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# Rc 2010 Workshop Manual

**FIB - Féd. Int. du Béton**

A red circular graphic with a gradient, appearing as a stylized arrow or a partial circle, located to the right of the FIB logo bar.

## **Rc 2010 Workshop Manual:**

### **Guide for Protection and Repair of Concrete Structures** FIB – International Federation for Structural

Concrete, 2022-03-01 The idea of preparing a technical document for the repairs and interventions upon concrete structures goes back to the former fib COM5 Structural Service Life Aspects being the goal of the then TG5 9 After a long period of reduced activity and taking into account the reorganization of fib commissions that meanwhile took place on June 2017 a different approach was proposed to push forward the task of TG8 1 formerly TG5 9 The new goal of TG 8 1 was to deliver a how to do guide gathering together protection repair and strengthening techniques for concrete structures Chapters are intended to provide both guidelines and case studies serving as support to the application of fib MC2020 pre normative specifications Each chapter was written by an editorial team comprising desirably at least a researcher a designer and a contractor Templates have been prepared in order to harmonize the contents and the presentation of the different methods Following the writing process chapters were reviewed by experts and after amendments by the authors they underwent a second review process by COM8 and TG3 4 members as well as by different practitioners For each protection repair and strengthening method addressed in this guide readers have a description of when to adopt it which materials and systems are required which techniques are available and what kind of equipment is needed It then presents a summary of stakeholders roles and qualifications design guidelines referring to most relevant codes and references the intervention procedure quality control measures and monitoring and maintenance activities Due to the extent of the guide it was decided to publish it as bulletin 102 addressing protection and repair methods and bulletin 103 addressing strengthening methods We would like to thank the authors reviewers and members of COM8 and TG3 4 for their work in developing this fib Bulletin which we hope will be useful for professionals working in the field of existing concrete structures especially those concerned with life cycle management and conservation activities As noted above this Bulletin is also intended to act as a background and supporting document to the next edition of the fib Model Code for Concrete Structures which is currently under development under the auspices of TG10 1 with the working title of fib Model Code 2020 *Procedures, Cost and Effectiveness for Deteriorated Bridge Substructure Repair*, 2013 *2018 fib Awards for Outstanding Concrete Structures*

FIB – International Federation for Structural Concrete, 2018-10-08 The fib Awards for Outstanding Concrete Structures are attributed every four years at the fib Congress with the goal of enhancing the international recognition of concrete structures that demonstrate the versatility of concrete as a structural medium The award consists of a bronze plaque to be displayed on the structure and certificates presented to the main parties responsible for the work Applications are invited by the fib secretariat via the National Member Groups Information on the competition is also made available on the fib s website and in the newsletter fib news published in Structural Concrete The submitted structures must have been completed during the four years prior to the year of the Congress at which the awards are attributed The jury may accept an older structure completed

one or two years before provided that it was not already submitted for the previous award attribution Mumbai 2014 The submitted structures must also have the support of an fib Head of Delegation or National Member Group Secretary in order to confirm the authenticity of the indicated authors Entries consist of the completed entry form three to five representative photos of the whole structure and or any important details or plans and short summary texts explaining the history of the project description of the structure particularities of its realisation difficulties encountered special solutions found etc A jury designated by the Presidium selects the winners The awards are attributed in two categories Civil Engineering Structures including bridges and Buildings Two or three Winners and two to four Special Mention recipients are selected in each category depending on the number of entries received The jury takes into account criteria such as design aspects including aesthetics and design detailing construction practice and quality of work environmental aspects of the design and its construction durability and sustainability aspects significance of the contribution made by the entry to the development and improvement of concrete construction The decisions of the jury are definitive and cannot be challenged They are unveiled at a special ceremony during the fib Congress in Melbourne

