

ASSESSMENT AND FORECAST OF THE CULVERT'S PERFORMANCE WITHIN A ROAD INFRASTRUCTURE MANAGEMENT SYSTEM. LITERATURE REVIEW

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SUMMARY

During the 21st century, within road infrastructure management there is a strong enforcement on preserving assets and prevent roadway collapses. As a result, public agencies have to implement periodic inspections and asset condition assessments. As pavements and bridges also culverts management play a special role in roadway safety, because they prevent roadbed erosion. The scope of this investigation is the assessment and forecast of culverts performance regarding rating condition and network reliability forecast. In addition, it intends to analyze hazards influence in the culvert serviceability, modelling the hazards actions on the infrastructure.

In this paper, is performed the literature review of studies done during the past decade comparing advantages and limitations. Five main subjects are identified in the development of a culvert management system, since the inventory and inspection framework, to forecasting models and risk assessment. Moreover, it will determine the correlation between subjects and will find gaps for improvement.

Keywords: *Culverts management system, culverts inventory, culvert inspection, risk assessment, hazards influence.*

1. INTRODUCTION

The highways infrastructure deterioration became a major challenge in the 21st century for roadway's administration and researchers. An accurate management of periodic inspections and assets condition rating implementation could avoid failures and road collapses. All around the world, road conservation agencies implemented some routines for the assets inventory, inspection and life service estimation, with a special focus on pavement and bridges.

However, in the past decade agencies got more concerned about culverts because they let the water go through the roadbed preserving it from erosion and also, the failure of such construction may lead to the interruption of significant part of the road [1]. Factors such as poor asset management, ineffective maintenance practices or even inadequate inspection programs may result in a sudden failure of the deteriorated underground infrastructures. Deteriorated culverts and drainage structures requires the road conservation agencies to implement proper inventory and inspection programs [2].

Firstly, to make a culvert inventory it is mandatory to establish a database structure taking into account all the components and features that can provide information about the culverts operation and possible behavior during its life cycle. Having significant relevance in particular, the location and surrounding area information, section and material type, culvert age, and flow characteristics. The culvert's service life may differ from its design life, and it depends largely on the supporting soil, local environment and corrosive/abrasive properties

of the transported fluid and solids [3]. Adequate inspection and maintenance practices can improve culvert's serviceability mitigating premature failure or degradation progress.

The inspection type and schedule are dependent from the culvert's inventory, mainly culverts age, size, materials, and importance. Therefore, regarding the variety of culvert types and sizes in a highway drainage system, the condition rating is evaluate with different methods or tools. However, the final condition states mostly provide the same information on the network reliability.

In addition, culverts have to support and maintain structural integrity during hazardous occurrences, like floodings or downpours, so risk assessment of culvert performance should take into account the hazards effects in the condition rating attributed in the inspection and life service estimation. Accordingly, it is important to measure actual culverts resilience and forecast future behavior to determine possible unsafety scenarios of the infrastructure [4].

Therefore, the concept of Culvert Relevance can be inserted to correlate different aspects, characteristics and database information, and hierarchize culverts network in the roadway infrastructure. As a result, culverts have different grades of importance and different concerns during a flood or a downpour, and that will depend on:

- Hydrological aspects, like design peak flow, watershed dimension, flow type (road platform drainage or natural stream), etc.;
- Culvert condition state, including maintenance issues, culvert age and remaining estimated service life, structural performance and materials, etc.;
- Culvert geographic information, with special attention to location and surrounding area information, soil and cover material, etc.;
- Roadway service information, regarding traffic classification and characterization, traffic evolution, social and economic influence, etc.;

The objective of this paper is to review studies and strategies done in culverts management and assessment. It also aims to compare methods and identify their advantages and limitations, or improvement opportunities to the continuous enhancement of the infrastructure management systems.

2. SURVEY SEARCH STRATEGY

In order to achieve the main goal of this paper, firstly a search was done on the scientific databases using keywords directly related to the assessment of culverts performance and infrastructure management system, such as:

- Culverts management system;
- Culverts inspection;
- Culverts reliability;
- Risk assessment models;

Likewise, the hazards impact is considered in the asset management and forecast. Searching for studies that would correlate the occurrence of these events with culvert failure modes.

Hence, it is possible to identify the most important subjects related to the culvert's assessment, which are the inventory data (age, span, location, type, etc.) and featuring every component of the culvert (invert, end protection, embankment, etc.). In addition, it must also be considered the inspection schedule and criteria providing the culvert condition rating. Furthermore, the use of the condition rating and inventory data in the infrastructure risk assessment, forecasting maintenance, and culvert repair or replacement. Due the application of predictive deterioration models to estimate the life cycle [5].

Finally, the information was organized in table 1 resuming the concepts and results from previous studies selected besides the advantages and knowledge evolution. Also, are identified the gaps or development opportunities to improve culverts management system.

Table 1. Concept matrix of the research. Subjects and observations of the articles.

ARTICLES	OBSERVATIONS	
	ADVANTAGES	LIMITATIONS / OPPORTUNITIES
Fernando Delgado-Ramos et al., 2014	<p>Good organization for the culverts inventory and characterization, with well-defined stages.</p> <p>Possible to diagnose pathologies nature.</p> <p>Decision-making support with GIS optional maps.</p>	<p>Culvert identification should provide more information about the structure (length, slope, embankment, etc.)</p> <p>Pathologies location do not consider the cross-section or the affected extension.</p> <p>Decision-making support is incomplete without risk assessment or forecast of the culvert's performance</p>
Akvan Gajanayake et al., 2018	<p>Understand community led adaptation practices during a disaster induced road failure.</p> <p>Interview residents of a community after two flooding events and comparing different types of adaptation techniques with the literature review.</p>	<p>It is a sociological research based on qualitative data collected from the interviews and community capabilities.</p> <p>Road failure is not analyzed to understand the collapse mechanism or other issues that reduce the capability of infrastructure service.</p>
Yanqing Lian and Ben Chie Yen, 2003	<p>Comparison of 28 different methods for culvert's risk calculation.</p> <p>Analysis of the proper method to apply in each situation of culverts failure.</p> <p>Definition of culvert failure ("Logic tree").</p> <p>Consideration of failures related to hazards like floodings.</p>	<p>Focus only in failures caused by floodings.</p> <p>Does not consider structural failure or collapse.</p> <p>The analysis focus in the risk of rainfall overcome the culvert capacity, and doesn't consider other aspects that can be related with culvert failure or reliability.</p>
Mohammad Najafi and Deepak Bhattachar, 2010	<p>Proper culvert's inventory and data collection format, with well-defined modules of characterization.</p> <p>Inspection program and condition assessment framework.</p> <p>Field inspection to validate the culvert's assessment.</p>	<p>Pathologies location does not consider the cross-section or extension affected on invert and footing.</p> <p>Does not consider hazards occurrence for pathology diagnosis.</p> <p>Decision-making support is incomplete without risk assessment and predictive models.</p>
M. G. Ryumin and E.S. Shepitko, 2017	<p>Condition rating obtained by scoring every observed defect (Defect gradation system).</p> <p>Culverts forecast taking into account the relation between the culvert degradation, age and technical condition.</p> <p>Determination of the time to repair or inspect by the culvert degradation speed.</p>	<p>There isn't an inventory of the culvert's characteristics and design aspects including culvert components.</p> <p>Does not consider the defects location in the rating and condition assessment.</p> <p>Forecast does not indicate degradation increase due to hazards occurrence.</p>
Jay N. Meegoda et al, 2005	<p>Decision to inspect, repair, rehabilitate or replace culverts based in the condition state, culvert's size and age.</p> <p>Budget control and network-level decision to prioritize culverts maintenance, repair or replacement.</p>	<p>Forecast does not indicate the degradation increase due to hazards occurrence.</p>
J. N. Meegoda et al., 2017	<p>Development of the Drainage Information, analysis and Management System (DIAMS) are described.</p> <p>Budget control and network-level decision to prioritize drainage infrastructure maintenance, repair or replacement.</p>	<p>Forecast does not indicate the degradation increase due to hazards occurrence.</p>
J. N. Meegoda and Zhenting Zou, 2015	<p>Decision to inspect, repair, rehabilitate or replace culverts based in the condition state, culvert's size and age.</p> <p>Budget control and network-level decision to prioritize culverts maintenance, repair or replacement.</p>	<p>Forecast does not indicate the degradation increase due to hazards occurrence.</p>
Boriss Misnevs et al., 2015	<p>Assessment of natural factors that impact railway transportation.</p> <p>Risk assessment models for emergency situation.</p> <p>Algorithm of hazards and vulnerability analysis model of weather risks regarding railway transport.</p>	<p>The analysis and forecast of risk and vulnerability are applied to the transportation context and railway safety.</p> <p>Does not analyze hazards impact on the infrastructure deterioration or structural safety of the railway components.</p>
Ossama Salem et al., 2012	<p>Survey study about the use of culvert's condition assessment in various DOT's (Department of Transportation).</p> <p>Implementation of preliminary deterioration model to circular metal culverts based on the condition rating and repair needs evaluation.</p>	<p>There is not an inventory of the culvert's characteristics and design aspects including the culvert's components.</p> <p>Pathologies location does not consider the cross-section or extension affected on the invert and footing.</p> <p>Forecast does not indicate the degradation increase due to hazards occurrence.</p>

3. RESULTS AND DISCUSSION

The objective to implement a Culverts Management System (CMS) in a roadway or railway, as a life cycle estimation based on the present condition rating and taking into account the design information and location [6]. Moreover the risk assessment of the infrastructure during the remaining life service, with the possibility of hazards occurrence, that can influence transportation safety or induce the collapse [7].

