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**VOLUME 1    HIGHWAY STRUCTURES:  
                  APPROVAL PROCEDURES  
                  AND GENERAL DESIGN**

**SECTION 3    GENERAL DESIGN**

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**PART 8**

**BA 57/01**

**DESIGN FOR DURABILITY**

**SUMMARY**

The existing Standard and Advice Note (BD 57 and BA 57) have been updated to include:

- a)    Lifting of the moratorium on internal grouted post-tensioned construction (excluding internal grouted post-tensioned segmental structures).
- b)    Improvements to durability that can be made by the use of controlled permeability formwork, dense near surface concrete, corrosion inhibitors and other materials such as lightweight aggregate concrete, and stainless steel reinforcement.
- c)    To include references to thaumasite sulfate attack.
- d)    To rationalise references and terminology.

**INSTRUCTIONS FOR USE**

This revised Advice Note is to be incorporated in the Manual.

- 1.    This document supersedes BA 57/95, which is now withdrawn.
- 2.    Remove BA 57/95, which is superseded by BA 57/01, and archive as appropriate.
- 3.    Insert BA 57/01 in Volume 1, Section 3, Part 7.
- 4.    Archive this sheet as appropriate.

Note: A quarterly index with a full set of Volume Contents Pages is available separately from The Stationery Office Ltd.



**THE HIGHWAYS AGENCY**



**SCOTTISH EXECUTIVE DEVELOPMENT DEPARTMENT**



**THE NATIONAL ASSEMBLY FOR WALES  
CYNULLIAD CENEDLAETHOL CYMRU**



**THE DEPARTMENT FOR REGIONAL DEVELOPMENT  
NORTHERN IRELAND**

# Design for Durability

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# 1. INTRODUCTION

## Background

1.1 Feedback from the inspection and maintenance programme of highway structures has highlighted durability problems even where materials, specification and construction practices have been satisfactory. These problems can often be linked to a design philosophy in which minimising the initial cost was paramount. Inadequate consideration may have been given to the long-term performance of the structure either in the choice of structural form or in the design of construction details. This has, in too many cases, resulted in maintenance problems requiring costly repair. Consequently the Overseeing Organisations are keen to promote the concept of design for durability, thereby shifting the emphasis to a lowest whole life cost design philosophy.

Feedback from the assessment and strengthening programme has shown that some structures particularly dating from the 1960s and 1970s were substandard. In many cases the assessed capacity was not compromised by any deterioration in condition, but was mainly influenced by the introduction of more onerous design requirements in the period since their construction. However considerations of future changes to design standards are outside the scope of this Advice Note, and are matters for evaluation as part of the design process and technical approval procedures.

The existing Standard and Advice Note (BD 57 and BA 57) published in 1995 have been updated to include:

- a) Lifting of the moratorium on internal grouted post-tensioned construction (except for segmental construction).
- b) Improvements to durability that can be made by the appropriate use of controlled permeability formwork, dense near surface concrete, corrosion inhibitors and other materials such as lightweight aggregate concrete and stainless steel rebar.
- c) To include references to thaumasite sulfate attack.
- d) To rationalise references and terminology.

## Definition of Serviceability, Durability

1.2 Serviceability is the ability of structures to fulfil, without restriction, all the needs which they are designed to satisfy. In the design of a highway structure, these needs include:

- i) the ability to carry without restriction all normal traffic permitted to use the structure;
- ii) maintenance of user safety by provision of adequate containment, separation of classes of users, effective evacuation of surface water etc;
- iii) maintenance of user comfort by avoiding excessive deflections, vibrations, uneven running surfaces etc;
- iv) avoidance of public concern caused by excessive deflections, vibrations, cracking of structural elements etc;
- v) maintenance of acceptable appearance by avoiding unsightly cracking, staining, deflections etc.

1.3 In the design of structures, however, the first of the above needs is supplemented by a separate check on the maximum load carrying capacity, known as the ultimate limit state. The ability to carry abnormal vehicles is also a need which the Overseeing Organisations' new structures must satisfy, but the occurrence of such loading is deemed to be infrequent and not relevant to the maintenance of the structure's serviceability.

1.4 Durability is the ability of materials or structures to resist, for a certain period of time and with regular maintenance, all the effects to which they are subjected, so that no significant change occurs in their serviceability. In the design of highway structures the target period during which structures must remain durable, corresponds to the design life as defined in BS 5400: Part 1.

1.5 Durability is influenced by the following factors:

- i) design and detailing;
- ii) specification of materials used in construction;
- iii) quality of construction.

1.6 The control of items (ii) and (iii) is achieved through the use of accepted standards and procedures. However the design of structures is not so readily associated with the achievement of durability, beyond such considerations as cover to reinforcement, crack width limitation or minimum steel plate thicknesses. This lack of attention to the durability aspect of design has resulted in a premature loss of serviceability in many highway structures.

### **Objective of Advice Note**

1.7 The objective of this Advice Note is to improve the durability of highway structures by drawing to the attention of designers aspects of design which are relevant to the durability of structures, but not covered adequately in the existing requirements for the design of these structures.

### **Scope**

1.8 The advice contained in this document, which elaborates and supplements the requirements of BD 57 (DMRB 1.3.8), covers areas of design and detailing which are relevant to design for durability. The Advice Note considers various ways in which the design can contribute to the durability of a structure and identifies aspects of structural form and detail which require special attention. Many items covered in this document are acknowledged by designers as being good practice but their use has not been as widespread as would be desirable. Certain aspects of inspection, maintenance, specification of materials and construction practices relating to durability, which are dealt with in more detail in the Specification for Highway Works (MCHW 1) and the Notes for Guidance (MCHW 2), are also briefly mentioned.

1.9 The main points of this Document concerning improved durability are included in BD 57 (DMRB 1.3.8). It should be emphasised that this Advice Note is not comprehensive and designers should use their judgement and experience to ensure that durability aspects are catered for adequately in new structures.

1.10 The figures incorporated in this Advice Note are only indicative. Designers should satisfy themselves as to the suitability of the suggested details to specific designs.

### **Implementation**

1.11 This Advice Note is to be implemented forthwith for all schemes currently being prepared provided that, in the opinion of the Overseeing Organisation, this would not result in significant additional expense or delay progress. Design organisations should confirm its application to particular schemes with the Overseeing Organisation.

## 2. FACTORS AFFECTING DURABILITY

### General

2.1 A survey of 200 highway concrete bridges, commissioned by the Department of Transport, The Maunsell Report (reference 1), identified a number of factors which contributed to the inadequate durability of many of the Department's structures. Most of them were in areas where amendments to existing specification requirements, or to inspection and maintenance procedures, should provide improved durability of structures in the future. The most important of these are briefly discussed below. However, there are a number of important aspects relating to durability which need to be addressed by improvements in conceptual design or in design detailing; these topics are often not adequately dealt with in BS 5400, and are discussed further in this document.

### Drainage, Joints and Waterproofing

2.2 By far the most serious source of damage is salty water leaking through joints in the deck or service ducts, and poor, faulty or badly maintained drainage systems. Of crucial importance is the provision of a positive, well designed, detailed and constructed drainage system for managing water from the deck, and into a drainage system. Particular attention should be given to detailing through deck drainage, and to ensure that all systems can be maintained. Work undertaken by Highways Agency and the County Surveyor's Society and published by the Transport Research Laboratory (reference 12) provides detailed guidance on water management, and designers are strongly advised to consult this document. Advice on the design of expansion joints is given in Chapter 5 and methods of eliminating deck joints are suggested in Chapter 3.

2.3 Also of crucial importance is the provision of an effective waterproofing system on the bridge deck. The most important properties of an effective waterproofing system are its waterproofing ability and its bond to the deck. It should be noted that if bonding is effective over the whole deck area, then any local lack of watertightness in the waterproofing layer is incapable of causing significant damage to the deck. Further advice is given in Chapter 5. Reference should be made to BD 47/BA 47 'Waterproofing and surfacing of concrete bridge decks'.

2.4 An observed source of damage in highway structures is the splashing or spraying of salty water from de-icing salts on to bridge abutments, piers, parapet edge beams and deck soffits. Advice is given in paragraph 5.18 on the provision of additional concrete cover to reinforcement and impregnation to waterproof these areas.

### Workmanship

2.5 A number of aspects of poor workmanship in concrete bridges were highlighted in the Maunsell Report. The most critical of these, from the point of view of durability, was the failure to achieve the specified concrete cover to steel reinforcement. This was found to be an extremely frequent problem, and was the cause of a great deal of deterioration, especially when it occurred in association with joint leakage etc. For further advice on concrete cover see paragraph 5.2.

2.6 Curing of concrete is probably the second most critical aspect of workmanship revealed by the survey. The vital role of curing in providing a dense concrete cover to the steel reinforcement cannot be emphasised too strongly. Problems of poor compaction, honeycombing etc, were in themselves less significant although they might compound the effects of other inadequacies. Compliance with the Specification for Highway Works (MCHW 1) would eliminate these problems in future.

### Cracking

2.7 It was found that cracking due to early thermal effects was a widespread problem. For advice on this see paragraph 5.3.

2.8 Cracking and damage due to Alkali Silica Reaction (ASR) was found to be rare.



## 3. IMPROVED DURABILITY - THE CONCEPTUAL STAGE

### General

3.1 The type of structure selected for a particular location can have an important bearing on its durability. This section looks at certain types of construction which have performed well and considers their significance from the point of view of durability.

