



School of Railway Engineering

Study of Concrete Sleepers in Sandy Areas Aiming to Prevent Corrosion and Breakage

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Destructive effects of sand on infrastructure



Physical and chemical degradation of concrete Sleeper



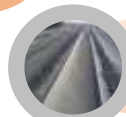
Premature wear of fastening system



Stiffness due to filling up of empty space between ballast dunes



Increase in track maintenance activities and costs



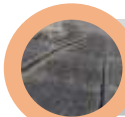
Burying the Infrastructure in the sand



Lack of line stability



Reduction of track gauge and geometry

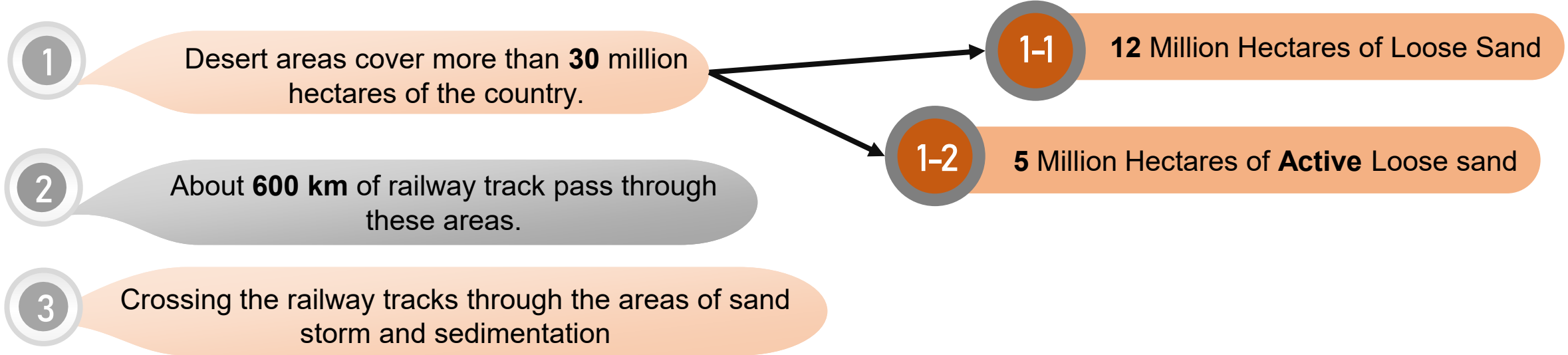


Rail deflections in



Interrupt switch function due to sand accumulation

Introduction



Low Pollution



Medium Pollution



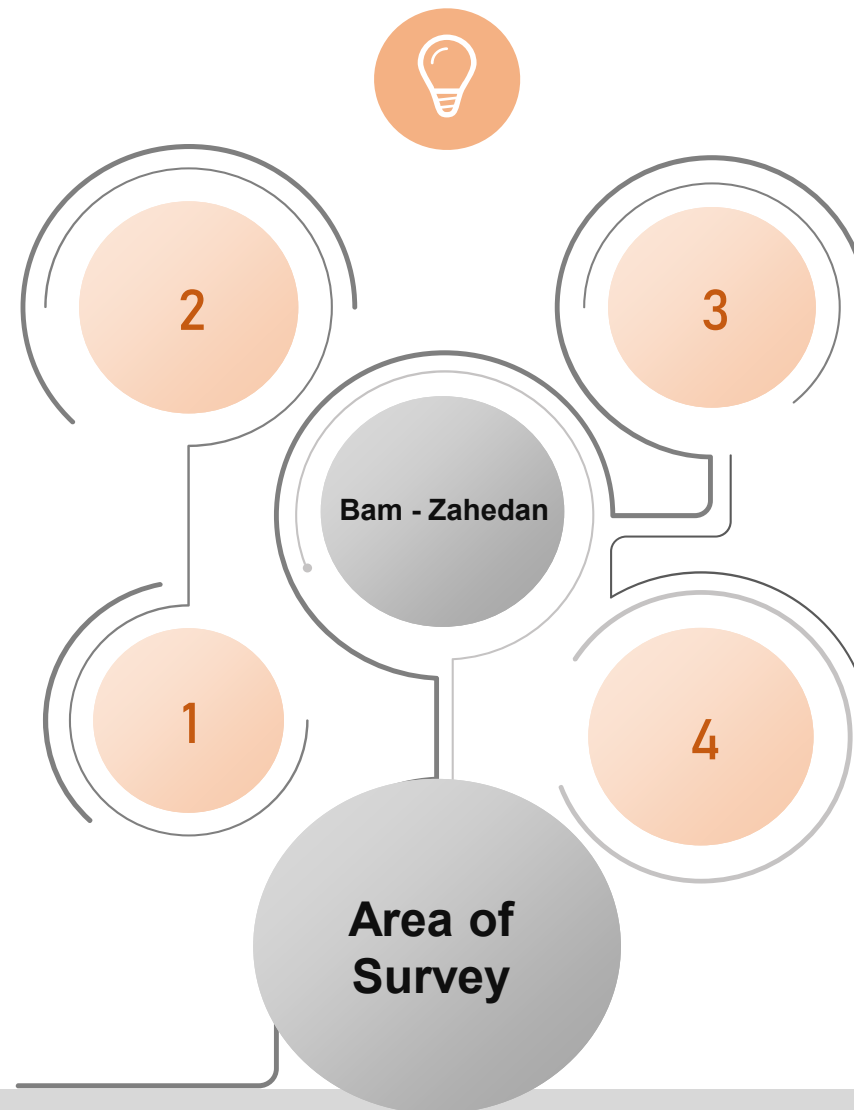
High Pollution



Critical Pollution

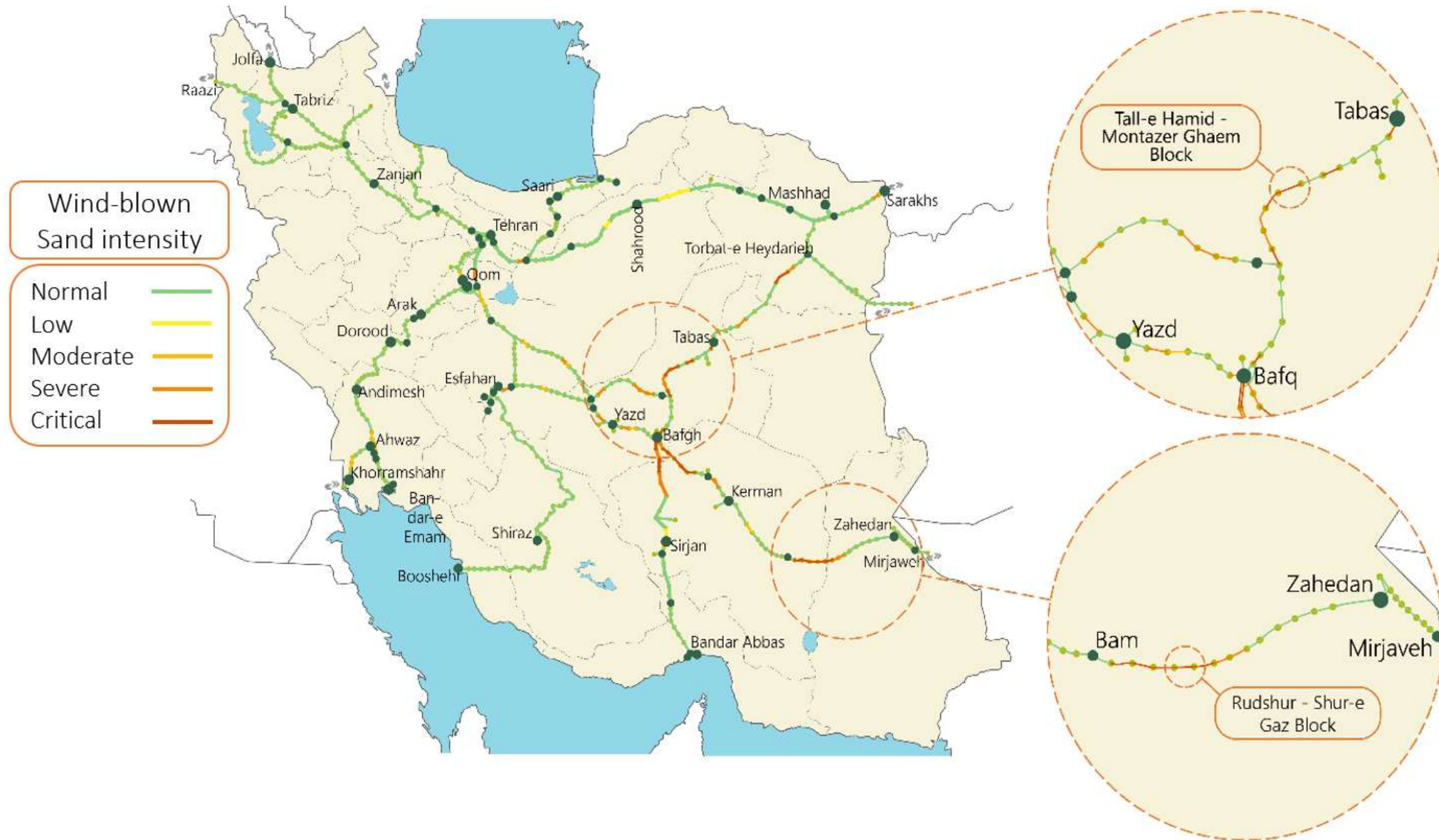
Studies of this track were started a long time ago, about **1982**. The first phases of the project, including studies, mapping, and variants, were done until before the problems were caused by the imposed war. The construction process of the project resumed again in **1991**

