

Ruytenschildt Bridge

Field and laboratory testing

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Abstract: A large number of existing reinforced concrete solid slab bridges in the Netherlands are found to be insufficient for shear upon assessment. However, research has shown additional sources of capacity in slab bridges, increasing their total capacity. Previous testing was limited to half-scale slab specimens cast in the laboratory. To study the full structural behavior of slab bridges, testing to failure of a bridge is necessary. In August 2014, a bridge was tested to failure in two spans. Afterwards, beams were sawn out of the bridge for experimental work in the laboratory and further study. Though calculations with current design provisions showed that the bridge could fail in shear, the field test showed failure in flexure before shear. The experiments on the beams study the transition from flexural to shear failure and the influence of the type of reinforcement on the capacity. The experimental results were compared to predictions of the capacity for the bridge slab and the sawn beams. These comparisons show that the current methods for rating of existing reinforced concrete slab bridges, leading to a sharper assessment, are conservative. It was also found that the application of plain bars instead of deformed bars does not increase the shear capacity of beams.

Reviewer #1: Paper review

Manuscript Number ENGSTRUCT-D-16-00450R1

Title: Ruytenschildt Bridge: field and laboratory testing

By: Eva O.L. Lantsoght, Yuguang Yang, Cor van der Veen, Ane de Boer, Dick A. Hordijk

General remarks:

General, all reviewer suggestions and comments are well considered in new version of the paper. The revised paper looks quite good. Only the conclusions are too "dry" and an aesthetics (description, dimension lines, dimensions, etc.) of figures should be improved, despite this I recommend to publish this paper in the Engineering Structures. My last comments should be considered by Editor only (without formal re-review).

We've rewritten the conclusions into a text form instead of bullet points, and revised the figures and changed lines and added units where appropriate.

- Few tests to failure on bridges are available in the literature.
- This paper presents the testing to failure in 2 spans of a reinforced concrete slab bridge
- The field test resulted in flexural failures.
- Beams sawn from the bridge were tested in the laboratory.
- The laboratory tests resulted in shear and flexural failures.

Abstract

A large number of existing reinforced concrete solid slab bridges in the Netherlands are found to be insufficient for shear upon assessment. However, research has shown additional sources of capacity in slab bridges, increasing their total capacity. Previous testing was limited to half-scale slab specimens cast in the laboratory. To study the full structural behavior of slab bridges, testing to failure of a bridge is necessary. In August 2014, a bridge was tested to failure in two spans. Afterwards, beams were sawn out of the bridge for experimental work in the laboratory and further study. Though calculations with current design provisions showed that the bridge could fail in shear, the field test showed failure in flexure before shear. The experiments on the beams study the transition from flexural to shear failure and the influence of the type of reinforcement on the capacity. The experimental results were compared to predictions of the capacity for the bridge slab and the sawn beams. These comparisons show that the current methods for rating of existing reinforced concrete slab bridges, leading to a sharper assessment, are conservative. It was also found that the application of plain bars instead of deformed bars does not increase the shear capacity of beams.

1 **Ruytenschildt Bridge: field and laboratory testing**

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1 **Abstract**

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16

17 **Keywords**

18 Assessment; Beam test; Bending moment capacity; Bond properties; Field test; Plain
19 reinforcement; Shear capacity; Slab bridge.

20

1 **1. Introduction**

2 **1.1. Existing slab bridges in The Netherlands and code changes**

3 The majority of the bridges in The Netherlands were built during the years following the Second
 4 World War. These bridges were designed for the live loads of that era, which are considerably
 5 lower than the current live loads (see NEN-EN 1991-2+NA:2011 [1]). In NEN-EN 1992-1-
 6 1:2005 [2] the shear capacity of a cross-section is also lower than in the previously used NEN
 7 6720:1995 [3].

8 The shear capacity for an element without axial load or prestressing and without shear
 9 reinforcement, according to NEN-EN 1992-1-1:2005 [2] can be determined as follows:

$$10 \quad V_{Rd,c} = C_{Rd,c} k (100 \rho_l f_{ck})^{1/3} b_w d_l \geq v_{min} b_w d_l \quad (1)$$

$$11 \quad k = 1 + \sqrt{\frac{200}{d_l}} \leq 2.0 \quad (2)$$

12 with:

13 $V_{Rd,c}$ the design shear capacity in [kN];

14 k the size effect factor, with d_l in [mm];

15 ρ_l the flexural reinforcement ratio;

16 f_{ck} the characteristic cylinder compressive strength of the concrete in [MPa];

17 b_w the web width of the section in [m];

18 d_l the effective depth to the main flexural reinforcement in [mm].

19 According to the Eurocode procedures, the values of $C_{Rd,c}$ and v_{min} may be chosen nationally.

20 The default values are $C_{Rd,c} = 0.18/\gamma_c$ with $\gamma_c=1.5$ in general and v_{min} (f_{ck} in [MPa]):

$$21 \quad v_{min} = 0.035 k^{3/2} f_{ck}^{1/2} \text{ in [MPa]} \quad (3)$$

1 NEN-EN 1992-1-1:2005 §6.2.2 (6) accounts for the influence of the shear span to depth ratio on
 2 direct load transfer. The contribution of a load applied within a distance $0.5d_l \leq a_v \leq 2d_l$ from the
 3 edge of a support to the shear force V_{Ed} may be multiplied by the reduction factor $\beta = a_v/2d_l$. In
 4 that clause of the code, the distance a_v is considered as the distance between the face of the load
 5 and the face of the support, or the center of the support for flexible supports.

6 The shear capacity according to the previously used Dutch code NEN 6720:1995 [3] can
 7 be verified with the following criterion:

$$8 \quad \tau_d \leq \tau_1 \quad (4)$$

9 with τ_1 the ultimate flexural shear capacity of the concrete element without stirrups:

$$10 \quad \tau_1 = 0.4 f_b k_\lambda k_h \sqrt[3]{w_o} \geq 0.4 f_b \quad (5)$$

11 with

12 f_b the concrete tensile strength, taken as the long-term tensile strength [4]:

$$13 \quad f_{bm} = 0.7 (1.05 + 0.05 f_{cm}) \quad (6)$$

14 k_λ for corbels and members at end supports where a compression strut can be formed
 15 between the load and the support; $k_\lambda = 1$ for all cases, except:

$$16 \quad k_\lambda = \frac{12}{g_\lambda} \sqrt[3]{\frac{A_o}{b \times d_l}} \geq 1 \quad \text{with} \quad \begin{cases} g_\lambda = 1 + \lambda_v^2 & \text{if } \lambda_v \geq 0.6 \\ g_\lambda = 2.5 - 3\lambda_v & \text{if } \lambda_v < 0.6 \end{cases} \quad \text{and} \quad \lambda_v = \frac{M_{dmax}}{dV_{dmax}} \quad (7)$$

17 λ_v the shear slenderness;

18 M_{dmax} the maximum absolute value of the design bending moment in the member

19 V_{dmax} the maximum absolute value of the design sectional shear in the member;

20 A_o is the smallest value of the area of the load or support, not exceeding $b \times d_l$;

21 k_h the size effect factor:

$$22 \quad k_h = 1.6 - h \geq 1.0 \quad \text{with } h \text{ in [m]} \quad (8)$$

23 w_o the reinforcement percentage, for members without prestressing:

$$24 \quad w_o = \frac{100A_s}{b \times d_l} \leq 2.0 \quad \text{and} \quad \geq 0.7 - 0.5\lambda_v \quad (9)$$

1 τ_d the shear stress in the section, $\tau_d = \frac{V_{Ed}}{b \times d_l}$.

2 As a result of these code changes, upon assessment a large number of existing Dutch
3 reinforced concrete solid slab bridges are found to be insufficient for shear [5].

4 ***1.2. Assessment by Levels of Approximation***

5 In the *fib* Model Code 2010 [6], the concept Levels of Approximation is introduced. Increasing
6 the Level of Approximation increases the computational time, but also results in a closer
7 estimation of the capacity. Levels of Approximation are used for the Model Code shear and
8 punching provisions [6].

9 Levels of Approximation are also used in The Netherlands for the assessment of existing
10 concrete structures, and in particular for the shear assessment of slab bridges [7]. These levels
11 are called Levels of Assessment. The first Level of Assessment is the “Quick Scan” [8], a
12 conservative spreadsheet-based method that results in a “Unity Check”: the ratio of the sectional
13 shear stress caused by the dead load, superimposed loads and live loads to the shear capacity. If
14 the Unity Check is larger than 1, the conclusion is not immediately that the bridge does not have
15 sufficient capacity, but that the analysis has to be repeated at Level of Assessment II. At this
16 Level, the shear stress distribution over the width of the support is determined with a linear
17 elastic finite element program. The peak shear stress is then averaged over $4d_l$ (where d_l is the
18 effective depth to the longitudinal reinforcement) [9] and compared to the shear capacity (same
19 value as with Level of Assessment I) for the Level of Assessment II Unity Check. If the Unity
20 Check is again larger than 1, the procedure is repeated at Level of Assessment III, which uses
21 probabilistic analyses. Level of Assessment IV contains advanced non-linear finite element
22 calculations and proof loading. As more advanced Levels of Assessment request more time and

1 labor, it is preferred that the lower Levels of Assessment, namely Levels I and II, are able to
2 reach sufficient accuracy.

3 ***1.3. Past research on shear in slabs***

4 Over the past few years, research has been carried out at Delft University of Technology to study
5 the behavior of reinforced concrete slab bridges. Experiments were carried out on slab specimens
6 under concentrated loads close to supports [10-12]. It was concluded that slabs subjected to
7 concentrated loads have additional shear capacity as a result of transverse load redistribution [13]
8 when compared to beams. These conclusions were also supported by experimental evidence
9 from the literature [14-20]. Theoretical studies led to the development of Yang's Critical Shear
10 Displacement theory [21, 22]. For the shear analysis of slabs, the Extended Strip Model [23-25]
11 was developed. Other suitable methods for advanced shear analysis of slabs, at Levels of
12 Approximation III and IV, include the use of probabilistic analyses, non-linear finite element
13 analyses [26] or using the Critical Shear Crack Theory [27], taking into account the non-axis-
14 symmetric nature of the problem [28, 29] when slab bridges are analyzed.

