tool*, *nut*, *bolt*, or *personal protective equipment*.

10.4.2 A *member*, *constructed portion*, *tool*, *nut*, *bolt*, or *personal protective equipment* touches the *highway*, the *ground* outside the *staging yard*, or the floor outside the *site boundary*. **Penalty is 1/4 minute (15 seconds) for each item during each occurrence.** Exception: There is no penalty for a *member* or *constructed portion* touching the *ground* within a *footing*. However, construction may proceed if it is no longer possible to hold the bearing surfaces of a *constructed portion* within the *footings*. In this situation, the *captain* may request that the clock be stopped while the difficulty is demonstrated to the *head judge*. If the *head judge* is convinced, no additional *accidents* will be cited for a *constructed portion* touching the *ground* outside the *footings* (regulation 10.4.2), the clock will be restarted, construction will resume, and a 200-pound weight penalty will be assessed, even if the

bearing surfaces of the *bridge* are within the *footings* when it is completed. All penalties applied associated with this rule prior to the exception being taken remain.

10.4.3 Outside the *staging yards*, a *member* that is not part of a *constructed portion* touches or is in contact with another *member* that is not part of a *constructed portion*.

**Penalty is 1/4 minute (15 seconds) for each occurrence.** Exception: There is no penalty if a *member* that is on the *ground* within a *footing* touches another *member*.

## 10.5 CONSTRUCTION SITE

See the Site Plan Diagram for the *construction site* layout. The host *school* lays out the site before the competition. The *construction site* shall be laid out so that the tape that designates lines is the *highway* or out of bounds. That is, the edges of tape, not the centerlines, designate the lines shown on the drawing.

## 10.6 START

10.6.1 Before construction begins, only the following are allowed in the *staging yards*: all *builders*, *members*, *loose nuts*, *loose bolts*, and *tools*. Every *member*, *loose nut*, *loose bolt*, and *tool* must be in contact with the *ground* and must fit entirely within the assigned area of a *staging yard* as designated on the *Staging Yard* detail on the Site Plan Diagram. *Loose nuts* may be installed on *loose bolts*. *Tools* or parts of *tools* cannot touch each other. *Builders* are wearing *personal protective equipment* as well as optional clothing such as *pouches*. At the start, *builders* cannot touch *members*, *tools*, *nuts*, or *bolts*, which may only be picked up and passed from one *builder* to another after timed construction begins. There shall be nothing within the *construction site* that is not in a *staging yard*.

10.6.2 *Judges* inspect *members*, *loose nuts*, *loose bolts*, and *tools* as they are placed in the *staging yards*. *Tools* that do not conform to regulation 10.2.3 and 10.2.4 shall be removed from the *staging yard* and shall not be used. After inspection and throughout timed construction, additional *members*, *tools*, *nuts*, *bolts*, or other items shall not be brought into the *construction site* nor shall anything be removed. Additional *builders* shall not enter the *construction site* after the beginning of timed construction.

10.6.3 Timing and construction begin when the *captain* signifies that the *team* is ready and the *judge* declares the start.

## 10.7 TIME

10.7.1 Time is kept from start to finish of construction. The clock will be stopped under the following conditions

- (1) if a *builder* or *judge* sees a condition that could cause injury, or
- (2) when a *safety* regulation has been violated (see Sub-Section 10.3), or

- (3) when work has been accomplished by committing an *accident*. The clock is not stopped if the *accident* does not contribute to the construction process (see Sub-Section 10.4), or
- (4) if a *builder* or *judge* is injured or incapacitated.

10.7.2 Construction ceases while the clock is stopped. After the situation has been corrected, *builders*, *tools*, and *bridge* components are returned to the positions they occupied immediately before the interruption, the clock is restarted, and construction resumes.

## 10.8 TIME LIMIT

10.8.1 If *construction time* exceeds thirty minutes, the *scoring spreadsheet* will count *construction time* as 180 minutes. *Accidents* (10.4) that occur after thirty minutes will not be penalized but *safety* regulations (10.3) will still be enforced. *Judges* may inform the *team* when this time limit is approaching and shall inform them when it is reached.

10.8.2 If *construction time* exceeds 45 minutes, *judges* will halt construction. If local conditions allow and the *head judge* approves, the *team* may move its *bridge* off site for continued, untimed construction if it can be done safely. The *bridge* will not be eligible for awards in any category, except for *aesthetics* and *video*, but it may be *load* tested at the discretion of the *head judge* if that can be done safely within available time.

