Session 39

Bret Pilstick

Eisman & Russo Consulting Engineers.

FDOT's Pursuit of Durable Post-Tensioned Bridges

Topic Description

A paper will be presented discussing the problems and solutions developed in Florida in response to recent external tendon failures in post-tensioned bridges.

Speaker Biography

Mr. Pielstick Graduated with a Bachelor of Science in Civil Engineering in 1984 from Brigham Young University, Provo, Utah and has Twenty One (21) years experience in heavy construction, primarily in the construction of segmental bridges. He is currently a Senior Vice President and Principle at Eisman & Russo Consulting Engineers. Brett is active in several Professional Society Technical Committees here in the United States and in Europe and has been presented and been published many times in his career. He is a license Professional Engineer in six states and serves in the Stake Presidency of the Jacksonville East State of the Church of Jesus Christ of Latter-day Saints and works closely with the Boy Scout of America. Brett has been married twenty three (23) years and has four children.

Florida DOT efforts with AASHTO/ASBI toward improving Post Tension durability

Article by William Nickas
Presented by Brett Pilstick

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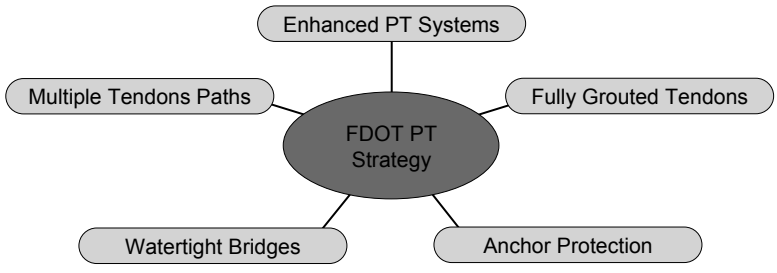
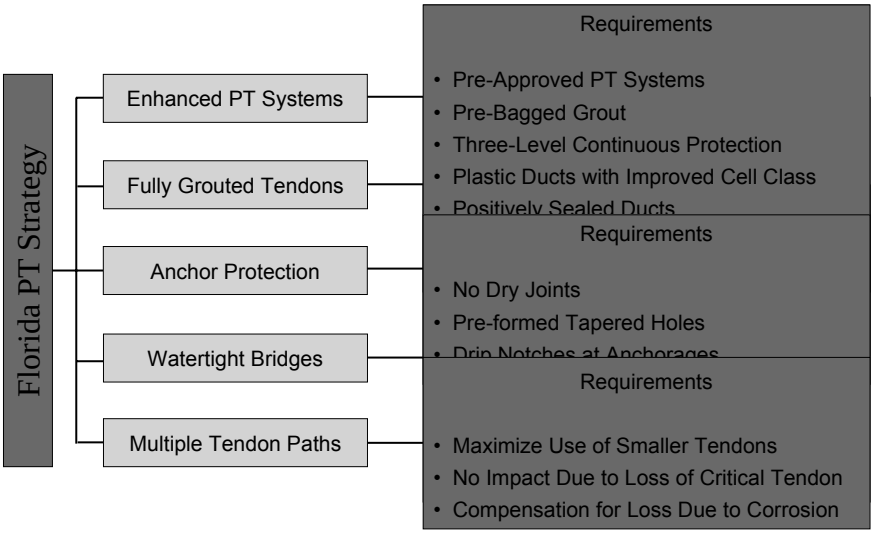
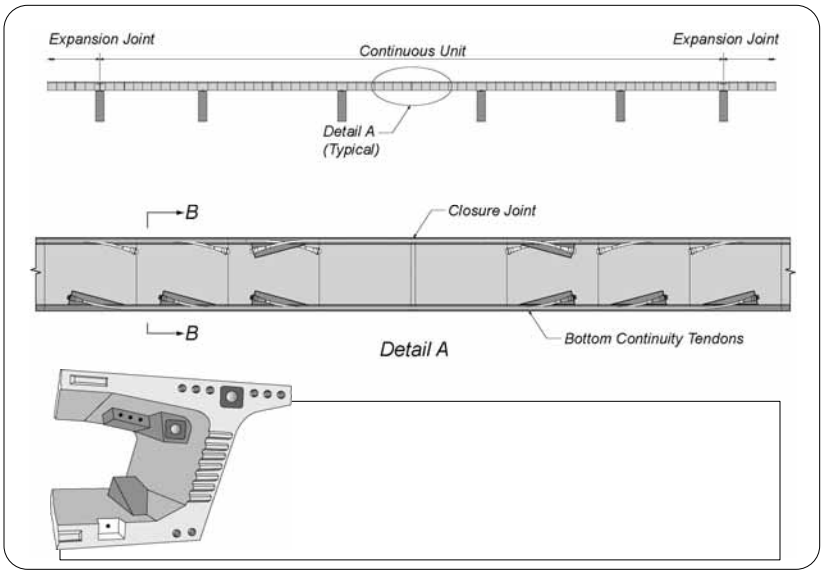
Post-Tensioning Strategies





Balanced Cantilever Construction



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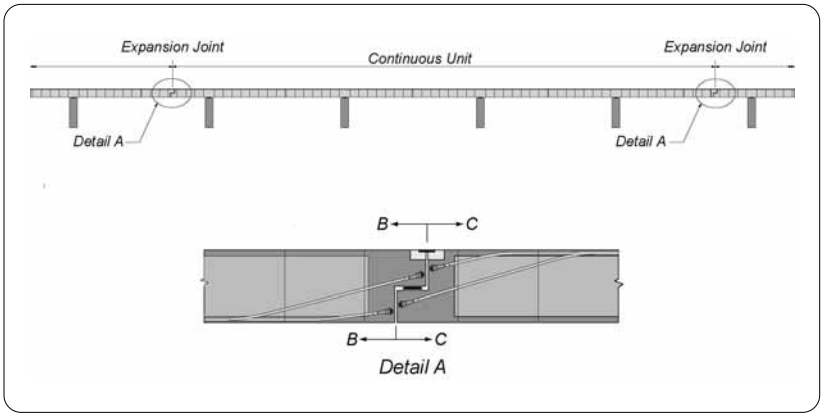

Critical Nature of Tendons

- Type of Construction
  - CIP on Falsework
  - CIP Balanced Cantilever
  - P/C Balanced Cantilever
  - P/C Span-By-Span
  - P/C Beam w/ CIP Slab
- Structural Purpose
  - Superstructure
  - Substructure
  - Construction vs. Permanent
  - Bonded vs. Unbonded
- Tendon Protection System
  - Mat'ls – Duct, Anchor, Grout
  - Wet vs. Dry Joints
  - Risk of Exposure
- Maintainability
  - Access to inspect components
  - Applicability of test methods
  - Ability to be replaced
- Redundancy
  - External
  - # & Distribution of Tendons

Florida Department of Transportation

New Directions for Florida Post-Tensioned Bridges

Volume 2 of 5:
Design and Detailing of
Post-Tensioning in Florida Bridges

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Tel: 850-386-6800
Fax: 850-386-9374

February 18, 2002

Contents

- Precast Balanced Cantilever
- Precast Span-by-Span
- Spliced I-Girders
- CIP Balanced Cantilever
- CIP on Falsework
- Substructures
- Transverse Superstructure

POST-TENSIONING STANDARD DETAILS

More Specifically FDOT POST-TENSIONING STANDARDS FOR SEGMENTAL AND GIRDER POST-TENSIONED BRIDGES

POST-TENSIONING STANDARD DETAILS

OBJECTIVE

TO PROVIDE CONSISTENCY AND UNIFORMITY IN THE DESIGN, DETAILING, AND CONSTRUCTION OF POST-TENSIONED STRUCTURES IN ORDER TO PROVIDE A HIGHER QUALITY PRODUCT WITH A MINIMUM COST INCREASE

POST-TENSIONING STANDARD DETAILS

OBJECTIVE

MORE SPECIFICALLY, TO IMPROVE THE QUALITY OF PT HARDWARE, GROUTING, AND ANCHOR PROTECTION IN ORDER TO REDUCE THE INCIDENCES OF RECHARGE AND CORROSION IN POST-TENSIONED STRUCTURES

POST-TENSIONING STANDARD DETAILS

OBJECTIVE IMPLEMENTATION

STRATEGIES IMPLEMENTED

- STRATEGY 1
  - ENHANCED POST-TENSIONING SYSTEMS
  - SEALING OF GROUT PORTS, VENTS AND DRAINS
- STRATEGY 2
  - FULLY GROUTED TENDONS
  - ACCESSIBLE ANCHORS
  - GROUTING OF TENDONS / GENERAL PROCEDURES