15 The additional capacity of slabs has been taken into account in Level of Approximation I
16 by the definition of an effective width in shear [7] at the slab support. In Level of Assessment II
17 this approach resulted in the recommendation to distribute the peak stress over $4d_l$ [9, 30].

18 This paper looks at the highest Level of Assessment, which is field testing, and aims at
19 estimating the conservativeness of the Level of Assessment I. In an exceptional case, an existing
20 bridge, the Ruytenschildt Bridge in Friesland, was load tested to failure. Afterwards, beam
21 specimens were sawn from the bridge and tested in the laboratory to further study the shear and
22 flexural capacity of existing bridges. The field and laboratory testing of the same structure allow
23 for a direct comparison between the different types of tests. Usually, this comparison is not

1 possible because laboratory tests tend to be simplifications and schematizations of the reality.
2 These tests are important, because field testing to failure of bridges is uncommon, and because
3 the link between field and laboratory tests is not typically made,

4 ***1.4. Past load testing to failure***

5 In the past, only a limited number of bridges have been tested to failure. An overview of those
6 known by the authors is given in Table 1. It can be noted that the majority of these bridges were
7 slab bridges, mostly resulting in a flexural failure. The testing of the Thurloxtton underpass is not
8 included [31], because the test was carried out after applying saw cuts over 1 m, so that only
9 beam behavior and not slab behavior could be studied.

10 **2. Description of Ruytenschildt Bridge**

11 ***2.1. Introduction***

12 The Ruytenschildt Bridge is located in the province of Friesland (the Netherlands), over a
13 waterway connecting the Tjeuker Lake to the Vierhuister Course and in the national road N924
14 connecting the villages of Lemmer and Heerenveen. The bridge was built in 1962, and was
15 scheduled for demolition and replacement by a bridge with a larger clearance for ship traffic,
16 allowing for the passage of taller boats. The carriageway was divided into two lanes and a bike
17 lane.

18 ***2.2. Geometry***

19 The structure was a solid slab bridge with five spans. At the mid supports, cross-beams cast
20 integrally onto the piers were used, and at the end supports the deck is cast into the abutments;
21 the bridge is a fully integral bridge. The bridge had a skew angle of 18° . The geometry is shown
22 in Figure 1. The availability of at least one motor lane and one bicycle lane was needed during

1 demolition and reconstruction. Therefore, the demolition of the bridge was planned in stages. In
2 the first stage, 7.365 m of the bridge was demolished and the remaining 4.63 m served as one
3 traffic lane. A saw cut between both parts was made, and the eastern part of the bridge of 7.365
4 m wide was tested to failure in spans 1 and 2. A separate temporary bike bridge on pontoons was
5 provided. The slab thickness was about 550 mm.

6 **2.3. Material Properties**

7 62 cores were drilled to test the concrete compressive strength, showing that the average cube
8 compressive strength was $f_{cm} = 40$ MPa [32]. Additional 31 concrete cores were drilled (in
9 vertical and horizontal direction) from the beam specimens in the lab [33]. These additional tests
10 provide a calibration factor for the poor surface treatment of the previously tested cores, resulting
11 in $f_{cm} = 63$ MPa, which corresponds to a cylinder compressive strength $f_{cm,cyl} = 52$ MPa. On the
12 cores, the thickness of the asphalt layer was measured as 50 mm.

13 Reinforcement steel QR24 was used with diameters $\varphi = 22$ mm and $\varphi = 19$ mm for the
14 longitudinal reinforcement and with diameter $\varphi = 12$ mm for the transverse reinforcement. QR24
15 steel has a characteristic yield strength $f_{yk} = 240$ MPa. The reinforcement layout is shown in
16 Figure 2. Tensile tests on steel samples taken from the structure showed an average yield
17 strength $f_y = 352$ MPa and an average tensile strength $f_t = 435$ MPa for the bars with a diameter φ
18 of 12 mm and $f_y = 309$ MPa and $f_t = 360$ MPa for $\varphi = 22$ mm. The samples were taken from the
19 bridge after testing, so that yielding of the steel could have occurred before determining the
20 material properties. This suspicion seems to be confirmed by the limited yielding plateau that
21 was obtained in the measured load-deformation relationship of the steel samples. Past testing of
22 QR24 steel from a similar bridge gave $f_y = 282$ MPa and $f_t = 402$ MPa [34].

1 **2.4. State of Ruytenschildt bridge prior to testing**

2 In 2004 [35], a thorough inspection of the bridge was carried out. The following structural
3 problems were identified: cracking in the concrete slab over the entire depth of the cross-section
4 (identified by the presence of water drops on the soffit of the slab), local signs of rebar corrosion,
5 clogging of the drainage pipes, and degradation of the timber sheet piles used at the abutment.
6 The depth of carbonation was identified as 1 – 2 mm, which is well within the concrete cover,
7 and the chloride content was measured on four samples, of which two had large amounts of
8 chloride. Other sources of material degradation were not measured.

9 A few weeks prior to the testing of the bridge, a visual inspection was carried out. This
10 inspection identified again clogging of the drainage pipes, longitudinal and transverse cracks on
11 the bottom and side faces of the slab, and a few locations with concrete damage caused by rebar
12 corrosion.

13 **3. Results of field testing of the Ruytenschildt bridge**

14 **3.1. Test setup at bridge site**

15 The geometry of the tandem load of NEN-EN 1991-2:2003 [36] was used for the test, with wheel
16 prints of 400 mm × 400 mm , a distance along the width between the wheels of 2 m and an axle
17 distance of 1.2 m. The face-to-face distance between axle and cross-beam was $2.5d_l$ (1250 mm),
18 which is the critical position for shear failure [5, 37]. The distance between the saw cut line and
19 the first wheel was 800 mm in span 1 and 600 mm in span 2. The tandem was placed in the
20 obtuse angle, since this location is critical for shear [38].

21 For a safe execution of the experiment, a steel load spreader, see Figure 3, was applied
22 over the span. Before the experiment, ballast blocks were placed on the load spreader, but the

1 jacks were not yet extended, so that the slab was not loaded. During the experiment, the
2 hydraulic jacks were gradually extended, and so the load was gradually transferred from the load
3 spreader to the wheel prints positioned on top of the concrete slab. If large deformations caused
4 by failure would occur, the load on the jacks would decrease again thanks to this structure.

5 During the proof loading and testing to failure of the Ruytenschildt bridge, the structure
6 was instrumented to study the vertical and horizontal deformations, crack width, and to register
7 cracking activities with acoustic emission measurements. The vertical deformations were
8 measured with linear variable differential transformers (LVDTs) and laser triangulation sensors.
9 The deformations on the bottom surface, indicating the average strain over 1 m, were measured
10 by LVDTs. The opening of existing cracks was followed with LVDTs. An interpretation of the
11 measurements gathered during the field test and their indication of the structure deviating from
12 linear behaviour is outside of the scope of this paper, which studies the ultimate limit state.

13 ***3.2. Measurements on Ruytenschildt Bridge***

14 Two tests were carried out on the bridge: one test in span 1 and a second test in span 2, two days
15 later. Several load cycles were applied during the field test, but only the last cycles of loading
16 until the ultimate capacity are discussed here.

17 For span 2, the measurement scheme and the position of the tandem are given in Figure 4.
18 The reference for the LVDTs and lasers was drop wire. The loading scheme for the final step for
19 span 1 is given in Figure 5a, and for span 2 in Figure 5b. The load-displacement diagram of
20 testing in span 2 as measured at one of the laser triangulation sensors is given in Figure 6.

21 The maximum load during the test on span 1 was 3049 kN, but failure was not achieved
22 as the maximum load was determined by the maximum available counter weight. Flexural
23 cracking was observed in span 1, and no damage occurred at support 2. The test in span 1 did not

1 cause additional precracking on span 2. For testing on span 2, two days later, additional counter
 2 weight was ordered. The maximum load was 3991 kN. Flexural failure was achieved. A
 3 settlement at the pier of 15 mm right after achieving the maximum load was observed. After
 4 removing all loading and measurement equipment, delayed recovery resulted in a final residual
 5 settlement of 8 mm.

6 **3.3. Calculated and tested capacity**

7 *3.3.1. Shear capacity of Ruytenschildt Bridge*

8 To predict the capacity of the tested cross-sections, calculations were performed with average
 9 material parameters as given in §2.3. The characteristic shear capacity from NEN-EN 1992-1-
 10 1:2005 §6.2.2. [2], see Eq. (1), can be converted into an average shear capacity by using f_{cm} and
 11 $C_{Rm,c} = 0.15$ [39]:

$$12 \quad v_{R,c} = C_{Rm,c} k(100\rho_l f_{cm})^{1/3} \quad (10)$$

13 For skewed slabs, the determination of the effective width in shear is ambiguous and a
 14 direct application of the recommendations for straight slabs is not possible. Three options have
 15 been studied: b_{str} , the effective width for a straight slab, b_{skew} with horizontal load spreading
 16 under 45° from the far side of the wheel print to the face of the support [7], and b_{para} based on a
 17 parallel load spreading to the straight case, as shown in Figure 7.

18 The maximum total tandem load resulting in a Unity Check of 1 was estimated: the
 19 maximum load is sought so that the resulting shear stress at the support from all occurring loads
 20 equals the shear capacity from Eq. (1). The recommendations from the slab shear experiments
 21 are taken into account [5]. However, knowledge on how the plain bars affect the shear capacity is
 22 not available. Therefore, the same expressions as for deformed bars are used to estimate the
 23 shear capacity. Previous research on beams with plain bars [40-43] showed a higher shear

1 capacity than for beams with deformed bars. It can thus be thought that the provided values are a
2 lower bound of the real shear capacity of the bridge.

3 The maximum calculated tandem load is given as P_{tot} in Table 2. From the slab shear
4 experiments [10], the 5% lower bound of the ratio of the tested to predicted (Eq. 1) shear
5 capacity was found to be 1.466 [44], mainly caused by transverse load redistribution.
6 Multiplying P_{tot} by 1.466 gives $P_{tot,slab}$ in Table 2. This multiplication factor was derived in
7 experiments on straight slabs. Skewed slabs, on the other hand, have larger stress concentrations
8 in the obtuse corner, which could lead to smaller capacities [45]. Therefore, the full increase of
9 the maximum load with the factor 1.466 cannot immediately be extrapolated to skewed slabs, so
10 that the shear capacity is estimated in between P_{tot} and $P_{tot,slab}$. The sixth row of Table 2 shows
11 the maximum load in the experiment.

