

Analysis of Different Span Cantilever Bridge As Per IRC Loading Using Staad Beava : A Review

Manish Sahu¹, Murlidhar Chouraiya²

P.G. Scholar¹, Professor²

Department of Civil Engineering, Infinity Management and Engineering College, Sagar Madhya Pradesh, India

ABSTRACT

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Long-range bridges are built by offset cantilever technique with segmental development. For cement and steel the time-subordinate factors, for example, creep, shrinkage and unwinding and so forth are the components which cause high variety in load for the duration of the life of long-length spans and such circumstance, seismic evaluation gets basic and goal. Prior exploration has underscored the significance of time-subordinate elements like downer, shrinkage and unwinding and so on in the investigation of an adjusted cantilever bridge, the current codes and experts in this field recommends the singular amount arrangements, prompting lacking assessment of remaining quality/administration stress which may prompt basic condition.

Keywords : Cantilever Bridge, STAAD.Beava, Bending Moment, Deflection, Shear Force.

I. INTRODUCTION

From the most recent couple of decade's Bridge has been going about as an interface to associate different deterrents to fly street over streams or channel to stream the transportation organize. With the most recent developments and trend-setting innovations, there has been the substitution of conventional Bridges to a practical structure framework. The cutting edge period even built up the most proficient strategies for the examination and structure of the advanced periods. To be specific, the new strategy presented for such intention is the Finite component technique, AASHTO and Grillage, and Finite Strip Method.

Vehicle load limit examination of an extension superstructure is required according to IRC determination arrangement and manuals for standard and particular for Indian street conditions. Its fundamental intention is to guarantee, that Bridge is ok for the client or open. By the load limit investigation, a Bridge may be discovered to be unequipped for safely passing on some lawful load. Besides when the loads are past the scope of grant loads should use a specific structure, load limit examination can offer a response about which loads are safely good. STAAD.Pro is proficient and exact programming utilized for cement and steel connect investigation and structure. The benefit of the product is that it fuses this arrangement of allocating pivotal load according to type for bridge plan details and IRC particulars. STAAD.Pro is a broadly useful

basic investigation and configuration apparatus with applications mainly in the commercial structures, extensions and expressway developments, modern developments, substance plant structures, dams, holding dividers, establishments, ducts, and other installed structures, and so forth. STAAD. Professional depends on Finite Element Analysis for completing the calculations for Analysis and Design of a Structure. An extension is a structure, by which a street, railroad, or other help has persisted a hindrance, for example, a stream, valley, and other street or rail route line. The superstructure of an extension is the part legitimately liable for conveying the street or different administrations. Its design is resolved generally by the air of the administration to be conveyed. Supports in advantageous areas. An ordinary arrangement of a bracket connect is a 'through support's design. There is a couple of support braces associated at the base harmony level by a deck that additionally conveys the traffic, crossing between the two brackets.

II. LITERATURE REVIEW

Boris Azinović et al (2015)-In the investigation paper, the seismic response of precast shade cantilever basic segments for the violation of warm extensions was researched. This game plan was made in seismic non-inclined regions with the guideline inspiration driving taking out a warm scaffold where the display was fixed to the structure. The course of action was extraordinarily made to withstand vertical seismic burdens, not speaking to conceivable vertical seismic burdens under moving the responsibility for logically forcesful seismic zones. The assessment paper dealt with the seismic examination of existent precast cantilever parts introduced to vertical expanding load and exhibited that a couple of segments because of lifting. The results communicated by different seismic assessments was the incorporation of precast burden-bearing warm protection component extends the

flexibility of RC fixed base cantilevers and as such controls their length to 300–400 cm, the vertical seismic burden can achieve the cantilever raise, which suggested that malleable tensions could show up also at the base of the cross-region. Precast segments that appear on the Slovenian market don't have the appropriate steel support in the base bit of the cross-territory. Therefore, the possibility of damage was astonishingly higher for precast cantilever basic segments than for RC fixed base cantilevers. The verifiably decided cantilever lift for Ljubljana was commonly low (3% in the 50-year life length). The decided worth was more noticeable than the best deserving level of seismic peril for harm. One of the potential answers for forestalling the negative impacts of cantilever elevate was to consider the best possible support likewise at the base of the precast components' cross-segment, or by different measures forestalling inspire.