POST-TENSIONING STANDARD DETAILS

OBJECTIVE

STRATEGY 3

- MULTI-LEVEL ANCHOR PROTECTION
- ANCHORS AT EXPANSION JOINTS / INSIDE BOXES / BLISTERS
- EMBEDDED ANCHORS

- STRATEGY 4
  - WATERTIGHT BRIDGES: Double Face Epoxy
  - ACCESS, LIFTING HOLES
  - DRIP NOTCHES

POST-TENSIONING STANDARD DETAILS

DRAWING INDICES

- INSTRUCTIONAL NOTES
- POST-TENSIONING VERTICAL PROFILES
- POST-TENSIONING ANCHORAGE PROTECTION
- POST-TENSIONING ANCHORAGE AND GROUTING DETAILS

POST-TENSIONING STANDARD DETAILS

INSTRUCTIONAL NOTES

- DESIGNER TO PROVIDE TENDON PROFILE AND ANCHOR PROTECTION TYPE FOR EACH TYPE OF TENDON
- TENDON PROFILE AND ANCHOR PROTECTION TYPE TO BE INCLUDED IN THE PT SCHEDULE

POST-TENSIONING STANDARD DETAILS

INSTRUCTIONAL NOTES

- TENDON PROFILES MAY BE AMENDED BY THE ENGINEER
- EOR RESPONSIBLE FOR REVIEWING THE CONTRACTORS GROUTING PLAN (SHOP DRAWINGS)
- DEVIATIONS FROM THE STANDARDS SHALL BE APPROVED BY THE FDOT

POST-TENSIONING STANDARD DETAILS

POST-TENSIONING VERTICAL PROFILES

- TYPICAL PROFILES FOR POST-TENSIONING TENDONS USED IN
  - SUPERSTRUCTURE
    - GIRDER
    - SEGMENTAL
  - SUBSTRUCTURE
    - HAMMERHEADS
    - STRADDLE BENTS
  - VERTICAL APPLICATIONS

POST-TENSIONING STANDARD DETAILS

TYPICAL TENDON PROFILES

POST-TENSIONING STANDARD DETAILS

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POST-TENSIONING STANDARD DETAILS

TYPICAL TENDON PROFILES

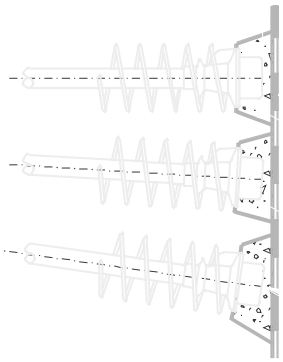
POST-TENSIONING STANDARD DETAILS

SUBSTRUCTURE VERTICAL PROFILES

- SUBSTRUCTURE
  - ELEVATION OF BASE OF TENDON SHALL BE A MINIMUM OF
    - 5'-0" FOR SUBSTRUCTURES OVER LAND
    - 12'-0" FOR SUBSTRUCTURES OVER OR NEAR WATER

POST-TENSIONING STANDARD DETAILS

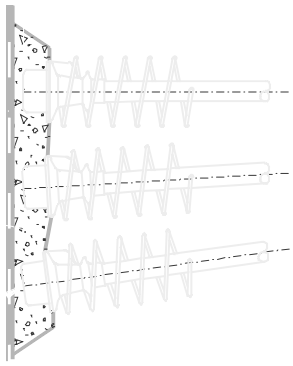
ANCHORAGE PROTECTION



EXPOSED SURFACES AND EXPANSION JOINTS

POST-TENSIONING STANDARD DETAILS

ANCHORAGE PROTECTION



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POST-TENSIONING STANDARD DETAILS

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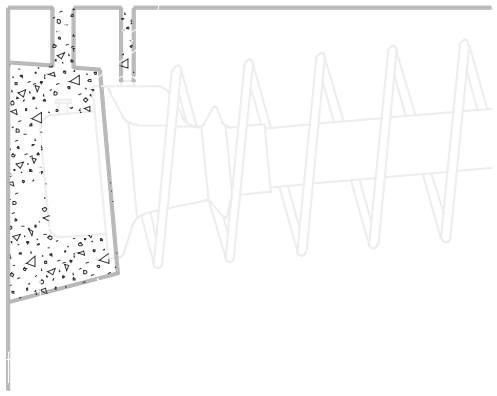
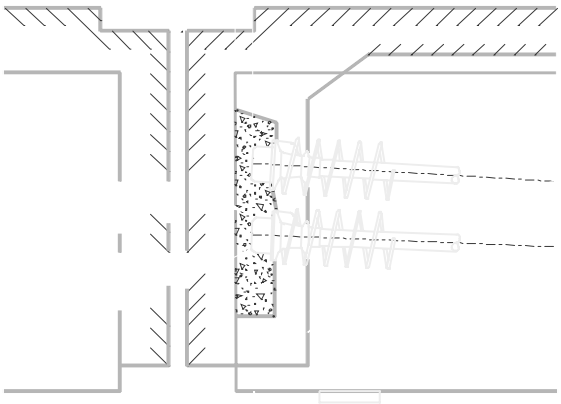


CANTILEVER TENDONS

POST-TENSIONING STANDARD DETAILS

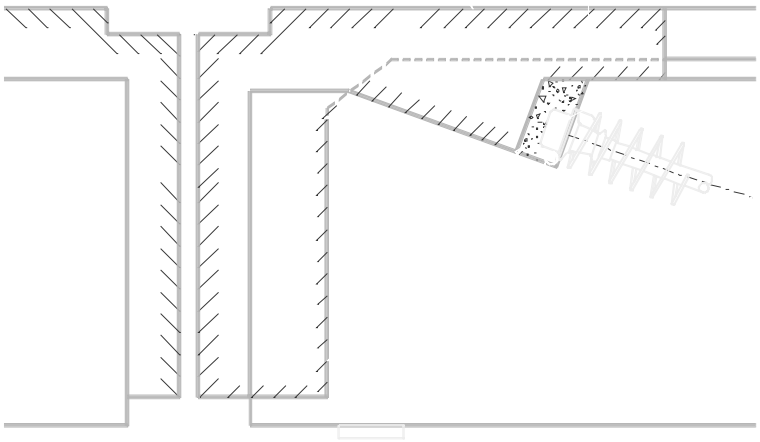
ANCHORAGE PROTECTION



PT GIRDERS AND BULB-T'S

POST-TENSIONING STANDARD DETAILS

ANCHORAGE PROTECTION



PT GIRDERS AND BULB-T'S

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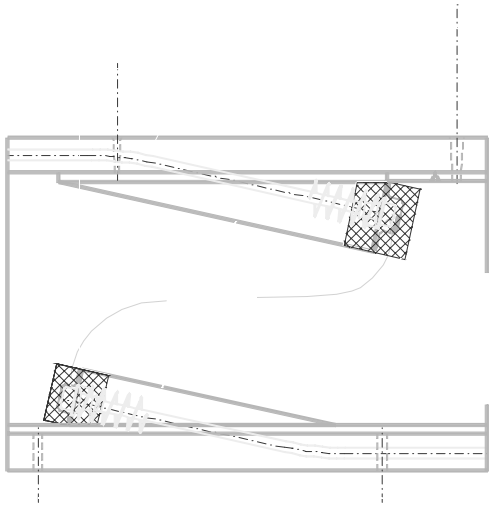
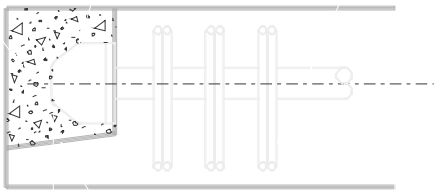