12 For span 1, the maximum experimental load was smaller than the predicted maximum
13 P_{tot} . If the slab effect is considered, then the maximum calculated load $P_{tot,slab}$ is significantly
14 higher than the experimental load. For span 2, similar conclusions can be drawn. Since the slab
15 failed in flexure, there is no indication of its ultimate shear capacity.

16 Finally, it needs to be remarked that the influence of the integrally cast cross-beam was
17 not accounted for in the calculations. The cross-beams induce some restraint that counteracts the
18 shear. The longitudinal confinement caused by the support moments possibly causes an increase
19 in the shear capacity. A quantification of this effect is outside of the scope of this study.

20 3.3.2. *Bending moment capacity of Ruytenschildt Bridge*

21 To determine the moment at cracking M_{cr} , yielding M_y , and the ultimate M_u , traditional beam
22 analyses are carried out, see Table 2. The calculations are based on average material properties.
23 The cracking moment is based on the flexural tensile strength of the concrete, calculated based

1 on the ACI 318-14 [46] expression (function of the concrete compressive strength). For the
2 moment at yielding, the stress-strain diagram of the concrete is approximated with Thorenfeldt's
3 parabola. The ultimate moment M_u is conservatively based on $f_c = 360$ MPa and is determined
4 using Whitney's stress block for the concrete under compression. To find the maximum
5 experimental moment, M_{test} , the two axles of the proof load tandem are applied as two point
6 loads on a beam model of five spans, and the self-weight is applied as a distributed load.

7 The Ruytenschildt Bridge is an integral bridge, and a moment will develop at support 1.
8 Because the rotational stiffness of support 1 is difficult to estimate, it was conservatively
9 estimated as a hinge. In reality, a support moment develops which decreases the span moment,
10 explaining why failure did not occur at M_{test} for testing in span 1.

11 For span 2, M_{test} lies in between M_y and M_u , which corresponds with the experiment: span
12 2 failed in flexure in the span; yielding of the steel was observed but crushing of the concrete
13 was not achieved.

14 The Ruytenschildt Bridge had identical span lengths for all five spans. Most continuous
15 bridges have shorter end spans, which would result in different values for shear and moment.

16 **4. Description of beams sawn from the Ruytenschildt Bridge**

17 ***4.1. Introduction***

18 Before the remaining part of the bridge was demolished, beams were extracted from the spans
19 that were not tested in the field so they could be tested in the laboratory. On these beams, the
20 transverse redistribution that occurs in slabs can be excluded. The effects of the skew angle are
21 excluded as well. Thus, the measured shear or flexural behavior can be directly compared with
22 the code provisions for beams, which are the basis of the calculations presented previously.

1 Two topics that were of interest for further studies and that were analyzed in the beam
2 tests are the effect of plain reinforcement bars on the shear capacity, the occurring failure mode
3 (is shear failure even realistic?), and the additional deformation capacity after the yielding
4 moment of a critical section is reached. Studying these aspects may lead to an improved
5 understanding and assessment of existing bridges.

6 ***4.2. Geometry of the sawn beams***

7 Three beams, RSB01-RSB03, of 6 m were sawn from span 1. The positions of the beams in the
8 deck are indicated in Figure 2. The intended width of the specimens was 500 mm for RSB01 and
9 RSB02, and 1000 mm for RSB03. The sawing operation at the site of the viaduct was not a
10 precise process. As a result, the width of the beams was larger than originally intended.
11 Therefore, the actual cross-sections of the specimens were measured at five positions: at 0.6 m,
12 1.8 m, 3.0 m, 4.2 m and 5.4 m from the end of the specimens, resulting in an overview of the
13 cross-sections as given in Figure 8a.

14 The asphalt layer was kept on the specimens. The average thickness of the layer is 50
15 mm. This layer was only removed at the loading plate (except for RSB03A) and the top surface
16 was leveled with high strength mortar. This treatment ensures that the poor mechanical
17 properties of the asphalt will not influence the loading process. On the remaining parts of the
18 beam, the asphalt layer was kept to maintain the flexural stiffness of the original bridge and the
19 original dead load state that included the superimposed dead load. In order to check the influence
20 of removing the asphalt layer, in test RSB03A the asphalt layer is kept.

21 According to Figure 2, the longitudinal reinforcement configuration is repeated at every
22 270 mm. It is grouped into 4 layers; the details of each layer are shown in Figure 8b. The bars are
23 arranged in the direction of the shorter edge of the deck. The saw cut lines of the beams were in

1 the transverse direction, see Figure 2. Thus, the longitudinal bars were not aligned with the saw
2 cut. The positions of the bars with respect to the saw cut in the longitudinal direction are not
3 consistent among the beams, therefore these positions have to be checked individually. The
4 actual positions of the saw cuts in comparison with the longitudinal reinforcement layout are
5 indicated in Figure 8b and Figure 9, determining the positions of the support. Take RSB01 for
6 example: the supports were placed closer to end B, because the $\text{Ø}19$ rebar in layer 4 is closer to
7 the B end.

8 Similarly, the availability of the reinforcement is checked in the width direction. For all
9 three specimens, the sawing operation affects the longitudinal bars at the edges, see Figure 8a
10 and b. These partial bars are not taken into account for the shear capacity. For the flexural
11 capacity of sections more than 1 m away from the damaged rebar, these bars are accounted for.
12 The calculated anchorage length according to NEN-EN 1992-1-1:2005 Eq. 8.3 [2] is 452 mm.
13 The applied anchorage length (1 m) is more than double the code requirement to compensate for
14 the potentially weaker bond between plain rebar and concrete. Similar considerations determine
15 the positions of the supports. Based on the reinforcement configuration sketched in Figure 8b,
16 the sectional and reinforcement properties are given in Figure 9 and Table 3.

17 **4.3. Test setup**

18 The specimens are simply supported with a span of 5 m and loaded by a point load. The position
19 of the point load varies according to the type of test. For the bending tests (RSB01F and
20 RSB03F, with “F” for flexural test), the point load is located at midspan. For the shear test, the
21 loading position is at 1.25 m from the support in RSB02A and RSB02B and at 1.3 m in
22 RSB03A, with “A” or “B” denoting the support close to which was tested. The loading geometry
23 of all tests is indicated in Figure 9. During the experiments, the magnitude of the load, vertical

1 deflections and crack widths were measured. In all tests, the deflection at the loading point was
2 measured from the bottom of the specimen (on both sides of the beam). The support deformation
3 was compensated from the measurements. A typical load-deflection relationship of specimens
4 failing in flexure and in shear are given in Figure 10a and 10b respectively. Acoustic emission
5 measurements were used to study crack development and propagation.

6 In total 5 tests were executed on 3 specimens, among which, two tests were carried out on
7 specimens RSB02 and RSB03. On RSB02, the first test was RSB02A. By the end of that test, a
8 flexural shear crack was formed, nevertheless, the specimen did not collapse after the formation
9 of the crack. Instead, a yielding plateau was observed in the load-deflection relationship. In order
10 to guarantee the structural integrity for the test RSB02B, the test was stopped with limited
11 deflection. The loading point was moved to the B end, where a flexural shear failure was found.
12 In the case of RSB03, similar approach was taken. The first test of the specimen was a flexural
13 test RSB03F. Afterwards, the shear test was executed. During the whole experimental program,
14 the position of the supports was not changed. According to [21], it is assumed that this will not
15 affect the crack pattern of the specimen, and eventually the shear capacity. This is further
16 validated in the experiments reported in [39, 47].

17 **5. Test results of beams**

18 **5.1. Overview of results**

19 The theoretical yield moment M_y , the shear capacity according to the Eurocode provisions (Eq.
20 1) $V_{u,EC}$, and according to Yang's Critical Shear Displacement theory (CSD), $V_{u,CSD}$ [21, 22] are
21 listed in Table 4. The calculated values are determined by using the average cross-sectional
22 properties from Figure 8a. The experimental sectional shear V_u and maximum load P_u are also

1 given in Table 4. The critical shear crack is assumed at 1 m from the closest support. P_y is the
2 calculated load at yielding in the critical cross-section. $P_{s,EC}$ is the calculated load for shear
3 failure according to NEN-EN 1992-1-1:2005 §6.2.2., see Eq. (1). $P_{s,CSD}$ is the calculated load for
4 shear failure according to the Critical Shear Displacement theory proposed in [21, 22]. $P_{cal,1}$ is
5 the minimum of P_y and $P_{s,EC}$ and $P_{cal,2}$ of P_y and $P_{s,CSD}$.

6 **5.2. Shear Behavior**

7 In both RSB02A and RSB02B, an inclined crack developed in the shear span. The formation of
8 this crack did not result in a drop of the capacity of the specimen. In RSB02B, an inclined crack
9 was observed before yielding of the longitudinal reinforcement. The test was stopped by then to
10 ensure the structural integrity for the test RSB02A. After that, a second test at end B was done as
11 the continuation of RSB02B. The same loading position did not result in a significant additional
12 deflection. Failure then occurred by crushing of the compression strut. In RSB03A, the shear
13 span was increased to 1.3 m, resulting in failure by forming an inclined crack in the shear span.

14 In the literature [42, 48], larger shear capacities are found for beams reinforced with plain
15 bars than for beams with deformed bars. However, when studying the shear tests presented here,
16 the experimental shear capacities are not significantly different from the calculated shear
17 capacities based on models for specimens with deformed bars. Similar conclusions were drawn
18 in the past from tests on slabs reinforced with plain bars as compared to deformed bars, subjected
19 to concentrated loads close to supports [49]. The expression given by Eurocode Eq (1), turns out
20 to give a reasonable estimation of the test results, with an average ratio of tested to predicted
21 values of 1.2 and a coefficient of variation of 5.2%. This difference partially contributes to the
22 underestimation of the ultimate capacity of the bridge during the test preparation phase.

1 A comparison with Yang's Critical Shear Displacement Theory shows an average ratio of
2 tested to predicted results of 0.95 and a coefficient of variation of 4.8%.