Suhas S Vokunnaya et al (2017) The investigation paper introduced a disappointment assessment of the Bridge during the improvement stage in balanced cantilever advancement of the reliable growth, Bending Moment in the expansion increases with the extension of the new part during improvement. At the point when the cantilever parcels were remembered for the two sides of the dock, the twisting second rises in the pier was negative and augmentations with the extension of each new section. Exactly when the key squares were incorporated, the expansion was changed over from a cantilever structure to a persevering structure and the negative bowing second on the dock lessens and there rose a positive second. In case the arrangement of the structure was finished using the last improvement sort out essential factors just, it may miss the mark during the widely appealing organize. An expansion model was made and separated to watch the pace of progress of twisting second, reactions, and redirection at different periods of advancement including the time-subordinate effects in the improvement progression. The last stage aftereffects of

the Segmentally evolved expansion was differentiated and the results gained considering the framework as a singular structure excusing the stage-wise enlargements and exhibit the centrality of Construction Stage Analysis in a Segmental Cantilever Bridge.

The results contemplated that a gigantic differentiation was seen between the results of the advancement arranges, a qualification of 13071 kN-m (10 % deviation). It will in general be communicated that the examination without advancement stages couldn't give trustworthy plans. The twisting second increments as the new area was incorporated until a key section. The assortment in the Reaction boundaries offered by the pier was thought of and intertwined in the arrangement. Most extreme Bending minutes happen on the Pier Table.

Karthik .H. Purohit and Dr A.A Bage (2017) In the investigation paper, the assessment was finished on the three-path link stayed connect in Nagpur known as "Smash Jhulla", which was a work in progress over the Nagpur Railway Station. It was a two-length strong extension that worked in two phases with an overall scope of 200 m. Due to the dynamic railroad game plan running underneath the Bridge, by far most of the deck advancement was finished by the OK cantilever procedure for improvement using CFT (cantilever foam explorer). A connection stayed interface was an incredibly ambiguous structure; thus, the fundamental case interface forcess were found using the Unknown weight factor procedure. This paper introduced an essential framework with describe the stages during the advancement methodology and complete improvement using brief connects to enable the cantilever to an arm of CFT during the improvement of the deck. Advancement organizes examination considering time-subordinate material property like killjoy and shrinkage was moreover finished using MIDAS Civil programming. Various boundaries like connection forcess, redirection, center point forcess, twisting second, etc

were surveyed for various advancement stages. Moreover, the results for redirections were differentiated and authentic field assessments.

Results contemplated that immense redirection in deck and curve occurs during improvement sort out an assessment by cantilever procedure; in this manner, it was especially essential to finish the advancement mastermind examination to keep up a key good way from unnoticeable issues later on. The usage of a transient bridge to enable the CFT to the arm can viably diminish the shear proceeding deck by moving the CFT weight to the curve. Also, a proper level of CFT could be cultivated during tossing by the use of brief connections. They guaranteed forces in a nutshell and enduring connection during the tossing of the end area was generally outrageous. There was a raise after the shorter range if the greatness of the deck on either side of the curve was inconsistent. This could be dealt with by giving particular deck material on either side of a curve or by using secure bars to pull down the deck. In Nagpur, the connection stayed associate with this issue was dealt with by using secure bars. The connection forcess move during the advancement method on the ordinary of 40 to half from now on the centering and upsetting of connections must be done fittingly during each improvement mastermind. The effect of creep and shrinkage was progressively explained in the hidden 1000 days. The shirking in the deck in light of creep and shrinkage was around 10 to 15 % of the preoccupation. Hereafter it was imperative to consider the time-subordinate material properties if there ought to emerge an event of the strong connection stayed framework to achieve authentic camber of the deck. The examination results and real site assessments for improvement organize assessment were viewed as practically similar. From now on advancement composes examination using forward improvement mastermind technique was logically used for joins stayed ranges. The entire advancement at the site can

be finished due to colossal deformation and thusly may achieve overforcing hefty monetary hardship. JN Mahto and SC Roy (2016)-The investigation paper introduced a test game plan where a metal cantilever pillar was stimulated by an Electrodynamics shaker. The assessments of components V, B, F, and D were recorded using Accelerometer at different frequencies 60 Hz, 80 Hz, 100 Hz, and 120 Hz for the pillar discharge 500 mm x 50 mm x 12 mm under vibration. A mathematical model was made using dimensional assessment and an additional factor break improvement rate G was resolved to investigate the split advancement rate along the pole. Plots were stood out and analyzed from finding the prompting of a break-in vibrating metal cantilever shaft.