Therefore, in table 1 is resumed the literature review with identification of five main subjects that are correlated in the development of the CMS, and outlined in figure 1:

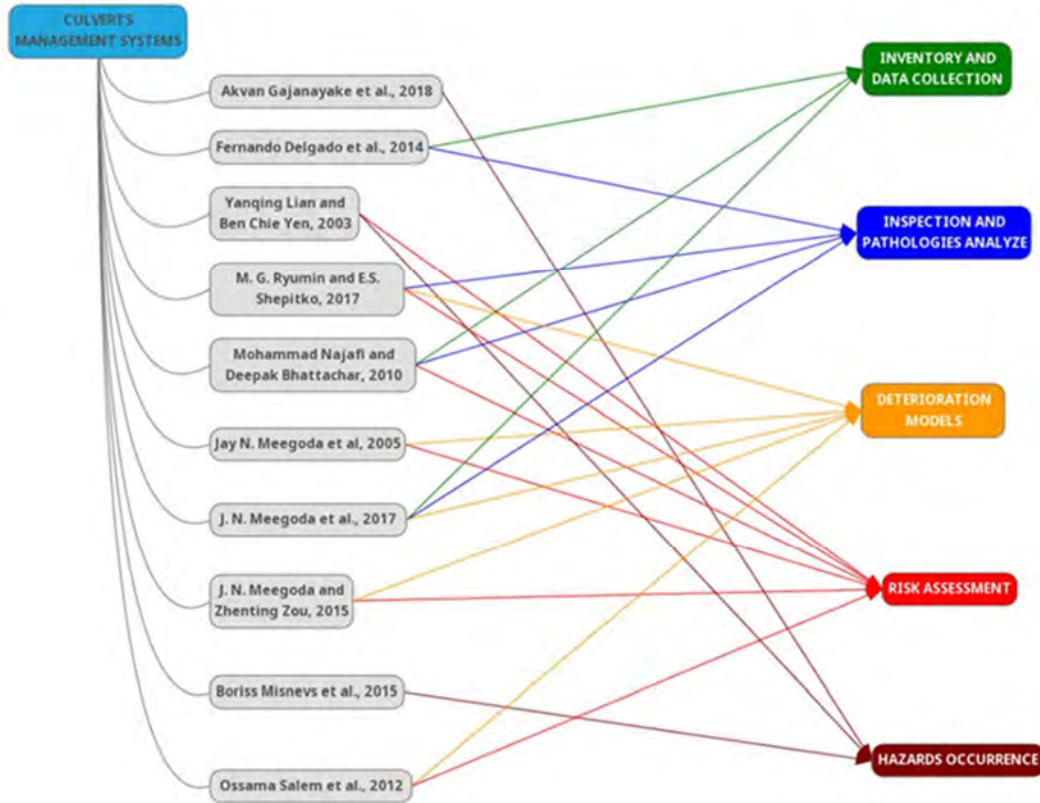


Fig. 1. Five main subjects in the CMS implementation. Relation regarding the literature review.

3.1. Inventory and Data collection

Regarding culverts characterization and design or location information. The scope is the construction of a database [8] containing general data (date of inventory, year built, inventory code, place code, etc.), structural data (shape, material, length, span, etc.), hydraulic information (design peak flow, drainage area, slope, etc.) and additional information related to the end treatments type and materials. Each culvert should have their own identification code, providing some information for the user, like explained at figure 2.



Fig. 2. Culvert code ID explanation – Relation between culvert geographic location and inventory code.

Likewise, culvert’s components and every specific information need to be organized and stored in the database, always related with the culvert code ID, supplying all the information needed to the data collection and culvert management. Figure 3 presented a proposal database structure.

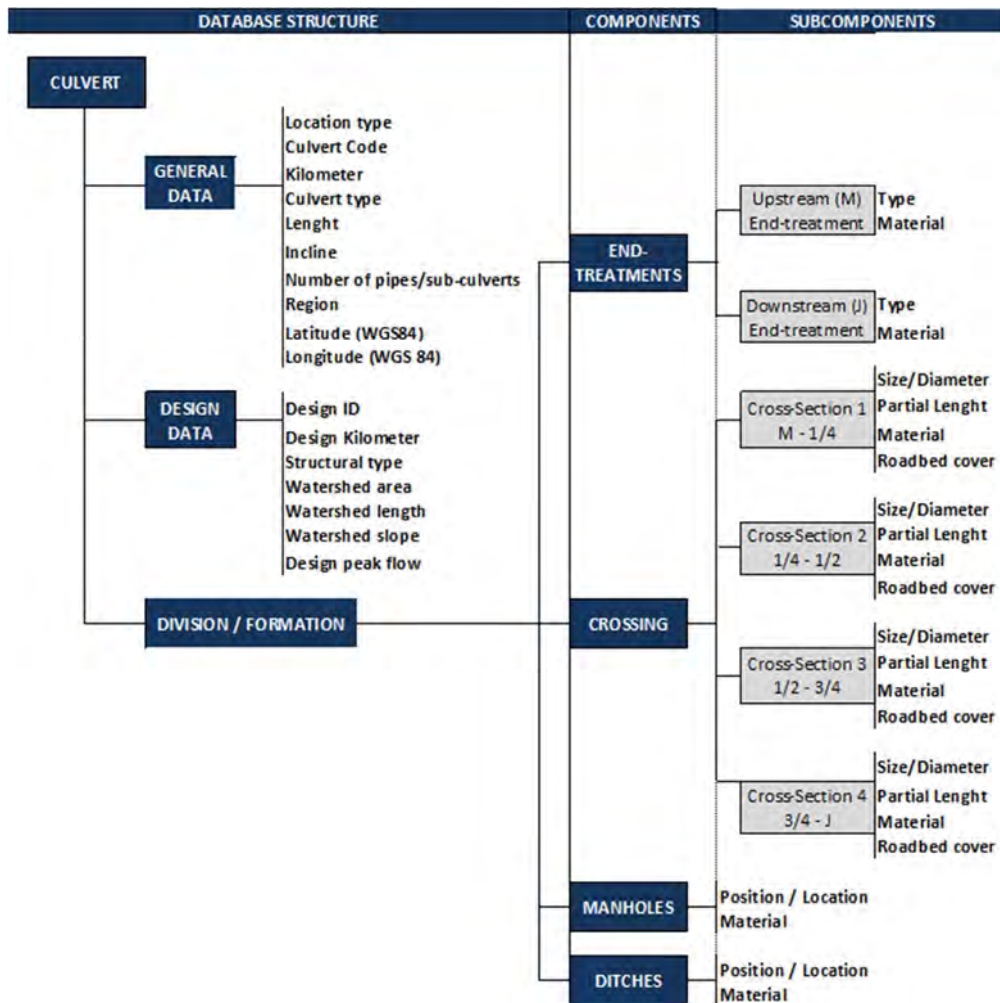


Fig. 3. Culverts database structure from a Portuguese Roadway Administration –Ascendi, S.A.

The database integrates two different types of data, divided into general and design data, with organized information obtained during the project inventory and information concerning the conception and construction of the roadway. In contrast, the culvert formation or division is established to organize information about field inventory, and so, culverts are separated in four different components, being two of them with subcomponents. For each component or subcomponent is mandatory to define their attributes, for example the type of end treatment and material applied. It is important to underline the crossing division into four subcomponents named “Cross-section” (figure 4), because enabling the measure and inventory of the roadbed cover for each cross-section along the crossing culvert, and therefore, embankment loads consideration. They also, have special importance in order to verify cross-sections impact in the road safety if some defects are identified during inspection program.