3 When linking the results of the beam tests to the capacity of the bridge tested in the field,
4 it must be noted that the longitudinal confinement, effects of continuity, and the transverse
5 redistribution capacity of the slab will increase the shear capacity beyond the capacity as
6 quantified on the beam. The results of the beam test and the field test can be linked, as similar
7 shear spans were used in these tests. These effects also result in a shift of the failure mode for
8 existing slab bridges: flexural failures become more probable and shear failures less probable.

9 ***5.3. Flexural Behavior***

10 The comparison between experimental and calculated values shows that the prediction of the
11 yielding moment is accurate, with a difference of maximum 2%. Additionally, it was confirmed
12 that beams with plain bars have large rotational capacities. In RSB01F, the residual deformation
13 was more than 125 mm (250 mm/2, see Figure 11c and d), which is 1/40 of the span length. The
14 test had to be stopped because the maximum displacement of the actuator was reached. The load
15 level before the stop of the test was still 271 kN, while the peak load was 274 kN.

16 **6. Recommendations**

17 From the field testing, the following recommendations can be given:

- 18 • Further research is necessary to identify the effect of the skew angle on the shear
19 capacity. Meanwhile, the uncertainties can be covered by applying the different effective
20 widths from Figure 7, and to define a range of values between which shear failure could
21 occur.
- 22 • An initial shear assessment can be carried out with the Quick Scan method [8].

1 From the laboratory testing, the following recommendations can be given:

- 2 • The shear capacity can be predicted with the shear provisions from Eurocode 2 [2], as
3 well as with Yang's Critical Shear Displacement Theory [21, 22].
- 4 • In structures with plain reinforcement bars with a low yield strength, shear failures can
5 occur, which was contrary to the expectation. Therefore, further experimental work on
6 the flexural and shear capacity of beams with low levels of reinforcement is under
7 development.
- 8 • The shear capacity of elements with plain reinforcement bars can be determined in the
9 same way as the shear capacity of elements with ribbed bars.

10 **7. Summary and Conclusions**

11 This paper presented a test to failure executed in the field on a reinforced concrete slab bridge
12 from 1962, as well as on three beams sawn from the bridge. A literature review showed that
13 collapse tests on reinforced concrete slab bridges are scarce. This observation motivated the
14 authors to carry out a well-instrumented collapse test on an existing bridge, and extend this
15 research with the testing of beams in the laboratory.

16 Two spans were tested in the field. In the first span, flexural distress was observed, but
17 failure did not occur. One of the reasons why the flexural capacity was higher in span 1 than
18 predicted, is that the tested bridge was an integral bridge. The effect of the support moment
19 resulted in a higher moment capacity in the span than when assuming hinges. In the second span,
20 more counterweight was provided and a flexural failure could be achieved. Despite the effect of
21 the different boundary conditions, the flexural capacity of the tested bridge could be estimated
22 satisfactorily. However, the test showed that the shear capacity of the bridge deck was higher.

1 The beams tested in the lab failed in shear and flexure. As such, shear failures cannot be
 2 excluded for elements with plain reinforcement. Moreover, a larger shear capacity for beams
 3 reinforced with plain bars than with deformed bars was not observed in the lab experiments.

4 A final conclusion of the presented research is that the current rating procedures at Level
 5 of Assessment I (the Quick Scan method) are conservative for existing reinforced concrete slab
 6 bridges.

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 11 Hemert, of the contractor de Boer en de Groot and of Mammoet, responsible for applying the
 12 load, are also gratefully acknowledged.

13 **List of notations**

14 a_v face-to-face distance between load and support

15 b member width

16 b_{edge} distance between free edge and load

17 b_{para} effective width based on a parallel load spreading to the straight case

18 b_{skew} effective width with horizontal load spreading under 45° from the far side of the wheel
 19 print to the face of the support

20 b_{str} effective width for a straight slab

21 b_w web width

22 d_l effective depth to the longitudinal reinforcement

- 1 f_b the long-term concrete tensile strength
- 2 f_{ck} characteristic compressive strength (lower 5% bound)
- 3 f_{cm} average cube compressive strength
- 4 $f_{cm,cyl}$ average cylinder compressive strength
- 5 f_t average tensile strength of reinforcement steel
- 6 f_y average yield strength of reinforcement steel
- 7 f_{yk} characteristic yield strength of steel
- 8 g_λ a parameter depending on the shear slenderness
- 9 h member thickness
- 10 k size effect factor
- 11 k_h size effect factor from the Dutch NEN 6720:1995
- 12 k_λ a factor to take continuity at the support into account
- 13 q_w distributed load representing the self-weight
- 14 v_{min} lower bound of the shear capacity
- 15 $v_{R,c}$ average shear capacity
- 16 w_o reinforcement percentage, which needs to fulfill maximum and minimum values
- 17 A_c area of the concrete cross-section
- 18 A_o area used in NEN 6720:1995
- 19 A_s area of steel
- 20 $C_{Rd,c}$ calibration factor in shear formula to determine the design shear capacity
- 21 $C_{Rm,c}$ calibration factor in shear formula to determine the average shear capacity
- 22 M_{cr} calculated moment at cracking of the cross-section
- 23 M_{dmax} maximum absolute value of the design bending moment in the member

1	M_{test}	maximum moment on the cross-section during the experiment
2	M_u	calculated moment at the ultimate of the cross-section
3	M_y	calculated moment at yielding of the cross-section
4	$P_{cal,1}$	minimum of P_y and $P_{s,EC}$
5	$P_{cal,2}$	minimum of P_y and $P_{s,CSD}$.
6	$P_{s,CSD}$	calculated load for shear failure according to the Critical Shear Displacement theory
7	$P_{s,EC}$	calculated load for shear failure according to NEN-EN 1992-1-1:2005 §6.2.2
8	P_{tot}	calculated maximum load at shear failure on tandem
9	$P_{tot,slab}$	calculated maximum load at shear failure on tandem after multiplying with slab increase
10		factor
11	P_u	maximum load during experiment
12	P_y	calculated load at yielding in the critical cross-section
13	V_{dmax}	maximum absolute value of the sectional shear in the member
14	V_{Ed}	design sectional shear force for the considered ULS load combination
15	$V_{Rd,c}$	design shear capacity according to the Eurocode provisions
16	V_u	experimental sectional shear
17	$V_{u,CSD}$	shear capacity according to Yang's Critical Shear Displacement theory (CSD)
18	$V_{u,EC}$	mean shear capacity according to the Eurocode provisions
19	γ_c	partial factor for concrete material
20	φ	reinforcement bar diameter
21	λ_v	shear slenderness
22	ρ_l	reinforcement ratio of the longitudinal tensile reinforcement
23	τ_d	design shear stress for the considered ULS load combination

1 τ_l concrete contribution to the shear capacity

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 2 by flexural failure of RSB01; (d, e) residual deformation of RSB01 after failure.

3

4 **Table 1 – Overview of past testing to failure on bridges.**

Reference	Bridge name	Type of bridge	Failure mode
Haritos et al., 2000 [50]	Barr Creek	slab bridge	Flexural failure
Azizinamini et al., 1994 [51, 52]	Niobrara River	slab bridge	Flexural failure
Miller et al., 1994 [53, 54]	-	slab bridge	Punching failure
Jorgenson & Larson, 1976 [55]	ND-18	slab bridge	Flexural failure
Bagge et al., 2015 [56, 57]	Kiruna	prestressed girder bridge	Punching failure

5

6 **Table 2 - Calculated shear and moment capacity of tested spans.**

Span	Span 1		Span 2	
Shear capacity	P_{tot} (kN)	$P_{tot,slab}$ (kN)	P_{tot} (kN)	$P_{tot,slab}$ (kN)
b_{str}	3760	5512	4224	6192
b_{para}	3236	4744	3608	5289
b_{skew}	4804	7043	5596	8204
Experiment	3049		3991	
Flexural capacity	Span moment		Support moment	Span moment
M_{cr} (kNm)	1816		1690	1592
M_y (kNm)	3489		5174	3412
M_u (kNm)	4964		7064	4705

M_{test} (kNm)	4889	3306	4188
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1

2 **Table 3 - Properties of critical cross-sections of the beams.**

	RSB01F	RSB02A	RSB02B	RSB03F	RSB03A
d_l (mm)	503.0	515.5	520.0	521	515
A_c (m ²)	0.290	0.297	0.3066	0.596	0.537
Rebar	4Ø22+4Ø19	4Ø22+4Ø19	4Ø22+5Ø19	9Ø22+8Ø19	7Ø22+8Ø19
ρ_t	0.91%	0.89%	0.96%	0.95%	0.92%

3

4 **Table 4 - Comparison of test results and model predictions.**

	M_y (kNm)	$V_{u,EC}$ (kN)	$V_{u,CSD}$ (kN)	V_u (kN)	P_y (kN)	$P_{s,EC}$ (kN)	$P_{s,CSD}$ (kN)	P_u (kN)	$P_u/P_{cal,1}$	$P_u/P_{cal,2}$
RSB01F	369.2	245.4	275.9	149.9	275.8	466.8	443.4	275.8*	1.00	1.00
RSB02A	378.3	254.4	327.5	289.1	376.2	322.5	420.0	368.7*	1.14	0.98
RSB02B	422.5	260.3	338.8	330.7 [†]	423.4	331.2	435.4	415.8 [†]	1.26	0.98
RSB03F	819.0	480.3	468.2	326.5	617.3	914.1	889.9	606.6*	0.98	0.98
RSB03A	809.3	469.9	603.1	546.2	792.0	603.7	783.7	706.7 [‡]	1.17	0.90

5 [†] The load dropped due to the formation of an inclined crack. The test was stopped to keep the integrity of the specimen for
6 another test at end A. Later, a second test was executed at the same load position. It turned out that the load level could be
7 increased further to 424.2 kN when the compression zone of the specimen failed. Thus, V_u is determined for $P_u = 424.2$ kN.