Results reasoned that the split advancement rate increases as the break position moves from the free end towards the fixed end. Break advancement rate increases along the vibrating cantilever shaft from the free end to the fixed end.

R.Anbarasi et al (2019)-The research paper outlined the assessment and structure of the box uphold adjusted cantilever connect using MIDAS CIVIL by IRC loadings, depicted by the central scope of 130m with two adjusted sides of 85m. The expansion deck was maintained by two docks of 40m territory from ground level. The augmentation structure was shown using MIDAS CIVIL and assessment was performed to get various yields, for instance, bowing second, sheer forces, and time-subordinate properties, for instance, creep and shrinkage at various motivations behind the bridge. The PSC (prestressed) structure of the superstructure was continued by IRC models to get the yield boundaries, for instance, rule stresses at the improvement compose, standard worry for prestressing tendon.

Results presumed that less formwork, concrete, and steel are required for the conventional cantilever bridge plan. Only one bearing at every pier was required for the balanced cantilever bridge plan. High talented workers were required for advancement

work. IRC 112 required extended spread for pre-tensioned stands, which lead to the extended thickness of web and PSC box support spans.

Hamid Aadal et al (2013)-In the investigation paper, In-Situ Balanced Cantilever for Building the expansion evaluated. The goals included different strategies for bridge improvement especially in-situ balanced cantilever procedure besides the degrees of balanced cantilevered gathered ranges were surveyed generally. The end communicated the clarification about the different kinds of advancements, the portrayal of extensions, interface improvement procedures, and degrees of balanced cantilevered gathered structures. This further communicated focal points of cast-in-situ balanced cantilever sort of bridges and diverging from various strategies. In the conditions where pre-projecting range improvement was not material, the in-situ balanced cantilever method to create an extension for the medium or long-go was fitting. The most critical ideal situation of this system was being functional. The most critical issue concerning such a strategy was controlling evasion. The strategy for constructability has been seen as essential for all methods for building an accretion from the foundation until finishing the Bridge.

JN Mahto et al (2013) the examination paper introduced attempts to describe the lead of a bar under longitudinal tension. Models were shown and dismembered with the expansive use of the FEM group (Autodesk Inventor). The assessment was done by setting the most outrageous weight a motivating force as 1100 N. The assessment of dislodging and stress figured for the cantilever bar through the FEM group was characterized. Estimations of the model were picked as length 500mm, width 50mm, and thickness 12mm. By keeping the length of the model fixed the thickness of the model, the width of the model, and the force applied to the model were distinctive to watch its effect on the direction of the bar. Aluminum, Copper, and Steel were picked as three exceptional materials for examination.

The results communicated that the evacuation assessment of a rectangular bar under cantilever column condition extended when damages extent contrasted from 0.3 to 0.33 and a short time later decreased when the harmful substance's extent fluctuated from 0.33 to 0.36. Further, insight communicated that as the poison's worth forms the assessment of stress increases when presented to longitudinal burdens.

ARDRA M R et al (2019) the investigation paper presented an assessment of a bent adjusted cantilever connect an aspect of the Kochi Metro. The advancement begins from the enduring docks and proceeds reasonably to mid-extend. The examination of the extension model direct during advancement mastermind when presented to the dead load and working stage when presented to live load, specifically, the live burden was performed. From IS 456, compelling moment worth was resolved, and differentiated and second worth got from the STAAD assessment.

Results communicated that qualities acquired from the examination were inside this limit. For essentially maintained shaft limit state of functionality has given the limit for preoccupation as length/250. the qualities were found safe under the range.

Rubina P. Patil and R. S. Talikoti (2014) the test paper passed on an examination of the seismic lead of offset cantilever connect with time-subordinate components.