### Continuous bridge decks and Integral Abutments

3.2 Continuous structures have been more durable than structures with simply supported decks, primarily because deck joints have allowed salty water to leak through to piers and abutments. In principle, continuous bridge decks should therefore be used wherever possible.

3.3 Traditionally, simply supported bridge decks have been used in areas where large settlements, such as that due to compressible soil strata or mining, was likely to be a problem. In view of the durability problems associated with deck expansion joints, consideration should be given to the use of continuous structures even where large differential settlements are anticipated. Due allowance should be made for the predicted movement, including hogging off bearings, in the design of deck elements. Wherever possible these effects should be 'designed out' utilising methods such as kentledge or 'tie down' arrangements. The degree of settlement which can be accommodated in continuous structures must be individually evaluated. Where these effects cannot be catered for using full continuity, partial continuity as described in paragraph 3.7 should be considered. The ability of continuous bridge decks to accommodate differential settlements is enhanced by the use of increased span/depth ratios, but care should be taken to avoid excessive liveliness, which may be induced by the use of very slender decks.

### Continuous decks using precast prestressed beams

3.4 There are two ways in which multi-span decks can be made continuous, thereby reducing deck joints: incorporating either full or partial continuity at intermediate supports. Partial continuity is achieved by providing continuity to the deck slab only, whereas full continuity involves the provision of fully continuous main beams or girders. In the case of reinforced

concrete structures, post-tensioned prestressed structures and structural steel members, this poses no particular problem of design or detailing. In the case of composite bridge decks using precast prestressed beams the achievement of full continuity involves providing in-situ concrete over supports to the full depth of the beam and slab. Partial continuity is generally preferred to full continuity in such structures because of the difficulty in assessing the long-term effects of prestress-induced deflection in full-continuity construction.

3.5 Figures 3.1 to 3.5 show five types of continuity construction which have been used in the UK and have performed satisfactorily. These details may be modified for use with structural steelwork. Continuity details other than those shown may also be used providing the designers are satisfied with their past performance. Designers must carefully assess the structural design implications of use of the different types of continuity joints, in terms of the joint itself, and imposed effects on bearings. There are also implications for maintenance operations such as bearing replacement.

3.6 Types 1, 2 and 3 have in-situ integral crossheads which may be designed to develop full continuity moments. Type 2 has been extensively used in North America and details of this method of construction can be found in reference 2.

3.7 Types 4 and 5 provide partial continuity through the deck slabs only. They are not designed to develop the full live load continuity moment but rather to eliminate expansion joints between each span. In the Type 4 detail, the various relative rotations and deflections at the support positions are accommodated within the connecting slab elements. This approach retains the simplicity and economy of simply supported construction whilst obtaining the various advantages of deck slab continuity. The Type 5 detail, on the other hand, does not accommodate support rotations and could be susceptible to cracking. These methods can be modified for use in composite bridge decks with steel beams. A joint detail similar to that shown in Figure 3.4 has been promoted in the UK by Dr A Kumar; more details can be found in references 3 and 4. When assessing the suitability of arrangements such as Types 4 and 5 designers should carefully consider design issues such as tension/compression effects in the connecting slab and bearing translation due to in-span

live load deflections and tension/compression effects and bending moments generated in the top slab due to temperature variation and the effects of end restraint at the abutments. Designers should also consider and develop method statements (based on calculation) for inclusion in Maintenance Manuals for replacement or adjustment of bearings taking due account of jacking/top slab effects and road traffic on the deck.

### Integral abutments

3.8 As an extension to the concept of deck continuity, bridges can be designed with abutments connected to the bridge deck without movement joints for expansion or contraction of the deck. The form of construction known as integral construction, should be adopted in all cases where predicted relative settlements are sufficiently small to allow it, and where bridge spans are not too long to incur unacceptable problems in the design of the structure for thermal effects. It should be noted that the Overseeing Organisations' present bridge stock contains bridges of this type having overall lengths of up to 60m. In these situations both bearings and expansion joints can be eliminated and maintenance requirements reduced.

3.9 In designing a bridge with integral abutment walls, the load effects due to temperature changes, shrinkage and creep should be considered in conjunction with soil/structure interaction.

3.10 When using integral (portal type) abutments at the ends of long, including multi-span, bridges, thermal and other movements may be large enough to induce passive earth pressures behind the abutment walls, especially near the top. Although the design against these pressures may result in costly, heavily reinforced sections, they are still preferable to the use of conventional expansion joints, and give much less trouble in service. There are some benefits in using slender abutment walls ("balanced" design), because flexure of the walls tends to relieve the earth pressure behind them. Further guidance on the design of integral bridges is provided in BA 42, 'The Design of Integral Bridges'. As a variation, so called 'semi-integral' bridges have been built which have the advantages of the elimination of deck surface expansion joints, but may retain bearings, and tend to minimise soil structure interaction effects. They however require very careful detailing to overcome potential future maintenance problems. Run-on slabs have also been utilised in the past, and have some advantages in spanning areas of potential settlement of structural backfill behind the abutment. However they have tended to produce

ongoing maintenance problems when they have cracked, tilted or collapsed through loss of support on the approach embankment. It has been found that 'making up' road pavements has generally been easier and less expensive where bridges have not utilised run-on slabs. On balance run-on slabs are not generally recommended, although where it is essential to utilise them, careful design and construction is necessary.

3.11 In North America, multi-span continuous bridges with integral bank seats or short abutment walls are frequently used. A typical arrangement of this type of integral construction is shown in Figure 3.6 and more details can be found in reference 5.

### Buried structures

3.12 Rigid buried concrete box construction, which is an extension of portal frame construction, may be preferable to a simply supported or a portal frame type bridge structure for short span bridges. In some locations flexible designs incorporating corrugated steel structures may be suitable. In general, buried structures have important maintenance and durability advantages over conventional bridge structures. Being remote from the immediate road construction, they are less sensitive to all road influences, including the effects of de-icing salts. Maintenance of the highway is also easier because the structure imposes fewer restraints on highway maintenance operations. Where conditions are suitable, their use is recommended.

### Box sections

3.13 The size of box sections in bridge decks, abutments and piers should be such that proper inspection and maintenance can be carried out within the box. Statutory provisions for access are contained in the relevant Health and Safety legislation (reference 6). This may dictate the minimum practical size of box sections. The minimum sizes of access openings required by the Act, or by other requirements, should be treated as absolute minima; wherever possible substantially larger openings should be provided.

3.14 If voids are too small to afford reasonable access, exceptional care must be taken to ensure that they are adequately sealed to prevent water ingress and free from other durability problems. Consideration may be given to the use of foamed concrete, polystyrene void formers or other means to fill voids, subject to dead load and other design constraints. Such voids should however be provided with adequate drainage holes.

3.15 In catering for ventilation it is highly desirable, and often possible, to incorporate a level of natural illumination within boxes so that inspection is not totally reliant on artificial lighting.

### Plain Concrete

3.16 As ferrous reinforcement is susceptible to durability problems, consideration should be given to the use of masonry or plain concrete construction by the choice of suitable types of structure.

3.17 Plain concrete or masonry arch structures may be feasible in some locations. In plain concrete arch structures the need for reinforced cantilevered spandrel walls may be avoided by using mass concrete infill over unreinforced arch vaults. Options open to designers include the use of precast unreinforced voussoirs (with or without natural stone facing), unreinforced concrete arches incorporating shrinkage reducing additives and similar structures with proprietary or other crack inducers at quarter points. Some designers have also constructed concrete arches utilising dispersed non-ferrous fibres. Abutments and retaining walls in mass concrete should also be considered.

3.18 External cladding may be necessary to mask any unsightly cracking due to early thermal effects. The fixing of such cladding should be done using corrosion resistant materials of proven durability, for instance stainless steel, bronze or fibre reinforced polymer (FRP) inserts.

3.19 Where possible, the detailing of cladding systems should be such that cladding panels can be easily removed for the purpose of Principal Inspection of the structure, or for maintenance work.

### Reinforcement

3.20 As an alternative to the above, the control of early thermal cracking in plain concrete sections may be achieved by using corrosion resistant reinforcement. The stresses in such reinforcement may be calculated using short-term properties of the materials and ignoring the phenomenon of long-term loss of strength through creep. Creep is often significant with such reinforcement, but is not considered relevant to the control of early thermal cracking which is reasonably short term.

3.21 For the design of primary structural members, the use of non-ferrous reinforcement such as dispersed glass or aramid fibres in a resin matrix may in due

course provide a significant improvement in the durability of reinforced and prestressed concrete structures. Non-ferrous rebar may also be suitable in some situations, particularly in vulnerable concrete sections and inaccessible locations, which may be prone to unseen deterioration. However there is comparatively little published research currently available, although there are standards being developed in the United States and elsewhere. Any proposed use would require careful design consideration from first principles. It would be appropriate to consider these applications in whole life cost terms.