**Guide for Strengthening of Concrete Structures FIB - International Federation for Structural Concrete, 2022-05-01**

The idea of preparing a technical document for the repairs and interventions upon concrete structures goes back to the former fib COM 5 Structural Service Life Aspects being the goal of the then TG 5.9 After a long period of reduced activity and taking into account the reorganization of fib commissions that meanwhile took place on June 2017 a different approach was proposed to push forward the task of TG 8.1 formerly TG 5.9 The new goal of TG 8.1 was to deliver a how to do guide gathering together protection repair and strengthening techniques for concrete structures Chapters are intended to provide both guidelines and case studies serving as support to the application of fib MC 2020 pre normative specifications Each chapter was written by an editorial team comprising desirably at least a researcher a designer and a contractor Templates have been prepared in order to harmonize the contents and the presentation of the different methods Following the writing process chapters were reviewed by experts and after amendments by the authors they underwent a second review process by COM 8 and TG 3.4 members as well as by different practitioners For each protection repair and strengthening method addressed in this guide readers have a description of when to adopt it which materials and systems are required which techniques are available and what kind of equipment is needed It then presents a summary of stakeholders roles and qualifications design guidelines referring to most relevant codes and references the intervention procedure quality control measures and monitoring and maintenance activities Due to the extent of the guide it was decided to publish it as bulletin 102 addressing protection and repair methods and bulletin 103 addressing strengthening methods We would like to thank the authors reviewers and members of COM 8 and TG 3.4 for their work in developing this fib Bulletin which we hope will be useful for professionals working in the field of existing concrete structures especially those concerned with life cycle management and conservation activities As noted above this Bulletin is

also intended to act as a background and supporting document to the next edition of the fib Model Code for Concrete Structures which is currently under development under the auspices of TG10.1 with the working title of fib Model Code 2020

### **2022 fib Awards for Outstanding Concrete Structures** FIB – International Federation for Structural

Concrete, 2022-06-15 The fib has two major missions now. One is to work toward the publication of the Model Code 2020 and the other is to respond to the global movement toward carbon neutrality. While the former is steadily progressing toward completion, the latter will require significant efforts for generations to come. As we all know, cement, the primary material for concrete, is a sector that accounts for 8.5% of the world's CO<sub>2</sub> emissions. And the structural concrete that fib handles consumes 60% of that. In other words, we need to know the reality that our structural concrete is emitting 5% of the world's CO<sub>2</sub>. From now on, fib members, suppliers, designers, builders, owners, engineers, and academic researchers will be asked how to solve this difficult problem. In general, most of the CO<sub>2</sub> emissions in the life cycle of structural concrete come from the production stage of materials and the use stage after construction, i.e., A1 to A3 and B1 to B5 processes as defined in EN15978. Cement and steel sectors, which are the main materials for structural concrete, are expected to take various measures to achieve zero carbon in their respective sectors by 2050. Until then, we must deal with the transition with our low carbon technologies. Regarding the production stage, the fib has recently launched TG4.8 Low carbon concrete. And the latest low carbon technologies will be discussed there. On the other hand, in the use stage, there is very little data on the relationship between durability and intervention and maintenance so far. The data accumulation here is the work of the fib, a group of various experts on structural concrete. Through life management using highly durable structures and precise monitoring, we will be able to realize minimum maintenance in the use stage and to minimize CO<sub>2</sub> emissions. Furthermore, it is also possible to contribute to the reduction of CO<sub>2</sub> emissions in the further stage after the first cycle by responding to the circular economy that is deconstruction, C reuse and recycle, D. However, the technology in this field is still in its infancy and further research and development is expected in the future. As described above, structural concrete can be carbon neutral in all aspects of its conception and it can make a significant contribution when it is realized. The fib will have to address these issues in the future. Of course, it will not be easy and it will take time. However, if we do not continue our efforts as the only international academic society on structural concrete in the world to achieve carbon neutrality, the significance of our very existence may be questioned. Long before Portland cement was invented, Roman concrete made of volcanic ash and other materials was the ultimate low carbon material and is still in use 2,000 years later because of its non-reinforced structure and lack of deterioration factors. Reinforced concrete, which made it possible to apply concrete to structures other than arches and domes, is only 150 years old. Prestressed concrete is even younger with only 80 years of history. Now that we think about it, we realize that Roman concrete, which is non-reinforced low carbon concrete, is one of the examples of problem solving that we are trying to achieve. We have new materials such as coated reinforcement, FRP, and fiber-reinforced concrete, which can be

