28 Apr 2010

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Dear Sir/Madam

PUBLIC VEHICULAR BRIDGE DECKS OVER EXCAVATION SITES

In the Building Control (Amendment) Act 2007, the provision requiring bridges and decking for public vehicles over excavation sites to be subjected to similar approval processes as permanent structures came into operation on 1 Oct 2008.

2 We would like to inform the industry that vehicular deck carrying public traffic over excavation sites can be designed to be supported either on independent support system or on a support system that is integrated with the structural system for the Earth Retaining or Stabilizing Structures (ERSS) for the excavation. In determining the appropriate support system to be adopted, the Qualified Person (QP) should refer to the design guidelines provided in Table 1 in Annex A.

3 In order to ensure that the vehicular deck has been completed in accordance to the design before it is put to use, the QP will have to apply for a Temporary Occupation Permit (TOP) before the vehicular deck is opened to public traffic for the first time. The procedures are outlined in Annex B.

4 I would appreciate it if you could bring to the attention of your members the contents of this circular. Please contact Mr Lung Hian Hao at Tel: 6325-2090 or e-mail: lung_hian_hao@bca.gov.sg if you need further clarification.

Thank you.

Yours faithfully

K THANABAL
DEPUTY DIRECTOR, BUILDING ENGINEERING DIVISION
for COMMISSIONER OF BUILDING CONTROL
BUILDING AND CONSTRUCTION AUTHORITY
Table 1 – Design considerations when adopting either independent support system or support system that is integrated with the structural system for the Earth Retaining or Stabilizing Structures (ERSS)

All structures for the public vehicular deck shall be designed in accordance with BS5400 to be structurally safe and robust. In addition, the following factors should be taken into consideration in the design:

<table>
<thead>
<tr>
<th>Description</th>
<th>Support systems which are integrated with earth-retaining or stabilising structures</th>
<th>Support system on independent support system</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Design code</td>
<td>Design to comply with BS5400.</td>
<td>Design to comply with BS5400.</td>
</tr>
<tr>
<td>2. Unbraced effective length of deck post</td>
<td>Design of deck post to consider soil type and construction sequence including removal stages.</td>
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</tr>
<tr>
<td>3. Lateral stability</td>
<td>Provision of lateral stability (e.g. use of vertical and/or horizontal bracings) in resisting lateral forces arising from both imposed load on deck as well as load from earth-retaining structures.</td>
<td>Provision of lateral stability (e.g. use of vertical and/or horizontal bracings) in resisting lateral forces arising from imposed load on deck.</td>
</tr>
<tr>
<td>4. Design loads</td>
<td>In addition to normal design loads, effects of accidental loads, environmental load (such as temperature effect), construction loads (such as erection load), construction tolerances (such as eccentricity of deck post) shall be considered. Note: Where appropriate, the design of the deck-post and/or other elements supporting the bridge deck shall take into consideration the load transferred to it arising from the accidental load of not less than 50KN applied normal to the strut at any point in any direction.</td>
<td>In addition to normal design loads, effects of accidental loads, environmental load (such as temperature effect), construction loads (such as erection load), construction tolerances (such as eccentricity of deck post) shall be considered.</td>
</tr>
<tr>
<td>5. Robustness</td>
<td>Decking system shall be sufficiently robust to prevent disproportionate collapse.</td>
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</tr>
</tbody>
</table>

This requirement is a principle that the QP for design [QP(D)] must consider in the detailing of the structural elements whether it is on integrated or independent supports. No specific calculations are required so long as the design is in accordance with the design code.
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<tr>
<td><strong>6. Effects of vibration</strong></td>
<td>Effects of vibration on earth-retaining structures such as connections between strut and deck post, strut and waler, waler and earth retaining wall; preloading system; etc.</td>
<td>To be checked where appropriate</td>
</tr>
<tr>
<td>This requirement is a principle that the QP(D) must consider in the detailing of the structural elements, and other attachments that affect the structural system, such as jacks, if any. No dynamic calculations are required if the magnitude of the vibrations are within generally accepted level envisaged in the design code. The QP(D) is to assess whether additional measures such as monitoring of vibration levels and inspection would be required.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>7. Assessment of impact of movements of earth-retaining or stabilising structures on deck structure</strong></td>
<td>Assessment of impact of movements of earth-retaining structures on robustness of deck structure. Allowable movement limits shall be specified and closely monitored for the deck posts.</td>
<td>Not applicable</td>
</tr>
<tr>
<td>The QP(D) is to consider the impact of maximum allowable movement of the earth-retaining or stabilising structures on the integrated posts and deck structure at design stage. During construction the wall movement should be monitored; and if the wall movement reaches the work suspension level, the effect of the movement on the deck structure should be checked by physical measurements and the deck structures checked for structural stability.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>8. Certification of QPs, if designs of earth-retaining structures and deck are by different QPs</strong></td>
<td>The QP for design of earth-retaining or stabilising structures and QP for design of deck should each certify that all loads/effects from deck and earth-retaining structures respectively have been considered in the design.</td>
<td>Not applicable</td>
</tr>
<tr>
<td>The QP for design of earth-retaining or stabilising structures and QP for design of deck should each certify that all loads/effects from deck and earth-retaining structures respectively have been considered in the design.</td>
<td></td>
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</table>
Procedure for obtaining Temporary Occupation Permit (TOP) for Public Vehicular Deck over Excavation Sites

1. TOP application is required for the completed part of the deck structures and posts before opening of the deck to public vehicles for the first time. This is done by submitting Form C1 (Certificate of Supervision of Piling Works and Notice of Completion), C2 (Certificate of Supervision of Structural Works), C3 (Submission Certificate of Record Structural Plans/Calculation) and the BC (Builder's Certificate of Completion of the Completed Works).

2. TOP application is not required during the subsequent excavation and backfilling stages. These subsequent excavation and backfilling stages would have been considered in the design by the QP(D), who will identify on his design drawings specific stages when subsequent lodgement to BCA of Forms C2, C3 and BC are required.

3. Should there be major deviations from approved design during construction, the QP(D) must submit the revised design to BCA for approval.

4. If a separate traffic decking is required to cater for traffic diversion, the same requirements above will apply.
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