3.22 Stainless steel reinforcement may also be considered for use. Austenitic and duplex stainless steels can prevent chloride induced corrosion of reinforcement and therefore improve durability. The additional cost of using stainless steel may to some degree be offset by other design changes that may save on initial construction costs without affecting durability. Over the life of a structure the use of stainless steel can be justified by a reduction in routine maintenance and repair. Consideration should be given to the use of stainless steel in particularly vulnerable areas, such as below expansion joints, parapet edge beams, splash zones and in substructures in marine environments, particularly on heavily trafficked roads that tend to be regularly salted during the Winter months. For a limited number of structures, more extensive use of stainless steel throughout all the structural elements may be justified. Since this would mean that initial construction costs may be significantly greater, this approach must be supported by a detailed whole life costing, and requiring the prior approval of the Overseeing Organisation. An Advice Note dealing with the use of stainless steel is in preparation, and will deal with the assessment of where to use the rebar, changes to normal design rules and the selection of the appropriate grades of stainless steel.

3.23 Epoxy coated reinforcement is not currently advocated for use in highway structures. Experience from structures elsewhere and research evidence suggest that there have been some durability problems associated with the use of epoxy-coated rebar. It is particularly prone to coating damage, which may lead to pitting corrosion.

### Inspection and Maintenance

3.24 When considering structural forms, details and any relevant aspects in the design procedure, designers should ensure that the structure, as well as its components, can be effectively inspected and

maintained. Inspection and maintenance considerations should be assessed in the design and technical approval procedures. Early identification of durability problems by inspection should prevent severe and costly damage to a structure. Areas which are likely to be affected by de-icing agents or other corrosive elements must be accessible for inspection and, where necessary, be designed and detailed to allow for repair or possible replacement. Designers should refer to BA 35 (DMRB 3.3) for further details.

3.25 It is often cost-effective to incorporate in a structure facilities for routine inspection and maintenance. In providing access, the general objective should be to give the inspector a dry, comfortable and pleasant environment in which to work. Experience has shown that, where access is difficult and where working spaces are cramped, badly lit and poorly ventilated, damp or otherwise uncomfortable to work in, inspection tends to be less frequent and the inspector's observational efficiency may be significantly impaired.

3.26 The following provisions for access should also be made at the design stage:

- a) Access for cleaning, maintenance and painting.
- b) Access to parts that may require maintenance or replacement during the life of the bridge, for instance, bearings, joints, anchorage locations, drainage, pipes, manholes, lubrication of moving parts, lighting systems etc.
- c) Access for jacking at bearings and for their removal and replacement.
- d) Access to closed cells or box sections.

3.27 Access points should preferably be at each end of the structure at points which are safe and easily accessible and do not require traffic control. Means of access could include gantries, walkways, scaffolding ladders, rails or 'cherry pickers'. However permanent or semi-permanent facilities such as gantries require careful consideration, and assessment in whole life cost terms. They have considerable implications for Health and Safety issues and require special testing facilities and trained staff to operate them.

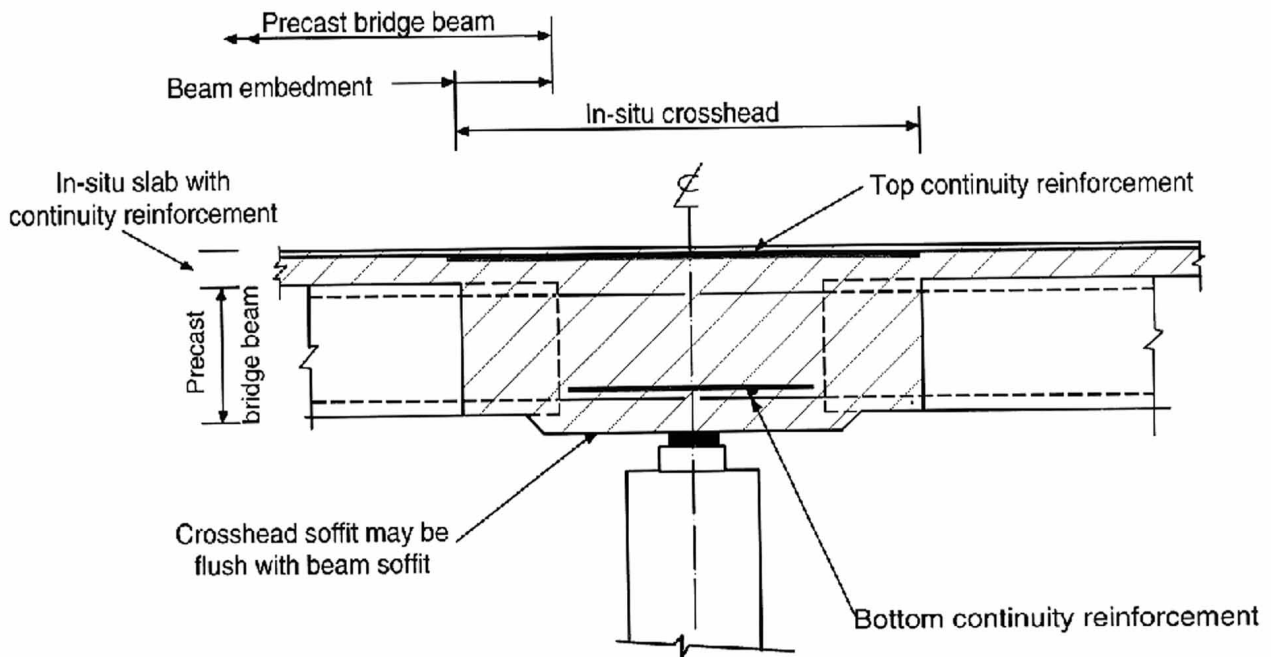
3.28 Public use of any of these access facilities and colonisation of the areas in question by plants, animals and birds, should be prevented.

### Bridge abutment galleries

3.29 Abutment details such as that shown in Figure 3.7 create inaccessible areas which are vulnerable to concrete contamination by de-icing salts through leakage at joints, and are difficult to inspect and maintain. In paragraph 3.8 the use of integral abutments is recommended wherever possible, for new designs. However, there will still be some locations where articulation at the ends of bridge decks is necessary. In such cases abutment galleries should be provided to facilitate inspection and maintenance of both rotational as well as expansion joints, bearings, abutment curtain walls and deck ends. A typical arrangement of an abutment gallery is shown in Figure 3.8. The width and headroom clearance of such galleries should preferably be at least 1000 x 1800mm respectively and never less than 800 x 1500mm.

3.30 Abutment galleries can be useful for the discharge and maintenance of drainage pipes through bridge decks and waterproofing to relieve water pressure within surfacing at joints. They may also assist bridge maintenance by facilitating access for future deck jacking. In mining areas, ground movement can close bridge expansion joint gaps and the provision of abutment galleries should reduce the extent of any remedial works which are necessary to free such joints.

3.31 Access to abutment galleries will be possible in some bridges between or alongside deck beams. Entry can also be arranged in some cases via secure lockable doors in abutment or wing wall faces. Access through decks should be avoided as it can create hazards and cause maintenance problems. Abutment galleries in most bridges will be permanently ventilated between bearings. Where this is not the case, ventilation should be provided, particularly if gas mains exist or are likely to be present in the vicinity of the bridge.

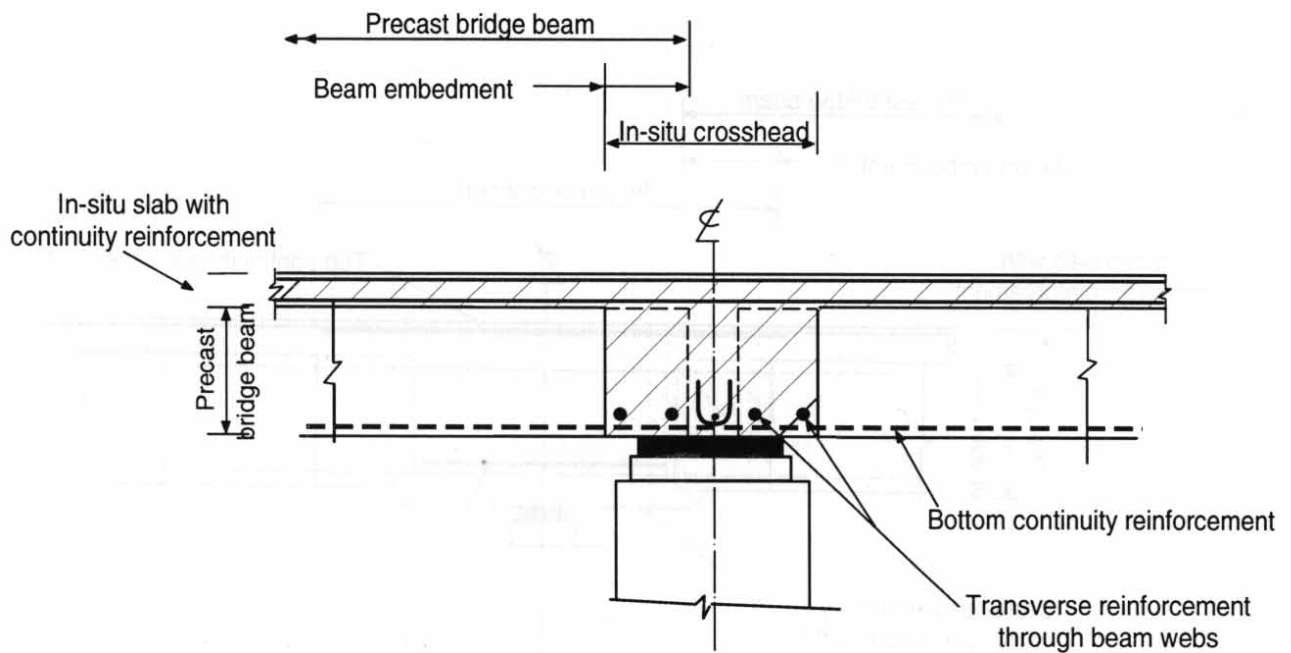


**Figure 3.1 Continuity Detail Type 1 Wide In-situ Integral Crosshead**

Typical features:-

1. Beams are erected on temporary supports generally off pier foundations.
2. Permanent bearings are in single line.
3. Continuity reinforcement is provided in the slab and at the top and bottom of bridge beams. The lapping of reinforcement is normally not difficult.