INTERIOR ANCHORS IN CELLULAR BOXES

POST-TENSIONING STANDARD DETAILS

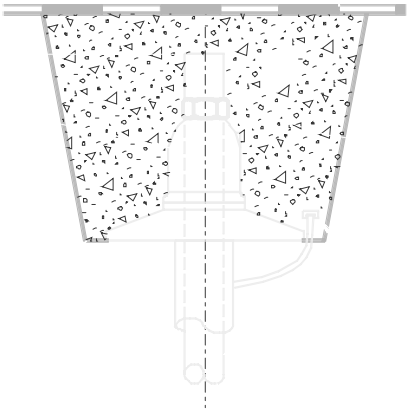
ANCHORAGE PROTECTION



TRANSVERSE TENDONS

POST-TENSIONING STANDARD DETAILS

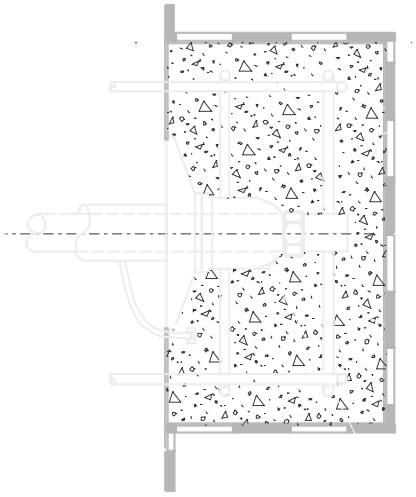
ANCHORAGE PROTECTION



POST-TENSIONING BARS

POST-TENSIONING STANDARD DETAILS

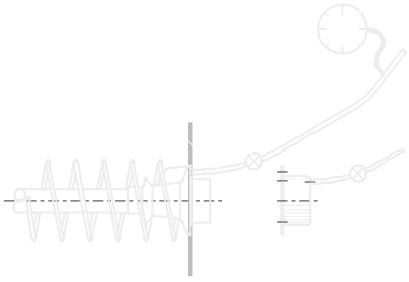
ANCHORAGE PROTECTION



POST-TENSIONING BARS

POST-TENSIONING STANDARD DETAILS

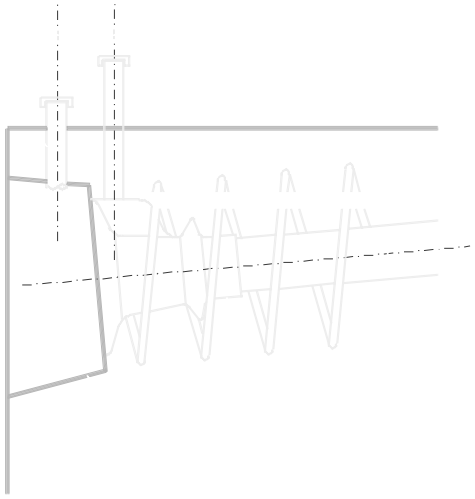
ANCHORAGE & GROUTING DETAILS



FACE INSPECTED ANCHOR WITH GROUT INLET

POST-TENSIONING STANDARD DETAILS

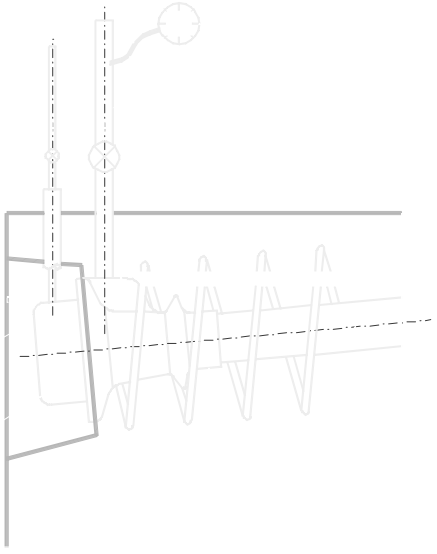
TOP INSPECTED ANCHOR



STEP 1- INSTALLATION & SHIPPING

POST-TENSIONING STANDARD DETAILS

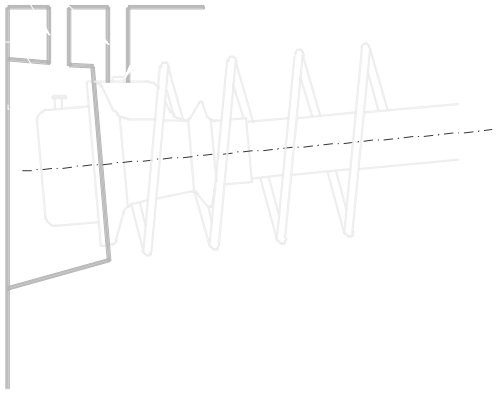
TOP INSPECTED ANCHOR



STEP 2 - GROUTING

POST-TENSIONING STANDARD DETAILS

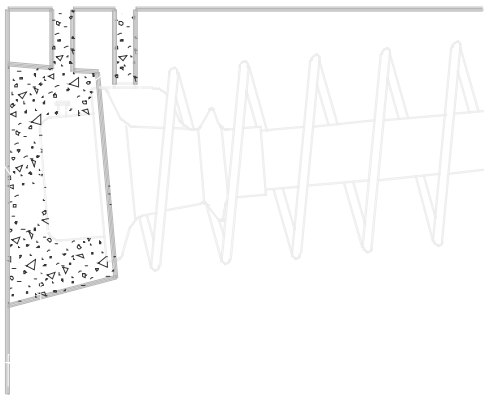
TOP INSPECTED ANCHOR



STEP 3 - INSPECTION

POST-TENSIONING STANDARD DETAILS

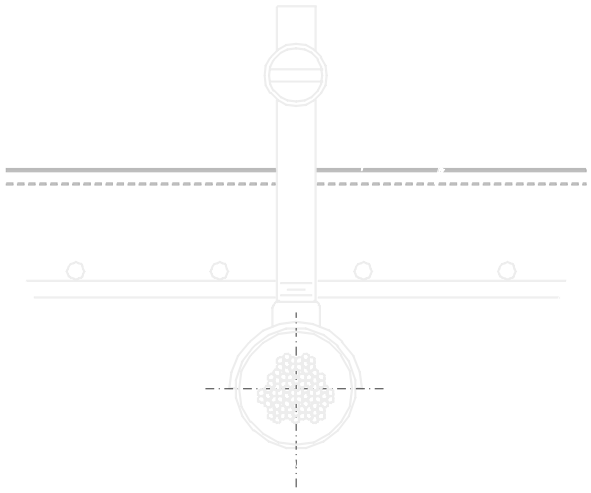
TOP INSPECTED ANCHOR



STEP 4 - PROTECTION

POST-TENSIONING STANDARD DETAILS

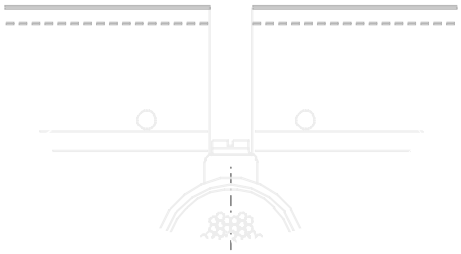
HORIZONTAL SURFACES



REMOVAL OF GROUT PIPE

POST-TENSIONING STANDARD DETAILS

HORIZONTAL SURFACES



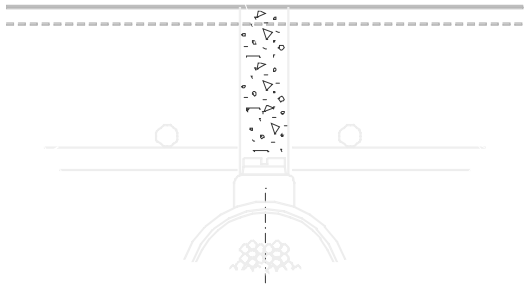
REMOVAL OF GROUT PIPE

POST-TENSIONING STANDARD DETAILS

HORIZONTAL SURFACES

POST-TENSIONING STANDARD DETAILS

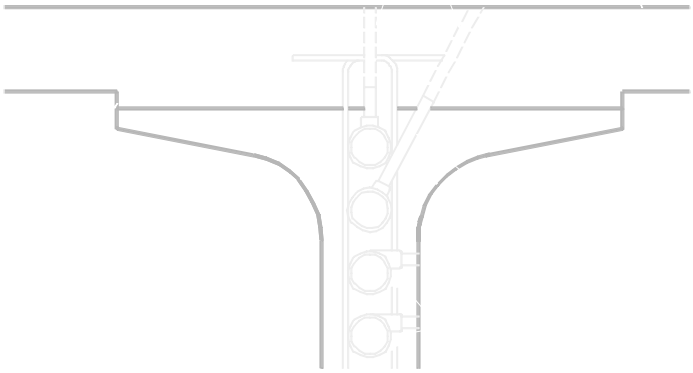
HORIZONTAL SURFACES



FILLING GROUT PIPE POCKETS

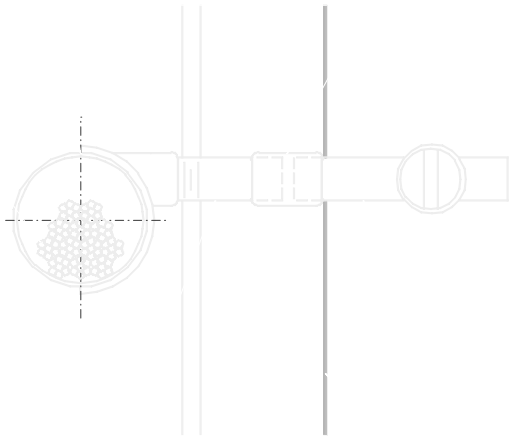
POST-TENSIONING STANDARD DETAILS

HIGH POINT INSPECTION GROUT OUTLET



POST-TENSIONING STANDARD DETAILS

VERTICAL SURFACES



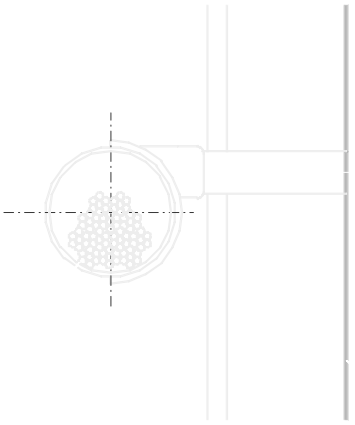
GROUT OUTLET CONNECTION TO TENDON

POST-TENSIONING STANDARD DETAILS

VERTICAL SURFACES

POST-TENSIONING STANDARD DETAILS

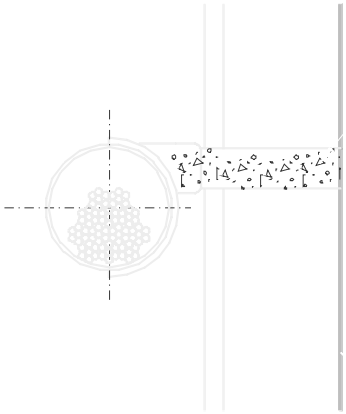
VERTICAL SURFACES



INSPECTION & POCKET PREPARATION

POST-TENSIONING STANDARD DETAILS

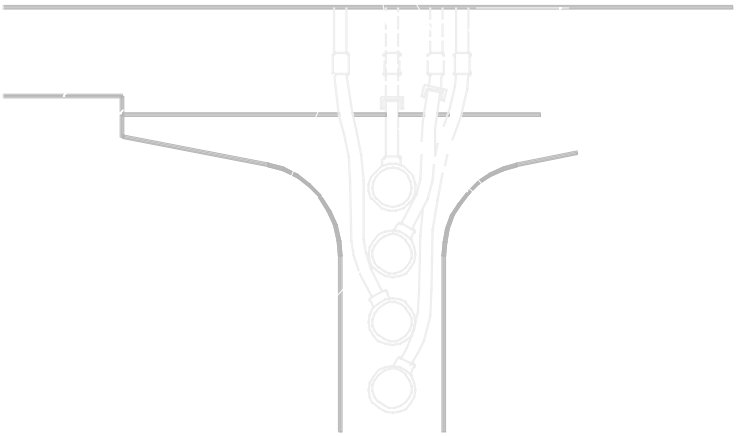
VERTICAL SURFACES



FILLING POCKET WITH EPOXY GROUT

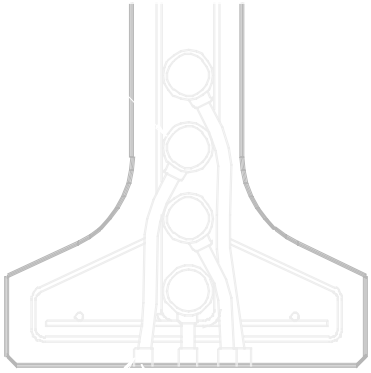
POST-TENSIONING STANDARD DETAILS

GROUT OUTLET – 3 TO 6 FT FROM HIGH POINTS



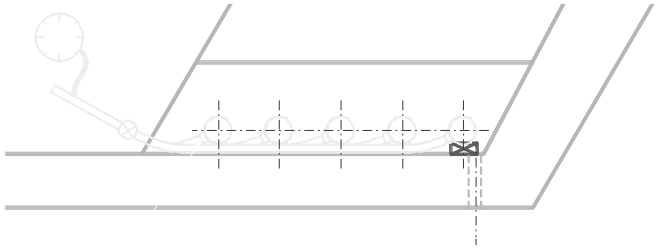
POST-TENSIONING STANDARD DETAILS

GROUT INLET / OUTLET – AT LOW POINTS OF TENDON



POST-TENSIONING STANDARD DETAILS

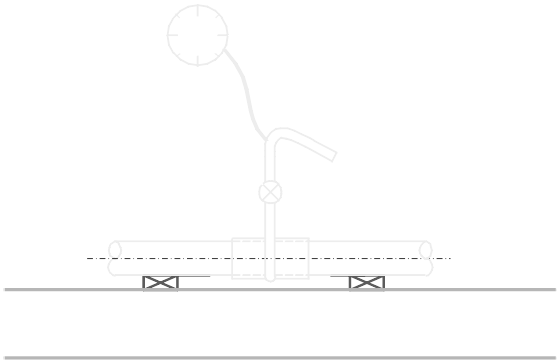