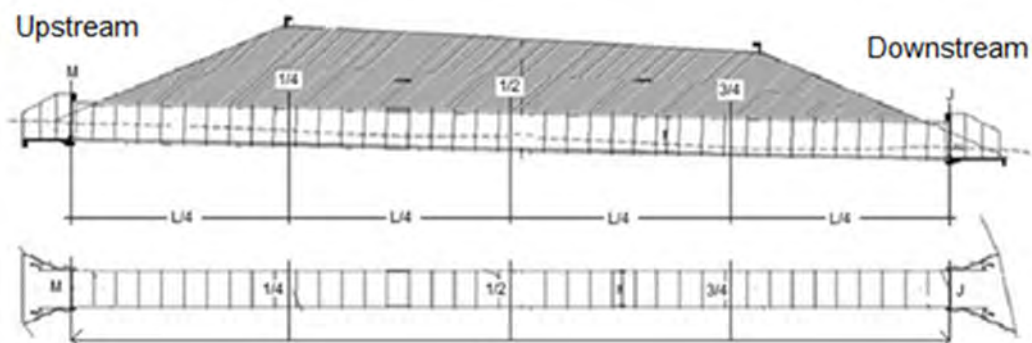


Fig. 4. Illustrative crossing culvert division.

3.2. Inspection and pathologies analyze

Implementation of the condition assessment framework based on field inspection reports from the experts. The various culvert components are inspected for defects through a condition rating system in order to obtain their performance score [2]. The condition rating defines all components with different weights considering the location and asset importance. For instance, considering figure 4 is possible to realize that the same pathology with the same extension, have different impacts if identifying in the cross-section 1 (M - ¼) then cross-section 2 (¼ – ½). On contrary, the same defect occurring in the downstream end treatment can be very acceptable and has no effect in the performance score.

The Culvert Management System (CMS) has to be applied to all roadway culverts independently of the type of culvert and size or inspection type (visual or video CCTV). So, it is important to define optimized conditions rating system transversal to both inspections and with the same performance score. During the literature review, the most common performance score has five levels, but with different interpretations. However, across Europe is more accepted the use of a five level score, where Level 1 is good condition and Level 5 the worst condition or imminent collapse.

Besides that, it is important to take into consideration different damage processes and they should be graded with regarding their nature, intensity, extent and location [9]. It is relevant to list defects that can be observed during the components inspection and relate to the materials and damage process, allowing the same interpretation of the degradation mechanisms and impact on the culvert.

Culvert’s performance score is important to define the inspection schedule and intervention or repair, depending on the action proposed to comply with quality control plans and restore the infrastructure’s safety and security. In table 2 is presented the correlation between the culvert’s performance score and the CMS quality control applied to highway administration.

Table 2. Proposal relation between Culverts Performance score and Quality Control Actions.

Performance Score	Description	Code	Condition and Action
1	Good	PI01	No significant defects
2	Sufficient	PI02	Minor defects, not urgent
3	Bad	PI03	Defects to be addressed with medium term repair (2 - 4 years)
4	Very bad	PI04	Severe defects requiring short term action (1 - 2 years)
5	Imminent Failure	PI05	Very severe defects and dangerous to users safety. Immediate intervention is required

3.3. Deterioration models and Risk Assessment

Stochastic and predictive models application to determine the culvert’s performance and reliability during the remaining life service and maintenance requirements. The deterioration models are function of culvert material once the degradation speed is distinct. More importantly, those models are function of culvert’s age and remain in the lifetime service. Therefore, in literature review are presented various methods for example the Culvert Degradation Speed using Fuzzy Logic [1] and the Culvert Deterioration Curve applying Weibull Model [10]. Culvert failure Probability is calculated, due to structural defects or insufficient capacity, depending of the performance score obtained by the damage processes analysis. Culverts can experiment different types of failure associated to the condition rating, loads and unpredicted events. The main purpose is to determine the associated risk to each asset and establish strategies to maintain transportation service and safety before collapses occurrence and accomplish quality control plans. It’s possible to use different methods by different teams analyzing different types of failures, by combining the results to determine the total risk [5].

3.4. Hazards Occurrence

Analyze reduction of the infrastructure serviceability during natural disasters. Culverts have an important role during disasters, mainly flooding and downpours, for that reason their vulnerability facing natural risks must be assessed [7]. The CMS framework, beyond the inventory, condition assess and deterioration modelling could be a complement for culverts forecast performance during flooding or downpours.

Complementary to the structural defects also hydrological capacity due to sudden events should be taking into account, regarding the erosive strength associated to downpours and load effect into embankment soil. Firstly, culverts hydraulic capacity and behavior in a flood scenario must be evaluated, using the design data of the culverts inventory, and inspection and maintenance information to the model. Secondly, the impact on road and traffic safety, the alternatives routes have to be on the equation, crossing geographic information with traffic data and socioeconomic aspects. Therefore, culvert resilience to natural disasters has to be measured and then forecast future behavior, and intersect these information with the risk assessment due to damage process. So in order to take into account the culvert exposure due to sudden events, we can define the parameter Culvert Relevance (R) function of culvert hydrological information, the condition state and reliability information, geographic data and culvert location, and also roadway service information and socioeconomic impacts that can be measured.

$$R_{\text{CULVERT}} = f(\text{HYDRO}, \text{CONDST}, \text{GEOGR}, \text{SERVIN})$$

The figure 5 presents all the proposed attributes to be considers on this approach, and correlation with inventory data and field information.

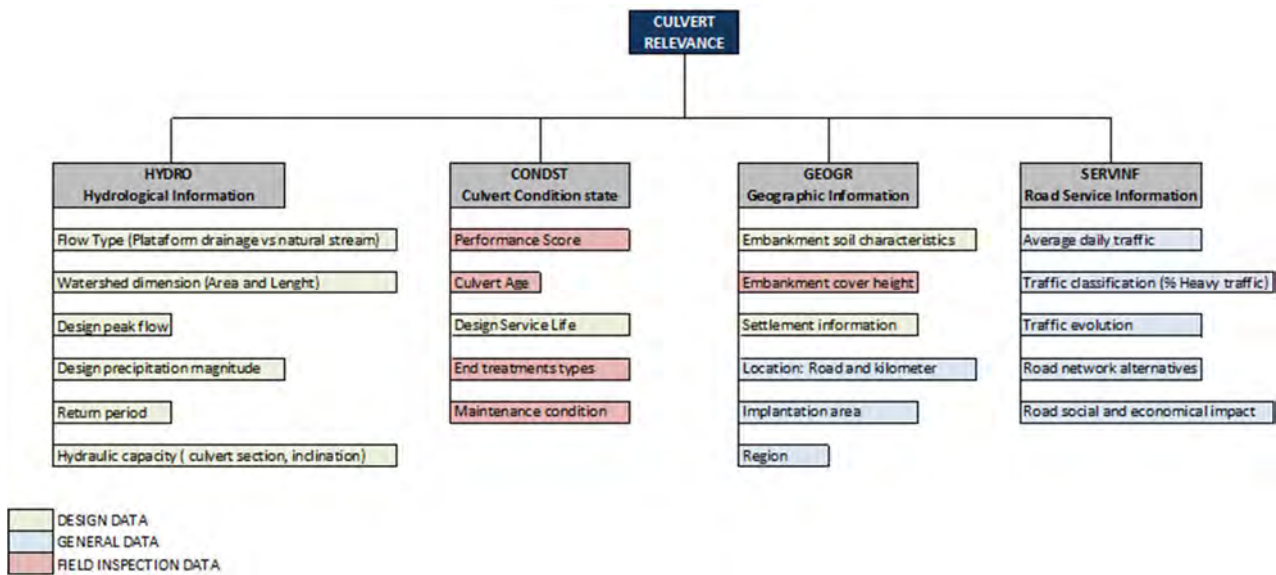


Fig. 5. “Logical tree” of parameter Culvert Relevance.

Hence, culvert relevance evaluation enables to hierarchize all culverts crossing the roadway, regarding all available information, and establish priorities for intervention and inspection. It also can provide important information about the actions and measures to apply during extreme rainstorms, minimizing impacts to users and infrastructure serviceability.

4. CONCLUSIONS

This paper made a literature review starting from a search about experimental and theoretical studies on culvert management systems and reliability. This analysis includes studies from a few countries and so it was possible to identify similar approaches to the subject. However, improvements in the culvert’s assessment and forecast are still needed. For instance in the USA, the DIAMS (Drainage Information, Analysis and Management System) development was a requirement for Phase II of the Governmental Accounting Standards Board, Statement No. 34 (GASB-34) [6]. Following this example, perhaps the performance standards definition for the public agencies could lead to the development of assessment frameworks enhancing the infrastructure

systems service level. These standards should take into account the culvert's age and lifetime service, but also the inventoried components, materials and design properties. All these factors affect the culvert's condition rate and reliability, therefore should be considered in the predictive models and performance forecast.

In a brief summary, it was possible to identify gaps or improvement opportunities in previous studies, with special focus on inspections, assessment framework and the hazards consequences in the culvert's serviceability. In spite of these facts, the correlation between culvert condition states and predictive deterioration due hazards occurrence has not been studied yet. In addition, inspection methodology should result from a rigorous pathology analysis, featuring the severity, extension and location around the cross-section. Measures are also important in order to provide quantitative data during the assessment, mainly due the span's deformations and cross-section variation.