used in any structural form To overcome this challenge with all our wisdom would be to live up to the feat the Romans accomplished 2 000 years ago Realizing highly durable and elegant structures with low carbon concrete is the key to meet the demands of the world in the future I hope you will enjoy reading this AOS brochure showing the Outstanding Concrete Structures Awards at the fib 2022 Congress in Oslo And I also hope you will find some clues for the challenges we are facing

*CORP 2011 Proceedings/Tagungsband* Manfred Schrenk,Vasily V. Popovich,Peter Zeile, **The Carbon Farming Solution** Eric Toensmeier,2016-02-22 With carbon farming agriculture ceases to be part of the climate problem and becomes a critical part of the solution This book is the toolkit for making the soil itself a sponge for carbon It s a powerful vision Bill McKibben The Carbon Farming Solution is a book we will look back upon decades from now and wonder why something so critically relevant could have been so overlooked until that time It describes the foundation of the future of civilization Paul Hawken In this groundbreaking book Eric Toensmeier argues that agriculture specifically the subset of practices known as carbon farming can and should be a linchpin of a global climate solutions platform Carbon farming is a suite of agricultural practices and crops that sequester carbon in the soil and in above ground biomass Combined with a massive reduction in fossil fuel emissions and in concert with adaptation strategies to our changing environment carbon farming has the potential to bring us back from the brink of disaster and return our atmosphere to the magic number of 350 parts per million of carbon dioxide Toensmeier s book is the first to bring together these powerful strategies in one place Includes in depth analysis of the available research Carbon farming can take many forms The simplest practices involve modifications to annual crop production Although many of these modifications have relatively low sequestration potential they are widely applicable and easily adopted and thus have excellent potential to mitigate climate change if practiced on a global scale Likewise grazing systems such as silvopasture are easily replicable don t require significant changes to human diet and given the amount of agricultural land worldwide that is devoted to pasture can be important strategies in the carbon farming arsenal But by far agroforestry practices and perennial crops present the best opportunities for sequestration While many of these systems are challenging to establish and manage and would require us to change our diets to new and largely unfamiliar perennial crops they also offer huge potential that has been almost entirely ignored by climate crusaders Many of these carbon farming practices are already implemented globally on a scale of millions of hectares These are not minor or marginal efforts but win win solutions that provide food fodder and feedstocks while fostering community self reliance creating jobs protecting biodiversity and repairing degraded land all while sequestering carbon reducing emissions and ultimately contributing to a climate that will remain amenable to human civilization Just as importantly to a livable future these crops and practices can contribute to broader social goals such as women s empowerment food sovereignty and climate justice The Carbon Farming Solution is at its root a toolkit and the most complete collection of climate friendly crops and practices currently available With this toolkit farmers communities and governments large and small can successfully launch carbon farming projects with