8 [‡] Flexural shear failure

9 * Flexural failure

Figure 2
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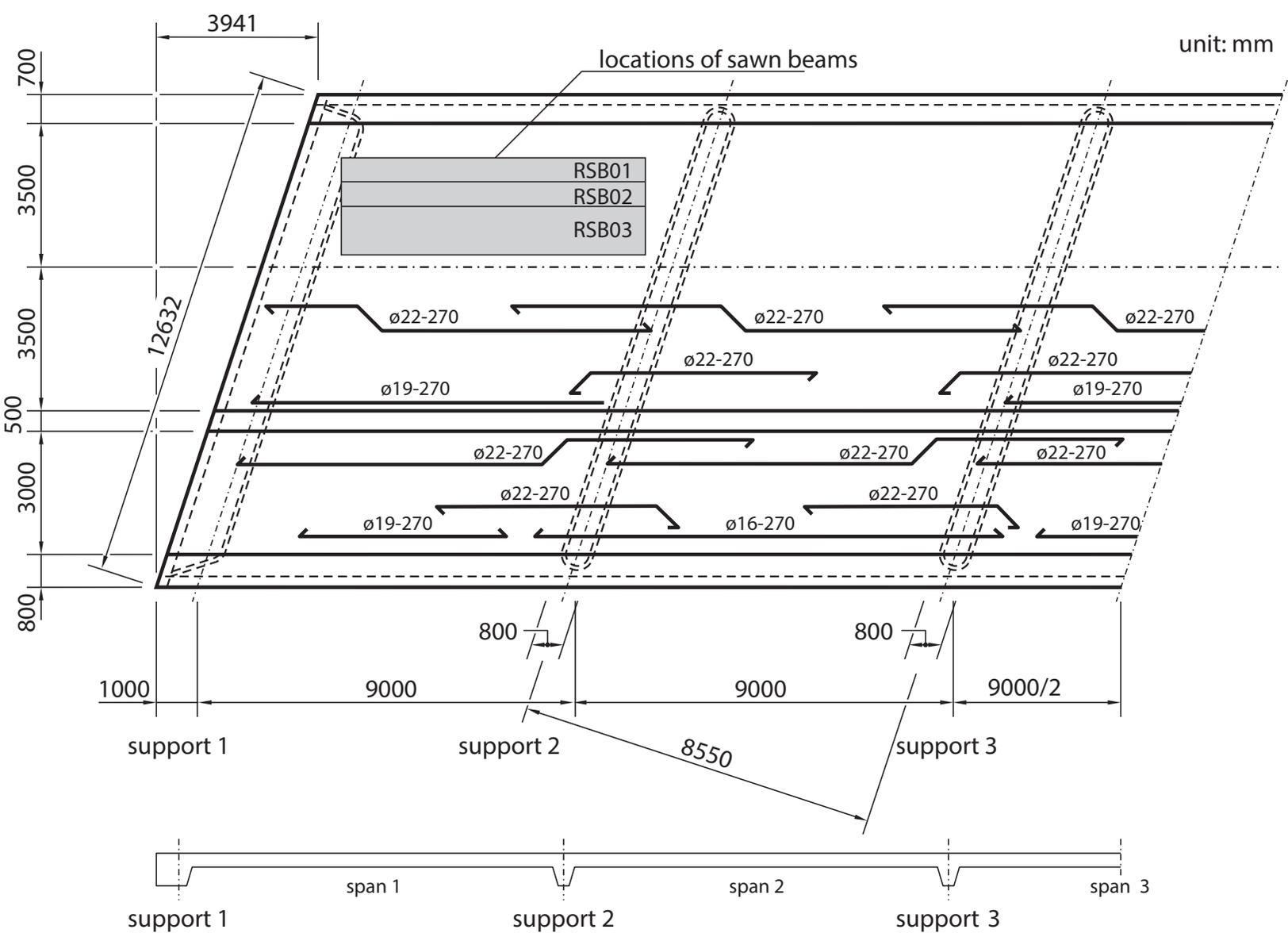


Figure 3
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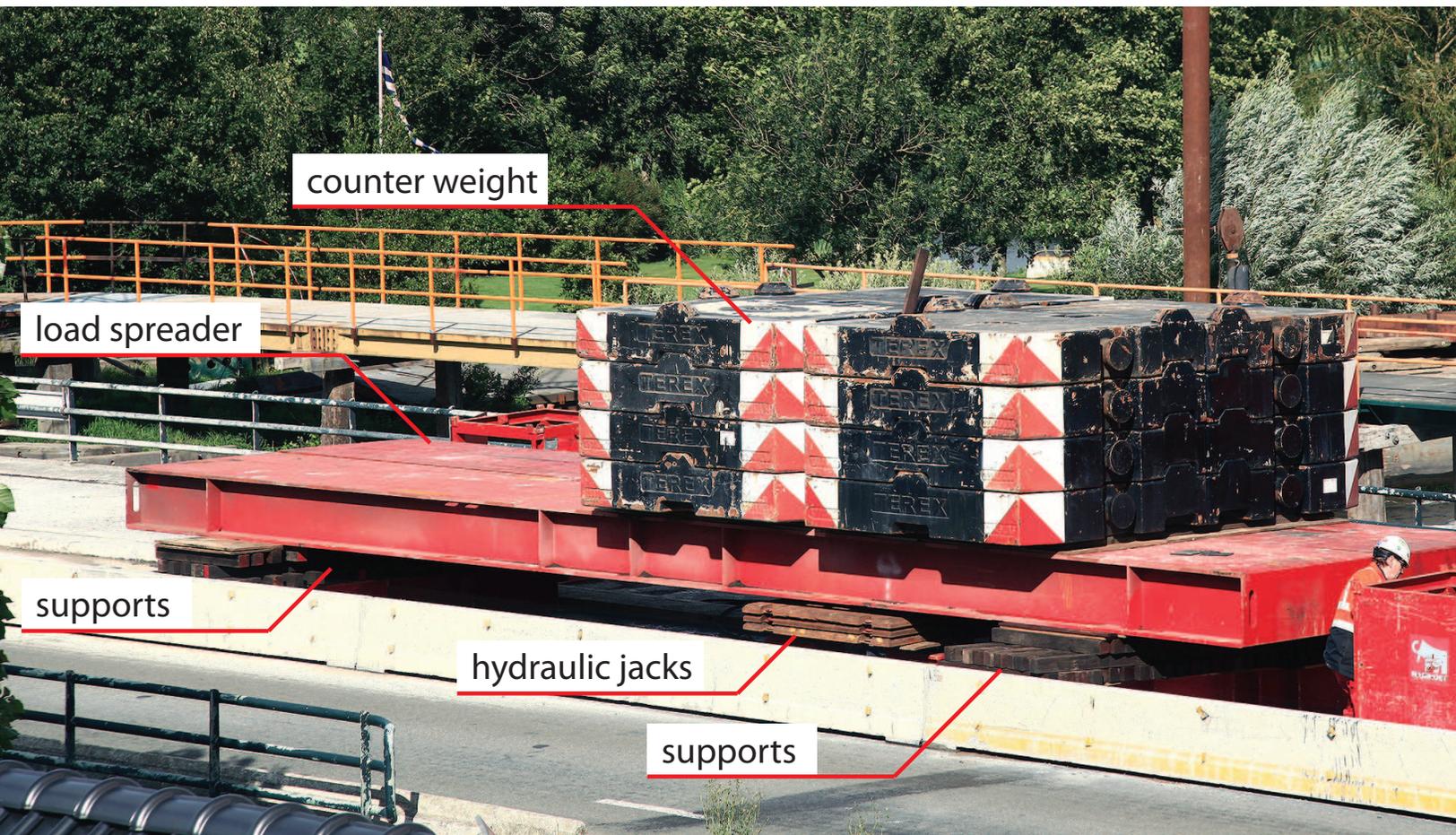


Figure 4
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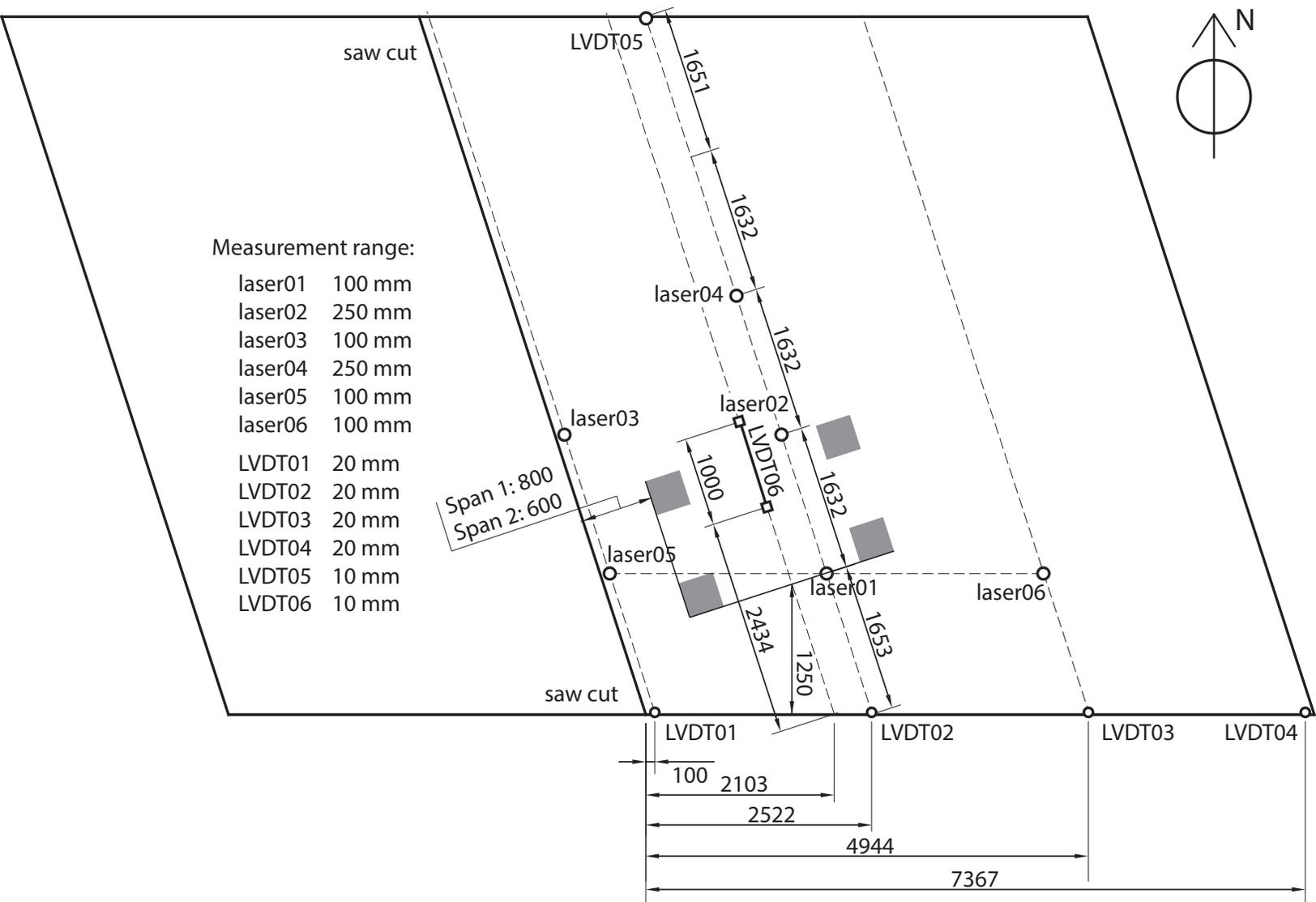