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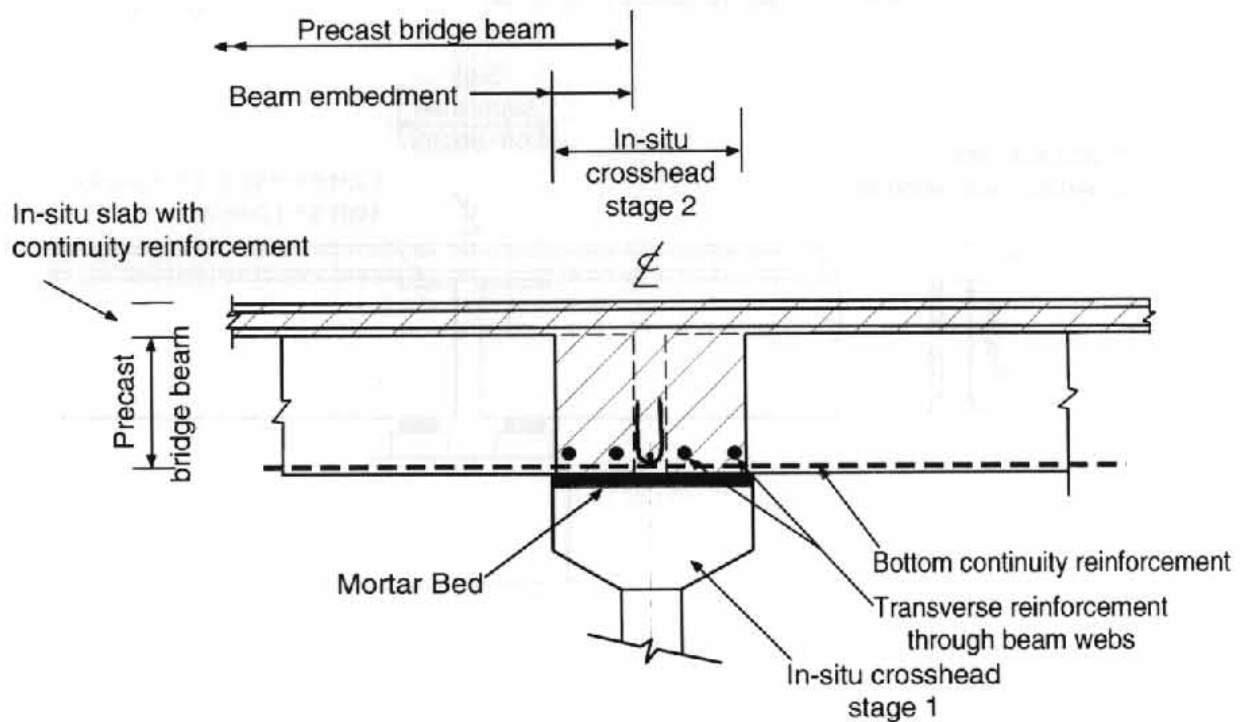


**Figure 3.2 Continuity Detail Type 2 Narrow In-situ Integral Crosshead**

Typical features:-

1. Temporary supports are not required.
2. Permanent bearings may be in single or twin line.
3. Continuity reinforcement is provided in the slab and at the bottom of bridge beams. The lapping of reinforcement is difficult.

**THIS FIGURE IS ONLY INDICATIVE**

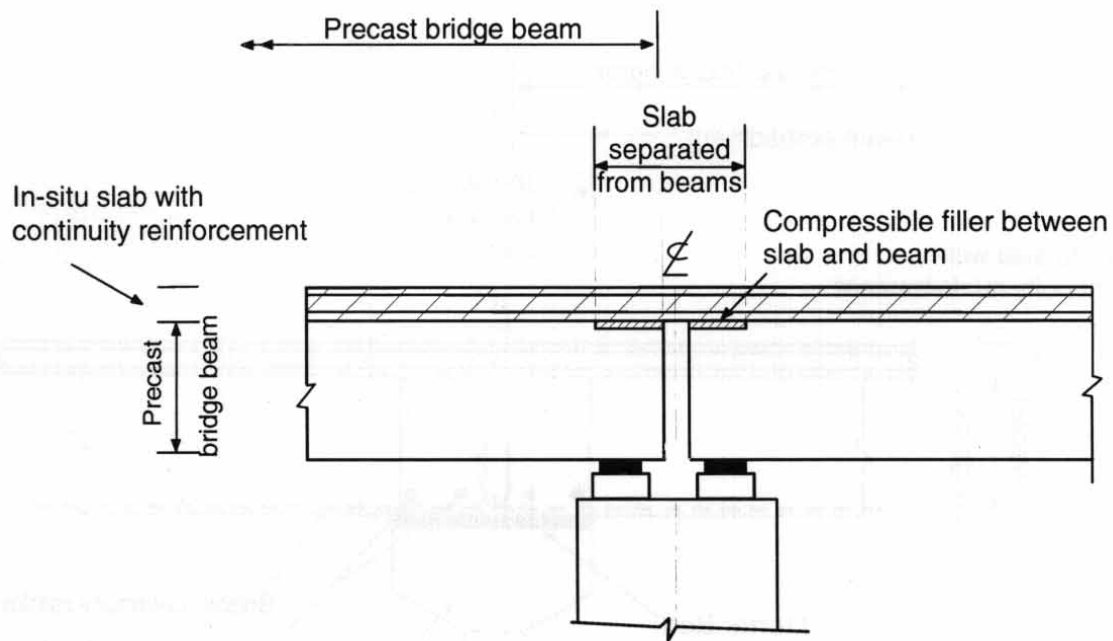


**Figure 3.3 Continuity Detail Type 3 Integral Crosshead Cast in Two Stages**

Typical features:-

1. Beams are supported on stage 1 crosshead during erection.
2. Crosshead to be monolithic with pier.
3. Crosshead soffit is normally lower than beam soffit.
4. Reinforcement is similar to types 1 and 2 depending on the cross-section of the stage 1 crosshead.

**THIS FIGURE IS ONLY INDICATIVE**



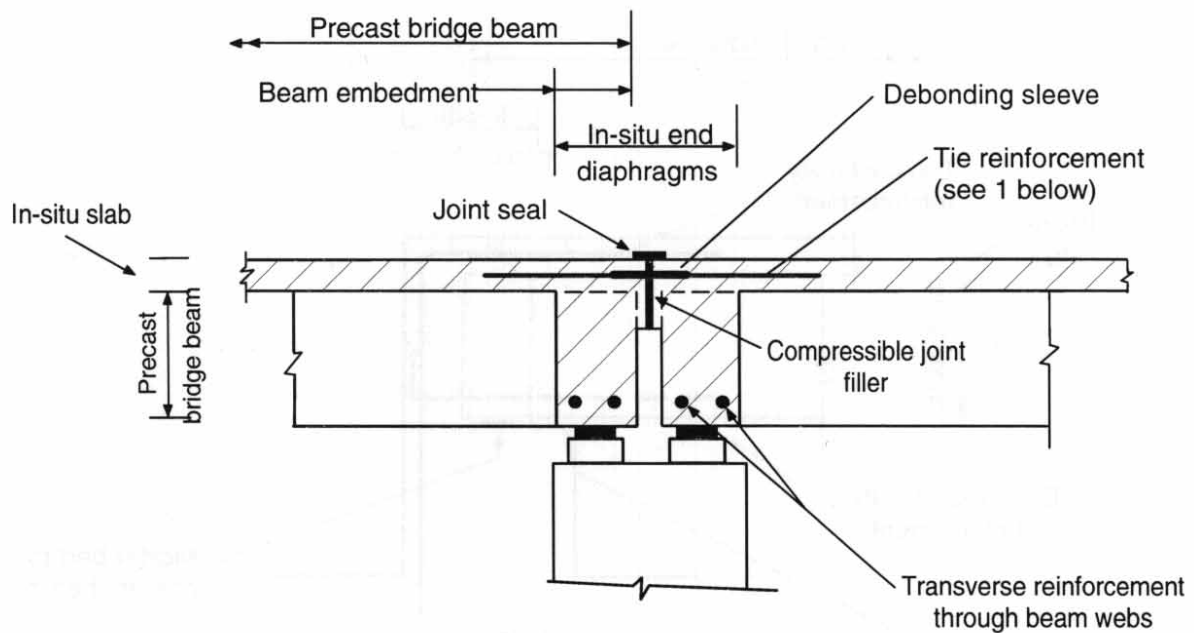
**Figure 3.4 Continuity Detail Type 4 Continuous Separated Slab**

Typical features:-

1. Separate bearings and diaphragms are provided for each span.
2. Deck slab is separated from support beams for a short length to provide rotational flexibility.
3. There is no continuity reinforcement between ends of beams and there is no moment continuity between spans.

