

CSiBridge v27.1.0 Release Notes

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This document lists changes made to CSiBridge since v27.0.0, released 31-January-2026. Items marked with an asterisk (*) in the first column are more significant.

Bridge Modeler

Enhancements Implemented

*	Ticket	Description
	11928	An enhancement has been implemented for super-T girder bridge modeling to allow concrete solid diaphragms to be assigned as external diaphragms between girders at the supports. Previously, only girder interior diaphragms were available at the supports.

Design – Concrete Frame

Enhancements Implemented

*	Ticket	Description
*	12007	An enhancement has been made to include the Canadian CSA A23.3-2024 concrete frame design code.

Installation and Licensing

Enhancements Implemented

*	Ticket	Description
*	11926	The version number has been changed to v27.1.0 for a new intermediate release.

Structural Model

Enhancements Implemented

*	Ticket	Description
*	12008	An enhancement has been implemented to add the Faria Concrete Damage Plasticity model, a 3D coupled concrete material (Components tab > Material Properties) for modelling nonlinear concrete material behavior in solid elements. This material model is a three-dimensional damage-plasticity material model which can be used to model the triaxial behavior of concrete in tension or compression in Solid elements. The model inherently models the increase of concrete compressive strength with confining compressive stress. A new technical note 'Faria Concrete Damage Plasticity Material Model' has been added (File > Resources > Documentation).

Bridge Design and Rating
Incidents Resolved

*	Ticket	Description
*	11911	An incident was resolved for the superstructure design and rating of steel I-girder bridges in which the design/rating results could be affected due to an incorrectly calculated slab thickness if the present length units were not set to be the same as database units at the time when running the bridge design or rating request(s). This did not occur in the common case when the present length unit was the same as the database length unit, such as when first opening the model. Note that the database units are those in effect when the model is first created or imported. The database units are reported in the analysis .LOG file. and are the units in effect each time the model is opened.
	11915	An incident was resolved in the Steel I Service Design calculation report where the web buckling coefficient was not correctly calculated for negative flexure when the web was in compression and Use Stage Analysis flag was set to No. The issue was only in the calculation report, the result tables were reporting correct values. There was no impact on demand over capacity ratios. This affected all editions of AASHTO LRFD.
	11921	An incident was resolved for steel I-girder bridge design and rating where the unbraced length between two consecutive global section cuts would not be calculated correctly in the following case: (1) both the beginning and end of a single nonprismatic segment of the bridge girder matched the locations of the two global section cuts, and (2) both global section cuts were also with brace. When this occurred, the design/rating of that girder would fail. This was an uncommon case, which could be avoided by adding a user-discretization point between the two global section cuts.
	11948	An incident was resolved for bridge superstructure design of advanced concrete box-girder bridges where the design request would not complete in the rare case where the bottom-slab cut line was specified to be very slightly above the top of the bottom slab. When this occurred, no design results were available. This was a tolerance issue that could be avoided by moving the cut line slightly up or down, though this is no longer required.

Bridge Modeler
Incidents Resolved

*	Ticket	Description
	11995	An incident has been resolved for generating a bridge area object model with a user-defined bridge section in which the area object property modifiers for f11, m11, mass and weight were incorrectly set to zero if the solid model layout of the user-defined bridge section was not available. When this happened, a simple workaround was to open the DB Table 'Bridge Object Definitions 15 - Update Data' through the interactive database editing and change the field 'AreaPropMod' to 'No' and then apply to the model.
*	12015	An incident has been resolved for steel I-girder bridge modeling when a steel I-girder bridge section was assigned with a nonprismatic section composed of hybrid built-up I-girder sections with different materials for flanges and webs and the bridge model was updated as an area object model with mixed type of girder modeling, the bottom flange line object was defined with an incorrect material.

Data Files
Incidents Resolved

*	Ticket	Description
	11978	An incident was resolved where the Excel sheet that automates the analysis verification suite of models would not populate the results of checking the models when run with an Advanced with Rating or Plus with Rating license. This had no effect on the CSiBridge program and only affected the Excel spreadsheet.

User Interface
Incidents Resolved

*	Ticket	Description
	11931	An incident was resolved where the wrong type of rating request could be run for a bridge object that was assigned two or more different types of bridge-sections and the type of rating request being run did not match the type of bridge section assigned to the first span. When this occurred, results would be incorrect, or the rating request would fail to run and display an error message. When results were produced, the type of rating request actually run was obvious from the tabular output.
	11956	An incident was resolved for the Bridge Modeler where the input values were not populated when the Bridge Traveler Data form was opened. This was a user interface issue and only affected v27.0.0. The data could still be viewed and edited using the database tables.