In Iran, **11** regions (including: Khorasan, Hormozgan, Kerman, Yazd, Qom, Isfahan, Tehran, northeast 1 and 2), out of **15** areas of the railway tracks are involved in the issue of **Loose Sand**.



Visited stations:

- Kalat-Mazarab
 - Mazarab-Namakzar
 - Namakzar-Shur-e-Gaz
 - Shur-e-Gaz –Talle Hamid
 - Talle Hamid – Montazer Ghaem
-
- **B70** concrete sleeper made by **CBG**
 - **Granite** ballast
 - Rail type **UIC60**
 - **VOSSLOH** fastening system
 - The track is designed for an axle **load of 25** tons and an **operating load of 22.5** tons



	Year	Scholar	Title of Study	Results
1	2011	Mohammadzadeh et al.	Time-dependent reliability analysis of B70 pre-stressed concrete sleeper subject to deterioration	<ul style="list-style-type: none"> • More vulnerability of the cross section of the sleeper and the onset of corrosion in it from 5.5 years • Improving the reliability of concrete sleeper by increasing its height in the middle cross section of sleeper
2	2015	Tadayon et al.	Investigating the reasons of deterioration and corrosion of sleepers in desert areas	<ul style="list-style-type: none"> • sleeper failure simply due to corrosion of the reinforcement and rejection of other concrete degradation mechanisms • Exacerbation of failure due to dynamic loads • The amount of primary chloride ions exceeds the allowable limits
3	2016	Research crew	Survey on Zahedan-Bam railway	<ul style="list-style-type: none"> • Severe corrosion of the steel tendon • Moisture retention and lack of drainage by fine-grained desert soil • The same failure pattern, longitudinal cracks on the side surfaces of the sleeper

Fick's second law:

$$\frac{\partial C}{\partial t} = \frac{\partial}{\partial x} \left(D \frac{\partial C}{\partial x} \right) + \frac{\partial}{\partial y} \left(D \frac{\partial C}{\partial y} \right) + \frac{\partial}{\partial z} \left(D \frac{\partial C}{\partial z} \right)$$

c_s as boundary condition and c_i as initial condition

$$C_{(x,t)} = c_s - (c_s - c_i) \operatorname{erf} \left(\frac{x}{\sqrt{4Dt}} \right) \quad D = D_0 \left(\frac{t_0}{t} \right)^m$$

Where:

C is the concentration of matter

D is the diffusion rate

c_s is the surface chloride concentration

c_i is the initial chloride concentration


t_0 is the measurement time of D_0

t is the time to obtain the diffusion coefficient

m is a constant coefficient called the aging coefficient,

Time
Temperature
Concentration
Environmental Conditions

considering C_{cr} as the corrosion threshold content on the left side of the equation and solving for t :



$$x = \operatorname{erf}^{-1} \left(\frac{c_s - c_{cr}}{c_s - c_i} \right) \sqrt{4Dt}$$