To sum up, Culverts Management Systems (CMS) has five main subjects since the inventory up to the assessment and forecast. To improve the reliability of CMS it is relevant to develop a model that correlates hazards with culverts assessment, taking into account the culverts relevance in the infrastructure. Inducing adaptations in culverts inventory, inspection framework and schedule. For example, a detailed cross-section characterization enables to identify pathologies location and extension. In the same way, pathologies could be catalogued by nature, severity and evolution probability due to hazards. Therefore, culvert condition rating is determined correlating damages severity and extension in function of culvert's age and lifetime service. However, the system reliability evaluation, needs to be complemented with the culvert resilience during sudden events.

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Maciej Hildebrand, Marta Knawa-Hawryszków, Krzysztof Sadowski

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PREFACE

On behalf of the International Association for Bridge and Structural Engineering (IABSE) we have great pleasure to welcome at the IABSE Symposium “Synergy of Culture and Civil Engineering – History and Challenges” on October 7-9, 2020 (Wrocław, Poland). The IABSE Symposium is organised by the Polish Group of IABSE and Wrocław University of Science and Technology (WUST).

The main goal of the Symposium is the creation of a forum for debate on the development of bridge and structural engineering as part of worldwide culture, and on current challenges in this area. The Symposium will be an important international event for scientists, experts, designers, contractors and all those who are interested in problems of bridges and other civil engineering structures, including not only technical issues, but also their presence in everyday life and in culture. A special invitation goes out to our younger colleagues, the builders of the future, to join us. Those born in or after 1986, should take advantage of the “IABSE Young Engineers Programme”, including Young Engineers’ Contribution Award sponsored by the IABSE Fellows and the Organising Committee.

The Scientific Committee, chaired by Jan Bień, Chair of the Polish Group of IABSE, and the Organising Committee, chaired by Jan Biliszczuk and Paweł Hawryszków, Secretary of the Polish Group of IABSE, have prepared a very attractive and innovative event, including Keynote, Plenary and Parallel Sessions. It has accepted 163 papers for presentation on the Symposium themes: Civil Engineering Structures as Monuments of Culture and Technical Development; Condition Assessment of Contemporary and Historical Structures; Conservation, Upgrading and Management of Contemporary and Historical Structures as well as the Future of Civil Engineering Structures.

We would like to thank the Authors of the papers for their valuable contribution, all members of the Scientific Committee for preparing the technical programme of this Symposium, and also we present our gratitude to all members of the Organising Committee for arranging all Symposium activities.

We are sure it will be a very fruitful event and we look forward to building new friendships and enhance old ones.



Jan Bień

A handwritten signature in black ink, consisting of a stylized 'J' and 'B'.

*Chair
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Jan Biliszczuk

A handwritten signature in black ink, appearing to read 'Jan Biliszczuk'.

*Chair
Organising Committee*



Paweł Hawryszków

A handwritten signature in black ink, consisting of a stylized 'P' and 'H'.

*Executive Chair
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TABLE OF CONTENT

KEYNOTES

MANAGEMENT OF BRIDGE STRUCTURES – CHALLENGES AND POSSIBILITIES

J. Bień M. Salamak

Page 8

OUTSTANDING CIVIL ENGINEERING STRUCTURES BUILT IN POLAND

J. Biliszczyk P. Hawryszków R. Toczkiwicz K. Żółtowski

Page 32

CONDITION ASSESSMENT, MONITORING AND PRESERVATION OF SOME ICONIC CONCRETE STRUCTURES OF THE 20TH CENTURY

R. Ceravolo

Page 59

CHALLENGE FOR NEXT GENERATION OF CONCRETE BRIDGES, NON-METALLIC BRIDGE WITH ZERO CEMENT CONCRETE

A. Kasuga

Page 83

COMPOSITE DOWELS: THE WAY TO THE NEW FORMS OF STEEL-CONCRETE COMPOSITE STRUCTURES

W. Lorenc

Page 98

BRIDGE AESTHETICS – FUNCTIONAL AND STRUCTURAL NEEDS VERSUS ARCHITECTURAL IMAGINATION

W. Radomski

Page 139

BRIDGES IN THE WORLD HERITAGE LIST BETWEEN CULTURE AND TECHNICAL DEVELOPMENT

E. Siviero V. Martini

Page 157

TOWARDS SUSTAINABLE TIMBER CONSTRUCTION THROUGH THE APPLICATION OF WOOD-WOOD CONNECTIONS

Y. Weinand

Page 181

FORMER MASTER ENGINEERS

STEFAN BRYŁA – POLISH CREATOR OF THE FIRST WELDED
ROAD BRIDGES

J. Biliszczyk J. Hołowaty J. Rabięga

Page 201

THE SWISS GIOVANNI LOMBARDI IN THE HISTORY OF
CIVIL ENGINEERING OF XXI CENTURY

L. Ceriolo C. Zanini Barzaghi

Page 212

CIVIL ENGINEERING STRUCTURES AS MONUMENTS OF CULTURE AND TECHNICAL DEVELOPMENT

NOVEL STRUCTURAL ENGINEERING TECHNOLOGIES TO
SERVE HERITAGE BRIDGES

E. Brühwiler

Page 221

WHY AND HOW TO INTRODUCE THE TEACHING OF HISTORY
IN THE CURSUS STUDIORUM OF STRUCTURAL DISCIPLINES
IN ENGINEERING FACULTIES

L. Ceriolo

Page 229

CONTRIBUTION OF INNOVATIVE TECHNIQUES FOR CONDITION
ASSESSMENT OF HISTORICAL AND ICONIC STRUCTURES

B. Collin G. Camp P. Brouillac P. Carreaud H. Lançon

Page 237

REBIRTH OF STONE BRIDGE IN THE CULTURAL CONTEXT

N.K. Hong H.M. Koh S.G. Hong

Page 245

HISTORIC BRIDGE IN PLISZCZYŃSKA STREET IN LUBLIN

S. Karaś

Page 252

HISTORICAL CONDITIONINGS FORMING/SHAPING BRIDGES

A. Leniak-Tomczyk G. Łagoda

Page 260

COMBINING ART AND ENGINEERING – WARSAW’S OLDEST
ROAD VIADUCT

A. Marecki M. Mistewicz

Page 268

THE CULTURE-FORMING EFFECT OF A BRIDGE AS A SPATIAL-TEMPORAL
CULTURAL CODE.

T. Matuszewicz

Page 276

STRUCTURAL ASSESMENT OF EXISTING SUSPENSION BRIDGE
BETWEEN CAMEROON AND NIGERIA

M.B. Petri

Page 283

RICCARDO MORANDI AND HIS LEGACY IN THE REALIZATION
OF ITALIAN CONCRETE BRIDGES

E. Siviero M. Culatti A. Zanchettin

Page 291

AESTHETIC AND HISTORICAL ASPECTS OF REPAIRING
THE "PANCERA" FLYOVER IN WARSAW

W. Trochymiak K. Bucholc

Page 299

DEVELOPMENT OF CONCRETE BRIDGES IN THE CZECH
REPUBLIC

J. L. Vitek

Page 307

ARCHITECTURE AND PLANNING

THIS IS NOT (ONLY) A BRIDGE “CECI N’EST PAS (JUSTE)
UN PONT”

