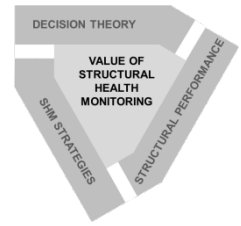


# Smart Structures for Smart Maintenance

Lessons learned from ongoing monitor initiatives

W.M.G. Courage, A.J. Bigaj-van Vliet, W.H.A. Peelen & G.T. Luiten (TNO)  
R. Drieman (Fugro GeoServices)  
The Netherlands



## Introduction

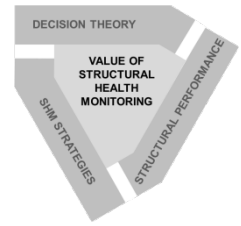
### SBRCURnet:

Dutch association with partners from building industry  
Initiating research topics, stimulate innovations,  
develop guidelines, disseminate knowledge

Committee 1992: study with respect to:

## How can monitoring be applied and promoted in construction and maintenance

With participation of TNO, Delft University, governmental parties,  
municipalities, building and consulting industry

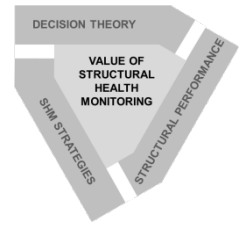


## Scheme

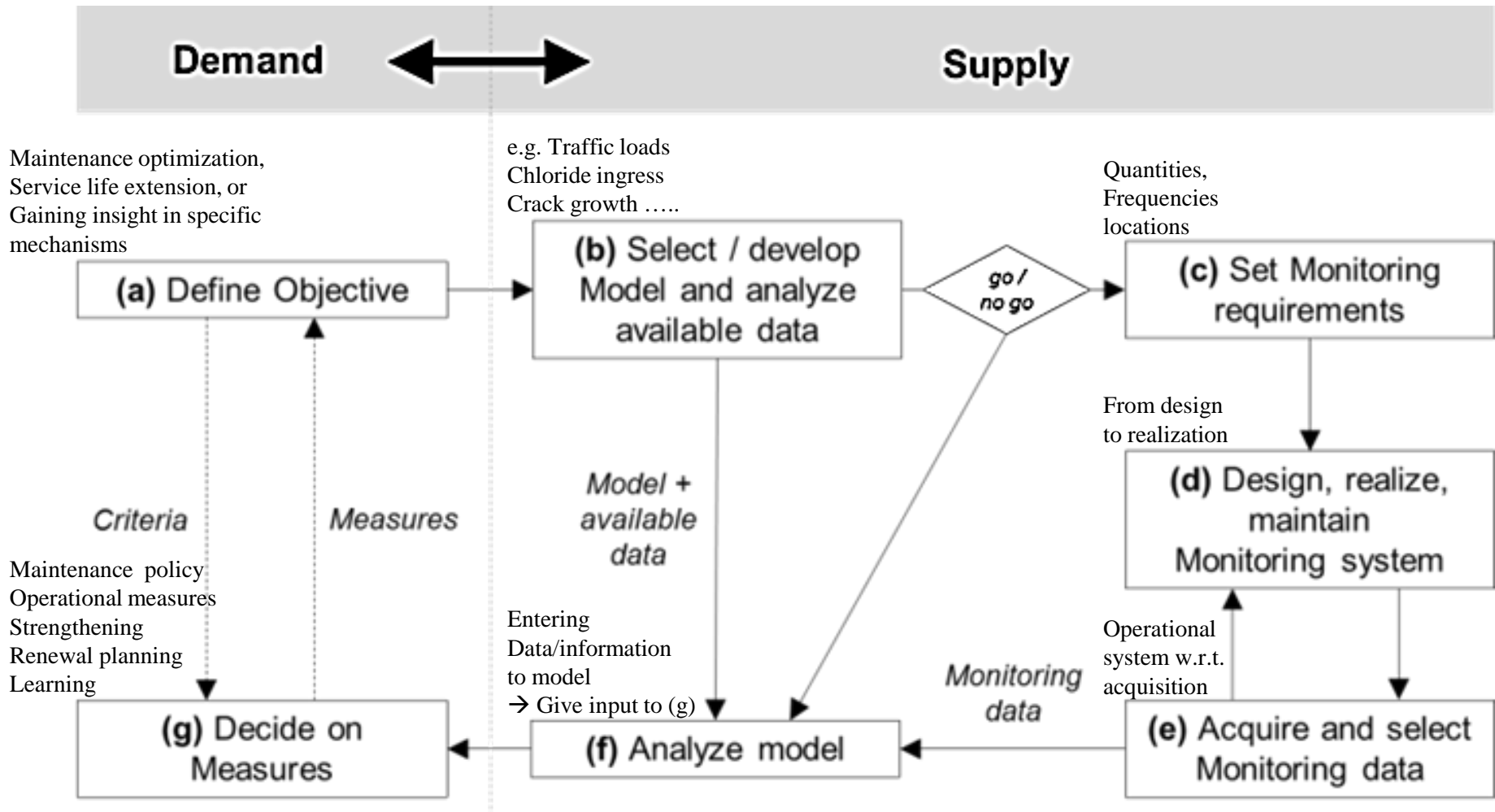
Evaluate ongoing monitoring projects:

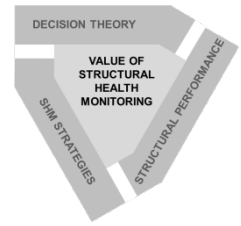
success / no success, opportunities / threats, and, and .....  
why ?  
lessons learned?