ANCHORAGE & GROUTING DETAILS



GROUTING AT LOW POINTS
SPAN X SPAN CONSTRUCTION

POST-TENSIONING STANDARD DETAILS

ANCHORAGE & GROUTING DETAILS



GROUTING AT LOW POINTS
SPAN X SPAN CONSTRUCTION

POST-TENSIONING STANDARD DETAILS

BLOCK-OUTS AND TEMPORARY ACCESS HOLES

POST-TENSIONING STANDARD DETAILS

Reminder Details are great but one must always...

INTEGRATE STRATEGIES INTO THE CONSTRUCTION AND MATERIALS SPECIFICATIONS

"One gets what he INSPECTS not what he EXPECTS"

POST-TENSIONING STANDARD DETAILS

POST-TENSIONING SYSTEM
example items

- INSPECTABLE ANCHORS
- BAR COUPLERS
- PERMANENT GROUT CAPS
- INLETS AND OUTLETS
- DUCT SCHEDULE 40 STEEL OR PLASTIC
- POLYPROPYLENE CORRUGATED DUCT
- POLYETHYLENE SMOOTH DUCT (DR 17)
- PRESSURE TESTING COMPONENTS WITH SYSTEM

POST-TENSIONING STANDARD DETAILS

PLASTIC DUCT AND CONNECTIONS example issues

- ALL COMPONENTS ASSEMBLED INTO PRESSURE TESTED SYSTEMS
- POLYPROPYLENE CORRUGATED DUCT FOR INTERNAL TENDONS GREATER STIFFNESS WITH LESS HEAT GAIN
- POLYETHYLENE DUCT THICK WALL WITH PRESSURE PIPE CHEMISTRY
- IN-PLACE TESTING FOR LEAKS BEFORE GROUTING

POST-TENSIONING STANDARD DETAILS

Education is Critical

POST-TENSIONING STANDARD DETAILS

Why not always use Plastic Duct ?

POST-TENSIONING STANDARD DETAILS

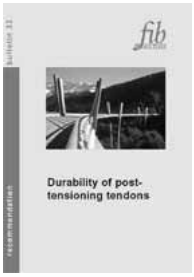
Assessment and Rehabilitation of Post-tensioning Tendons

1. Introduction
2. Assessment of post-tensioning tendons
3. Rehabilitation of post-tensioning tendons
4. Summary

POST-TENSIONING STANDARD DETAILS

1. Introduction

Results of the IABSE / fib Workshop on "Durability of pt-tendons" at Ghent (Belgium), November 2001 and then in Zurich (Switzerland) November 2005:



- The majority of prestressed concrete structures and their pt-tendons show excellent durability behaviour
- In a minority of cases, however, minor to very severe corrosion problems exists
- Durability of post-tensioning tendons Recommendation (76 pages, ISBN 2-88394-073-8, December 2005)

POST-TENSIONING STANDARD DETAILS

POST-TENSIONING STANDARD DETAILS

Failures of pc-bridges in Europe due to corrosion of the pt-tendons:

- 1967: 2 pedestrian bridges (UK)
- 1985: Ynis-y-Gwas Bridge (UK)
- 1992: Bridge over the Melle River (B)
- 1999: San Stefano Bridge (I)

POST-TENSIONING STANDARD DETAILS

San Stefano Bridge (I):