The outcomes communicated for help second the differentiation in the least and most outrageous seismic quake response at 7 days was 17273 kN·m, that for quite a while was 15462 kN·m, 15298 kN·m, and for quite a while quake contrast was 15257 kN·m. This qualification was a result of the time-subordinate property sway. For End Span Moment the qualification at all and most prominent tremor response at 7 days was 6441 kN·m, that for quite a while was 5628 kN·m, 5578 kN·m, and for quite a

while contrast was 5567 kN·m. For Mid Span Moment the qualification at all and most prominent seismic quake response at 7 days was 4435 kN·m, that for quite a while was 3831kN·m, 3804 kN·m, and for quite a while contrast was 3800 kN·m. The outcome was derived on boundaries as the impact of time-subordinate elements and seismicity on the examination of adjusted cantilever Bridge and its relationship with ordinary strategies for investigation. N SOBHANA et al (2017) the test paper presented the examination of a long-extend adjusted cantilever connect and organized a 3D model created in CSI associate SOFTWARE, interface loading about IS Standard for instance Followed and Class A and Class AA followed interface loads were applied to the deck of a sensible cantilever interface. The expansion model was recognized by the sucker assessment as per FEMA356 and ATC40. Results like a fundamental period, measured mass venture, particular frequencies, and Base shear. SF&BM in light of followed and class A and Class AA was contemplated other than weakling examination results, for instance, the period of plastic turns and its states, supernatural dislodging, and ADRS twists were shown

The examination of the model revealed that structures were versatile along with the cross over the course in connection with longitudinal bearing. Over 90% of the isolated mass was looking into the essential mode which made the structures carry on in only a solitary heading. From the measured assessment, it was assumed that the augmentation was showing non-straight direct close by both the course. In ranges, Spectral Displacement Capacity (S_c) was about proportional to the Spectral Displacement (S_d) moreover called Demand. Weaklings finish up monotonically when the sidelong load was applied to structure the objective displacing comes to.

Abhilash Pokkilan and Ramayanapu Rajesh KumarS (2014)The essential purpose of the exploration paper was to examine which section of the huge range of cantilever structures was dynamically shielded and

viable among various portions of pipe, angle, and barrel. This examination focused on the restraints of cantilever ranges under different loading conditions, for instance, dead weight, live weight, and wind load and their structure refinements for different crosses starting from 8 m length to 20 m goes by extending in the solicitation for 4 m length. During the assessment, the steel takes off similarly changed with the variety in different materials and combinations in different ranges and saw that the preoccupations moreover move with the assortment of reaches and parts with two side cantilever structures.

While contrasting at the yield of Staad. master structure consequences of different portions, for instance, cylinder, pipe, and rakish segments regions it was assumed that the steel takes off for pipe fragment was 3% not as much as the chamber section in weight and 14% not as much as point portion in weight when stood out from other two fragments. This gave hold reserves 9% in a total heap of steel required for the edge. The Support reactions, hub forces, second, and shear forceness were more for tube and dapper zone when stood out from the channel fragment. The preoccupations in the edge zone were less appeared differently with the pipe and chamber, where the chamber had less shirking than the channel portion. This number of jolts, length of the welding, and cost of joints was more in pipe appeared differently about point and chamber. By extending the height of the fundamental assistance, one can diminish the use of helper help. The sort of bracings gave was similarly critical in reducing the redirections. The bracings under the steel plate helped in moving the stacks correspondingly. The combination in the redirection of the material in tube, edge, the pipe was normal the depiction of inertness and nature of the specific segment lastly, the funnel region was continuously reasonable when stood out from the other two sections.

G.F. Giaccu et al (2012)-In the investigation work a period assessment, related to the "Navile" connect, was

performed to analyze the aftereffects of two particular drag models the CEB-FIP Model Code 1990, the most generally understood model, which lead to different results from the other model. The two unmistakable models lead to different results especially because long time deformations were more in simultaneousness with real data.

This paper presented the results got from the pole restricted part model of the "Navile" associate, which depicted the time-subordinate effects and all times of the structure since its dispatch. Two assorted rheological models were used for the relationship that prompts equivalent results concerning bending moment and shear anyway showed that the qualifications are not immaterial for the long stretch migrations.

The results got by the use of the RILEM model emotionally certify those intentional in situ, the movements of the structure don't settle and tend in actuality to progress. The showing with column parts will by and large barely care about the long stretch evacuations, on account of other tridimensional impacts yet includes the applied differentiation between the two unmistakable showings of creep used and confirms the way that the RILEM model was progressively fitting.