How to evaluate?



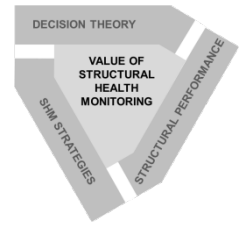
## Scheme





## Scheme

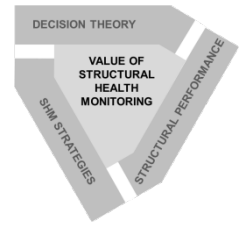
- **Interests/needs (owner/user objective)** – including reflection on the higher-level (societal/economic).
- **Opportunities and threats** – efficiencies/successes found enabling upscaling SHM?  
factors may hindering large scale application of SHM?
- **Time horizon** – e.g. temporary, indefinitely?)
- **Cost-benefit** – qualitative and quantitative incl. (initial) single costs/benefits versus upscaling,
- **Data management** – readiness of organisation to deal with data management; coupling to existing information
- **Technology Readiness Level (TRL)** –to what extent the system is technically ready for repeated or organization-wide application



## Results



Objective: maintenance optimization

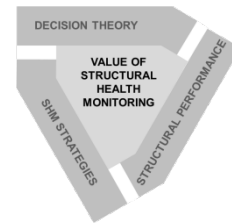
Project	Objective	Status	Success?
<b>Light intensity, Maas Tunnel, Rotterdam</b>	Optimize cleaning frequency	On hold; system designed (c) but no decision on project taken yet	Seems possible and feasible, but not yet executed
<b>Joint, viaduct highway A73, Venlo</b>	Optimize maintenance frequency with early warning system	Go/no-go decision pending (b) / system tested in lab (d)	System works satisfactorily in lab conditions
<b>Identification of objects of National Road Authority, Eastern part of The Netherlands</b>	Optimize inspection process by better identification of objects with RFID chips	System installed (d)	Identification with RFID chips works satisfactorily; actual use still has to start
<b>Chloride penetration in concrete, feasibility study</b>	Assess non-destructively the structural health of corroded reinforced concrete structure	Feasibility study until preliminary system design (d)	Right sensors do not (yet) exist
<b>Joint distance, viaduct 24 Oktoberplein, Utrecht</b>	Guarantee safety of bridge without (expensive) physical repair measure	Running, no (physical) measure needed until today (f) / (g)	Yes, with the monitoring system repair measures could be avoided, without increasing the safety risks



## Results

Objective: maintenance optimization

Project	Objective	Status	Success?
Light intensity, Maas Tunnel, Rotterdam		System designed Decision on yet	Seems possible and feasible, but not yet executed
Joint, viaduct highway A73, Venlo		Decision pending tested in lab (d)	System works satisfactorily in lab conditions
Identification of objects of National Road Authority, Eastern part of The Netherlands			Identification with RFID
Chloride penetration in concrete, feasibility study	Assess non-destructively the structural health of corroded reinforced concrete structure	Feasibility study preliminary system (d)	
Joint distance, viaduct 24 Oktoberplein, Utrecht	Guarantee safety of bridge without (expensive) physical repair measure	Running, no (p measure needed (f) / (g)	