POST-TENSIONING STANDARD DETAILS

San Stefano Bridge (I):

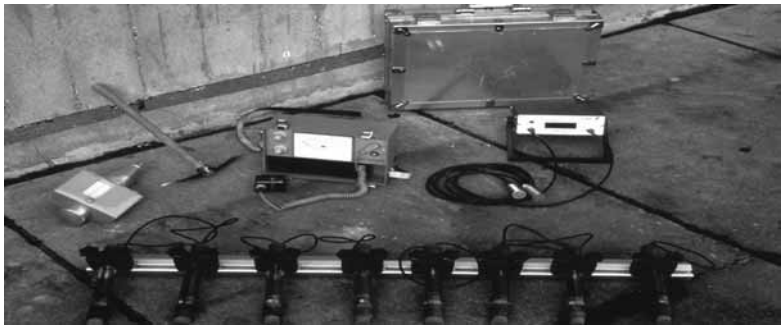
POST-TENSIONING STANDARD DETAILS

2. Assessment of pt-tendons

2.1 Inspection methods (NDT)

- Georadar and Covermeter
- Potential Mapping
- Impact-Echo Method
- Remanent Magnetism Method
- Radiography
- Reflectometrical Impulse Measurement
- Ultrasonic Methods
- Acoustic Monitoring
- Thermography
- Tomography

POST-TENSIONING STANDARD DETAILS



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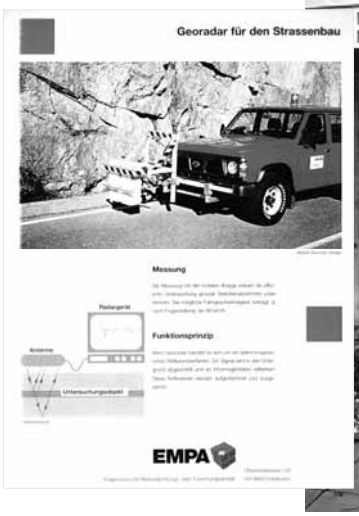

POST-TENSIONING STANDARD DETAILS

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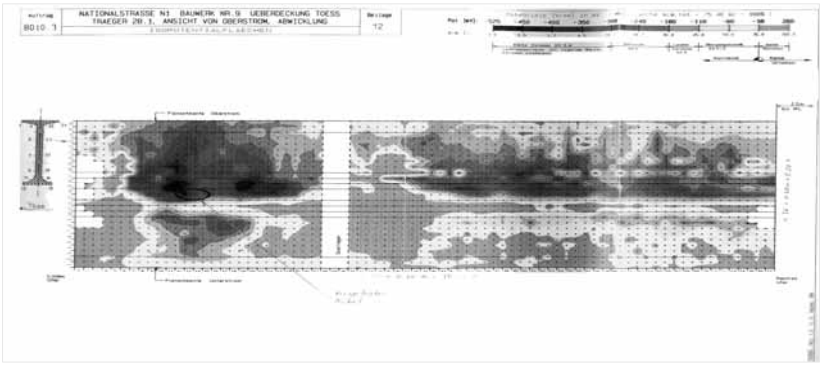

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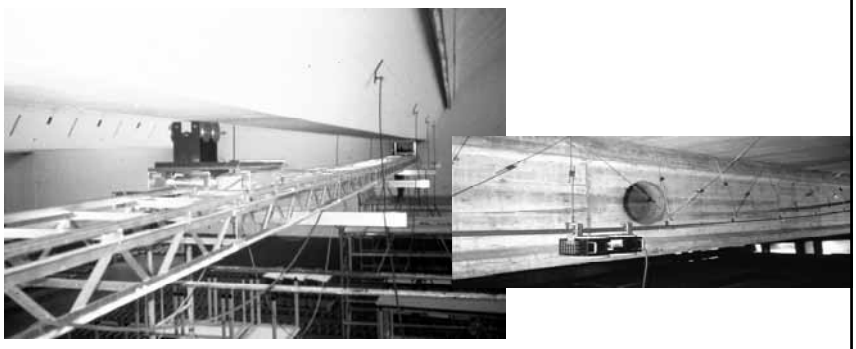

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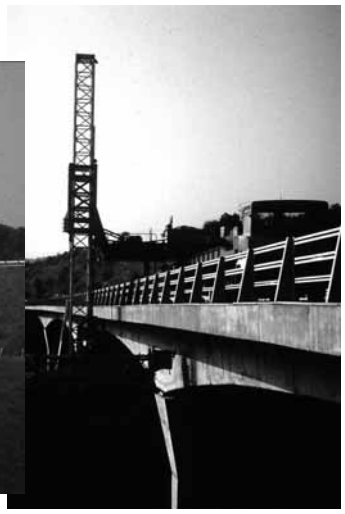
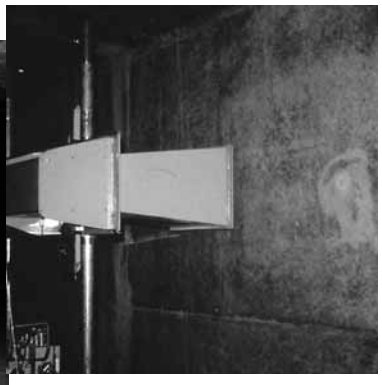
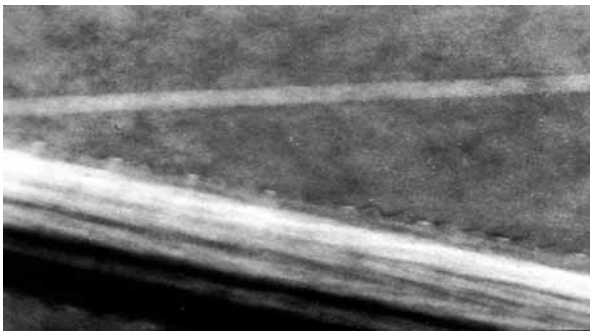


POST-TENSIONING STANDARD DETAILS

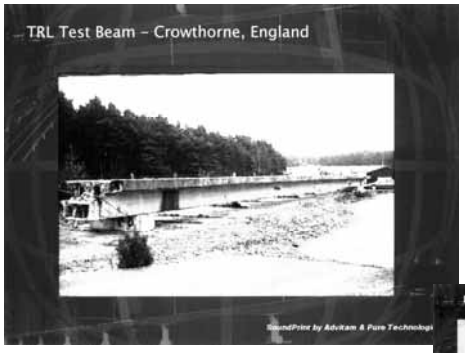


POST-TENSIONING STANDARD DETAILS



POST-TENSIONING STANDARD DETAILS

POST-TENSIONING STANDARD DETAILS



POST-TENSIONING STANDARD DETAILS

Conclusions:

- None of the presented NDT-Methods can provide a complete and meaningful assessment of pt-tendons in existing structures.
- Some methods however provide partial results in accessible areas.

POST-TENSIONING STANDARD DETAILS

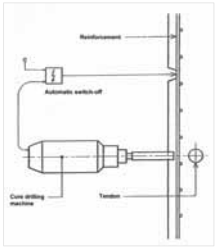
2.2 The Engineer's approach to tendon inspection

The method that overall still rates best in terms of information and interpretation:

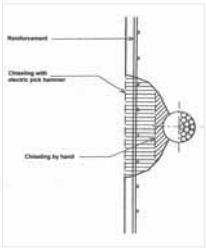
To provide access to the tendons by carefully drilling or chiseling.