## 10.9 FINISH

10.9.1 Construction is complete when

- (1) the *bridge* has been completed by connecting all the *members* that were in the *staging yard* at the start of timed construction,
- (2) all *builders* are in the *staging yards*,
- (3) all *tools* are in contact with the *ground* in the *staging yards* or in a *builder's* possession, and
- (4) all extra *nuts* and *bolts* are held in the hands of *builders*, or are in clothing worn by *builders*, or are on the *ground* in the *staging yards*.

10.9.2 The clock is stopped when the *captain* informs the *judge* that construction is complete. If the requirements of Sub-Section 10.9.1 are not met when the clock is stopped, *builders*, *tools*, *members*, *nuts*, and *bolts* will be returned to the positions they occupied immediately before the clock was stopped. The clock will then be restarted and *builders* will be required to complete construction as designated in Sub-Section 10.9.1 prior to the clock being stopped when the *captain* again informs the *judge* that construction is complete.

10.9.3 Installation of *decking* is not included in timed construction.

10.9.4 The *bridge* shall not be modified after construction, except for correction of connections as prescribed in Sub-Section 9.4.

# Section 11

## LOAD TEST INSTRUCTIONS

### 11.1 DAMAGE

A *bridge* with damage that would reduce its strength or stability (such as a fractured weld, missing or broken *member*, broken *bolt*, or missing *nut*) will not be approved for *load* testing and will not be eligible for awards, except for *aesthetics* and *video*. Repair and modifications are not permitted after timed construction except as prescribed in Sub-Section 9.4.

### 11.2 SAFETY PRECAUTIONS

It is the responsibility of *judges*, host personnel, and competitors to employ effectively all precautions, which are summarized in this Sub-Section (11.2). Competitors should follow the same precautions when proof testing *bridges* in preparation for competition.

#### 11.2.1 General Precautions

**11.2.1.1** An activity shall be halted if a *judge* considers it to be hazardous. If a *team* cannot load its *bridge* safely, loading will cease and the *bridge* will not be eligible for awards, except *aesthetics* and *video*.

**11.2.1.2** Competitors who are not participating in loading, faculty, advisers, and other spectators shall observe from a safe area designated by the *judges* and host *school*.

**11.2.1.3** While participating in *load* testing, competitors shall wear *personal protective equipment* per 10.1.5, work gloves, and CSA approved leather boots with toe caps (CSA green triangle). This *safety* equipment is provided by each *team*. *Judges* will not permit *load* testing by competitors who are not wearing the specified *personal protective equipment* or are wearing it improperly.

#### 11.2.2 Lateral Load Test Precautions

**11.2.2.1** There shall be no more than four students in the crew that participates in a lateral *load* test.

**11.2.2.2** A *bridge* that *sways* in excess of 3/4 inch during lateral *load* testing shall not be loaded vertically and will not be eligible for awards, except for *aesthetics* and *video*.

### 11.2.3 Vertical Load Test Precautions

*Bridges* may collapse suddenly without warning, and a failure may involve only one side so that the *load* falls or slides sideways off the *bridge*. The intent of the provisions of this Sub-Section (11.2.3) is to prevent personal injury if a *bridge* collapses.

11.2.3.1 The number of people near the *bridge* shall be minimized during vertical *load* tests. The loading crew is limited to four students, but substitutions may be made during the loading process.

11.2.3.2 *Safety supports* shall be provided by the host *school*, and shall be of adequate strength, height, and number to arrest falling *load* if a *bridge* collapses. The use of the AISC provided jack stands is highly recommended.

11.2.3.3 *Safety supports* shall be in place under the *decking* units before *load* is placed on the *bridge*.

11.2.3.4 The number and location of *safety supports* under a *decking* unit shall be sufficient to arrest the *load* even if only one side or one end of the *bridge* collapses. Therefore, *safety supports* are needed under the sides and ends of the *decking* units, not just in the middle. *Safety supports* should be directly under *decking* units rather than under *bridge* trusses or cross braces, if possible.

11.2.3.5 *Safety supports* shall be adjusted individually for each *bridge* so that *load* cannot drop more than approximately four inches. If the height of the *safety supports* is not adjustable in appropriate increments, they shall be augmented with pieces of wood or other suitable material provided by the host *school*.

11.2.3.6 No one shall reach, crawl, or step under a *bridge*, or stand inside a *bridge* while any portion of the vertical *load* is in place. If *safety supports* must be adjusted during loading, the *load* shall first be removed without disturbing the *bridge*, adjustments made, and the *load* replaced as it was before being removed.

11.2.3.7 *Bridges* that inhibit safely placing vertical *load* shall not be tested and will not be eligible for awards, except for *aesthetics* and *video*.

11.2.3.8 *Judges* shall continuously observe *sway* carefully during vertical *load* testing. If *sway* exceeds 3/4 inch, loading shall cease and *load* shall be removed carefully.