the most appropriate crops and practices to their climate locale and socioeconomic needs Toensmeier's ultimate goal is to place carbon farming firmly in the center of the climate solutions platform alongside clean solar and wind energy With The Carbon Farming Solution Toensmeier wants to change the discussion impact policy decisions and steer mitigation funds to the research projects and people around the world who envision a future where agriculture becomes the protagonist in this fraught urgent and unprecedented drama of our time Citizens farmers and funders will be inspired to use the tools presented in this important book to transform degraded lands around the world into productive carbon storing landscapes Precast concrete bridge continuity over piers FIB - International Federation for Structural Concrete, 2020-07-01 Concrete bridges are an important part of today's road infrastructure An important part of those concrete bridges is to a large extent prefabricated Precast concrete enables all the advantages of an industrialized process to be fully utilized Contemporary concrete mixtures are used to realize high strength bridge girders and piers that exactly meet the requirements set both structurally and aesthetically with a small ecological footprint Sustainable and durable On the construction site there is no need for complex formwork the execution time is drastically reduced and where road water and rail traffic on or under the bridge has to be temporarily interrupted it is only minimally inconvenienced during the execution of the project There is a wide variety of prefabricated bridges In 2004 the fib commission on prefabrication already published the Bulletin 29 Precast concrete bridges which in addition to the history of prefabricated bridges also gave an overview of the different bridge types and structural systems This document elaborates on one specific structural system the continuous bridge Task Group 6.5 Precast concrete bridges discusses in detail how to achieve continuity over the piers with precast elements This bulletin bundles the experiences of experts in the field of bridge design so that less experienced designers would be able to identify the points of attention and make a correct design In addition to the theoretical considerations the principles are tested against three realizations in the USA and Europe Commission 6 thanks the Co Conveners Maher Tadros and Hugo Corres and all active members of the Task Group for sharing their knowledge and experience and for the successful realization of this bulletin

*Acceptance of post-tensioning systems for cryogenic applications* FIB - International Federation for Structural Concrete, 2021-04-01 Since the Second World War the demand of energy has undergone an exponential growth that has led to a sharp annual increase in the use of natural gas in both cities and thermal power stations Nowadays the strategic relevance of natural gas as a main source of energy is evident with a contribution of more than 20% of the total world consumption This development in increasing demand of natural gas has led for a need of suitable storage and transportation infrastructure Various gases especially hydrocarbons are preferably stored in liquid form for transportation and storage since the phase transformation from gas to liquid comes with a significant reduction of the volume e.g. up to 600 times Gases can be liquefied by raising the pressure or by cooling to their boiling point which for most gases is below 0 °C This is known as cryogenic storage The term cryogenic is derived from two Greek words namely *kryos* meaning icy cold and *genes* which can

be translated as shape These fib recommendations are concerned about post tensioning systems used in cryogenic tanks and have been formulated on the basis of actual available knowledge with the aim to reflect the current state of the art Consequently these recommendations have included a classification of the different cryogenic tanks typologies used in the past and nowadays the associated different tendon types depending on their exposure to low temperature e g never only accidentally or during normal tank operation and the testing regime required for acceptance of the materials and the post tensioning system according to this document An international working group comprising more than 20 experts from administrative authorities universities laboratories owners structural designers suppliers of prestressing steels and post tensioning systems suppliers have actively contributed in order to develop these recommendations This text has been written to cover best construction practices around the world and to provide material specifications which are considered to be the most advanced available at the time of preparing this text For ease of use for Owner Designer and Post tensioning System Supplier the content has been arranged systematically according to the system components into chapters focusing on performance characteristics requirements and acceptance criteria Precast-concrete buildings in seismic areas FIB – Féd. Int. du Béton, 2016 This document has a broad scope and is not focussed on design issues Precast construction under seismic conditions is treated as a whole The main principles of seismic design of different structural systems their behavior and their construction techniques are presented through rules construction steps and sequences procedures and details that should lead to precast structures built in seismic areas complying with the fundamental performance requirements of collapse prevention and life safety in major earthquakes and limited damage in more frequent earthquakes The content of this document is largely limited to conventional precast construction and although some information is provided on the well known PRESSS technology jointed ductile dry connections this latter solution is not treated in detail in this document The general overview contained in this document of alternative structural systems and connection solutions available to achieve desired performance levels intends to provide engineers architects clients and end users in general with a better appreciation of the wide range of applications that modern precast concrete technology can have in various types of construction from industrial to commercial as well as residential Lastly the emphasis on practical aspects from conceptual design to connection detailing aims to help engineers to move away from the habit of blindly following prescriptive codes in their design but instead go back to basic principles in order to achieve a more robust understanding and thus control of the seismic behaviour of the structural system as a whole as well as of its components and individual connections