Lukáš Krkoška, and Martin Moravčíka (2015)- The test paper investigated the diagram of warm loading on strong framework structures. The assessment of the first temperature inclines along the cross-section of the strongbox uphold associate recognized by the nice cantilever procedure was dismembered and diverged from the five differing framework setup codes.

The assessment presented that warm effects due to the vertical temperature edge influence basically on the weight condition of the framework. Especially in the blend in with traffic weight can these effects set up the compressive hold of pre-zeroed in on concrete and flexible weight may occur, what was inadmissible for example for the need of decompression. Assessment of variable exercise impacts for usefulness limit states

shows that warm effects can't be excused, anyway then again once in a while should be made regarding the principle variable move in brand name mix for usefulness limit states.

It was essential to perform assessments and examination of temperature tendency on more structures of various types. The assessment was not sufficient for careful portrayal and examination of temperature incline direct, thusly it was critical to perform steady temperatures assessment, at any rate in periods with foreseen most noteworthy and least air temperatures.

Asterios Liolios et al (2014) The Investigation paper introduced particular characteristics and material amounts of three twofold carriageway two-territory balanced cantilever traverse worked along Egnatia Motorway in the Region of Western Macedonia, Greece. Assessments were made, concerning material use for exact cost assessments to be made for the Bridge to be offered later on. Moreover, the paper shows, so, the arrangement of the heads' structures that were used by Egnatia Odos A.E. for the productive organization of snappy track structure and advancement procedures required by extreme sponsoring cutoff times.

A balanced cantilever extension can give excellent active results gave that pleasing reach plans are practiced. A connection was made between the developments to the extent cement and steel sums at upper unit area of the deck or direct meter of the dock, yet it was the typical characteristics that exhibited an incentive for the calculation of cost pre-checks during the workability examinations of equivalent structures in regions of like seismicity.

Regardless, it was the range plan, height of docks, and foundation conditions that directly impact the zone estimations and thusly the important material sums. Deciding components for the range strategy are land foundation conditions and style which may drive constraints on the number and position of sensible piers, for instance, inadmissible foundation conditions

or the need to keep piers following each other to prevent a stunning appearance. It was in this way crucial that leveling was cultivated among cost and style in the arrangement of balanced cantilever spans..

Pandule Ashok et al (2019) the investigation paper played out the seismic assessment of the PSC Box Girder Deck Slab flyover connect using Staad Pro programming. The examination of PSC Box Girder Deck Slab bridge lead during shakings reliably depends upon its quality, strength, solidness of the standard arrangement of the extension, and plentifulness of the work base on an effect of seismic direct of normal RCC interface. It grants two-going to stream at free-stream speed on the structure. One of the systems for handling traffic issues at-level concentrations on expressways. The lessened journeying season of vehicles diminished disaster threats, proficient save assets of fuel use, straightforward way move, The result showed that 35%-40% of the traffic volume involved by the Bridge, vehicle concedes diminished by 30.41% over a comparative period.

Results decided while considering a 37.7 m length connect for the assessment of box support deck area connect, and for all the cases, shirking, and stresses were inside quite far. To get by a long shot unrivaled working result the pre-zeroed in on strong support arrangement deck segment can be presented to pre/post-tensioning. Pre-zeroed in on strong support course of action gave by far most of the structure boundary inside tolerable limitations of usefulness, redirection, and shear appear differently about conventional deck section plan.

Anjani Kumar Shukla and P R Maiti (2019) the investigation paper inspected the cantilever footbridge connect retrofitted by a steel coat to check the preoccupation and stress limit of the expansion and results communicated that the platform was secured. The exhibiting and assessment of the enlargement were done using Staad.Pro V8i.

Convincing information expressed that the most extreme resultant displacing was 9.526 mm, which was on the sliding side. The Maximum Horizontal Displacement in the X heading was 4.957 mm. The Maximum Axial Compressive Stress was - 9.227 N/mm² in both steel shaft which was fix with the essential help of the extension and between center 22-26 and 3-10. The Maximum Axial Tensile Stress was 21.824 N/mm² in Both steel bar which was fix with the guideline support of the Bridge and between Node 17-28 and 12-14.

III. CONCLUSION

Understandings from the above writing survey recommend the utilization of limited component displaying of superstructure utilizing STAAD.pro to examine the extension structure considering the different forces which follow up on the structure to get them down to earth results.

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