11.2.3.9 *Judges* shall continuously observe *deflections* carefully. If any *deflection* exceeds 2.5 inches (upward or downward), loading shall cease and *load* shall be removed carefully.

11.2.3.10 *Judges* shall continuously observe the behavior of the *bridge*. Loading shall cease and the *load* shall be removed carefully if, in the opinion of a *judge*, collapse is imminent.

## 11.3 PREPARATION

The *captain* shall observe the *load* tests and may handle *load*. A *captain* who does not handle *load* shall comply with Sub-Section 11.2.1.3 but does not count toward the four-person limit.

*Teams* shall accept imperfect field conditions such as bent *decking*, sloping floors, and unfavorable floor surfaces. **Commencing the lateral load or vertical load test indicates acceptance of all starting conditions.**

The end of the *bridge* with the cantilever will be designated as the *east end* of the *bridge*. The other end is the *west end*.

Position *L* for the backspan *decking* unit is determined at the beginning of the competition as described by Sub-Section 7.1(8) and illustrated by the Vertical *Load* Test Plan on the *Load* Test Plan Diagram.

At their discretion, *judges* may impose a penalty for a *bridge* that incorporates parts having the primary function of interfering with placement of *decking*, *load*, or measuring devices. If the *bridge* cannot be loaded safely, or *sway* or *deflection* cannot be measured in accordance with the provisions of this Section (11), the *bridge* shall not be *load* tested and will not be eligible for awards, except for *aesthetics* and *video*.

Typically, *sway* is determined by using a plumb bob attached to the *bridge* or *decking* at a specific point, but *sway* limits apply even if the plumb bob is displaced by contact with another part of the *bridge*.

## 11.4 LATERAL LOAD TEST

The provisions of this Sub-Section (11.4) are illustrated by the Lateral *Load* Test Plans on the Lateral *Load* Test Plan Diagram.

### 11.4.1 Set Up

Lateral *load* tests are conducted with one *decking* unit positioned at the location indicated on the Lateral *Load* Test Plan Diagrams. Approximately 75 pounds of weight is placed on that *decking* above the *stringer* on the opposite side of the *bridge* from where the lateral *load* will be applied. This *load* is intended to restrain the bearing surfaces of the *bridge* from lifting off the floor when lateral *load* is applied. No additional uplift restraint will be used, even if bearing surfaces lift.

Bearing surfaces are prevented from sliding by *lateral restraint* applied by the loading crew. This *lateral restraint* shall not restrain rotation or uplift. The restraint is applied as close to the floor as possible, at the locations shown on the Lateral *Load* Test Plan Diagrams. *Teams* may provide and use optional devices to prevent sliding. However, the device must prevent sliding only. Devices designed to prevent vertical uplift will not be permitted. The lateral *load* test is failed if the *bridge* is restrained in other than the lateral direction, or if the restraint is not applied close to the *ground*, or if the restraint is not effective.



## 11.4.2 Lateral Load Test of the Back Span

A 50 pound lateral *load* is applied and *sway* is measured on the *north side* of the *bridge*, centered on the *decking* unit positioned 6 feet away from the *west end* of the *bridge*. Lateral *load* is applied at the level of the *decking* or top of the *stringer*, which is the bottom of the *decking*. The *sway* measurement is made as close as possible to the location of the lateral *load*. The *sway* measurement device may be attached to the *decking* at the discretion of the *judges*.

To pass the lateral load test, the sway must not exceed 3/4 inch.

## 11.4.3 Lateral Load Test of the Cantilever

The decking from the lateral load test of the back span is left in place with the approximately 75 pound weight moved to above the *north side stringer*. A 50 pound lateral *load* is applied and *sway* is measured 1 inch from the end of the *south side stringer* at its *east end*. Lateral *load* is applied at the top of the *stringer*. The *sway* measurement is made as close as possible to the location of the lateral *load*. The *sway* measurement device is attached to the *stringer* since no decking is present at this location.

To pass the lateral load test, the sway must not exceed 3/4 inch.

**If the *bridge* fails either of the lateral *load* tests, it will not be eligible for awards, except for *aesthetics* and *video*. Do not conduct the vertical *load* test.** Check the appropriate box on the *data form*.

If the *bridge* passes both lateral *load* tests, proceed with the vertical *load* test.

## 11.5 VERTICAL LOAD TEST SEQUENCE

The provisions of this section are illustrated by the Vertical *Load* Test Plan and Vertical *Load* Test Elevation on the Vertical *Load* Test Plan and Elevation Diagram.