P.P. Arroyo Alba

Page 316

STRUCTURAL STAINLESS STEELS: PRESERVING THE PAST
AND CREATING TODAY’S LONG-LIFE ICONIC STRUCTURES

A.P. Backhouse S.H. Mameng

Page 324

PLANNING POST-EARTHQUAKE SURVEYS: ASSESSMENTS
AND RECONSTRUCTION OF SMALL HISTORICAL CENTRES

V. Croce D. Diamantidis M. Sýkora

Page 332

STADIA ROOFS, THE DEVELOPMENT OF GRAVITY STRESSED
CABLE NETS

T. Finlay F. McCormick M. Birchall

Page 340

CHANGEABLE FATE OF COVERED TRAM TRACK APPLICATIONS

I. Gisterek J. Makuch

Page 348

LINKING POLAND AND GERMANY – A NEW RAIL BRIDGE
OVER THE RIVER ODRA: THE KÜSTRIN-KIETZ CROSSING

B. Halaczek W. Strobl U. Kubenz B. Engel

Page 356

SYNERGY OF CULTURE AND CIVIL ENGINEERING – PROJECT
“BRIDGE BUILDERS” ORGANISED BY WROCŁAW EUROPEAN
CAPITAL OF CULTURE

P. Hawryszków K. Galik M. Bocian

Page 364

PARAMETRIC GREEN FOOTBRIDGES IN URBAN SPACE.
A NEW APPROACH TO DESIGN ENVIRONMENT- FRIENDLY
STRUCTURES

K. Januszkiewicz J. Gołębiowski

Page 372

INDOOR AIR QUALITY SIMULATION WITH REDUCED SCALE
MODELS FOR HOUSING BUILDINGS IN THE CITY OF LIMA,
PERU

M. Regalado E. Santa Maria

Page 380

**ASSESSING HISTORICAL STRUCTURES ALONG MASS RAPID
TRANSPORT CORRIDORS**

B. C. Roy V. Pawar

Page 390

**BELGRADE BRIDGES ACROSS SAVA RIVER AS MONUMENTS
OF TECHNICAL DEVELOPMENT IN BRIDGE ENGINEERING**

B. Stipanić

Page 397

ADVANCED TECHNOLOGIES IN CIVIL ENGINEERING

**SUBMERGED FLOATING TUNNELS - SENSITIVITY IN HIGH
CURRENTS**

J. Connell

Page 406

**DEMOLITION OF FATIGUED BRIDGES WITH MOVABLE SCAFFOLDING
SYSTEMS**

M. Däbritz

Page 414

**PROGNOSIS OF THE LONG-TERM BEHAVIOR NEW CANTILEVERED
BRIDGE IN WROCLAW**

C. Machelski P. Wanecki

Page 422

**THE SUBMERGED FLOATING TUBE BRIDGE: HISTORY OF
A NEW STRUCTURE**

A. Minoretti T. O. Olsen

Page 430

**GEOMETRICAL CONTROL IN SPAN BY SPAN CAST IN SITU
CONSTRUCTION OF BRIDGE DECKS**

P. Pacheco J. Soares A. Guerra A. Torres A. Coelho H. Coelho

Page 438

**AN INNOVATIVE DESIGN OF A LONG INTEGRAL BRIDGE
IN THE UK**

M. Sankaran P. Isidorou

Page 446

**BRIDGE OVER VISTULA RIVER IN CRACOW: THE FIRST
RAILWAY NETWORK ARCH BRIDGE USING COLD-BENT HD
SECTIONS AND COMPOSITE DOWELS**

R. Sęk K. Szewczyk B. Pilujski D. Sobala W. Lorenc M. Kożuch Page 454

**LIGHTWEIGHT STRUCTURES TECHNOLOGY FOR BRIDGES
SMALL AND LARGE – SHORT HISTORY AND NEW DEVELOPMENTS.**

I.G. Siotor Page 463

**THE POLISH EXPERIENCE IN FRP COMPOSITE BRIDGE
CONSTRUCTION**

T. Siwowski M. Kulpa M. Rajchel Page 471

**INNOVATIVE LIGHTWEIGHT FOOTBRIDGES IN COMPREHENSIVE
MATERIAL AND DYNAMIC ANALYSIS**

B. Stankiewicz W. Sredniawa Page 479

ASSESSMENT OF PRESTRESSED CONCRETE BRIDGES - CHALLENGES

*B. Täljsten B. Paulsson C. Popescu N. Bagge
R. Nilforoush M. Emborg Th. Blanksvärd G. Sas L. Elfgren* Page 487

DANUBE CROSSING WITHIN THE D4R7 PROJECT IN BRATISLAVA

W. Włodzimirski L. M.-T. López M. Smolnik J. Jarosz P. Łysiak Page 495

REALIZATION OF TIMBER VEHICLE BRIDGE IN KOREA

J. Yi N. K. Hong D. B. Kim C. K. Kim H. M. Koh W. Park Page 503

**OA666 IN LUXEMBOURG - HIGH STRENGTH STEEL FOR
A VERY SLENDER HIGHWAY DECK IN TIGHT CONSTRUCTION
SITE: A MODERN ANSWER TO A FUTURE TYPICAL PROBLEM**

R. Zanon D. Rademacher Page 511

CHALLENGES IN DIAGNOSTICS AND REHABILITATION OF STRUCTURES

ENGINEERING KNOWLEDGE IN ANCIENT PALMYRA

M. Barański Page 520

UNUSUAL COMPOSITION AND LOAD-CARRYING CAPACITY OF A 100-YEAR OLD EARLY AGE STEEL EXPOSITION HALL

V. Bogaert Page 528

FORENSIC ANALYSES OF CRACKING IN EXTERIOR WALL CONSTRUCTIONS

C. Chaudhry K. Burzynska Page 536

AFTER A GREAT FIRE. THE PROBLEM OF ROOF RECOVERY IN HISTORIC BUILDINGS

M. Doroz-Turek M. Barański Page 544

CONDITION ASSESSMENT OF AN HISTORICAL STRUCTURE: THE CNIT VAULT IN PARIS

B. Godart F. Schmidt J.J. Brioist J.P. Deveaud F. Dias Page 552

RISK FACTORS DURING UNDERPINNING OF HISTORIC STRUCTURES

J. Halpern J. Feuerborn J. Wu Page 560

STRUCTURAL VERSUS AESTHETICAL CONCERNS IN RECONSTRUCTION OF HISTORICAL MASONRY BUILDINGS

M. Hrasnica S. Medić Page 569

INSTALLATION OF BUDDHA STATUE - MONUMENT OF ENGINEERING & CULTURE

P.Y. Manjure Page 577

VIBRATION MONITORING OF AN EXISTING MASONRY BUILDING UNDER DEMOLITION

P. Martakis Y. Reuland V. Dertimanis E. Chatzi Page 585

INCREASING THE LIFETIME OF ENGINEERING STRUCTURES
THROUGH THE USE OF COMPOSITE LAGGINGS

E. Mieloszyk A. Milewska M. Abramski

Page 593

RC ROOF STRUCTURES FROM POST-WAR TIME

R. Ortlepp S. Ortlepp C. Beyer

Page 601

PRELIMINARY STUDY FOR THE RECONSTRUCTION OF THE
TOWER HELMET OF ST. LUKE'S CHURCH IN DRESDEN

R. Ortlepp

Page 609

EFFECT OF LOW RIBBING AND CONCRETE COVER THICKNESS
ON THE ANCHORAGE OF BARS IN EXISTING R.C. STRUCTURES

F. Palmisano M. Biasi R. Greco G.C. Marano

Page 617

THE HISTORIC OLYMPIC STADIUM IN HELSINKI OF 1938.
DEVELOPMENT OF HIGHLY DYNAMICALLY LOADED UPLIFT
BEARINGS FOR THE NEW MODERN STAND ROOFS INTEGRATE
INCONSPICUOUS IN THE MONUMENTAL PROTECTED FACADE

D. Wilming

Page 625

REBUILDING OF THE HISTORIC ST MARY'S CATHEDRAL
IN THE CAPITAL OF WESTERN AUSTRALIA
- SYNERGY OF HISTORY AND USABILITY OF STRUCTURE

A. Wysokowski

Page 633

NEW IDEAS AND MATERIALS

**THE DEFINITION OF DRIFT CAPACITY OF WALLS IN
THE SEISMIC ASSESSMENT OF MASONRY BUILDINGS**

M. L. Beconcini P. Croce P. Formichi F. Landi A. Immorali Page 642

**RECENT DEVELOPMENTS IN DESIGN METHODS FOR MASONRY
PILLAR STRUCTURES**

T. Cornelius Page 650

**COMBATING THE “SHOCK DOCTRINE” TO REPAIR HISTORICAL
HYDRAULIC STRUCTURES**

R.A. Daniel Page 658

**DEVELOPMENT OF NACELLE ASSEMBLY LIFTING SYSTEM
FOR SELF-ERECTING AND ON-SITE FABRICATED WIND
TOWER**

J. E. Jones J. R. Dydo V. L. Rhoades Page 666

**EXAMPLES OF BUILDINGS PROTECTION AGAINST VIBRATIONS
AS ELEMENT OF SUSTAINABILITY IN CIVIL ENGINEERING**

M. Knawa-Hawryszków Page 676

THE COHERENT CONCEPT OF THE LEVER ARM IN A CROSS-SECTION

W. Lorenc S. Balcerowiak J. Czajkowski J. Dobrzański Page 684

FRACTURE ENERGY OF CONCRETE FOR BRIDGE ASSESSMENT

*R. Nilforoush J. Nilimaa N. Bagge A. Puurula
U. Ohlsson M. Nilsson G. Sas L. Elfgren* Page 692