**THIS FIGURE IS ONLY INDICATIVE**



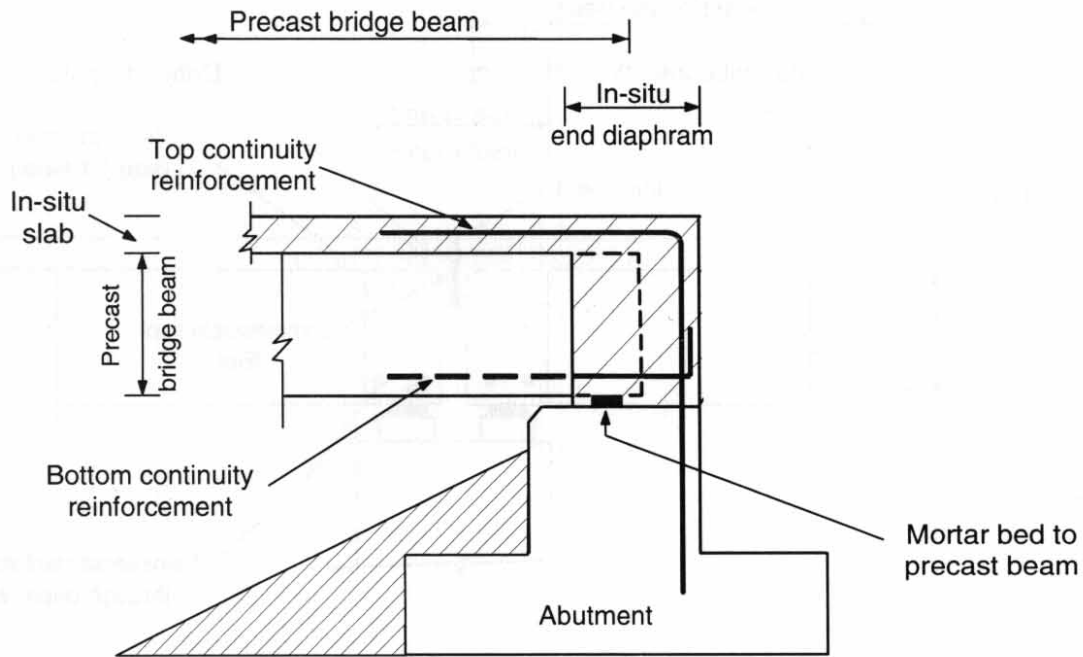


**Figure 3.5 Continuity Detail Type 5 Tied Deck Slab**

Typical features:-

1. The tie reinforcement at mid-depth of the slab is debonded for a short length either side of the joint to permit deck rotation. There is no moment continuity between spans.
2. Slabs between spans are separated using compressible joint fillers but deck waterproofing and deck surfacing are continuous and special seals are provided over the joint for double protection.
3. Separate bearings and end diaphragms are provided for each span.

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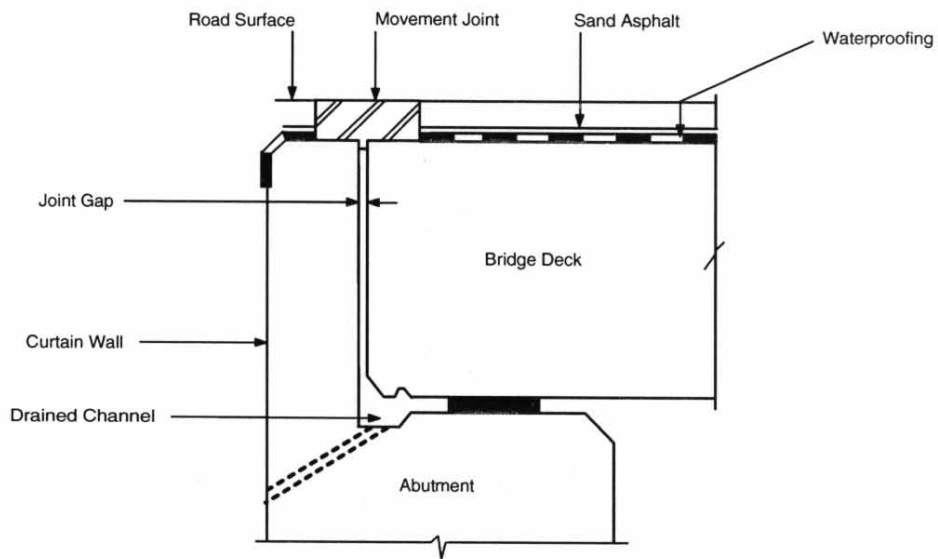


**Figure 3.6 Integral Abutment**

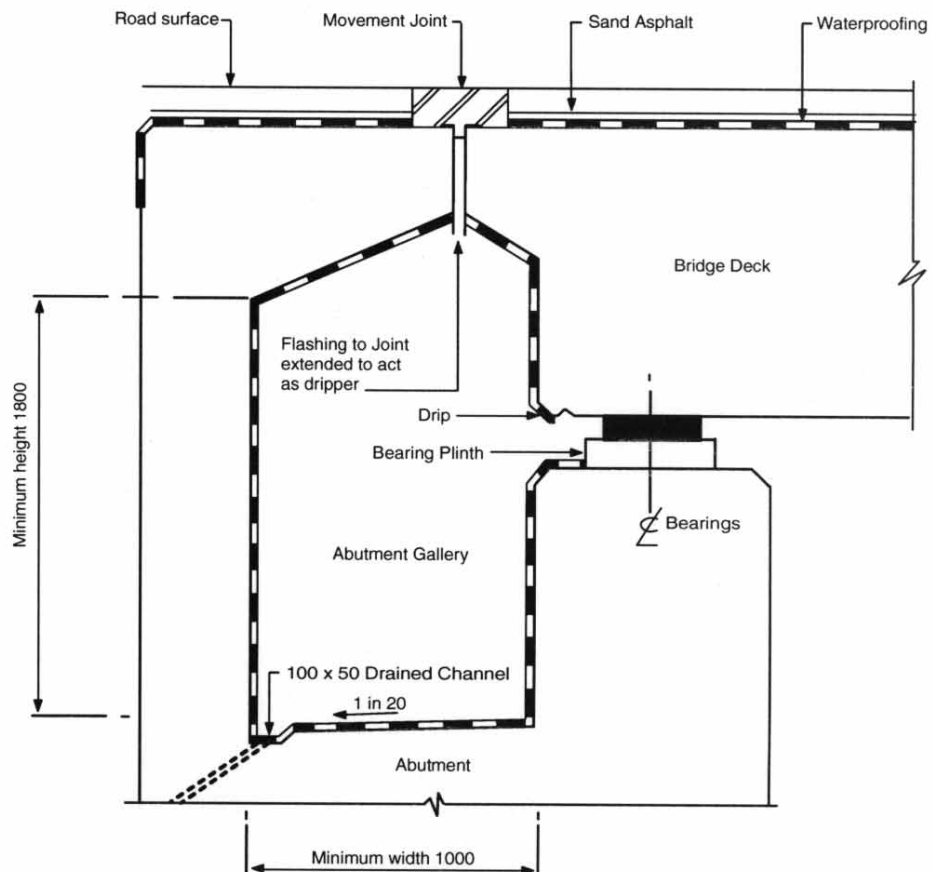
**NOTES**

1. The bridge beam shown above is a precast concrete beam with composite deck. Similar integral abutment arrangement may be adopted for steel-concrete composite construction.
2. The abutment should be short and small to avoid excessive passive earth pressure during the thermal movement of the deck.
3. Drainage and service pipes behind the abutments should have flexible joints as settlement of backfill may take place.

**THIS FIGURE IS ONLY INDICATIVE**



**Figure 3.7 Inaccessible Bearing Shelf (This Detail is Not Recommended)**



**Figure 3.8 Abutment Gallery**

**THIS FIGURE IS ONLY INDICATIVE**

## 4. IMPROVED DURABILITY - PROBLEM AREAS

### General

4.1 It is apparent from recent surveys on bridges that there are some structural forms and elements which are more susceptible to durability problems than others. This section gives advice on the use of these forms and considers other areas which require special attention.

### Half-Joints and Concrete Hinges

4.2 Half-joints, both in steel and in concrete, usually present severe maintenance problems. They are difficult to inspect and repair and should not be used for new designs unless there is absolutely no alternative. Where half-joints are used, steel and concrete surfaces should be given additional protection. Adequate provision must be made for drainage, inspection and maintenance.

4.3 Concrete hinges are highly stressed areas where, because of the amount of reinforcement present, compaction of concrete is difficult. The steel in the hinges is vulnerable to corrosion from the ingress of salty water. Concrete hinges should not be used for new designs unless there is absolutely no alternative. Where concrete hinges are used, they should be visible for inspection and maintenance. Deck hinge joints are particularly vulnerable to corrosion and they should not be used in new designs.

### Pre-tensioned prestressed concrete construction

4.4 Precast pre-tensioned concrete members have generally proved to be durable. Apart from concern about occasional problems, for example, horizontal cracking of the beam in the end zones, the poor performance of some bridges constructed with these members has been associated with the use of simply supported spans. The remedies for that are discussed in Chapter 3.