Figure 5
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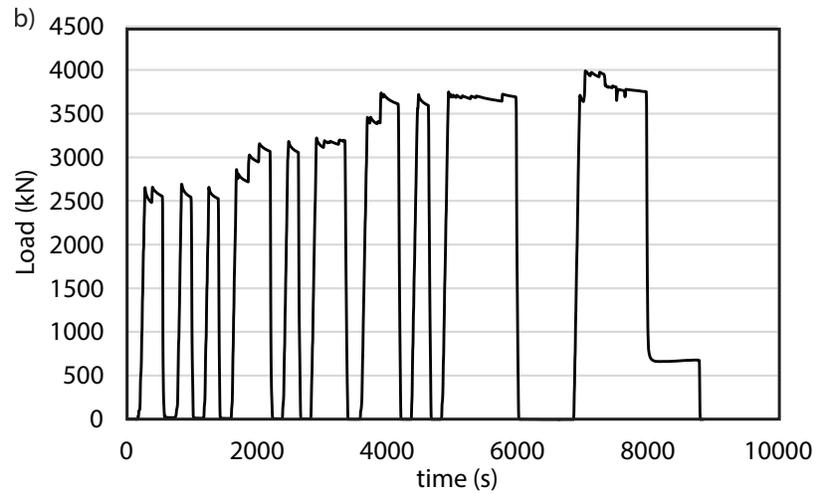
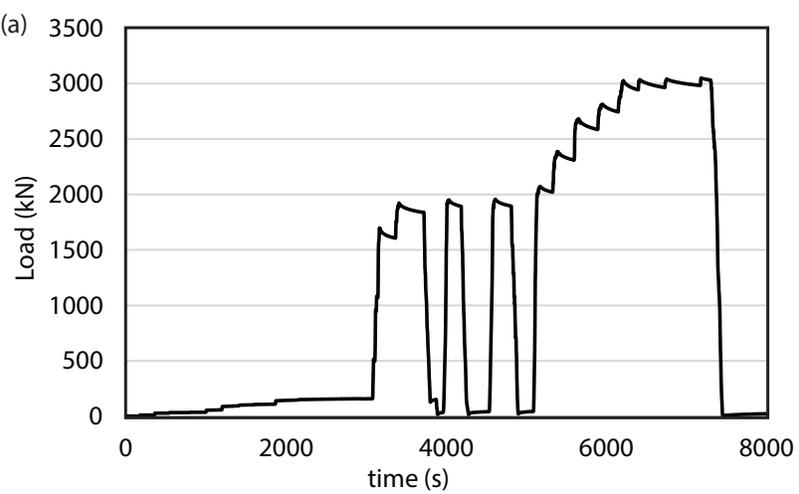


Figure 6
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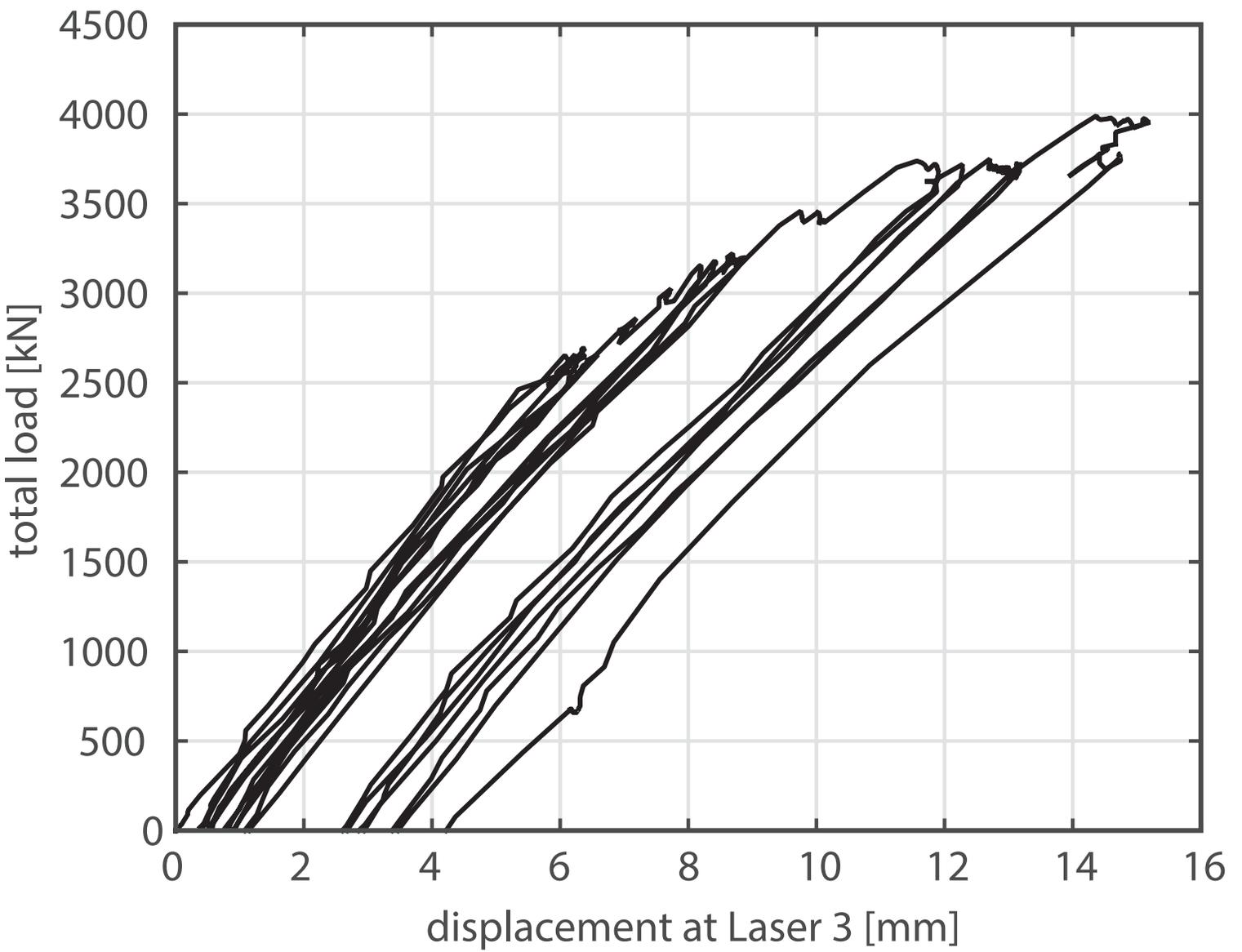