### 11.5.1 Set Up

**11.5.1.1** *Decking* units are 3'-0" long in the longitudinal (span) direction of the *bridge* so that the main bars of grating span laterally. Two *decking* units are used. *Decking* units are placed square with and centered on the *stringers*. *Decking* units shall not be attached to the *bridge* and shall not distort it (see Sub-Sections 9.2.3 and 9.2.4).

One *decking* unit is placed at a distance *L* from the *west end* of the *bridge* measured along the top of the *north side stringer*. The other *decking* unit is placed 1 inch from the *east end* of the *bridge* measured along the top of the *south side stringer*.

A *decking* unit that does not contact the top of a *stringer* at a location where *deflection* will be measured will be clamped to the *stringer* at or near that location. The clamp will be removed when sufficient *load* is in place to hold the *decking* unit in contact with the top of the *stringer*.



11.5.1.2 *Safety supports* are placed under the *decking* units so that no portion of the *load* will drop more than approximately four inches if the *bridge* collapses.

11.5.1.3 *Deflections* are measured as close as possible to the tops of *stringers*, which are at the same level as the bottom of the *decking*. Deflection measurement devices may be connected to the *decking*. Measurements are made at the following locations

- *D1* centered on the *north side* of the *decking* unit positioned at *L* (i.e. on the backspan).
- *D2* located 1 inch from the *east end* of the *bridge* at the edge of the *south side* of the *decking* unit positioned on the cantilever.

*Sway* is observed on the *south side* of the *bridge*, at the center of the *decking* unit positioned at *L* (i.e. on the backspan) and on the *north side* of the bridge at the edge of the *decking* unit positioned 1 inch from the *east end* of the *bridge*.

## 11.5.2 General Loading Procedure

*Load* is laterally centered on the *decking* unit and distributed over the length of the *decking* unit as uniformly as possible. *Load* is distributed and aligned as identically as possible for each *bridge*. Steel angles shall be used as the load. Angles shall be placed perpendicular to the span of the bridge to maintain safety in the event of a failure or a collapse. *Load* shall be placed at a steady pace, without hesitation. Crews shall stand outside the *bridge* while placing *load*.

As *load* is being placed, continuously observe *deflection* and *sway*. Stop loading if

- (a) *sway* exceeds 3/4 inch, or
- (b) any measured *deflection* exceeds 2.5 inches in either vertical direction, or
- (c) *decking* or any part of the *bridge*, other than the intended bearing surfaces, comes to bear on a *safety support* or the floor, or
- (d) a *decking* unit or some of the *load* falls off the *bridge*, or
- (e) the *bridge* collapses or a dangerous collapse is imminent in the opinion of the *judge*.

If loading is stopped for any of the situations a, b, c, d, or e, the *bridge* is not approved for further *load* testing and will not be eligible for awards, except *aesthetics* and *video*. **Do not continue *load* testing.** Ask the crew to remove the *load* carefully. Check the appropriate box on the *data form*.

*Deflections* measured while the vertical *load* is in place will be used by the *scoring spreadsheet* to compute *aggregate deflection* by adding the absolute values of *deflections* at *D1* and *D2*, and then rounding the sum to the nearest 0.01 inch. If any measured *deflection* exceeds 2 inches, the *scoring spreadsheet* will add penalties of \$4,000,000 to the *Construction Economy* score and \$10,000,000 to the *Structural Efficiency* score.

## 11.5.3 Vertical Load Test

- (1) The crew distributes 100 pounds of preload on the *decking* unit positioned at *L* and 50 pounds of preload on the *decking* unit positioned on the cantilever. The preload is distributed uniformly, centered laterally on the *decking* unit, and positioned identically for each *bridge*.
- (2) Initialize the *sway* measurement devices.
- (3) Initialize the two *deflection* measuring devices at *D1* and *D2* or record the initial readings.
- (4) The crew places 1600 pounds of additional *load* on the *decking* unit at *L*.
- (5) The crew places 750 pounds of additional *load* on the *decking* unit on the cantilever.
- (6) Record the final readings for *D1* and *D2*.

#### 11.5.4 Loss of Data

If *deflection* data is lost or compromised, the *judge* will require the *team* to disassemble the *bridge*, repeat timed construction beginning with the initial conditions prescribed in Sub-Section 10.6, and redo lateral and vertical *load* tests. Compliance with all rules will be checked except those in Section 8 and Sub-Section 9.3, which will not be checked again. Scoring will be based on the run that results in the larger *construction cost*,  $C_c$  (not including *load* test penalties), but will not exceed 110% of  $C_c$  (not including *load* test penalties) for the initial run.

**Loss of data is a devastating occurrence for teams.** The host school, judges, and team members in the loading crew should take great care to avoid any loss of data.