**Serviceability Limit State of Concrete Structures** FIB – International Federation for Structural Concrete, 2019-09-01 Serviceability limit states are essential for appropriate function and durability of concrete structures The attention is paid especially to the stress limitation crack width analysis and deflection analysis The document provides supplementary information to the fib Model Code 2010 MC2010 where a limited space did not allow for a detailed description of individual



procedures The principles used in MC2010 in chapter 7 6 are explained in detail within this document The stress analysis is focused on stresses in concrete and steel including the stress redistribution due to the long term load and cracking of reinforced concrete and prestressed concrete elements Crack width analysis explains the mechanism of cracking under mechanical loading and due to deformation restraint Cracks in prestressed concrete elements are also discussed Deflection analyses with different levels of accuracy are described including the shear effects Examples illustrate the practical application of rules defined in the MC2010 of individual serviceability limit states Simplified and more general methods are used An important part of the bulletin shows the development and extension of the serviceability limit states after publishing of the MC2010 and alternative approaches Special attention is paid to deflections of prestressed concrete beams shear effects on deflection slenderness limits and influence of the concrete cover The final part deals with an application of numerical simulations

*Guidelines for Submerged Floating Tube Bridges* FIB – International Federation for Structural Concrete,2020-10-01 This bulletin is a guidelines document for Submerged Floating Tube Bridges that represents an innovation in Marine Concrete Structures This theme is considered important for Commission 1 since in the future several applications are forecast in marine environments Submerged Floating Tube Bridges are a solution that can be proposed to solve different problems in passing water constrains as lakes and fiords reducing the impact and allowing several economic advantages The guidelines certainly will boost the application of Submerged Floating Tube Bridges since the document is useful not only for designers but also for construction companies owners and public administrations As guidelines the bulletin gives wide information on the design construction and management of these structures allowing all the users to be confident in promoting the use of Submerged Floating Tube Bridges

**Precast Concrete in Tall Buildings** FIB – International Federation for Structural Concrete,2021-12-01 There has been continued global growth in tall building construction over recent years The variation in the use of such buildings is remarkable from lavish hotels and apartments to socially affordable units As the world struggles to cope with growing numbers of people dwindling resources and movements from rural to urban habitats it is unavoidable that population densities will increase and more efficient use of scarce land will be needed Taller buildings are the inevitable consequence Tall buildings can use several different types of material to form their framework and envelope Those materials are mixed to provide an optimum building solution to suit client requirements such as structure occupancy vision affordability timing sustainability and quality Precast concrete is one of those materials and has been used from whole frameworks to facades and elements mixed with structural steelwork and cast in place concrete This state of the art report shows how precast concrete can be effectively integrated into tall buildings using modern materials and techniques drawing on the experience and expertise that is currently available in the global precast concrete industry The report is aimed at not only building professionals and students but also at contractors investors owners public bodies and any other parties interested in the possibilities for use of precast concrete in tall building construction

Extensive case studies at the end of the Bulletin illustrate the benefits and applications discussed in the earlier chapters

**Partial factor methods for existing concrete structures** FIB - Féd. Int. du Béton, 2016 For a large part of the existing buildings and infrastructure the design life has been reached or will be reached in the near future These structures might need to be reassessed in order to investigate whether the safety requirements are met Current practice on the assessment of existing concrete structures however needs a thorough evaluation from a risk and reliability point of view as they are mostly verified using simplified procedures based on the partial factor method commonly applied in design of new structures Such assessments are often conservative and may lead to expensive upgrades Although the last decades reliability based assessment of existing concrete structures has gained wide attention in the research field a consistent reliability based assessment framework and a practically applicable codified approach which is compatible with the Eurocodes and accessible for common structural engineering problems in everyday practice is currently missing Such an approach however allows for a more uniform more objective and probably more widely applied assessment approach for existing concrete structures Hence in this bulletin two different partial factor formats are elaborated i.e. the Design Value Method DVM and the Adjusted Partial Factor Method APFM enabling the incorporation of specific reliability related aspects for existing structures The DVM proposes a fundamental basis for evaluating partial factors whereas the APFM provides adjustment factors to be applied on the partial factors for new structures in EN 1990 In this bulletin both methods are elaborated and evaluated and a basis is provided for decision making regarding the target safety level of existing structures