4.5 De-bonded tendons at the ends of precast beams should be adequately protected against corrosion.

### Post-Tensioned Concrete Construction

4.6 Unlike precast pre-tensioned concrete, construction using post-tensioned members has not proved to be particularly satisfactory in terms of

durability. Most post-tensioned bridges built to date have been of the internally grouted duct type, and problems have been encountered in a number of these, largely due to the greater vulnerability to corrosion of tendons as a result of inadequate grouting of the ducts. The reduced durability has caused particular concern since the deterioration often cannot be identified in the course of regular bridge inspections; this means that serious loss of carrying capacity may remain undetected, with consequent risk to public safety. In some instances there may be little or no warning of collapse in post-tensioned bridges, and this makes the risk of undetected deterioration more serious.

4.7 However, provided suitable safeguards are adopted in the process of grouting, internal post-tensioned grouted construction in non-segmental bridges can be durable. Concrete Society Technical Report TR47 'Durable Bonded Post-tensioned Bridges', as outlined in Interim Advice Note 16 'Post-tensioned grouted duct concrete bridges', details best practice and a specification for grouting, and these recommendations should be adopted. The detailed guidance should ensure that ducts are fully grouted and post-tensioned systems are protected and will be durable.

### Segmental construction

4.8 Insitu joints between precast concrete segments are the areas most at risk from penetration by water and de-icing salts. This may lead to severe local corrosion of pre-stressing strands. Although new systems are currently under development to ensure the continuity across the joint, and to provide greater protection, for the time being such forms of construction using internal grouted tendons are not permitted. Precast concrete segmental construction utilising external post-tension systems are permitted.

4.9 Another problem with segmental construction which has not been widely recognised by designers is the additional prestress loss due to large elastic compression and subsequent creep deformation of the joint material and closure of cracks at interfaces. As a result, the final level of prestress in segmental construction may be somewhat less than normal post-tensioned members.

4.10 Shortening due to shrinkage may also occur at the ends of each precast unit. This could cause

additional opening at the joints prior to stressing and hence reduce the compressive stresses at the interfaces and encourage cracking.

### External Post-tensioned Tendons

4.11 Post-tensioned tendons positioned outside the concrete section have the advantage of being accessible for inspection and replacement, and can be designed to facilitate restressing. This must be balanced against some concerns about increased exposure and vulnerability. Where external post-tensioned tendons are used, they should be properly protected and have adequate facilities and access for inspection, maintenance and replacement. The method and sequence of cable replacement should be allowed for at the design stage, and where possible designed to eliminate the necessity for traffic restrictions. It should be noted that the Concrete Society Technical Report TR47 'Durable Bonded Post-tensioned Bridges' is currently being updated and is due for republication, and it is intended that it will include recommendations for best practice for external post-tension systems which should be adopted. Further information on design issues is available in BD 58 and BA 58 (reference 8).

### Voided slabs

4.12 The adoption of pseudo-slab and similar structures using void formers to achieve the final cross-section has led to some serious problems, usually related to the buoyancy of the formers during construction and the difficulty of compaction under the voids. Special precautions should be taken in the design and construction of this type of structure.

### Foundations and Buried Concrete Structures

4.13 Foundations and other buried concrete structures in certain aggressive ground conditions have been found to be susceptible to sulfate attack, leading to eventual deterioration of the concrete. Although this has been judged to be a serviceability issue, rather than a short-term safety concern, it does have implications for long term durability. Although buried concrete is not often or routinely inspected, most structures would be expected to exhibit above ground indications of below ground concrete deterioration, before safety was impaired.

4.14 A range of measures to minimise the risks of sulfate attack are recommended in the DETR publication 'The thaumasite form of sulfate attack.

Risks, diagnosis, remedial works and guidance for new construction'. In England this has been implemented by the Highways Agency Interim Advice Note 25 'Measures to minimise the risk of sulfate attack (including thaumasite). New construction and structures under construction'. The documents include options for concrete mixes, and additional protective measures such as coatings for buried concrete and subsurface drainage where appropriate, which will minimise the risk of all forms of sulfate attack. It is particularly recommended that vulnerable design details such as concrete hinges, joints and slender concrete sections are avoided by 'designing out' such features.

4.15 Further research is underway at the Building Research Establishment and elsewhere and it is expected that BRE Digest 363 'Sulfate and acid resistance of concrete in the ground' will be updated or replaced and will incorporate the latest guidance to deal with aggressive ground conditions. The 2001 edition of the Specification for Highway Works and the Notes for Guidance include requirements to minimise the risks of sulfate attack.

### Concrete subject to freeze thaw and wetting and drying cycles

4.16 Concrete elements such as parapet upstands are particularly vulnerable to freeze thaw action and wetting and drying cycles. They may also be vulnerable to chloride ingress. In accordance with the Specification for Highway Works Notes for Guidance clause 1703.3 (ii), where concrete of Grade 40 or lower is being used, then air entrainment should be adopted to increase durability to counteract freeze thaw action and wetting and drying cycles. Concrete impregnation should also be used to minimise chloride ingress. In Scotland air entrainment is adopted more widely for all exposed concrete, including bridge decks, as a result of more onerous environmental conditions encountered.

### Services and service bays

4.17 One of the areas where there are often durability problems is in service bays. They are not easy to inspect, and are prone to leakage from ill fitting, incorrectly replaced or damaged cover slabs. Water can also enter the service bay via badly detailed or constructed concrete through deck ends and ballast walls, at joints or via the service ducts themselves. Service bays should be provided with drainage holes, and should have all exposed concrete surfaces carefully waterproofed. In general it is not recommended to fill service bays with 'lightweight fill', but it is better to

assume that they will leak and deal positively with the water that enters. Service bays should also facilitate access for authorised service providers.

4.18 Where possible it is recommended that drainage pipes, ducts and sleeves penetrating through bridge decks and ballast walls, should be provided with puddle flanges cast monolithically into the deck, rather than as a second operation with a concrete 'box-out'. This will require extremely careful positioning of the pipe or duct, and in some cases will not be practical. Other relevant information and details are contained in reference 12.

## 5. IMPROVED DURABILITY - DETAILED REQUIREMENTS

### General

5.1 The life of a bridge can be considerably enhanced at little additional expense by sound detailing of structural elements. This section gives advice on aspects of detailed design which should enhance durability.

### Reinforced Concrete

5.2 BD 57 (DMRB 1.3.7), increases the concrete cover to reinforcement specified in BS 5400: Part 4: Table 13. However, in sensitive or critical areas of the structure such as in the region below expansion joints, or where the reinforced concrete is in contact with flowing water, serious consideration should be given to the use of concrete covers greater than those specified in BD 57. It should be noted too that the requirements of BS 5400: Part 4, do not penalise the designer for using greater cover than the Table 13 values with respect to crackwidth calculations; the definition of  $c_{nom}$  in Clause 5.8.8.2 makes it clear that the designer may ignore extra cover in calculating crack widths. It should be noted that as BS 5400: Part 4 already makes provision for an additional 10 mm cover for lightweight aggregate concrete, the BD 57 requirement for additional concrete cover does not apply.

5.3 The minimum areas of main and secondary reinforcement given in BS 5400: Part 4 Clause 5.8.4 are, in many instances, not adequate to limit the cracking of concrete caused by the dissipation of heat of hydration while the concrete is immature. Designers should refer to the requirements given in BD 28 (DMRB 1.3), Early Thermal Cracking of Concrete. In designing reinforcement for early thermal effects the designer should bear in mind that the strength and cement content of the as-built concrete may be a good deal higher than that specified in the contract drawings. As the cement content has a significant effect on the heat evolution during hydration, the temperature effects due to the likely maximum cement content should be used.

5.4 Cement replacements, such as pulverised fuel ash and ground granulated blastfurnace slag, may reduce early thermal effects and improve resistance to chloride ingress, sulfate attack and Alkali-Silica

Reaction. Reference should be made to the Specification for Highway Works and the Notes for Guidance for specific requirements in concrete mix design.

5.5 Where local cracking of the concrete may occur due to restraint from adjacent elements, eg at corners of two-way slabs, reinforcement should be carefully detailed to control such cracking. In some cases, a detailed investigation of the stresses in these areas may be necessary.

### Prestressed Concrete

5.6 In post-tensioned structures, one location which is of particular concern is the anchorage of tendons. Designers should ensure that sufficient anti-bursting reinforcement is provided and that the layout of the anchorage zone reinforcement is not congested or likely to cause difficulties in placing and compacting concrete. Increased concrete cover should be provided to ensure effective protection to the steel.

5.7 Externally post-tensioned structures should be detailed to facilitate replacement or re-stressing of an individual tendon, without restricting traffic flow across the bridge. The provision of special monitoring devices to detect loss of pre-tensioning or corrosion should be considered. External tendons should be positioned so that they can be easily inspected and maintained, however this should be balanced against increased exposure and vulnerability.

### Drainage and Waterproofing Systems

5.8 Drainage and waterproofing play a vital role in the durability of structures. Designers should refer to BD 47 (DMRB 2.3.4) and BA 47 (DMRB 2.3.5) when designing drainage and waterproofing of concrete bridge decks, and to reference 13.