**ANCHORAGE CAPACITY AND PERFORMANCE IN PLAIN AND
STEEL-FIBRE-REINFORCED CONCRETE**

R. Nilforoush G. Pia M. Nilsson L. Elfgren Page 700

**EFFICIENT AND LOW INVASIVE STRENGTHENING OF EXISTING
CONCRETE STRUCTURES IN SHEAR**

N. Randl P. Harsányi Page 710

DAMAGE AND FAILURE MECHANISMS ASSOCIATED WITH
STRESS TRANSFER OF TEXTILE OVERLAP JOINTS IN
TEXTILE REINFORCED CONCRETE

E. Rossi N. Randl T. Mészöly P. Harsanyi Page 718

LATEST ACHIEVEMENTS IN CONCRETE STRUCTURES THREE-DIMENSIONAL
PRINTING

P. Ziótkowski M. Niedostatkiewicz Page 726

SEISMIC, DYNAMIC AND FATIGUE ISSUES IN CIVIL ENGINEERING

SUSPENSION STRING FUTURE STRUCTURE

E. Beivydas Page 733

DYNAMIC INVESTIGATIONS ON THE HEALTH STATE AND
SEISMIC VULNERABILITY OF MORANDI'S PAVILION V
OF TURIN EXHIBITION CENTER

R. Ceravolo G. Coletta E. Lenticchia D. Minervini A. Quattrone. Page 741

REPAIR PROJECT OF A VEHICULAR BRIDGE DAMAGED
DURING THE 2017 PUEBLA-MORELOS EARTHQUAKE: SEISMIC
EVALUATION

D. Cervantes H. Guerrero J.A. Escobar R. Gómez Page 749

DLMS FOR PEDESTRIAN VIBRATION CONTROL ON BRIDGES

J. Drobac I. Štimac Grandić A. Bjelanović Page 757

COMPARISON OF THE STRUCTURAL BEHAVIOUR BETWEEN
UNDER-DECK CABLE-STAYED AND UNDER-DECK SUSPENSION
FOOTBRIDGES UNDER PEDESTRIAN ACTION

K. Georgiadis A. M. Ruiz-Teran P. J. Stafford Page 765

SEISMIC ISOLATION PROTECTION SYSTEM FOR THE 1081-BED
ESKIŞEHİR CITY HOSPITAL IN TURKEY

P. Huber M. Bresler L. Paroli U. Kruzel Page 773

STUDY OF THE VOLODARSKY DRAWBRIDGE ISSUES

A. Lang N. Labutin L. Diachenko Page 781

VIBRATIONS OF FOOTBRIDGES CAUSED BY RUNNING PEOPLE <i>M. Pańtak</i>	Page 789
MODE I FATIGUE CRACK GROWTH TESTS ON PUDDLE IRON STRENGTHENED WITH CFRP PLATES <i>B. Pedrosa J. Correia G. Lesiuk C. Rebelo A. Jesus R. Calçada</i>	Page 797
PROBABILISTIC FIELDS OF FATIGUE CRACK GROWTH RATES OF PUDDLE IRON BASED ON HUFFMAN LOCAL APPROACH <i>B. Pedrosa J. Correia G. Lesiuk C. Rebelo P. Huffman A. Jesus</i>	Page 804
AMBIENT VIBRATION TESTS FOR MODAL CHARACTERIZATION OF AN EXISTING STEEL-CONCRETE COMPOSITE BRIDGE <i>C. Pellegrino M.A. Zanini F. Faleschini F. Andreose L. Mancassola M. Frizzarin</i>	Page 812
ON SUSPENSION BRIDGE FLUTTER ANALYSIS INCLUDING DRAG FORCE EFFECTS <i>G. Piana A. Carpinteri</i>	Page 820
FATIGUE ACCUMULATION COMPARISON OF SIMULATED TRAFFIC FLOW AND DESIGN LOADS IN REINFORCING STEEL OF R.C BRIDGES <i>M. Ranta K. Julku H. Lilja</i>	Page 828
HAMMERSMITH BRIDGE – INTEGRATION OF SITE TESTING AND NUMERICAL ANALYSIS <i>R. Rusev R. Foster T. Abbott</i>	Page 836
COMPARATIVE STUDY OF INTERNATIONAL MAJOR CODES FOR THE SEISMIC DESIGN OF BUILDINGS <i>S. Hampshire Santos C. Giarlelis J. Jara A. Lampropoulos D. Lo Presti S. Montens F. Sutcu T. Takeuchi M. Traikova H. Varum J. White S. Zmigrodzki J. Pinto A. Arai</i>	Page 844
SEISMIC RELIABILITY ANALYSIS OF A GRAVITY-DESIGNED TWO-SPAN OPEN-SPANDREL REINFORCED CONCRETE ARCH BRIDGE <i>M.A. Zanini K. Toska G. Feltrin S. Balbo L. Hofer C. Pellegrino</i>	Page 852

ANALYSES AND TESTING OF BRIDGES

EXTENDED VALIDATION FOR USING NONLINEAR FINITE
ELEMENT ANALYSIS FOR ASSESSING EXISTING CONCRETE
STRUCTURES

A. de Boer M.A.N. Hendriks Y. Yang

Page 861

AXIAL ROTATION OF STEEL TUBULAR ARCH SPRINGS
CONNECTED TO CONCRETE ABUTMENT

V. Bogaert

Page 869

IMPLICATION OF CLIMATE CHANGE ON CLIMATIC ACTIONS
ON STRUCTURES: THE UPDATE OF CLIMATIC LOAD MAPS

P. Croce P. Formichi F. Landi

Page 877

BEHAVIOUR ASSESSMENT OF BRIDGES CONSIDERING THE
EFFECT OF THE PROGRESSIVE SCOUR AND FILL OVER
TIME

D. Flores Vidriales R. Gómez Martínez D. Tolentino López

Page 885

ADDITIONAL EFFECTS FROM TRANSFORMING OPEN BRIDGE
CROSS SECTION TO SEMI-CLOSED

St. Ivanov V. Vestman P. Collin

Page 893

STRUCTURAL PERFORMANCE OF A MEDIEVAL STONE MASONRY
ARCH BRIDGE

*D.V. Oliveira R. Allahvirdizadeh A. Sánchez B. Riveiro
N. Mendes R.A. Silva F. Fernandes*

Page 901

STRENGTHENING OF SLAB BRIDGES WITH TOP CONCRETE
LAYERS

M.-P. Pflieger M. Vill

Page 909

INFLUENCE OF A HOT ASPHALT MIXTURE ON THE STRESSES
IN THE POST-TENSIONED BOX GIRDER

M. Pustelnik J. Biliszczuk

Page 917

STEEL BRIDGE MEMBER RESISTANCE: EN1993-2 COMPARED
TO AASHTO (USA)

S. Rhodes B. Donoghue P. Icke

Page 926

ANALYSIS OF THE “PONTE DO ARCO” STONE MASONRY
ARCH BRIDGE

A. Rocco D.V. Oliveira E. Garbin F.M. Fernandes

Page 934

RESEARCH ON BRIDGE ELEMENTS MADE OF LIGHTWEIGHT
CONCRETE REINFORCED WITH GFRP REBARS

A. Wiater B. Piątek T. Siwowski

Page 942

BIM IN CIVIL ENGINEERING

IS BUILDING INFORMATION MODELLING A DISRUPTIVE
INNOVATION?

V. Boros

Page 951

INTEROPERABILITY OF CIVIL ENGINEERING BIM MODELS
WITH VIRTUAL REALITY TOOLS

F. Calderón de Diego R. Hindi J.A. Lozano Galant

Page 959

AN INTEGRATED BIM METHODOLOGY FOR THE SEISMIC
ASSESSMENT OF MASONRY BUILDINGS

P. Croce F. Landi M. Martino B. Puccini

Page 967

BIM BASIC WORKFLOWS IN BRIDGE DESIGN – CHALLENGES
AND DIFFICULTIES

Ł. Grobelny W. Trochymiak I. Czmocho

Page 975

OPEN BIM APPROACH FOR EFFICIENT SERIAL BRIDGE
MODELING

B. Will P.C. Max A. Brommer G. Deinl G. Strekelj V. Samec J. Stampller

Page 983

BRIDGE CONDITION ASSESSMENT, MAINTENANCE AND MANAGEMENT

CONCRETE-FILLED FRP TUBULAR MEMBERS IN MARINE AND BRIDGE STRUCTURES

M. Abramski

Page 992

POSSIBLE APPLICATION OF FRP BRIDGES IN RENOVATION AND REPLACEMENT TASK OF RIJKSWATERSTAAT

J. de Boon D. Schaafsma J. van der Heide

Page 1000

EVALUATION CRITERIA APPLIED IN BRIDGE INFRASTRUCTURE MAINTENANCE IN POLAND AND SELECTED COUNTRIES OF THE WORLD

K. Bucholc W. Trochymiak

Page 1008

MECHANISMS OF DEFECTS FORMATION OF WATERPROOFING MEMBRANES ON CONCRETE BRIDGE DECKS

B. Chmielewska G. Adamczewski

Page 1016

REPAIR OF HIGH SILICON STEEL RAILWAY BRIDGES

J. Hołowaty

Page 1024

STRUCTURAL REINFORCEMENT FOR HANGERS AND MAIN CABLE OF BOSPHORUS BRIDGE

T. Idani M. Sugimura

Page 1032

THE COLLAPSE OF THE MORANDI'S BRIDGE: REMARKS ABOUT FATIGUE AND CORROSION

S. Invernizzi F. Montagnoli A. Carpinteri

Page 1040

EXPERIMENTAL INVESTIGATION AND FEM ANALYSIS OF A COMPOSITE STEEL-CONCRETE BRIDGE SUPERSTRUCTURE WITH PARTIALLY ENCASED STEEL PROFILES