POST-TENSIONING STANDARD DETAILS

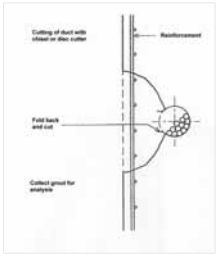
a) Core drilling (with automatic switch-off)



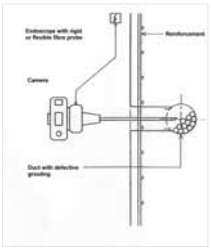
b) Chiseling



c) Opening of the duct

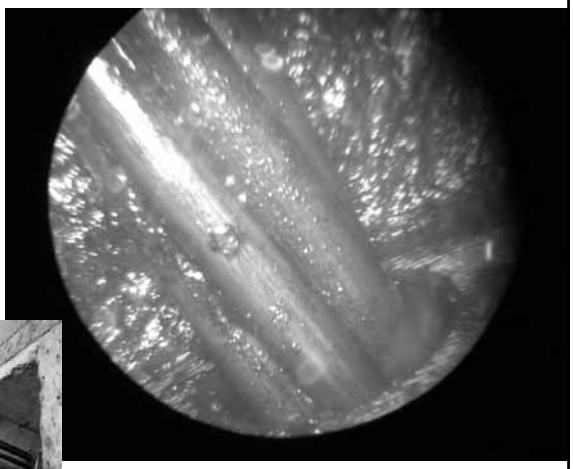


d) Investigation of duct with endoscope



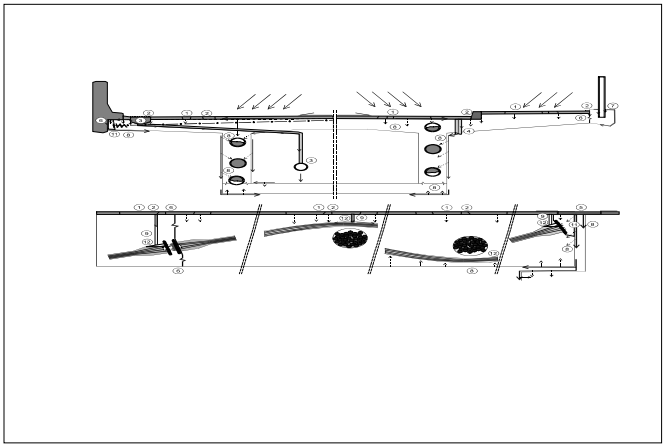
Getting access to the tendon

POST-TENSIONING STANDARD DETAILS



POST-TENSIONING STANDARD DETAILS

Hazard scenarios for prestressing steel in a typical box girder bridge: Indication of potentially "weak points" where water (possibly contaminated with chlorides) can gain access to the tendons and cause corrosion.



POST-TENSIONING STANDARD DETAILS

Non-structural elements:

1 Defective wearing course (e.g. cracks)

2 Missing or defective waterproofing membrane incl. edge areas

3 Defective drainage intakes and pipes

4 Wrongly placed outlets for the drainage of wearing course and waterproofing

5 Leaking expansion joints

6 Cracked and leaking construction or element joints

7 Inserts (e.g. for electricity)

Corrosion protection system:

8 Defective concrete cover

9 Partly or fully open grouting in- and outlets (vents)

10 Leaking, damaged metallic ducts mechanically or by corrosion

11 Cracked and porous pocket concrete

12 Grout voids at tendon high points

POST-TENSIONING STANDARD DETAILS

Opening location is determined by desk study (drawings etc.) and a thorough visual inspection:

- Water flow, wet or moist areas
- Discoloration (e.g. rust stains)
- Spalling, delamination
- Cracks
- Honey-combing
- Concrete deterioration by freezing and freezing-thawing
- Joint leakage
- etc.

POST-TENSIONING STANDARD DETAILS

3. Rehabilitation of pt-tendons

Possible defects and degradations:

- Defective grouting (e.g. grout voids, grout segregation) and water access to the prestressing steel.
- Corrosion of the metallic duct, the prestressing steel, anchorages and couplers due to the ingress of water possibly contaminated by de-icing salts.
- Fretting corrosion of the prestressing steel due to fatigue.
- Corrosion of the prestressing steel due to stray currents.

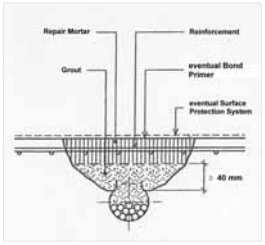
POST-TENSIONING STANDARD DETAILS

Rehabilitation / repair methods, e.g.:

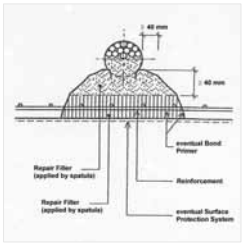
- Grouting of existing voids (internal and external tendons):
  - large voids ⇨ grouting (generally vacuum grouting)
  - small voids ⇨ patching with suitable mortar
- Replacement of the tendon pipe (external tendons)

POST-TENSIONING STANDARD DETAILS

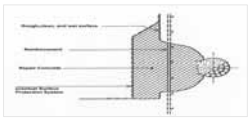
a) Access to tendon from above



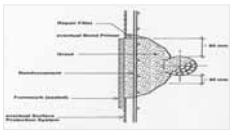
b) Access to tendon from below



c) Access to tendon from side



d) Concrete pour back



Closing of tendon opening

POST-TENSIONING STANDARD DETAILS

4. Summary

- Non- or low-destructive inspection and monitoring methods have their limitations. None allows a full assessment of pt-tendons.
- The Engineer's approach to determine the locations with likely corrosion problems and to carefully open and inspect a tendon still rates best (to be used restrictively).

POST-TENSIONING STANDARD DETAILS

- For pc-structures in aggressive environment or for inaccessible structural elements, tendon monitoring during the service life is justified, e.g. by using electrically isolated tendons (other options need more development to be feasible in practice).

  and finally

- Prestressing is not a commodity; experienced personnel is needed to achieve durability.

POST-TENSIONING STANDARD DETAILS

FHWA Scan of European Segmental and Cable-Stay Bridges – 1999

Scan of October 1999

POST-TENSIONING STANDARD DETAILS

FHWA Scan Team

Federal and State Representatives

■ Dr. Walter Podolny (DC)	FHWA
■ Jonathan Hooks (DC)	FHWA
■ Doug Edwards (Fl)	FHWA
■ Majid Madani	Caltrans
■ Dr. Mohsen Shahawy	Florida DOT
■ Randy Cox	Texas DOT

POST-TENSIONING STANDARD DETAILS

FHWA Scan Team

Private Sector Representatives

■ Maury Miller	HNTB
■ Brett Pielstick	Eisman & Russo
■ Man Chun Tang	T.Y.Lin - DRC
■ Kent Montgomery	Figg Eng. Group
■ Alan Moreton	(Author) FEG

POST-TENSIONING STANDARD DETAILS

EU Countries Visited / Met

- Switzerland - visited
- Germany - visited
- Denmark - visited
- Norway Rep - met
- France - visited
- United Kingdom - representative - met

POST-TENSIONING STANDARD DETAILS

Salginatobel - Switzerland, Maillart 1927

POST-TENSIONING STANDARD DETAILS

Salginotobel

- Reinforced concrete arch rehabilitated by cleaning, sealing and coating
- Recognized in 1991 by ASCE as an International Historic Civil Engineering Landmark

POST-TENSIONING STANDARD DETAILS

Hosts and Guests - FHWA Scan 1999

POST-TENSIONING STANDARD DETAILS

Acknowledgements

- Switzerland - Federal Institute of Technology (ETH)
- Germany - Federal Highway Research Institute
- Denmark - Road Directorate, Ministry of Transport
- Norway - Norwegian Road Directorate
- France - Service d'Etudes des Routes et Autoroutes
- United Kingdom - Highways Agency
- Various other authorities, private firms and individuals

POST-TENSIONING STANDARD DETAILS

Overall Impression

- Excellent exchange of ideas, understanding
- Insights far greater than learned through normal daily business, conferences, internet
- Focussed effort = well worth time and cost
- Engineering and administration in EU is different to US but experiences and technology are the same or similar - so -
- EU and US progress in same direction

POST-TENSIONING STANDARD DETAILS

EU Performance Seg'l and Cable Stay

- European average 10 years older than US
- First segmental bridges - from 1960's
- First modern cable-stay - c. 1962 (Swiss)
- Overall performance is good - Europeans are well satisfied and continue to build them
- "Old-issues" c. 1970's (e.g. excess creep deflection, etc.) solved by standards and practice introduced in 1975. All now O.K.