5.9 Drainage systems should be designed to minimise the risk of blockage and be accessible for cleaning. They should be robust enough to withstand damage during cleaning, as this has been an important cause of problems on many existing bridges. They should also be resistant to damage from chemical spillage on the road surface. The drainage of water from

bridge decks and waterproofing layers should normally be done using closed systems which lead the water positively to the main highway drainage system. Allowing water from deck drainage to fall freely from open ended downpipes should be avoided for the following reasons:

- i) In windy conditions such water may become finely atomised and spray onto the structure, even when downpipes project well below the soffit line.
- ii) Freely discharged water may contaminate river courses.
- iii) Freely discharged water may cause local damage to the soil surface below the bridge.
- iv) Water from open-ended downpipes may fall onto a carriageway or footway beneath and freeze, causing a hazard to both pedestrians and vehicles. There is also a danger that icicles can form on open-ended downpipes and fall onto vehicles and pedestrians.

5.10 Drainage systems integral with the structure, for instance gulleys cast into beams and pipes cast into columns, should not be used. Essential drainage runs through deck slabs should be made as short as possible. On short span bridges it may be preferable to collect surface water off the bridge deck, although this will require careful design of deck and carriageway falls and detailing, to ensure that no ponding on or beneath the surfacing occurs. On bridges with shallow falls kerb drainage may be used to good effect.

5.11 Drainage systems should be provided with adequate facilities for rodding and cleaning operations. Rodding access should be provided so that rodding lengths are straight or virtually straight, and do not normally exceed 45m on straight runs, and should be roddable from either end. Careful thought should be given to the practical needs of cleaning and maintenance operations, and full details provided accordingly. They should be designed to minimise the need for traffic management during cleaning operations. All gullies should be fully trapped.

5.12 Surface water drainage of bridge decks should never be directed into the drainage layers in the vicinity of piers and abutments since salty water from the bridge deck may cause corrosion of the reinforcement in the substructure. Moreover, accumulated road silts and debris may eventually clog the drainage layers.

5.13 The durability of a bridge can be improved by taking the following precautions:

- a) The top surface of bridge decks should have adequate falls to avoid ponding especially in the vicinity of deck joints. Drainage outlets should be formed using adequately sized products, at regular intervals.
- b) Additional measures, such as coating and extra waterproofing layers etc, may be considered necessary where a concentration of de-icing agents is likely to occur.
- c) Areas around kerbs, parapets and service traps are most vulnerable to water seepage and should be carefully detailed.
- d) Access holes should be located on the underside of bridge decks to avoid water leakage into the deck. When this is not possible, properly sealed or/and positively drained manholes may be used, but only with the agreement of the Overseeing Organisation.
- e) Drainage should be provided at piers and abutments including the back of abutments.
- f) Holes should be provided to drain the voids of bridge decks, such as box beams and cellular and voided slabs, as water may find its way into these voids causing corrosion and deterioration.
- g) Box members should be provided with sealed access hatches or manhole covers to prevent leakage into the box. Adequate and effective ventilation and drainage holes should also be provided to reduce condensation and eliminate any ponding inside the box as a result of a possible ingress of water. Ventilation and drainage holes should be detailed to prevent access and colonisation by birds and animals.

5.14 The following concrete surfaces should be waterproofed using tar, cut back bitumen or appropriate proprietary materials as allowed in the Specification for Highway Works:

- i) Vertical faces at deck ends and abutment curtain walls.
- ii) Top faces of piers and abutment bearing shelves.
- iii) Inaccessible areas which may be subject to leakage; for instance beam ends.
- iv) Buried concrete surfaces.



Where waterproofing membranes may be directly subject to foot traffic, they must be sufficiently robust to withstand such use, and should not be slippery. Concrete surfaces in splash zones should be impregnated as detailed in clauses 5.18 and 5.22.

### Expansion Joints

5.15 Designers should refer to BD 33 (DMRB 2.3) and BA 26 (DMRB 3.3) when designing and detailing expansion joints and drainage provisions in bridge decks. Guidance is also given in TRL Application Guide 29 (reference 13) and designers are strongly advised to consult this document.

5.16 To prevent salty water from penetrating downward to the substructure, expansion joints should be watertight. However, these joints will eventually leak and therefore designers should not only apply protective coating to surfaces at risk, but also provide drainage under the joints in the form of abutment galleries as described in paragraph 3.28.

5.17 Careful detailing around expansion joints in bridge decks can make a major contribution to the durability of a structure. Failure of deck expansion joints often leads to severe corrosion of adjacent parts of the structure. The areas around a joint should be detailed in such a way that they do not provide traps for water and that an effective system is provided to remove the water quickly. All the elements should be detailed so that they are accessible for inspection and maintenance.

### Splash zones

5.18 Designers should be aware that the splash zone of river or road piers and abutments are particularly susceptible to deterioration. In some situations salty water may be splashed up to the soffit of overbridges causing deterioration and corrosion. In addition the spray may result in a retention of salt in the soil adjacent to the carriageway thus causing severe chloride attack to the concrete sub-structure. Special precautions should be taken in these areas by the application of protective coating, for instance chemical impregnation, and additional cover to steel reinforcement should be provided (see paragraph 5.2).

### Other details

5.19 It is essential to provide drip checks at all edge beams, deck ends over abutments and other locations

such as copings to retaining walls, to prevent water from running back along horizontal surfaces. Where, for reasons of concrete cover, the provision of groove type drips is not practicable continuous unreinforced concrete downstands or continuous non-ferrous angle sections properly fixed to deck edges, may be used as drippers. BA 33 (DMRB 2.4) shows a prefabricated drip strip for use on existing structures.

5.20 Bridge decks should be designed to project beyond the substructure to prevent salty water from running down columns and abutments.

5.21 The designer should always consider the ease of construction and maintenance of the proposed details. For example, adequate provision should be made for compacting concrete and painting of structural steel.

### Impregnation of Concrete Surfaces

5.22 Impregnation of concrete surfaces provides effective protection against the ingress of chlorides. Requirements for impregnation procedures are given in BD 43 (DMRB 2.4) and BA 33 (DMRB 2.4), and other aspects are dealt with in the Specification for Highway Works and the Notes for Guidance. The material specified is monomeric alkyl (isobutyl) tri-alkoxy silane, although other materials are permitted provide they comply with the performance specification.

### Other measures

5.23 Recent research carried out by the Transport Research Laboratory for the Highways Agency has indicated that there can be benefits to durability by producing good quality near surface concrete. Although the research looked at various materials and techniques, the clearest benefits came from the use of concretes with lower water cement ratios (incorporating the use of superplasticisers) and the adoption of controlled permeability formwork (CPF).

### Controlled Permeability Formwork

5.24 CIRIA have published a report CB511 'Controlled Permeability Formwork', which has comprehensively reviewed the technique and available materials. Whilst there are advantages in using CPF, this must be balanced against additional costs, and some practical difficulties that may occur during construction, particularly with complex shapes. The current position is that CPF may be used in specific new construction situations where there are:

- i) Concrete elements in close proximity to carriageways, which are heavily salted on a regular basis each Winter.
- ii) Concrete elements having simple geometric shapes and plain finishes.

CPF must also be justified in whole life cost terms.

Silane impregnation will still be required in accordance with clause 1709 of the Specification for Highway Works. For the time being the use of CPF will be regarded as an aspect not covered by Standards, and Overseeing Organisation approval will be required, as part of technical approval procedures.

### Corrosion Inhibitors

5.25 Research is being undertaken at TRL and elsewhere, to assess the benefits of using corrosion inhibitors in concrete of different mixes, qualities and condition. There are a number of corrosion inhibitors on the market today that claim to reduce chloride generated corrosion in rebars by forming a protective layer around, and operating on the surface chemistry of the metal. These materials are soluble salts that are added to the concrete at the construction stage, to repair concrete during refurbishment, or as surface applications on mature concrete. The inhibitors are classified as either cast-in or migrating types, with one supplier having a pelleted delivery system. A literature review has shown that commercial materials sold under various brand names contain calcium nitrite, borax, zinc borate, sodium malonate, sodium monofluorophosphate, amines or amino alcohol based compounds and other formulations. Although there are many research papers examining the corrosion inhibition properties of a number of these compounds, their long term efficacy in real structures with varying concrete condition and subject to a range of environmental conditions has yet to be fully proved.

5.26 The TRL research, which was conducted with reasonably good quality concrete, indicates positive results for the effectiveness of inhibitors in the form of cast-in concrete admixtures based on calcium nitrite and amino alcohols, used in new construction. The results for the migrating surface applied and the pelleted delivery system corrosion inhibitors tested is less encouraging. However other researchers have found in tests conducted in lower quality concrete that there may be some beneficial effects with these migrating inhibitors. They may be considered for use when applied to concrete of poor quality, where the

chloride levels are low. However for the present their use is not advocated on high quality relatively impermeable structural concrete.

5.27 The benefits in using corrosion inhibitors as concrete admixtures appears to lie in their use in concrete elements which are in close proximity to carriageways, which are heavily salted on a regular basis each Winter. Any proposal to use a corrosion inhibitor concrete admixture would need to be justified in whole life cost terms. Silane impregnation will still be required in accordance with clause 1709 of the Specification for Highway Works, for areas of structures as detailed in BD 43 and BA 33. For the time being the use of cast-in corrosion inhibitors will be regarded as an aspect not covered by the Standards.

### Other additives

5.28 Research evidence and site experience indicates that there may be benefits in using proprietary materials that comprise both water reducing superplasticisers and pore blockers to provide a dense concrete matrix with hydrophobic properties. Although the capital costs of such materials are relatively high compared to normal concrete, they may be justifiable in whole life cost terms. Consideration may be given to their use in extremely aggressive environments and structural elements that are difficult to access for inspection and maintenance.