**Fibre Reinforced Concrete: From Design to Structural Applications** FIB - International Federation for Structural Concrete, 2020-08-01 The first international FRC workshop supported by RILEM and ACI was held in Bergamo Italy in 2004 At that time a lack of specific building codes and standards was identified as the main inhibitor to the application of this technology in engineering practice The workshop aim was placed on the identification of applications guidelines and research needs in order for this advanced technology to be transferred to professional practice The second international FRC workshop held in Montreal Canada in 2014 was the first ACI fib joint technical event Many of the objectives identified in 2004 had been achieved by various groups of researchers who shared a common interest in extending the application of FRC materials into the realm of structural engineering and design The aim of the workshop was to provide the State of the Art on the recent progress that had been made in term of specifications and actual applications for buildings underground structures and bridge projects worldwide The rapid development of codes the introduction of new materials and the growing interest of the construction industry suggested presenting this forum at closer intervals In this context the third international FRC workshop was held in Desenzano Italy four years after Montreal In this first ACI fib RILEM joint technical event the maturity gained through the recent technological developments and large scale applications were used to show the acceptability of the concrete design using various fibre compositions The growing interests of civil infrastructure owners in ultra high performance fibre

reinforced concrete UHPFRC and synthetic fibres in structural applications bring new challenges in terms of concrete technology and design recommendations. In such a short period of time we have witnessed the proliferation of the use of fibres as structural reinforcement in various applications such as industrial floors, elevated slabs, precast tunnel lining sections, foundations as well as bridge decks. We are now moving towards addressing many durability based design requirements by the use of fibres as well as the general serviceability based design. However, the possibility of having a residual tensile strength after cracking of the concrete matrix requires a new conceptual approach for a proper design of FRC structural elements. With such a perspective in mind, the aim of FRC2018 workshop was to provide the State of the Art on the recent progress in terms of specifications, development, actual applications and to expose users and researchers to the challenges in the design and construction of a wide variety of structural applications. Considering that at the time of the first workshop in 2004 no structural codes were available on FRC, we have to recognize the enormous work done by researchers all over the world who have presented at many FRC events and convinced code bodies to include FRC among the reliable alternatives for structural applications. This will allow engineers to increasingly utilize FRC with confidence for designing safe and durable structures. Many presentations also clearly showed that FRC is a promising material for efficient rehabilitation of existing infrastructure in a broad spectrum of repair applications. These cases range from sustained gravity loads to harsh environmental conditions and seismic applications, which are some of the broadest ranges of applications in Civil Engineering. The workshop was attended by researchers, designers, owners and government representatives as well as participants from the construction and fibre industries. The presence of people with different expertise provided a unique opportunity to share knowledge and promote collaborative efforts. These interactions are essential for the common goal of making better and sustainable constructions in the near future. The workshop was attended by about 150 participants coming from 30 countries. Researchers from all the continents participated in the workshop, including 24 Ph.D. students who brought their enthusiasm in FRC structural applications. For this reason, the workshop Co-chairs sincerely thank all the enterprises that sponsored this event. They also extend their appreciation for the support provided by the industry over the last 30 years, which allowed research centers to study FRC materials and their properties and develop applications to making its use more routine and accepted throughout the world. Their important contribution has been essential for moving the knowledge base forward. Finally, we appreciate the enormous support received from all three sponsoring organizations of ACI, fib and Rilem and look forward to paving the path for future collaborations in various areas of common interest so that the developmental work and implementation of new specifications and design procedures can be expedited internationally.