Figure 7
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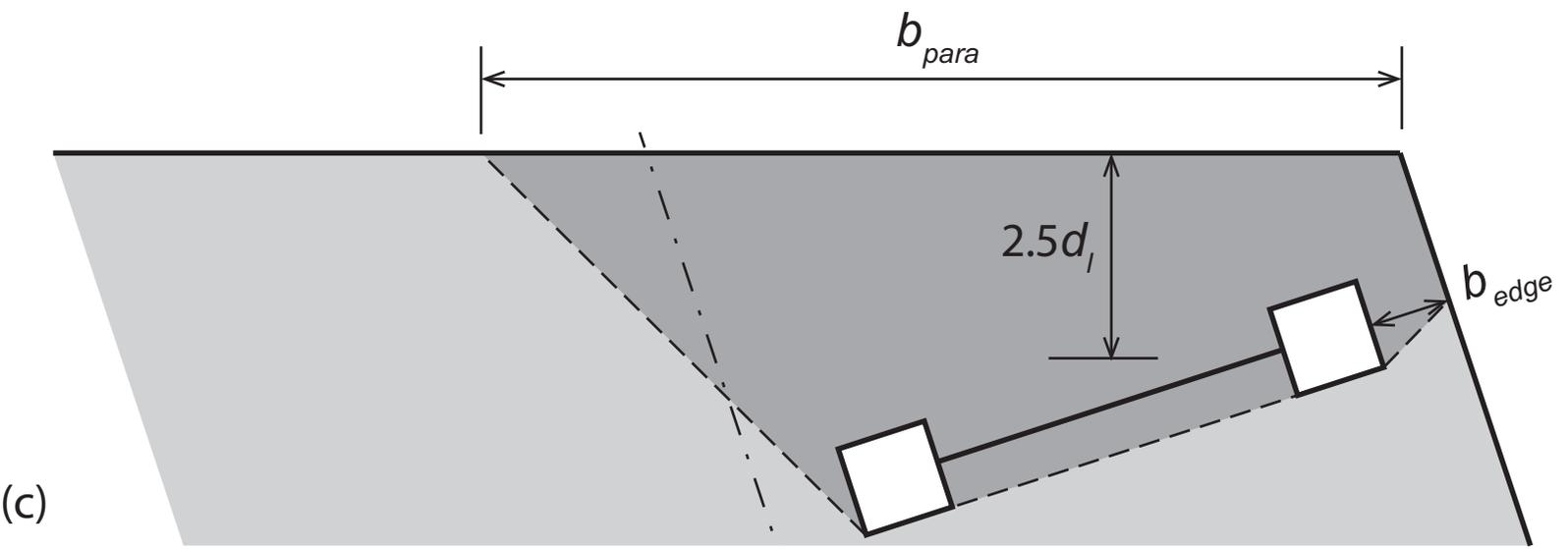
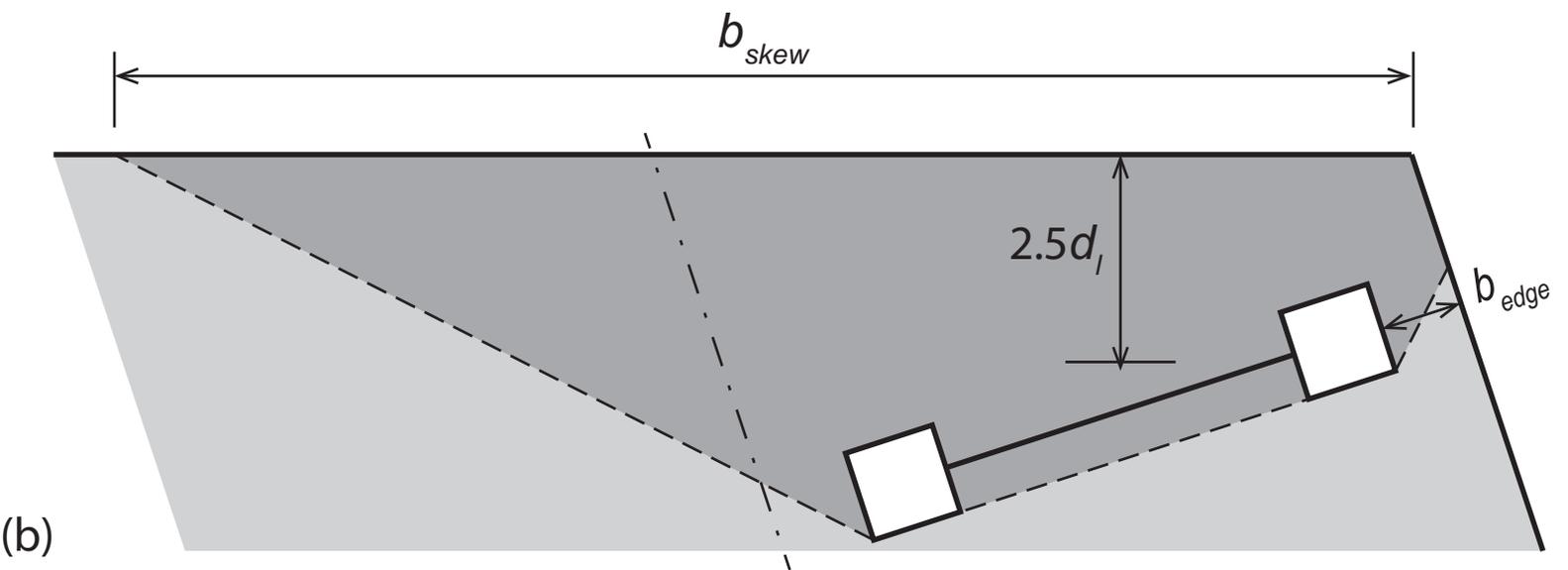
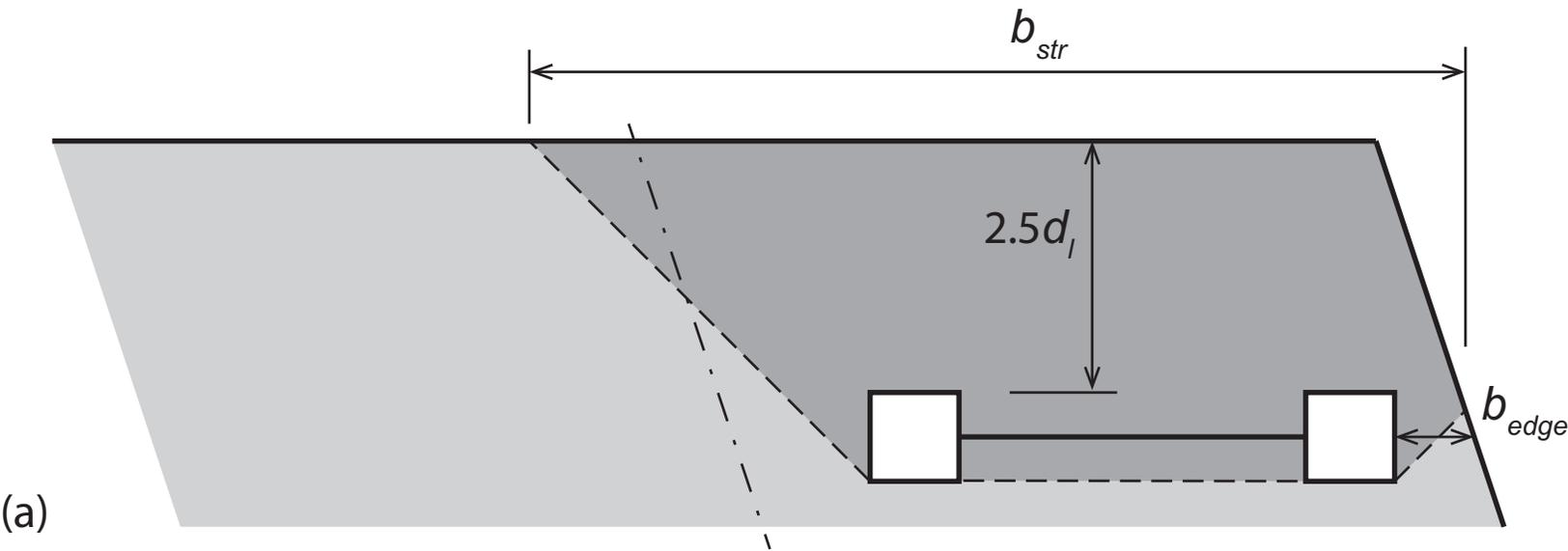
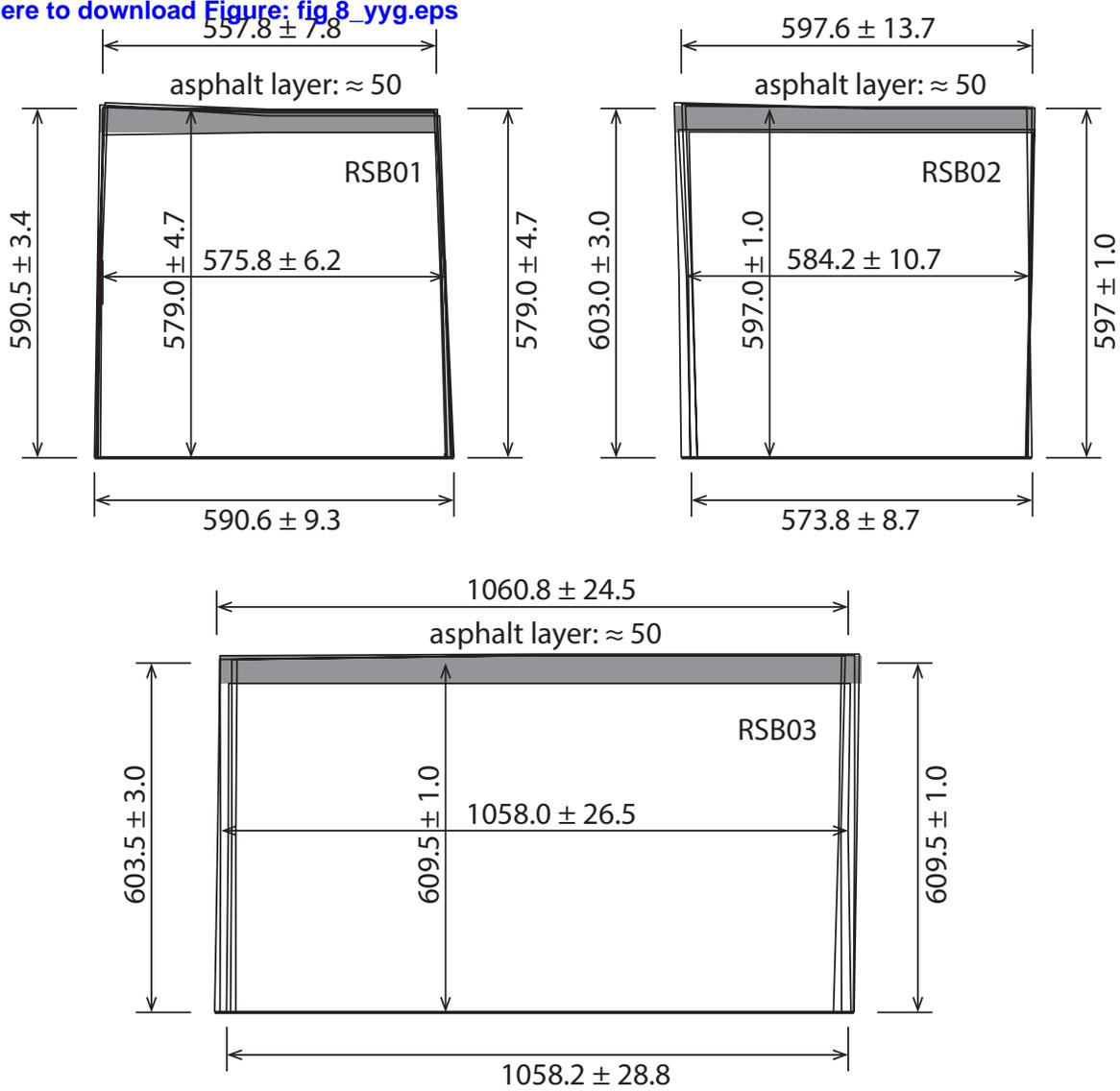