A. Jiponov L. Georgiev

Page 1048

CORROSION PROTECTION OF STEEL BRIDGES WITH THERMAL SPRAY ZINC DUPLEX COATINGS – 50 YEARS EXPERIENCES

O.Ø. Knudsen M. van Leeuwen M. Gagné H. Matre

Page 1055

RESISTANCE MODELS FOR SEMI-PROBABILISTIC ASSESSMENT
OF HISTORIC STEEL BRIDGES

R. Lenner P. Ryjacek M. Sykora

Page 1061

ADDRESSING ALL OF SOCIETY'S NEEDS IN THE SELECTION
AND USE OF KEY BRIDGE COMPONENTS

N. Meng G. Moor M. Fanselow

Page 1069

MONITORING-BASED RELIABILITY ASSESSMENT
OF A STEEL ARCH BRIDGE

H. Onysyk

Page 1077

REHABILITATION OF THE EXISTING 4 SPAN CONTINUOUS
GIRDER BRIDGE USING PRESTRESSING TECHNIQUE

R. Pejovic J. Pejovic N. Serdar

Page 1085

UPGRADING OF EXISTING BRIDGES WITH CFRP PRESTRESSING
SYSTEM – RECENT POLISH EXPERIENCE

B. Piątek P. Siwowska T. Siwowski

Page 1093

A COMPARISON BETWEEN LASER SCANNING, PHOTOGRAMMETRY
AND INFRARED SCANNING TO CREATE 3D DIGITAL MODELS
OF EXISTING CONCRETE BRIDGES

C. Popescu B. Täljsten T. Blanksvärd L. Elfgrén

Page 1101

DEGRADATION OF THE LONG-TERM OPERATED METALLIC
BRIDGE MATERIALS AND ITS REHABILITATION USING
COMPOSITE STRUCTURES

J. Rąbiega G. Lesiuk W. Wiśniewski

Page 1109

ADVANCED BRIDGE SOLUTIONS WITH LOW LIFE-CYCLE
COSTS

D. Rademacher A. Barceló O. Hechler

Page 1117

LONG-TERM MOVEMENT BEHAVIOUR OF BRIDGE BEARINGS
AND EXPANSION JOINTS FROM SHM DATA

T. Richli A. Chrysovergis N. Meng M. Treacy

Page 1125

THE ULTIMATE LOAD TEST OF THE HISTORICAL RIVETED
ROAD BRIDGE

P. Ryjáček V. Stančík J. Braun P. Jašek Page 1133

DETECTION OF SPARSE DAMAGES IN PLATES

*N. Sabourova I. Duvnjak N. Grip D. Damjanović
Y. Tu C. Popescu U. Ohlsson L. Elfgren* Page 1141

UPGRADING POTENTIALS OF FOUNDING EPOCH HOUSES
FOR HEAT WAVES INTENSIFIED BY CLIMATE CHANGE

C. Schünemann D. Schiela R. Ortlepp Page 1149

ASSESSMENT AND FORECAST OF THE CULVERT'S PERFORMANCE
WITHIN A ROAD INFRASTRUCTURE MANAGEMENT SYSTEM.
LITERATURE REVIEW

F. Sousa J. Matos A. Camões Page 1157

APPLICATION OF NEW TECHNOLOGY FOR REPLACEMENT
OF DETERIORATED CONCRETE SLAB

H. Suzuki D. Hashidume Y. Nakayama T. Ichinomiya Page 1165

ENHANCING OF BRIDGE MANAGEMENT GIVEN FAILURES
DATA

A. Syrkov A. Sizikov Page 1173

BRIDGEDECK PRESERVATION. WHERE DO WE COME FROM
AND WHERE DO WE GO?

D. Uebelhoer Page 1181

EVALUATION OF LOAD CAPACITY AND DURABILITY BEARING
STRUCTURES OF BRIDGES SUPERSTRUCTURES DUE TO
WEAR

A. I. Vasiliev Page 1189

PONIATOWSKI BRIDGE & VIADUCT IN WARSAW – SAFETY
OF PEOPLE AND STRUCTURE VERSUS CONSERVATION REQUIREMENT

H. Zobel T. Al.-Khafaji W. Karwowski P. Mossakowski M. Wróbel Page 1197

HISTORIC LATTICE ARCH BRIDGE,
SEARCHING FOR REHABILITATION METHODS

K. Żółtowski

Page 1203

RECONSTRUCTION AND RESTORATION OF THE UPPER BRIDGE
IN NIN

I. Štimac Grandić D. Grandić P. Šćulac L. Matešić P. Krolo

Page 1210

LIST OF AUTHORS

Abbott T.	Page: 836	Brouillac P.	Page: 237
Abramski M.	Pages: 593; 992	Brühwiler E.	Page: 221
Adamczewski G.	Page: 1016	Bucholc K.	Pages: 299; 1008
Al.-Khafaji T.	Page: 1197	Burzynska K.	Page: 536
Allahvirdizadeh R.	Page: 901		
Andreose F.	Page: 812	Calderón deDiego F.	Page: 959
Arai A.	Page: 844	Calçada R.	Page: 797
ArroyoAlba P.P.	Page: 316	Camp G.	Page: 237
		Camões A.	Page: 1157
Backhouse A.P.	Page: 324	Carpinteri A.	Pages: 820; 1040
Bagge N.	Pages: 487; 692	Carreaud P.	Page: 237
Balbo S.	Page: 852	Ceravolo R.	Pages: 59; 741
Balcerowiak S.	Page: 684	Ceriolo L.	Pages: 212; 229
Barański M.	Pages: 520; 544	Cervantes D.	Page: 749
Barceló A.	Page: 1117	Chatzi E.	Page: 585
Beconcini L. M.	Page: 642	Chaudhry C.	Page: 536
Beivydas E.	Page: 733	Chmielewska B.	Page: 1016
Beyer C.	Page: 601	Chrysovergis A.	Page: 1125
Biasi M.	Page: 617	Coelho A.	Pages: 438; 438
Bień J.	Page: 8	Coletta G.	Page: 741
Biliszczyk J.	Pages: 32; 201; 917	Collin B.	Pages: 237; 893
Birchall M.	Page: 340	Connell J.	Page: 406
Bjelanović A.	Page: 757	Cornelius T.	Page: 650
Blanksvärd Th.	Pages: 487; 1101	Correia J.	Pages: 797; 804
Bocian M.	Page: 364	Croce V.	Pages: 332; 642; 877; 967
Bogaert V.	Pages: 528; 869	Culatti M.	Page: 291
Boros V.	Page: 951	Czajkowski J.	Page: 684
Braun J.	Page: 1133	Czmoch I.	Page: 975
Bresler M.	Page: 773		
Brioist J.J.	Page: 552	Damjanović D.	Page: 1141
Brommer A.	Page: 983	Daniel R.A.	Page: 658

IABSE Symposium
 October 7-9, 2020
Synergy of Culture and Civil Engineering – History and Challenges

Däbritz M.	Page: 414	Gisterec I.	Page: 348
De Boer A.	Page: 861	Godart B.	Page: 552
De Boon J.	Page: 1000	Gołębiewski J.	Page: 372
Deinl G.	Page: 983	Grandić D.	Page: 1210
Dertimanis V.	Page: 585	Greco R.	Page: 617
Deveaud J.P.	Page: 552	Grip N.	Page: 1141
Diachenko L.	Page: 781	Grobelny Ł.	Page: 975
Diamantidis D.	Page: 332	Guerra A.	Page: 438
Dias F.	Page: 552	Guerrerro H.	Page: 749
Dobrzański J.	Page: 684	Gómez Martínez R.	Pages: 749; 885
Donoghue B.	Page: 926		
Doroz-Turek M.	Page: 544	Halaczek B.	Page: 356
Drobac J.	Page: 757	Halpern J.	Page: 560
Duvnjak I.	Page: 1141	Hampshire Santos S.	Page: 844
Dydo R. J.	Page: 666	Harsányi P.	Pages: 710; 718
		Hashidume D.	Pages: 1165
Elfgrén L.	Pages: 487; 692; 700; 1101	Hawryszków P.	Pages: 32; 364
Emborg M.	Page: 487	Hechler O.	Page: 1117
Engel B.	Page: 356	Hendriks M.A.N.	Page: 861
Escobar J.A.	Page: 749	Hindi R.	Page: 959
		Hofer L.	Page: 852
Faleschini F.	Page: 812	Hong N.K.	Pages: 245; 245; 503
Fanselow M.	Page: 1069	Hołowaty J.	Pages: 201; 1024
Feltrin G.	Page: 852	Hrasnica M.	Page: 569
Fernandes F.	Pages: 901; 934	Huber P.	Page: 773
Feuerborn J.	Page: 560	Huffman P.	Page: 804
Finlay T.	Page: 340		
Flores Vidriales D.	Page: 885	Ichinomiya T.	Page: 1165
Formichi P.	Pages: 642; 877	Icke P.	Page: 926
Foster R.	Page: 836	Idani T.	Page: 1032
Frizzarin M.	Page: 812	Immorali A.	Page: 642
		Invernizzi S.	Page: 1040
Gagné M.	Page: 1055	Isidorou P.	Page: 446
Galik K.	Page: 364	Ivanov St.	Page: 893
Garbin E.	Page: 934		
Georgiadis K.	Page: 765	Januszkiewicz K.	Page: 372
Georgiev L.	Page: 1048	Jara J.	Page: 844
Giarlelis C.	Page: 844	Jarosz J.	Page: 495