Conceptual Design of Precast Concrete Bridge Superstructures FIB – International Federation for Structural Concrete, 2021-08-01

Concrete bridges are an important part of today's road infrastructure. An important part of those concrete bridges is to a large extent prefabricated. Precast concrete enables all the advantages of an industrialized process to be fully utilized.

Contemporary concrete mixtures are used to realize high strength bridge girders and piers that exactly meet the requirements set both structurally and aesthetically with a small ecological footprint Sustainable and durable On the construction site there is no need for complex formwork the execution time is drastically reduced and where road water and rail traffic on or under the bridge has to be temporarily interrupted it is only minimally inconvenienced during the execution of the project Bridges capture the imagination In addition to their pure functionality overcoming a height difference they offer designers unprecedented opportunities to shape their creativity including when using precast concrete This bulletin prepared by the experts of Task Group 6 5 Precast concrete bridges takes a closer look at the conceptual preliminary design of prefabricated concrete bridges The bulletin does not have the ambition to define the umbrella term conceptual design but shows in a pragmatic way using 24 examples spread all over the world how leading designers use this methodology to select from the many possibilities to arrive at an ideal solution taking into account all design conditions One often reads that experience is a necessary condition for good conceptual design The pooled knowledge and experience in this bulletin already provide the reader with a good head start Commission 6 thanks the former convener of the Task Group Hugo Corres editor of this document and the current co conveners Marcello Waimberg and Ken ichi Kata as well as all active members of the Task Group for sharing their knowledge and experience and for the successful realization of this bulletin Sustainable

Management of Land Resources G.P. Obi Reddy,N.G. Patil,Arun Chaturvedi,2017-09-07 The depletion of land resources is one of the greatest challenges for mankind in this millennium Shrinking land resources weather aberrations deterioration of land quality and the globalization and liberalization of market economies have become intertwined to influence the sustainable management of land resources and land use plans This important volume Sustainable Management of Land Resources An Indian Perspective addresses these challenges This comprehensive volume covering important research much of it gathered with the use of new technology tools and applications is organized into four sections add bullets land resource inventory and characterization geospatial technologies in land resource mapping and management soil nutrient status and management land use planning and livelihood security The volume looks at how scientists translate their knowledge and experience in sustainable land resources and management into implementable policy decisions with a particular focus on India Since India is an agrarian economy the land resources assume a very critical role affecting the livelihood of a vast majority of populace in the country The information gathered and the methods by which it is gathered is applicable globally This comprehensive publication will be highly useful for the researchers academicians extension workers policymakers planners officials of land resources survey planning and management institutions agencies departments and others

Precast segmental bridges fib Fédération internationale du béton,2017-08-01 The concept of precast segmental bridges is not new the first application documented was from the mid 1940s designed by Eugene Freyssinet and built over the river Marne near Luzancy in France between 1944 and 1946 Although innovative it also contained traditional wet concrete joints

between the members The impressive breakthrough came slightly later with the introduction of match cast joints by Jean Muller first for a bridge near Buffalo USA in 1952 and later for a bridge across the River Seine at Choisy le Roi near Paris in 1962 This opened the way for a large number of new developments in terms of design production approaches and construction techniques and precast prestressed concrete segmental construction became rapidly one of the most efficient and successful bridge construction methods all over the world These developments are still evolving but the interaction between design production and construction is a critical factor for success the interaction creates opportunities to optimise the scheme but at the same time is crucial to ensure safety especially during construction when large weights are moved placed and secured frequently at substantial heights Engineers of all disciplines involved should interact during the development and realisation of precast segmental bridge PSB schemes to conclude the optimum method statement and consequently check all the intermediate steps of the method statement in terms of stress stiffness stability production and constructability With the ongoing development of the PSB concept and consequently moving limits in terms of dimensions it was concluded to be appropriate to develop a Guide to good practice for the PSB construction method The present report was developed by an integrated team of engineers with roots in design structural engineering production and construction and provides a valuable source of knowledge experience recommendations and examples with particular emphasis on the fib Model Code for Concrete Structures 2010 and fib Bulletins 20 33 48 and 75 I would like to thank all the members of Task Group 1 7 all the individual contributors from outside Task Group 1 7 and the reviewers of the Technical Council of the fib for their contribution to this Guide to good practice In particular I would like to thank Gopal Srinivasan and Marcos Sanchez who apart from their own contributions did the final editorial work for this bulletin [View Full-Size Image](#)