POST-TENSIONING STANDARD DETAILS

Sunniberg Bridge, Switzerland, 1999

POST-TENSIONING STANDARD DETAILS

Sunnigberg, Switzerland, FHWA Scan 1999

POST-TENSIONING STANDARD DETAILS

Rehab of 1st Generation - (pre 1970's)

- Chillon Viaduct (Switzerland)
  - Added PT to cantilevers with mid-span hinges
  - No corrosion - good waterproofing / overlay
- Autobahn Bridges (various - Germany)
  - Cracks at 1/4 span joints with coupled tendons
  - Add external grease and sheath mono-strand
- Corbeil Bridge (France)
  - Added external longit PT to midspan - with
  - Transverse PT to bottom slab / internal frames

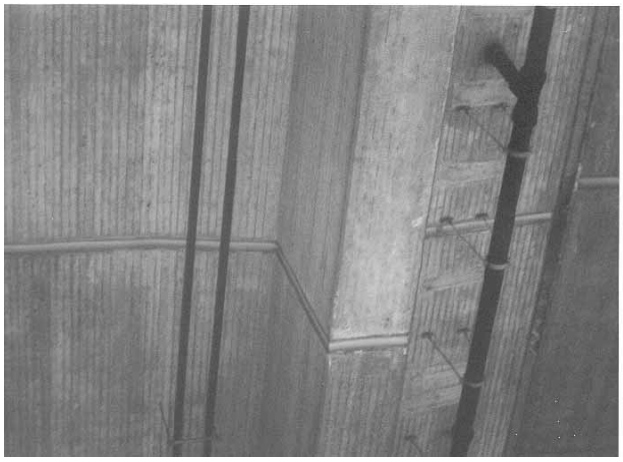
POST-TENSIONING STANDARD DETAILS

Chillon Viaduct, Switzerland, built 1967

- Continuous
- Midspan hinges
- Deflection
- External PT added
- Waterproof deck - no corrosion of tendons

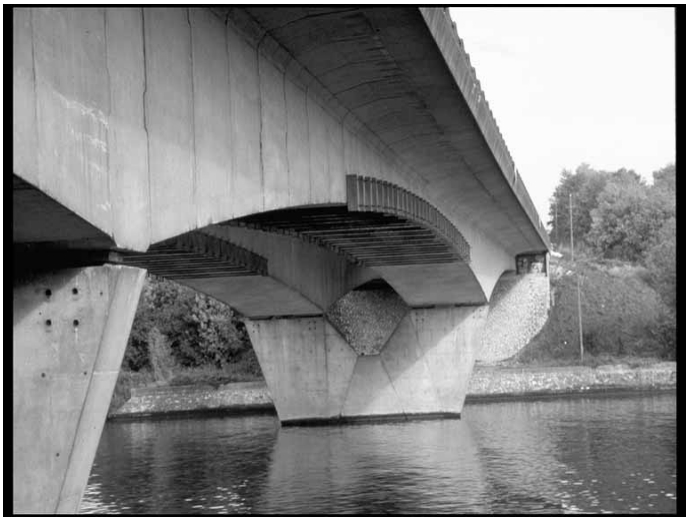
POST-TENSIONING STANDARD DETAILS

Rehab. of "Coupling Joint" - Koln, 1999



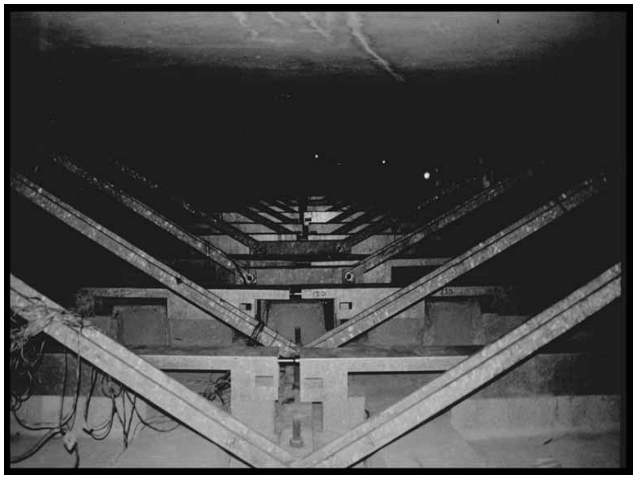
POST-TENSIONING STANDARD DETAILS

Corbeil Bridge rehabilitation, France



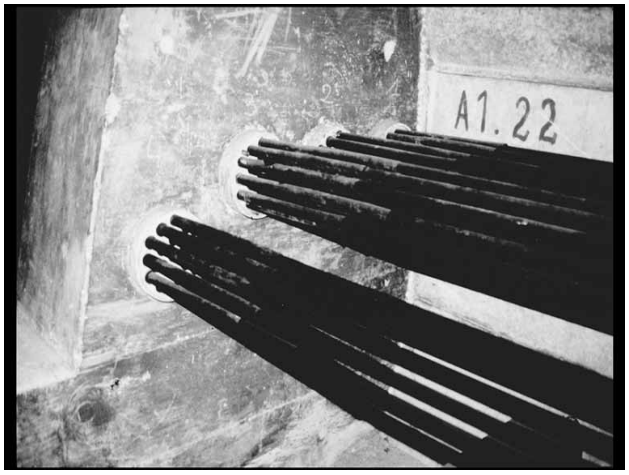
POST-TENSIONING STANDARD DETAILS

Internal transverse frames and PT



POST-TENSIONING STANDARD DETAILS

Ext. PT - Greased and sheathed strands



POST-TENSIONING STANDARD DETAILS

Anchors of ext. PT grouted and capped

POST-TENSIONING STANDARD DETAILS

EU Structure Protection

- Little or selective use of epoxy-rebar (some for salt splash barrier face)
- Stainless steel rebar is becoming cost effective for similar applications
- Less use of aggressive de-icing salts
- Cover = same as USA approximately
- Sealers (silanes/siloxanes) use as in US
- Coatings (epoxy/p'urethane) use as in US
- Buried surfaces are coated with bitumen

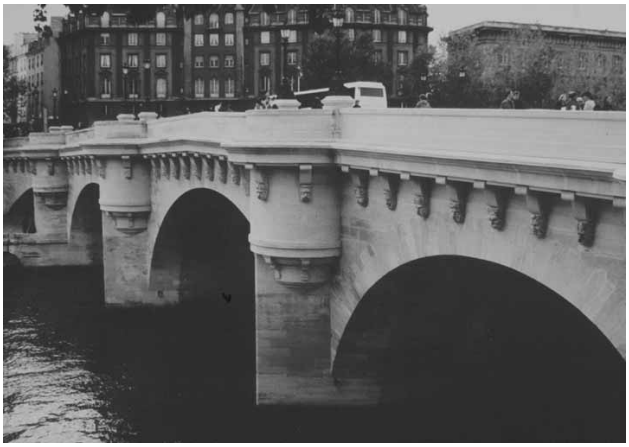
POST-TENSIONING STANDARD DETAILS

EU Maintenance Policy

- All EU countries perform regular inspections or condition checks
- Generally, pro-active repair is implemented as soon as any damage found
- Bridge Management Systems vary according to country, resources and and needs but most are similar to those in the US
- Maintenance funds may meet "half" of need (compare to US where only 10 to 20%)

POST-TENSIONING STANDARD DETAILS

Pont Neuf, Paris - natural stone cleaned



POST-TENSIONING STANDARD DETAILS

EU Concrete

- Concrete is similar to US with similar strengths and allowable stresses with zero tension or 1.5N/mm^2 (200psi) comp.
- Corrosion resistance is enhanced through low w/c, air entrainment, fly-ash, micro-silica, other additives etc. - but practice varies
- Calcium nitrite not effective (“washes out”)
- Increased strength is by-product of drive to improved durability - but is not “used” .

POST-TENSIONING STANDARD DETAILS

EU Performance - Post-Tensioning

- All EU report some corrosion of rebar in all types of construction (concrete beams, cast-in-place, precast and steel decks)
- PT corrosion caused by grout voids, bleed, and/or honeycombed concrete allowing access of water, oxygen, chlorides
- New rules on good installation of grout, details, vents, no voids or bleed
- Grout material is not issue - but is improved

POST-TENSIONING STANDARD DETAILS

EU Internal and External Tendons

- Internal grouted tendons are now allowed only in slabs - i.e. not placed in webs
- External grouted allowed everywhere
- External greased and sheathed popular
- Combinations of internal and external tendons are allowed
- New “robust” PT ducts under development
- External tendons (grouted or greased and sheathed) are used for repairs / retrofit.