Figure 8 mean value \pm standard deviation unit: mm
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b)

saw cuts at end A

saw cuts at end B

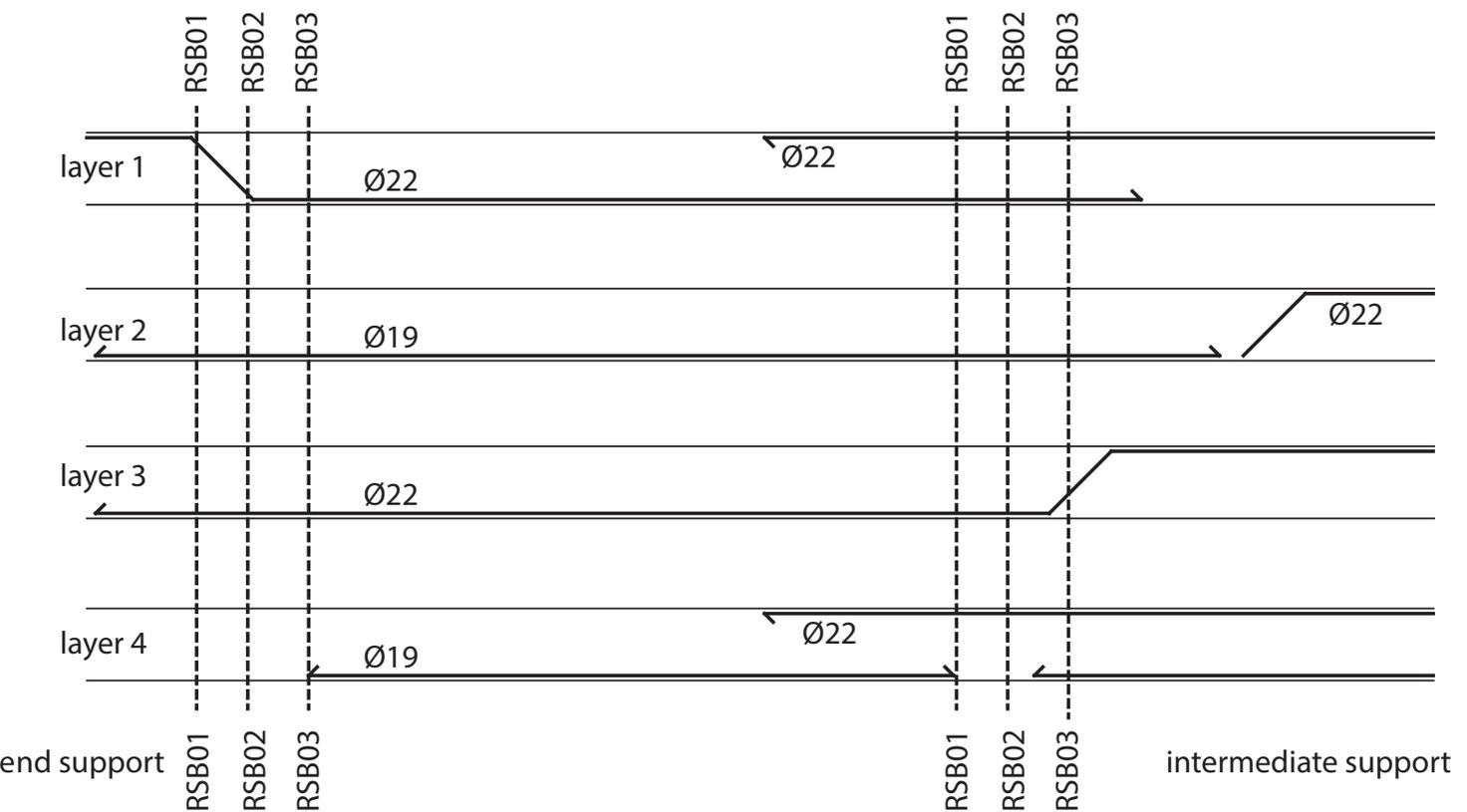


Figure 9

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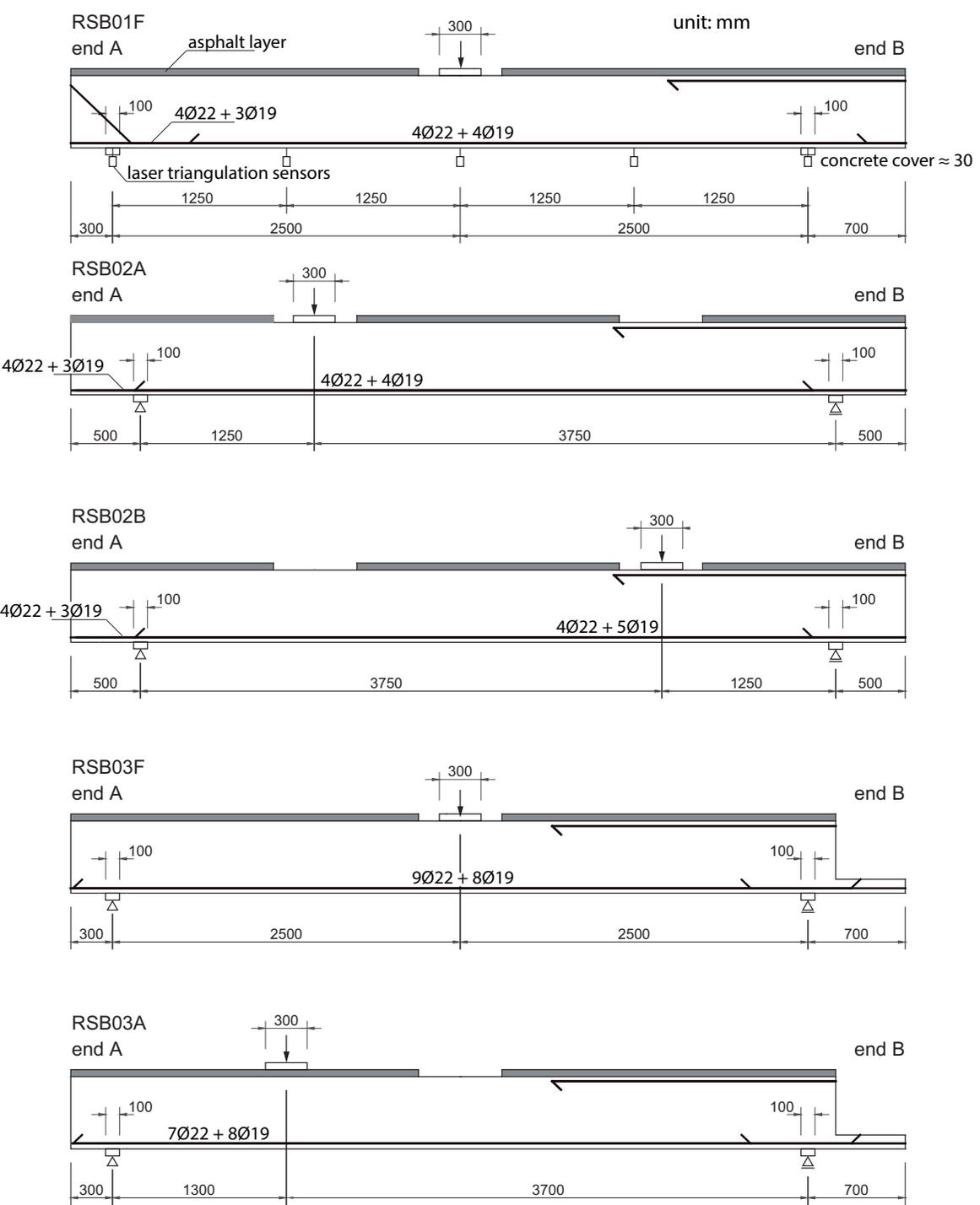


Figure 10
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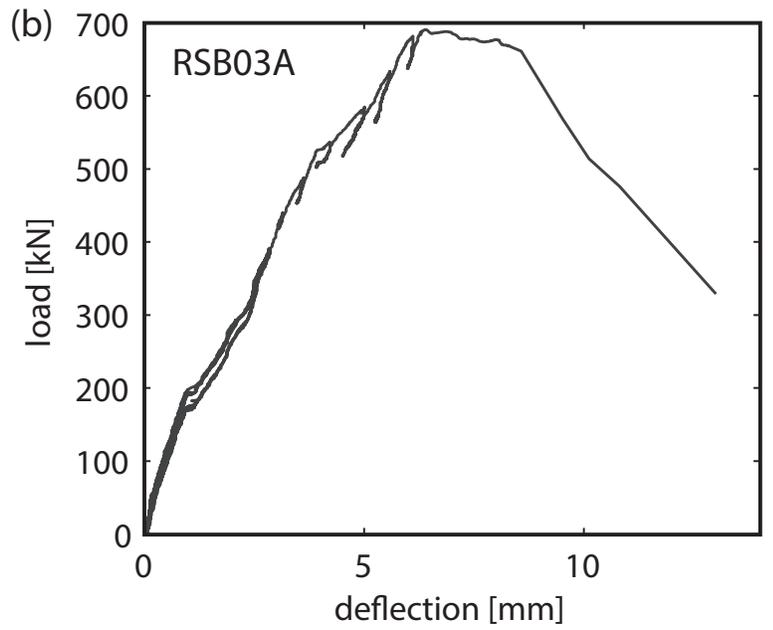
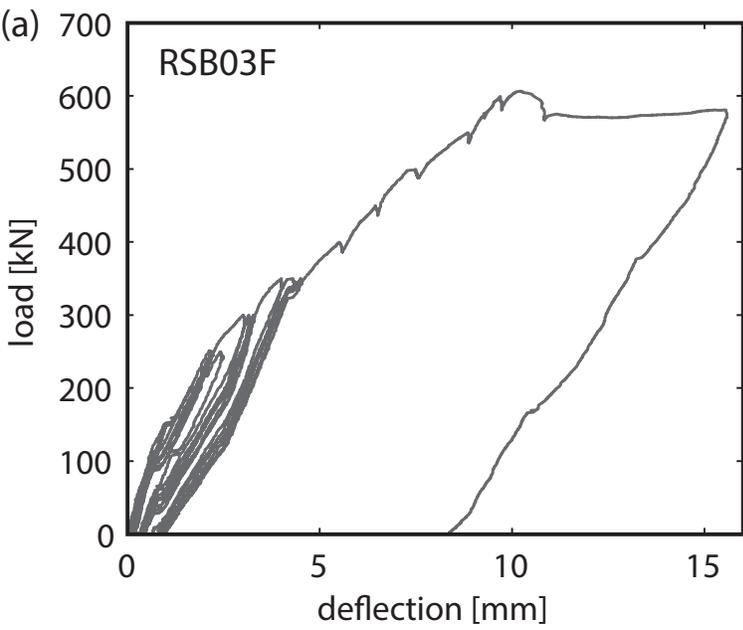


Figure 11

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