#### 11.6 UNLOADING

*Load* on the *decking* unit on the cantilever is removed before the *load* on the *decking* unit at *L*. If the *bridge* collapses during unloading (situation c, d, or e in Sub-Section 11.5.2), it is not eligible for awards, except for *aesthetics* and *video*.

# Section 12

## EQUIPMENT PROVIDED BY HOST

### 12.1 SOURCES OF INFORMATION

Equipment for hosting a competition is listed in this section. The American Institute of Steel Construction (AISC) and American Society of Civil Engineers (ASCE) have prepared a Host Guide for their 2022 Student Steel Bridge Competition. Some information in this guide will be applicable to the 2022 CNSBC. Further information on equipment provided by the host will be provided on the official CNSBC website.

Although the equipment described in this Section (12) will be provided by the host *school*, competitors should acquire similar equipment for *load* testing before the competition.

All *teams* are required to accept/accommodate local conditions and equipment, including floor, *decking*, *safety supports*, *load*, *templates*, *boxes*, *deflection* measurement devices and *scales*.

### 12.2 DECKING

Preferred *decking* is *steel* bar grating identified as W-19-4 (1" x 1/8"). The dimensions of a unit of grating are approximately 3'-6" x 3'-0" x 1" and the weight is approximately fifty pounds. 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 that are perpendicular to the length.

### 12.3 SAFETY SUPPORTS

*Safety supports* must be used during *load* tests and are intended to limit the consequences of a *bridge* collapsing. *Safety supports* shall be of sufficient height, strength, number, and extent so that none of the *load* will fall more than approximately four inches if the *bridge* collapses. *Safety supports* may be *steel*, nested stacks of plastic buckets, jack stands, timbers, sand bags, or masonry units. Jack stands with welded plates are the recommended *safety supports* because of their flexibility in height, ease of placement, and stability.

### 12.4 LOAD

A total *load* of 2500 pounds should be supplied in pieces of uniform size and weight that can 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

4" x 4" x 3/8" or 5" x 5" x 5/16" *steel* angle placed perpendicular to the length of the *bridge*. Alternatively, sacks of material, containers of liquid, concrete blocks, or jacking systems can be used. *Decking* is not included as part of the 2500-pound *load*. If a jacking system is used, loading forces may be concentrated nine inches in from each end of the *decking* units.

## 12.5 TEMPLATE

A *template* as dimensioned in the Backspan and Cantilever Clearance *Template* details on the *Bridge* Elevation Diagram shall be used to check clearances. A *template* as dimensioned in the *Stringer Template* detail on the *Bridge* Elevation diagram shall be used to check the stringer locations and clearance. Plywood is recommended. Holes for handholds are helpful but optional.

## 12.6 BOX

A *box* with inner dimensions of 3'-6" x 6" x 4" should be supplied to ensure that *members* and *tools* meet dimensional requirements specified in Sub-Sections 8.2.2.2 and 10.2.4. Wood or other non-deforming material is recommended.

## 12.7 SCALES

Four calibrated *scales* should be supplied to be used under the four *bridge* supports to determine the *measured weight* of the *bridge*. The *scales* should be checked prior to competition for measurement accuracy. If it is impractical to weigh the whole *bridge* at once, then each individual piece of the *bridge* can be weighed separately on a single scale and summed to determine the *measured weight* of the *bridge*.

# Section 13

## INTERPRETATION OF RULES

The official CNSBC websites will list clarifications to the CNSBC rules.

Specific Requests for Information (RFI) from CNSBC teams must be directed to the CNSBC Organizing Committee. An online form will be distributed to teams after the launch of the official website. Official responses will be posted to the CNSBC Facebook page. The cut-off date for submitting an RFI is April 30, 2022. Those received after this date will not be acknowledged or addressed. RFIs will be accumulated and published in RFI summaries by the CNSBC on or about the end of January and March, 2022. Teams are strongly encouraged to contact the CNSBC to avoid misinterpretation of rules at the competition. All RFIs will be made public.

Given the continually changing environment surrounding COVID-19, modifications to the CNSBC rules may be required. These will be addressed on the official CNSBC website. The CNSBC Organizing Committee reserves the right to modify the rules as they see fit.

**A firm requirement for the CNSBC to respond to a question is for the question to clearly indicate the section(s) being referenced (for example, “Section 8.2.4 Nuts”) and to provide the particular sentence or paragraph in question along with the question(s) being asked. Please be as specific as possible when providing the questions.**

The Facebook Page will post relevant information including RFI responses. Teams are also responsible for all information provided in the rules, the general questions and answers posted to the Facebook Page, and information given at competitions from the date of the release of the information. This page is not intended for the submission of RFIs and any posted to the page will not be addressed by the CNSBC.