### Lightweight concrete

5.29 Structural Lightweight Aggregate Concrete (LWAC) is generally accepted as being more durable than normal weight concrete with good resistance to freeze-thaw cycles and corrosion of steel reinforcement due to the effects of de-icing salts. LWAC typically with a strength of 40N/mm<sup>2</sup> and a density of around 75% that of normal weight concrete, utilises aggregates manufactured from the industrial by-products of electricity generation (pulverised fuel ash - Lytag) and steel manufacture (blast furnace slag -Pellite). It can also be made from the processing of natural materials, for example expanded clay, but these manufactured aggregates are not currently available in the UK.

5.30 TRL have carried out research into LWAC for use in bridges. The research concluded that, although LWAC is more expensive than normal weight concrete, it may result in overall savings in construction cost, mainly due to its reduced dead weight. LWAC bridge decks exhibit smaller thermal movements, and there are therefore additional benefits associated with abutments

of integral bridges. Construction cost savings of about 3% may be achievable, and can be higher where LWAC facilitates modifications to the conceptual design; for instance, the elimination of a pier or expansion joint. There are however large regional variations in the cost of LWAC, and some concrete production facilities may not be able to supply LWAC. The results of the TRL research suggest that there are clear durability benefits from using LWAC made from pulverised fuel ash, though the results are less encouraging for LWAC made from blast furnace slag.

5.31 LWAC will also reduce the impact of bridge construction on the environment and the demand on future bridge maintenance. In view of its cost and environmental benefits it should be considered at the feasibility stage as an option for most structures with spans of over 15m. If it is a viable option it will be subject to Overseeing Organisation approval, as part of technical approval procedures.

#### **Electrochemical techniques**

5.32 Electrochemical techniques such as cathodic protection and electrochemical chloride removal (desalination) are generally outside the scope of this Advice Note, but can be considered as methods to enhance the durability of in service structures. A separate Advice Note dealing with cathodic protection is in preparation.

## 6. DETAILED REQUIREMENTS - STEEL BRIDGES

### General

6.1 Where steels are welded in areas of high restraint and where tensile stresses occur perpendicular to a plate surface, eg in cruciform joints, corners of box sections and heavily welded sections, lamellar tearing could occur. In such situations, designers should pay proper attention to weld joint design and use steels with guaranteed through-thickness properties.

6.2 Welds for temporary attachments can act as stress raisers and increase the risk of fatigue. Such welding should not be allowed in critical areas. Temporary attachments should be removed and welds ground flush. (See 1800 NG 1801)

6.3 Transverse bracing members between parallel girders are often subjected to stress reversal due to live loads. Therefore the effects due to fatigue at their connections with main girders should be considered in design.

6.4 Simple connections and weld details, which are easier to inspect and maintain, should be used wherever possible.

6.5 Intermittent fillet welds should not be used, except in situations where the welded connections are completely protected from the weather, for example, where they are wholly inside closed box structures; in such cases appropriate fatigue checks should be carried out. Intermittent welding, where one or both sides of the connection are exposed to the outside atmosphere, cannot be properly protected against the ingress of water into the welded joint by capillary action or penetration of water through the connection.

6.6 Steelwork should be detailed so that it is self-draining and prevents the accumulation of water. Areas where dirt and debris may collect should be avoided. Particular measures that can be adopted are the omission of stiffeners from the outer face steel girders, provision of drainage 'mouseholes' at stiffener/bottom flange connections and detailing for water runoff at piers and end supports. Attention is also required where steel is used as packing material or as shims.

### Corrosion protection of steelwork

6.7 The most common method of corrosion protection of steelwork is by painting. Designers should refer to MCHW Volume 5 Section 2 for maintenance painting and the Specification for Highway Works (MCHW 1) and the Notes for Guidance (MCHW 2) for the Overseeing Organisations' requirements on painting of steelwork.

6.8 Designers should be aware that the success of corrosion protection depends not only on the protective system specified but also on the surface preparation, quality control and the effectiveness of the painting operation. Steel components should therefore be designed and detailed with the recognition that they must be capable of being effectively prepared, painted, inspected, cleaned and repainted. Particular attention is required at plate edges where corrosion may initiate, where packing and shims are used, and for metallic components such as bearings.

### Metal coating of steelwork

6.9 Galvanising and suitable sprayed metal coatings can give effective corrosion protection to steelwork. Designers should refer to the Specification for Highway Works (MCHW 1) and the Notes for Guidance (MCHW 2) for their use. Care must be observed when detailing steelwork for galvanising. Some details are unsuitable for dipping and advice should be sought from the Galvanisers Association.

6.10 In specifying galvanising for high tensile steel such as bolts, post-tensioning bars and cables which are subjected to high fluctuating stresses, designers should be aware of the danger of hydrogen embrittlement associated with galvanising.

### Steel Box Sections

6.11 The recommendations of Section 3.13 apply equally to steel box sections.

6.12 The interior of steel box sections should be painted a light colour to improve visibility.

**Other considerations**

6.13 Bridge deck enclosures may be considered for use in particularly aggressive environments. They offer the benefits of reduced maintenance liabilities in terms of painting of steelwork, and may be appropriate to consider where access to the superstructure is limited eg major rail, river and road crossings. They must be evaluated and justified on whole life cost grounds. More detailed information and requirements are contained in BD 67 and BA 67 (reference 8).

6.14 Weathering steel may be considered for use as an alternative to conventional steel deck construction, as it corrodes more slowly, and should minimise maintenance liabilities. However there are some restrictions on its application and these are detailed in BD 7 (reference 8).

## 7. REFERENCES

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  - (2) National Corporative Highway Research Program Synthesis of Highway Practice 322, 'Design of Precast Prestressed Bridge Girders Made Continuous'. Transportation Research Board, National Research Council, Bridges Washington, DC 1990.
  - (3) Kumar, A. Detailed Design of Composite Concrete Bridge Superstructures. British Cement Association, 1988.
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  - (5) National Cooperative Highway Research Program, Synthesis of Highway Practice 141, Bridge Deck Joints. Transportation Research Board, National Research Council, Washington, DC, 1989.
  - (6) Health and Safety legislation relevant to Overseeing Organisation  
Factories Act 1961  
Section 4 Approved Code of Practice (ACOP):  
Management of Health and Safety at Work.  
  
**Northern Ireland**  
  
Workplace (Health, Safety and Welfare) Regulations (NI) 1993  
Confined Spaces Regulations (NI) 1999
  - (7) BS 5400 Steel, Concrete and Composite Bridges: Parts 1 and 4.
  - (8) The Design Manual for Roads and Bridges  
  
BD 7 (DMRB 2.3.7), Weathering Steel for Highway Structures.
  - (9) The Manual of Contract Documents for Highway Works  
  
Specification for Highway Works (MCHW.1)  
Notes for Guidance on the Specification for
- BD 28 (DMRB 1.3), Early Thermal Cracking of Concrete.
- BD 33 (DMRB 2.3.6), Expansion Joints for Use on Highway Bridge Decks.
- BD 43 (DMRB 2.4), Criteria and Material for the Impregnation of Concrete Highway Structures.
- BD 47 (DMRB 2.3.4), Waterproofing and Surfacing of Concrete Bridge Decks.
- BD 57 (DMRB 1.3.7), Design for Durability.
- BD 58 (DMRB 1.3.9), The Design of Concrete Highway Bridges and Structures with External and Unbonded Prestressing.
- BD 67 (DMRB 2.2.7), Enclosure of Bridges.
- BA 26 (DMRB 2.3.7), Expansion Joints for Use on Highway Bridge Decks.
- BA 33 (DMRB 2.4), Impregnation of Concrete
- BA 35 (DMRB 3.3), Inspection and Repair of Concrete Highway Structures.
- BA 42 (DMRB 1.3.1) The Design of Integral Bridges
- BA 47 (DMRB 2.3.5), Waterproofing and Surfacing of Concrete Bridge Decks.
- BA 58 (DMRB 1.3.10), The Design of Concrete Highway Bridges and Structures with External and Unbonded Prestressing.
- BA67 (DMRB 2.2.8), Enclosure of Bridges.
- Interim Advice Note 16 Post-tensioned grouted duct concrete bridges.
- Interim Advice Note 25 Measures to minimise the risk of sulfate attack (including thaumasite).

Highway Works (MCHW.2)  
Maintenance Painting of Steel Highway  
Structures (MCHW 5.2)

- (10) DETR publication 'The thaumasite form of sulfate attack. Risks, diagnosis, remedial works and guidance for new construction'.
- (11) CIRIA report CB511 Controlled Permeability Formwork.
- (12) Transport Research Laboratory Application Guide 33 'Water management for durable bridges' by S.Pearson and J.R.Cuninghame (funded by Highways Agency and County Surveyor's Society).
- (13) Transport Research Laboratory Application Guide 29 'Practical guide to the use of expansion joints' by C.P.Barnard and J.R.Cuninghame (funded by Highways Agency and County Surveyor's Society).
- (14) Concrete Society Technical Report TR47 'Durable Bonded Post-tensioned Bridges' published in 1996 is currently being updated and is due for republication.
- (15) BRE Digest 363 'Sulfate and acid resistance of concrete in the ground' published in 1996 will be replaced in 2001.

## 8. ENQUIRIES

All technical enquiries or comments on this Advice Note should be sent in writing as appropriate to:

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