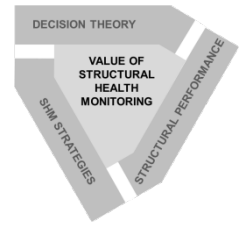


## Results

Objective: service life extension




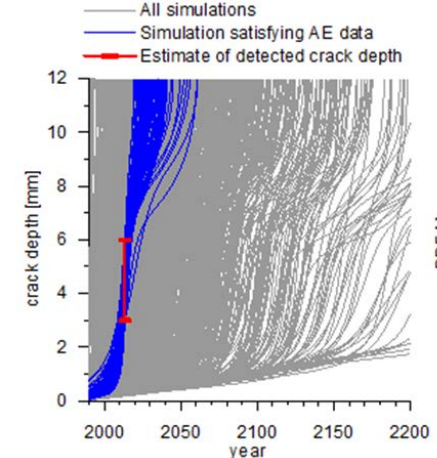
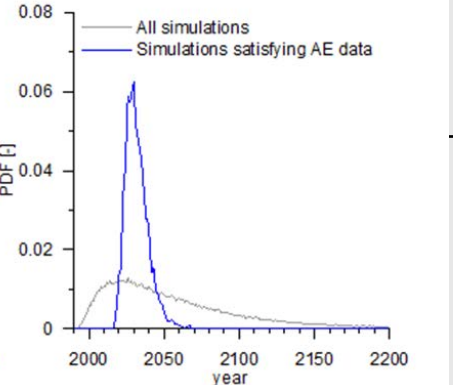
Project	Objective	Status	Success?
<b>Moving abutments, Concordia bridge, Gorinchem</b>	Gain insight in mechanisms for displacements of abutments to guarantee safe service of the bridge	Analyzing the fail mechanisms based on existing data proves more difficult than expected (b)	So far, the analysis did not result in conclusive answers. Added value of monitoring could not be established
<b>Bridge joint, Martinus Nijhof bridge, Zaltbommel</b>	Extend service life of joints safely by early warning system	Concluded (g)	Yes, maintenance delayed for one year without safety warning
<b>Steel deck, Van Brienoord bridge, Rotterdam</b>	Study feasibility of extending service life of steel bridge decks	Running (f), (g)	Yes, when combining measured data and models actual service life can be predicted
<b>Alkali Silica reaction (ASR) deterioration, viaducts highway A59</b>	Extend service life of affected concrete by assessing structural safety	Running (f), (g)	Although the fail mechanism is not yet understood completely, the consequences can be managed safely

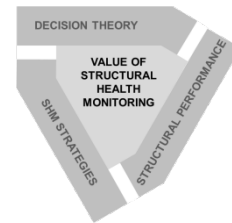




## Results

Objective: service life extension

Project	Objective	Status	Success?
<p><b>Moving abutments, Concordia bridge, Gorinchem</b></p>		<p>the fail ns based on ata proves more an expected (b)</p>	<p>So far, the analysis did not result in conclusive answers. Added value of monitoring could not be established</p>
<p><b>Bridge joint, Martinus Nijhof bridge, Zaltbommel</b></p>		<p>d (g)</p>	<p>Yes, maintenance delayed for one year without safety warning</p>
<p><b>Steel deck, Van Brienoord bridge, Rotterdam</b></p>			
<p><b>Alkali Silica reaction (ASR) deterioration, viaducts highway A59</b></p>	<p>Extend service life of affected concrete by assessing structural safety</p>		



## Results

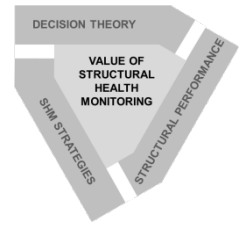
Objective: insight in the behaviour

Project	Objective	Status	Success?
<b>Synthetic lock gates, Spiering sluice, Werkendam</b>	Update regulations for structural analysis of synthetic structures under temperature loads	Running, data is being acquired, filtered and analyzed (e), (f)	System runs satisfactorily; until today, only limited temperature deviations measured
<b>High strength concrete, 2nd Stichtse bridge, Blaricum</b>	Gain insight in creep and shrinkage behavior of high strength concrete for better modelling	Running (f), (g)	Measurements are in compliance with the Model Code (2010)
<b>Orthotropic steel elements, Galecoppen bridge, Utrecht</b>	Determine additional load bearing capacity compared to regulations	Monitoring concluded (f); analysis in progress (g)	Data acquired successfully
<b>Weight in Motion, highways, The Netherlands</b>	Evaluate actual traffic loads, as regulated in Eurocode	Running (f)	Until today, the actual traffic loads are within the boundaries defined in the Eurocode

## Results

Objective: insight in the behaviour

Project	Objective	Status	Success?
Synthetic lock gates, Spiering sluice, Werkendam			System runs satisfactorily; until today, only limited temperature deviations measured
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Orthotropic steel elements, Galecoppen bridge, Utrecht	Determine additional load bearing capacity compared to regulations	Monitoring	
Weight in Motion, highways, The Netherlands	Evaluate actual traffic loads, as regulated in Eurocode	Running	



## Conclusions

### Flowchart

guiding the appraisal

facilitating monitor system design, balancing **demand**  $\leftrightarrow$  **supply**

facilitating comparison, feedback and communication w.r.t monitoring systems

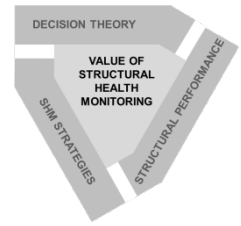
### Monitoring systems

mostly off-the shell

pilots by pioneers, research driven, sometimes business driven

not (yet) always labelled as successful

clear objectives and interaction with supply are a key for success



## Conclusions

### Application/upscaling

- resistance from practice
- problems not urgent enough
- problems too urgent
- who pays versus who profits
- pay now, profit much later

### COST TU1402

- Structured approach, clear objectives, balanced demand and supply
- Quantification of Value of Information