The AISC and ASCE are hosting a 2022 Student Steel Bridge Competition. Each year, the CNSBC rules use the AISC/ASCE rules as a framework, although the CNSBC rules contain some modifications. In general, most questions asked of the AISC/ASCE and answered by them will apply to the CNSBC. If any of these do not apply to the CNSBC, this will be communicated to CNSBC teams via the official websites. Clarifications from AISC/ASCE can be found at the website below. The cut-off date for AISC/ASCE clarifications that are applicable to the CNSBC is April 30, 2022.

<https://www.aisc.org/education/university-programs/student-steel-bridge-competition/ssbc-rules-and-clarifications/>

# Section 14

## JUDGING

The host *school* will recruit *judges*. *Judges* are empowered to halt any activity that they deem to be hazardous. The *head judge* has full authority over the conduct of the competition and interpretation of the rules. Decisions, scoring, and ranking are the sole responsibility of the *judges* and will be final. The host *school* will assure that the *judges* are fully informed of the rules and procedures, and fully equipped for their tasks. More information for the host *school* and *judges* will be available at the official CNSBC website.

# Section 15

## APPEALS

**15.1** *Judges* will refuse to hear protests from a *team* concerning any *bridge* other than their own.

**15.2** A penalty, decision, measurement, score, condition of competition, or interpretation of rules may be appealed only by a *captain* and only to the station *head judge* (SHJ). The SHJ will not hear the appeal if he or she is approached by anyone other than the *captain*. The appeal must be made as soon as possible after the situation becomes apparent and before the conditions at issue are changed (e.g., by further construction, loading, or disassembly of the *bridge*). The SHJ will hear the appeal as soon as possible and will make a ruling. The conditions at issue will not be changed during deliberation. *Teams* are reminded that civility and ethical behavior are expected during the competition and particularly concerning appeals.

**15.3** After hearing the SHJ's ruling, the *captain* may request a five-minute recess to discuss the issue with the *team*. During the recess, the conditions at issue will not be changed. Immediately after that recess, if the *team* has justification to contest the SHJ's ruling, the *captain* has the option to appeal that decision to the *head judge*. The *head judge* will hear the appeal as soon as possible and will make a ruling.

**15.4** The decision of the *head judge* is final; there are no further appeals.

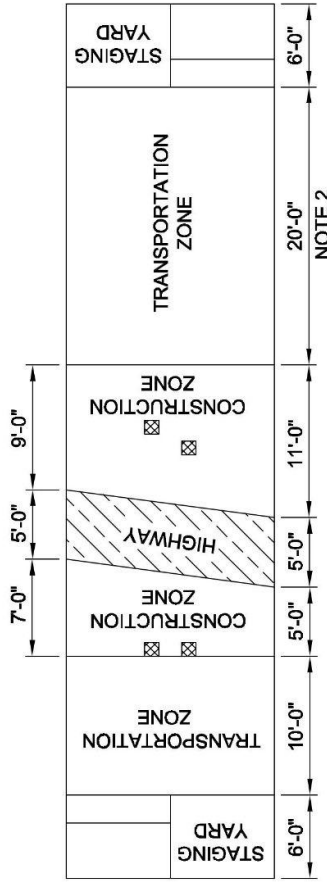


Canadian  
National Steel  
Bridge  
Competition  
2022

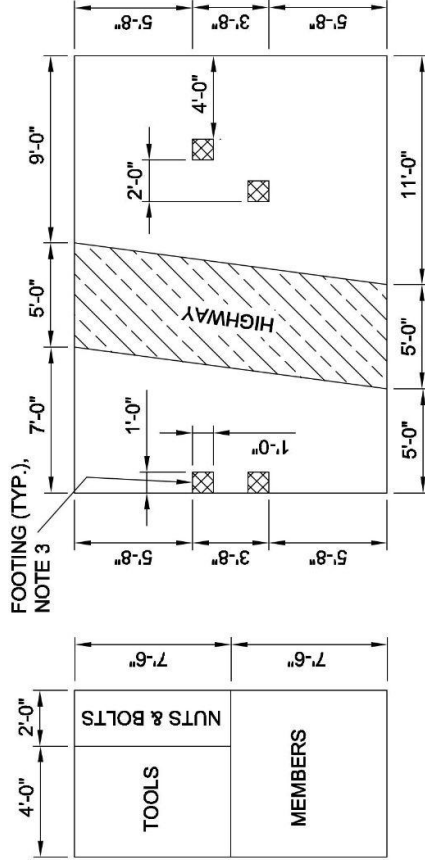


NO.	DATE	DESCRIPTION
PROJECT NO:	2022	DRAWN BY: JPM
DATE:	9/1/2021	CHECKED BY: SSBC RC
DRAWING TITLE:		

SITE PLAN  
DRAWING NUMBER:  
**DWG 1**



**CONSTRUCTION SITE PLAN**



**CONSTRUCTION ZONE  
AND HIGHWAY DETAIL**

**STAGING YARD  
DETAIL**

1 SITE PLAN

- NOTES:
1. DRAWINGS ARE NOT TO SCALE
  2. DIMENSION MAY BE REDUCED TO FIT LOCAL CONDITIONS.
  3. ALL FOUR FOOTINGS ARE THE SAME SIZE.