**Corrugated-steel-web bridges** FIB - Féd. Int. du Béton, 2015 To date very little has been published on the topic of corrugated steel web bridges fib Bulletin 77 offers the global engineering community a first complete overview of this fascinating technology The shear capacity of corrugated steel web began to be studied in Japan in 1965 and resulted in the use of corrugated steel in steel girder webs as a replacement for web stiffeners After Japan laid the groundwork for the technology France built the first composite bridge with corrugated steel webs and upper and lower concrete slabs in the 1980s Composite bridges had already been popular in France but engineers found that concrete slab creep meant that prestressing force spread into the steel plates causing high losses Corrugated steel web which reduces axial stiffness was welcomed as a solution to this problem and several bridges were designed and built with this technology Building on France's composite technology Japan began developing corrugated web precast box girder bridges in the 1990s and today has over 140 corrugated web bridges by far the largest number for any country in the world Japanese engineers have come a long way in solving issues such as fatigue and ultimate load behaviour and have made good use of corrugated steel web's advantages for bridge building which include reduced self weight of approximately 15% compared with the weight of an ordinary

concrete box girder bridge economy and improved construction processes fib Bulletin 77 Corrugated steel web bridges covers numerous examples of bridges in Japan and France as well as an in depth case study and analysis of a large corrugated steel web bridge in Germany This publication offers designers proprietors contractors and architects alike relevant technical and theoretical information on construction processes along with ideas for future development **Birth Certificate and Through-Life Management Documentation** FIB - International Federation for Structural Concrete, 2020-06-01 While it is generally accepted by owners and users that vehicles such as airplanes or cars must be subjected to a pre defined maintenance plan during their lifetime this is less obvious in public opinion for engineering structures and buildings This may be related to the general feeling that moving objects should be more sensitive to aging and deterioration than structures anchored in ground This may also relate to the fact that detailed maintenance manuals which are considered obligatory by insurance companies are generally for aircraft boats and cars but not systematically for civil engineering structures except for iconic or major projects The performance based approach to the durability design and assessment of concrete structures is also becoming increasingly popular in the construction sector In recent years numerous studies have been carried out worldwide in order to better assess the expected properties related to the durability of concrete This has led to the standardization of test protocols but also to a better understanding of the main parameters impacting the overall durability of concrete Documentation related to durability indicators will then become increasingly necessary for the accurate implementation of a performance based approach that enables the promotion of sustainable materials Durability models have a strong need for relevant in field data feedback in order to define accurate inputs for modelling both during the design process gathered from previous projects and during the follow up process to allow for re calibration of inputs and re assessment of durability expectations by the models if judged necessary A framework for data collection was therefore considered extremely important by the fib Commission 8 Durability and is the objective of this fib Technical report Birth certificate and Through Life Management Documentation It is indeed very important to collect relevant data within a comprehensive and standardized format as now proposed by this fib Bulletin Thanks to its pre defined format compatible with the general fib framework Birth certificate and Through Life Management Documentation will definitively be useful to owners for the maintenance plan and intervention strategies of their assets This operational technical report will also be very useful for designers as it should encourage the collection of relevant information in databases to be used for future projects where a realistic assessment of expected properties is considered through largely similar concrete mix designs under given exposure conditions The Commission which deals with durability aspects hopes that this Bulletin will provide users a valuable tool and perspective on service life management issues

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