

INTERIM ADVICE NOTE 131/11

DEFLECTION OF PERMANENT FORMWORK

Summary

This Interim Advice Note provides clarification on the deflection of permanent formwork in the construction of highway bridges.

Instructions for Use

This IAN takes immediate effect.

Deflection of Permanent Formwork

Background

Interim Advice Note 131/11 provides clarification on the deflection of permanent formwork during the construction of highway bridges on the Highways Agency Motorways and Trunk Road Network.

BA 36/90 The Use of Permanent Formwork, paragraph 4.1.7, states that...

“Deflection of permanent formwork 4 hours after completion of concreting should not exceed 1/300 of the span of the formwork unit. In assessing deflection, allowance should be made where necessary for creep.”

Action

Until further notice, paragraph 4.1.7 should be taken to read as follows:

“The formwork may be pre-cambered by not more than 1/150 of the span of the formwork unit, and the creep deflection of the formwork between completion of concreting and four hours later should not exceed 1/300 of the span.

The limits on deflection, including that during concreting, and the need for pre-camber, should be determined taking into account appearance and the movement of formwork relative to reinforcement.”

Implementation

This IAN should be implemented on all Highways Agency schemes, where permanent formwork will be used for the construction of highway bridges.

It is intended to update BA 36/90 in due course.

Mutual recognition.

Any reference in this specification to a “British Standard”, or to a “British Standard which is an adopted European Standard”, is to be taken to include reference also to the following standards:

- (a) a standard or code of practice of a national standards body or equivalent body of any EEA state;
- (b) any international standard recognised for use as a standard or code of practice by any EEA state;
- (c) a technical specification recognised for use as a standard by a public authority of any EEA state; and
- (d) a European Technical Approval (ETA) issued in accordance with the procedure set out in directive 89/106/EEC.

Where there is a requirement in this specification for compliance with any part of a British Standard or a British Standard which is an adopted European Standard, that requirement may be met by compliance with any of the standards given above, provided that the relevant standard imposes an equivalent level of performance and safety provided for by a British Standard or a British Standard which is an adopted European Standard.

“EEA State” means a state which is a contracting party to the EEA Agreement

“EEA Agreement” means the agreement on a European Economic Area signed at Oporto on the 2nd of May 1992 as adjusted or amended”

Contact details

If you have questions regarding this document, please contact :

Vladislava Flanagan Palan
Vladislava.Flanagan.Palan@highways.gsi.gov.uk

Notification

This document was notified in draft to the European Commission in accordance with Directive 98/34/EC, as amended by Directive 98/48/EC.

Annex A: IAN 131/11 DEFLECTION OF PERMANENT FORMWORK in English DBFO schemes.

When used on English DBFO Schemes, this IAN is to be amended as follows:

Para No.	Description
Implementation	Delete "Highways Agency"

Interim Advice