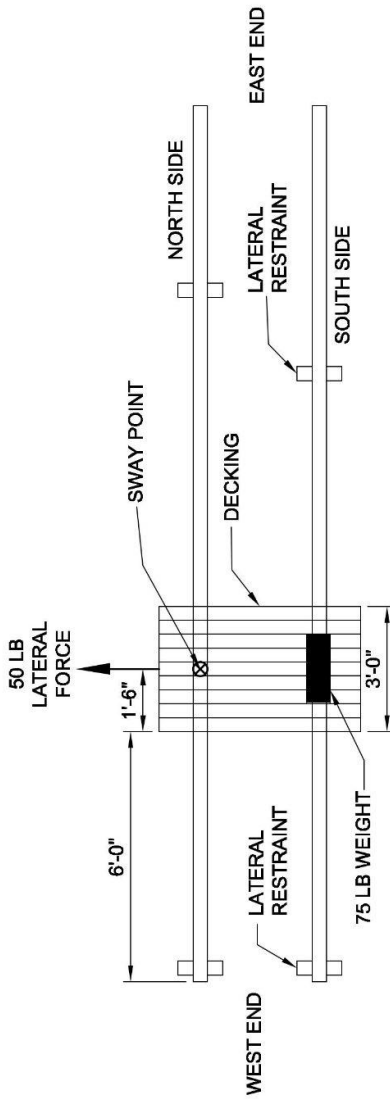


NO.	DATE	DESCRIPTION
PROJECT NO.	2022	DRAWN BY: JPM
DATE:	9/1/2021	CHECKED BY: SSBC RC
DRAWING TITLE:		

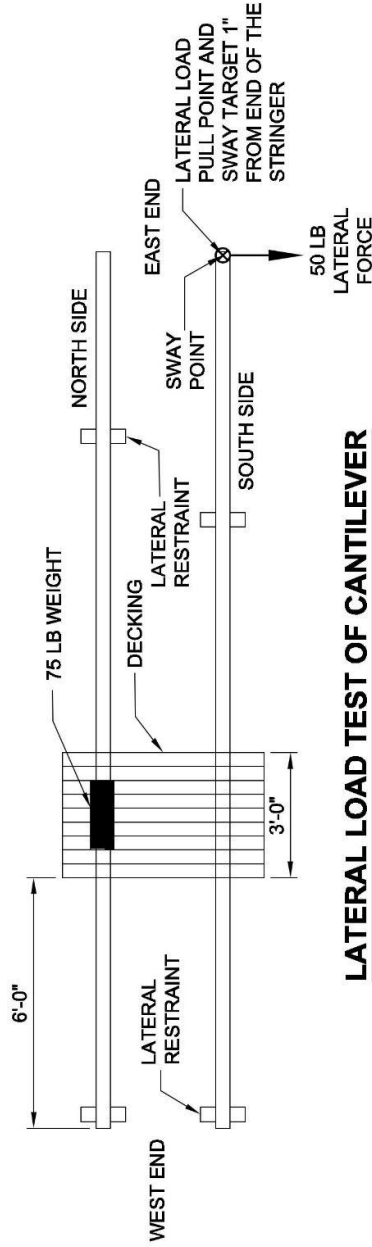
LATERAL LOAD  
TEST PLAN

DRAWING NUMBER:

DWG 3



**LATERAL LOAD TEST OF BACK SPAN**



**LATERAL LOAD TEST OF CANTILEVER**

1

**LATERAL LOAD TEST PLAN**

- NOTES:
1. DRAWING NOT TO SCALE
  2. DECKING LOCATION IS THE SAME FOR ALL BRIDGES AND BOTH LATERAL LOAD TESTS.
  3. NORTH AND SOUTH SIDES ARE RELATIVE TO THE CANTILEVER PORTION OF THE BRIDGE WHICH IS AT THE EAST END.
  4. FOR THE LATERAL LOAD TEST OF BACKSPAN LOCATIONS OF LATERAL PULL AND SWAY MEASUREMENT ARE SPECIFIC TO WEST END OF THE NORTH SIDE STRINGER (11.4 AND 11.4.2).
  5. FOR THE LATERAL LOAD TEST OF CANTILEVER LOCATIONS OF LATERAL PULL AND SWAY MEASUREMENT ARE SPECIFIC TO EAST END OF THE SOUTH SIDE STRINGER (11.4 AND 11.4.3).