POST-TENSIONING STANDARD DETAILS

External Strands

- Greased and Sheathed mono-strands are used for rehabilitation
- Grouted at end anchors
- Special deviator saddles used at diaphragms

POST-TENSIONING STANDARD DETAILS

UK Moratorium on Post-Tensioning

- UK moratorium is still in effect for “internal, grouted tendons with discontinuous (poorly sealed) ducts” - which is (mis)interpreted to mean “no internal tendons with precast joints” (i.e. use all external PT) - but open to new ideas
- Performance spec. requires proof test of joint system for internal tendons in precast construction (i.e. discontinuous ducts)
- Otherwise segmental is OK - however,
- Few new bridges = no UK segmental industry

POST-TENSIONING STANDARD DETAILS

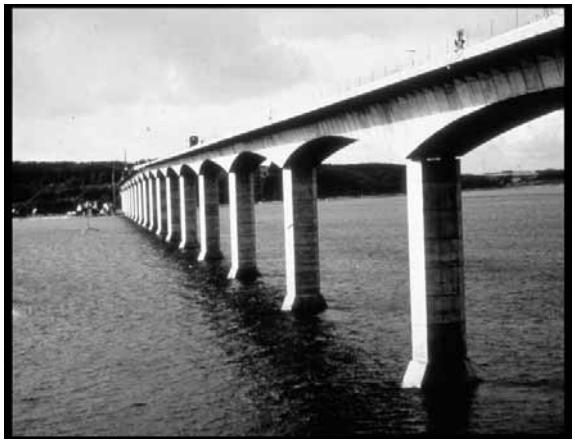
EU - Epoxy Joints - Recent Findings

- Good (20+yr) performance with no signs of corrosion of internal PT in major cantilever bridges at;
  - Sallingsund Fjord Bridge (Denmark - 1979)
  - M180 River Trent Bridge (England - 1979)
- Both of precast match cast segments with similarly sealed epoxy joints plus,
- Waterproof membranes and asphalt overlays

POST-TENSIONING STANDARD DETAILS

Sallingsund, Denmark (opened 1979)

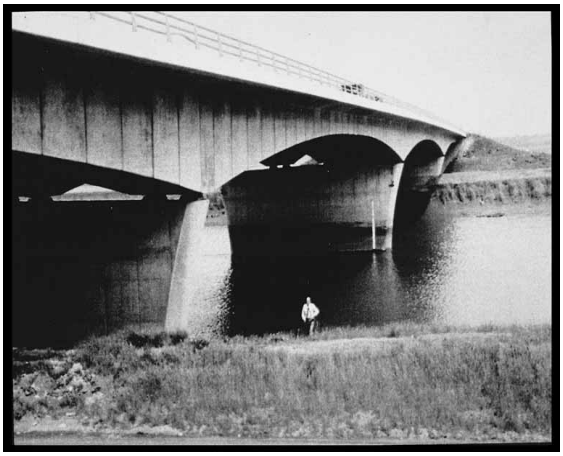
- Epoxy sealed joints
- Deck membrane and overlay
- No corrosion



POST-TENSIONING STANDARD DETAILS

M180, Trent Bridge, UK, (opened 1979)

- Epoxy Sealed Joints
- Deck membrane and overlay
- No corrosion



POST-TENSIONING STANDARD DETAILS

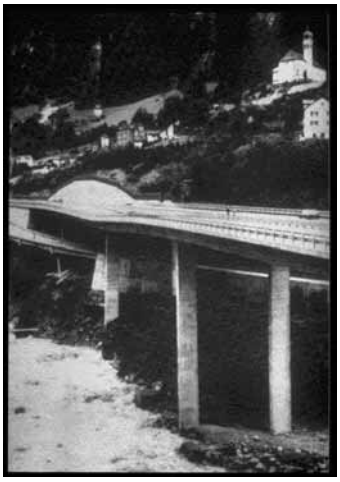
Integrity of PT Structures

- Reusbrucke Wassen, Switzerland, 1987
- Undermined by flash floods
- Severe loss of support and deflection > 1m.
- Superstructure jacked back up, repaired and pier underpinned.
- Re-opened 1988

POST-TENSIONING STANDARD DETAILS

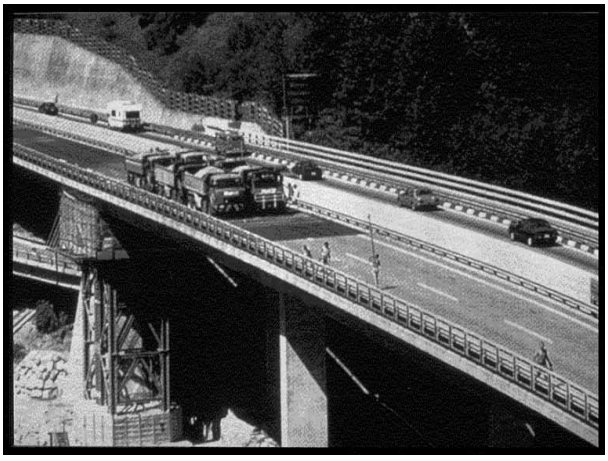
Reussbrucke Wassen, Switzerland

- PT concrete box
- 1987 flash floods undermined pier
- Over 1m. Deflection
- Bridge remained intact



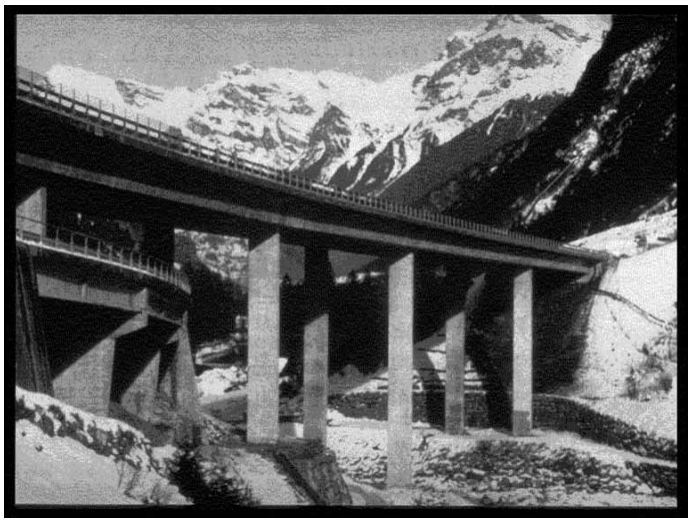
POST-TENSIONING STANDARD DETAILS

Reussbrucke - post underpin load test



POST-TENSIONING STANDARD DETAILS

Reussbrucke - reopened 1988



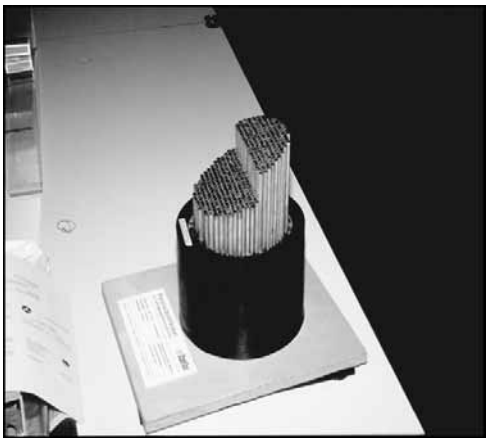
POST-TENSIONING STANDARD DETAILS

Sunnibergbrucke - Switzerland

POST-TENSIONING STANDARD DETAILS

Sunnigbergbrucke - Cable Stay

- Parallel wires
- In inert matrix
- Thick wall PE pipe
- All stays prefabricated to length at factory



POST-TENSIONING STANDARD DETAILS

Non-Destructive Evaluation (NDE)

EU and US methods for old tendons and stays:

- gammagraphy
- x-ray
- ultra-sonic
- georadar
- magnetic perturbation
- electrical resistance... etc

all only partially useful = no “magic bullet”

POST-TENSIONING STANDARD DETAILS

Demolition or Deconstruction

- EU: some (non-segmental) PT structures have been replaced for traffic inadequacy
- FR: dismantled segmental cantilever in reverse sequence to erection - saw cut at joints. (Also, “reverse launch” of beams)
- EU in general, for deconstruction, all countries require an “engineered” solution with supporting calculations by experienced and knowledgeable engineers

POST-TENSIONING STANDARD DETAILS

Demolition or Deconstruction

POST-TENSIONING STANDARD DETAILS

FHWA European Scan - Conclusions

- "Major Problems" are things of the past - (many resolved by 1977 FHWA scan)
- Tendon protection (grouting) is now being addressed through new codes and practices
- Likewise for protection of cable-stays - now require a "multi-barrier" system (like PTI)
- Enhanced concrete performance and deck waterproofing / protection add durability

POST-TENSIONING STANDARD DETAILS

FHWA European Scan - Conclusions

- In general, segmental and cable-stay bridges in Europe are performing well
- They comprise important technology and are still being designed and built.
- The Scan found no new dramatic revelations
- In general, US and EU head in same direction - thus confirming current practice

POST-TENSIONING STANDARD DETAILS

POST-TENSIONING STANDARD DETAILS

QUESTIONS / ANSWERS

www.dot.state.fl.us/structures