IABSE Symposium
 October 7-9, 2020
Synergy of Culture and Civil Engineering – History and Challenges

Jašek P.	Page: 1133	Machelski C.	Page: 422
Jesus A.	Pages: 797; 804	Makuch J.	Page: 348
Jiponov A.	Page: 1048	Mameng S.H.	Page: 324
Jones E. J.	Page: 666	Mancassola L.	Page: 812
Julku K.	Page: 828	Manjure P.Y.	Page: 577
		Marano G.C.	Page: 617
Karaś S.	Page: 252	Marecki A.	Page: 268
Karwowski W.	Page: 1197	Martakis P.	Page: 585
Kasuga A.	Page: 83	Martini V.	Page: 157
Kim B. D.	Pages: 503; 503	Martino M.	Page: 967
Knawa-Hawryszków M.	Page: 676	Matešić L.	Page: 1210
Knudsen O.Ø.	Page: 1055	Matos J.	Page: 1157
Koh H.M.	Pages: 245; 503	Matre H.	Page: 1055
Kożuch M.	Page: 454	Matusiewicz T.	Page: 276
Krolo P.	Page: 1210	Max P.C.	Page: 983
Kruzel U.	Page: 773	McCormick F.	Page: 340
Kubenz U.	Page: 356	Medić S.	Page: 569
Kulpa M.	Page: 471	Mendes N.	Page: 901
		Meng N.	Pages: 1069; 1125
Labutin N.	Page: 781	Mészöly T.	Page: 718
Lampropoulos A.	Page: 844	Mieloszyk E.	Page: 593
Landi F.	Pages: 642; 877; 967	Milewska A.	Page: 593
Lang A.	Page: 781	Minervini D.	Page: 741
Lançon H.	Page: 237	Minoretti A.	Page: 430
Leniak-Tomczyk A.	Page: 260	Mistewicz M.	Page: 268
Lenner R.	Page: 1061	Montagnoli F.	Page: 1040
Lenticchia E.	Page: 741	Montens S.	Page: 844
Lesiuk G.	Pages: 797; 804; 1109	Moor G.	Page: 1069
Lilja H.	Page: 828	Mossakowski P.	Page: 1197
Lo Presti D.	Page: 844		
Lorenc W.	Pages: 98; 454; 684	Nakayama Y.	Page: 1165
Lozano Galant J.A.	Page: 959	Niedostatkiewicz M.	Page: 726
López M.-T. L.	Page: 495	Nilforoush R.	Pages: 487; 692; 700
		Nilimaa J.	Page: 692
Łagoda G.	Page: 260	Nilsson M.	Pages: 692; 700
Łysiak P.	Page: 495		

IABSE Symposium
 October 7-9, 2020
Synergy of Culture and Civil Engineering – History and Challenges

Ohlsson U.	Pages: 692; 1141	Rebelo C.	Pages: 797; 804
Oliveira D.V.	Pages: 901; 934	Regalado M.	Page: 380
Olsen O. T.	Page: 430	Reuland Y.	Page: 585
Onysyk H.	Page: 1077	Rhoades L. V.	Page: 666
Ortlepp R.	Pages: 601; 609 ; 1149	Rhodes S.	Page: 926
Ortlepp S.	Page: 601	Richli T.	Page: 1125
		Riveiro B.	Page: 901
Pacheco P.	Page: 438	Rocco A.	Page: 934
Palmisano F.	Page: 617	Rossi E.	Page: 718
Park W.	Page: 503	Roy C. B.	Page: 390
Paroli L.	Page: 773	Ruiz-Teran M. A.	Page: 765
Paulsson B.	Page: 487	Rusev R.	Page: 836
Pawar V.	Page: 390	Ryjáček P.	Pages: 1061; 1133
Pańtak M.	Page: 789		
Pedrosa B.	Pages: 797; 804	Sabourova N.	Page: 1141
Pejovic R.	Pages: 1085; 1085	Salamak M.	Page: 8
Pellegrino C.	Pages: 812; 852	Samec V.	Page: 983
Petri M.B.	Page: 283	Sankaran M.	Page: 446
Pfleger M.-P.	Page: 909	Santa Maria E.	Page: 380
Pia G.	Page: 700	Sánchez A.	Page: 901
Piątek B.	Pages: 942; 1093	Sas G.	Pages: 487; 692
Piana G.	Page: 820	Schaafsma D.	Page: 1000
Pilujski B.	Page: 454	Schiela D.	Page: 1149
Pinto J.	Page: 844	Schmidt F.	Page: 552
Popescu C.	Pages: 487; 1101; 1141	Schünemann C.	Page: 1149
Puccini B.	Page: 967	Serdar N.	Page: 1085
Pustelnik M.	Page: 917	Silva R.A.	Page: 901
Puurula A.	Page: 692	Siotor I.G.	Page: 463
		Siviero E.	Pages: 157; 291
Quattrone. A.	Page: 741	Siwowska P.	Page: 1093
		Siwowski T.	Pages: 471; 942; 1093
Rabiega J.	Pages: 201; 1109	Sizikov A.	Page: 1173
Rademacher D.	Pages: 511; 1117	Smolnik M.	Page: 495
Radomski W.	Page: 139	Soares J.	Page: 438
Rajchel M.	Page: 471	Sobala D.	Page: 454
Randl N.	Pages: 710; 718	Sousa F.	Page: 1157
Ranta M.	Page: 828		

IABSE Symposium
October 7-9, 2020
Synergy of Culture and Civil Engineering – History and Challenges

Stafford J. P.	Page: 765	Vill M.	Page: 909
Stampler J.	Page: 983	Vítek L. J.	Page: 307
Stankiewicz B.	Page: 479		
Stančík V.	Page: 1133	Wanecki P.	Page: 422
Stipanić B.	Page: 397	Weinand Y.	Page: 181
Strekelj G.	Page: 983	White J.	Page: 844
Strobl W.	Page: 356	Wiater A.	Page: 942
Sugimura M.	Page: 1032	Will B.	Page: 983
Sutcu F.	Page: 844	Wilming D.	Page: 625
Suzuki H.	Page: 1165	Wiśniewski W.	Page: 1109
Syrkov A.	Page: 1173	Wróbel M.	Page: 1197
Szewczyk K.	Page: 454	Wu J.	Page: 560
Sýkora M.	Pages: 332; 1173	Wysokowski A.	Page: 633
Sęk R.	Page: 454	Włodzimirski W.	Page: 495
Średniawa W.	Page: 479	Yang Y.	Page: 861
		Yi J.	Page: 503
Štimac Grandić I.	Pages: 757; 1210		
Šćulac P.	Page: 1210	Zanchettin A.	Page: 291
		Zanini M.A.	Pages: 812; 852
Takeuchi T.	Page: 844	Zanini Barzaghi C.	Page: 212
Täljsten B.	Pages: 487; 1101	Zanon R.	Page: 511
Toczkievicz R.	Page: 32	Ziółkowski P.	Page: 726
Tolentino López D.	Page: 885	Zobel H.	Page: 1197
Torres A.	Page: 438		
Toska K.	Page: 852	Żóltowski K.	Pages: 32; 1203
Traikova M.	Page: 844	Żmigrodzki S.	Page: 844
Treacy M.	Page: 1125		
Trochymiak W.	Pages: 299; 975; 1008		
Tu Y.	Page: 1141		
Uebelhoer D.	Page: 1181		
Van Der Heide J.	Page: 1000		
Van Leeuwen M.	Page: 1055		
Varum H.	Page: 844		
Vasiliev I. A.	Page: 1189		
Vestman V.	Page: 893		

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