Canadian  
National Steel  
Bridge  
Competition  
2022

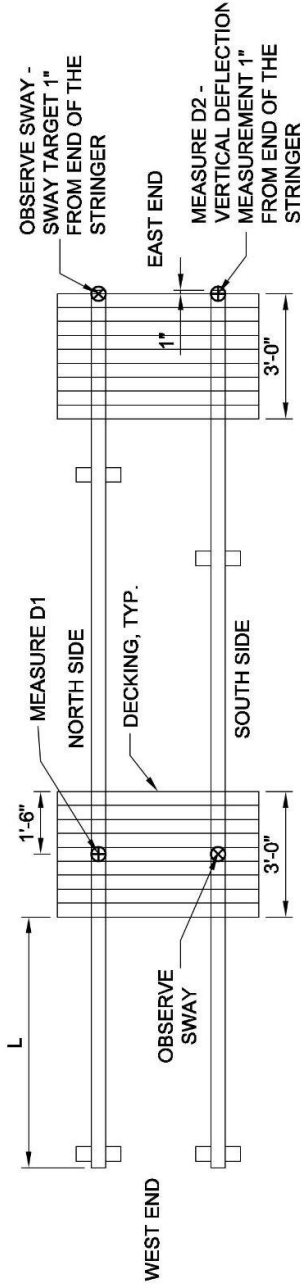


Canadian Society for  
Civil Engineering  
Société canadienne  
d'ingénierie civile

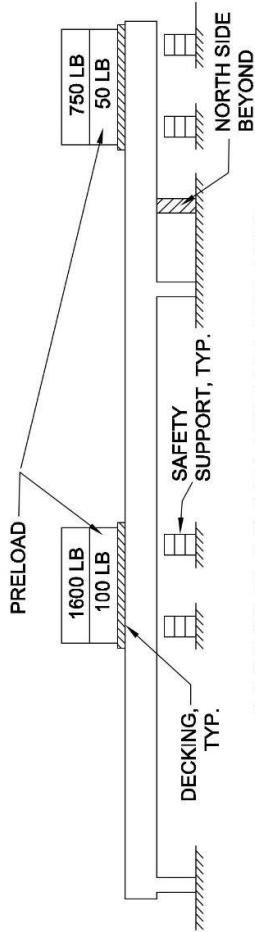
NO.	DATE	DESCRIPTION
PROJECT NO.	2022	DRAWN BY: JPM
DATE:	9/1/2021	CHECKED BY: SSBC RC
DRAWING TITLE:		

VERTICAL LOAD TEST  
PLAN AND ELEVATION  
DRAWING NUMBER:

DWG 4



**VERTICAL LOAD TEST PLAN**



**VERTICAL LOAD TEST ELEVATION**

**1 VERTICAL LOAD TEST PLAN AND ELEVATION**

NOTES:

- DRAWINGS ARE NOT TO SCALE
- DECKING LOCATION "L" IS RANDOMLY DETERMINED AND IS THE SAME FOR ALL BRIDGES.
- DECKING LOCATION "L" IS MEASURED FROM THE WEST END OF THE NORTH SIDE STRINGER.
- SAFETY SUPPORTS ARE REQUIRED UNDER BOTH DECKING UNITS AT ALL TIMES.
- THE 100 LB AND 50 LB PRELOAD IS PLACED FIRST, FOLLOWED BY INITIALIZATION OR INITIAL READINGS OF DEFLECTION AND SWAY MEASURING DEVICES.
- THE PRELOAD REMAINS IN PLACE, AND 1600 LBS OF LOAD IS PLACED ON THE DECKING UNIT LOCATED AT "L", FOLLOWED BY 750 LBS OF LOAD ON THE DECKING UNIT LOCATED ON THE CANTILEVER.
- LOCATIONS OF DEFLECTION AND SWAY MEASUREMENTS ARE SPECIFIC TO THE NORTH AND SOUTH SIDES (11.5:1.3)
- DEFLECTIONS D1, D2, AND SWAY ARE MONITORED CONTINUOUSLY.
- STOP LOADING IF ANY DEFLECTION EXCEEDS 2.5 IN. OR SWAY EXCEEDS 3/4 IN.
- DEFLECTIONS ARE RECORDED AFTER ALL LOAD IS IN PLACE.