EN 13230

has not determined the amount of allowable initial chloride

ACI 222

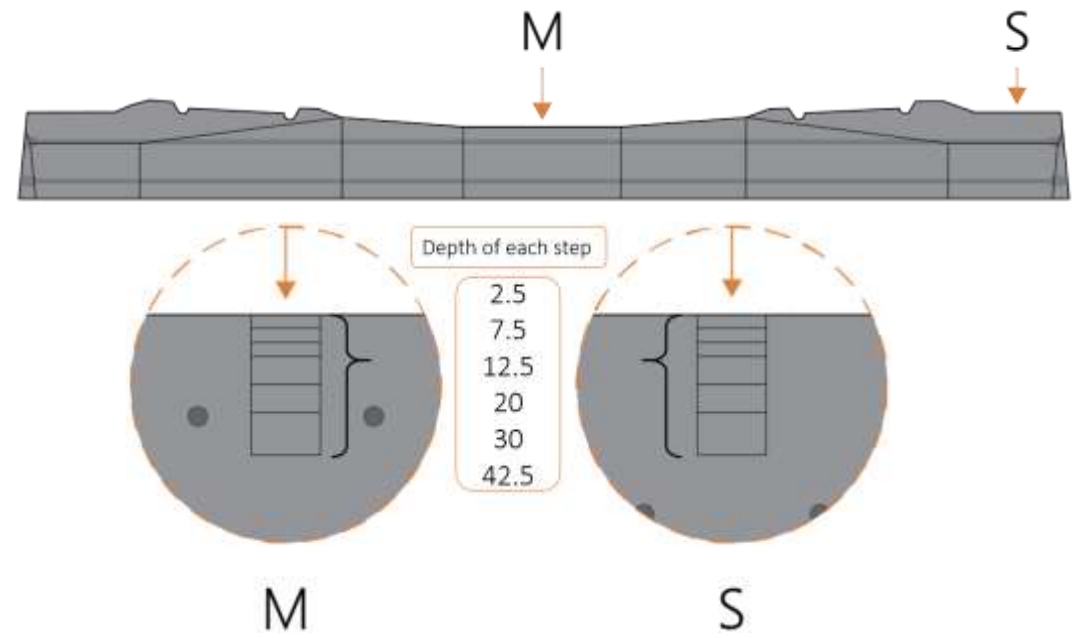
acid-soluble chloride content of 0.08% by weight of cement

EN 206

has a maximum total chloride content of 0.1% to 0.2% by weight of cement

Initial Chloride

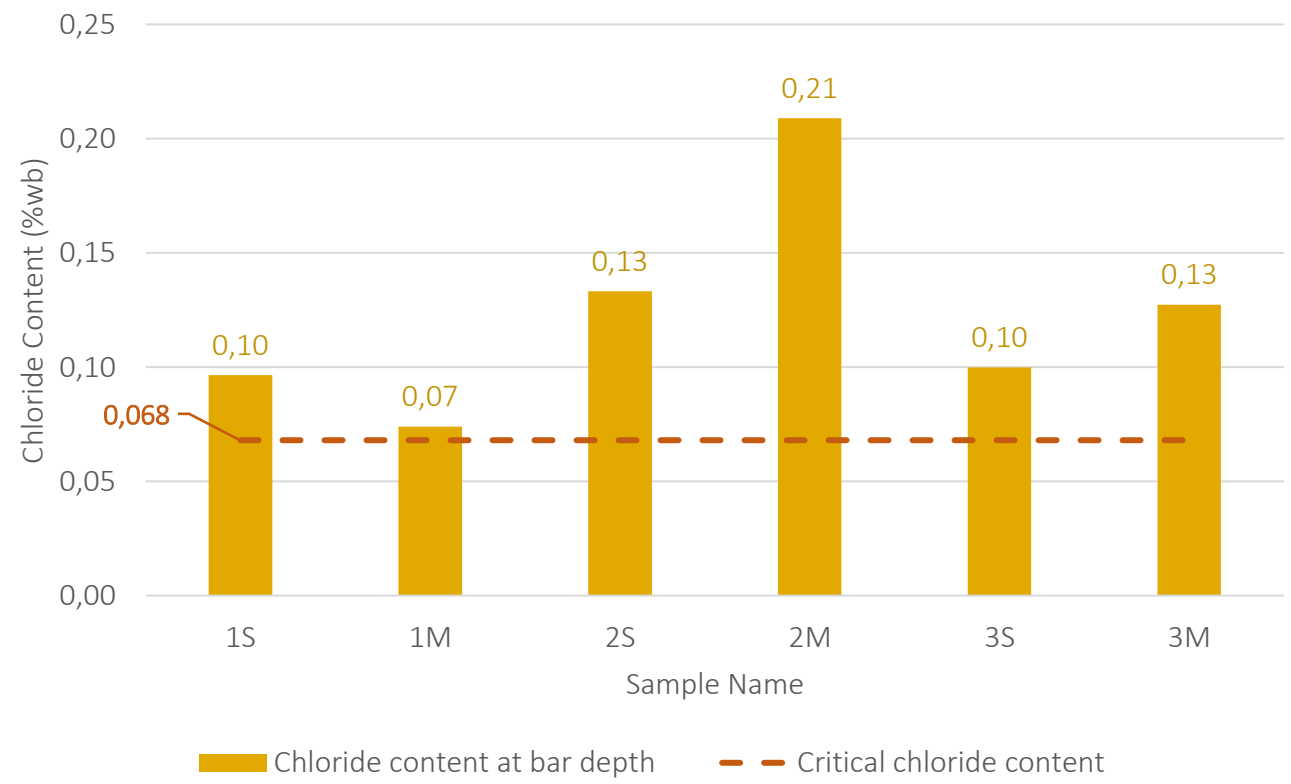
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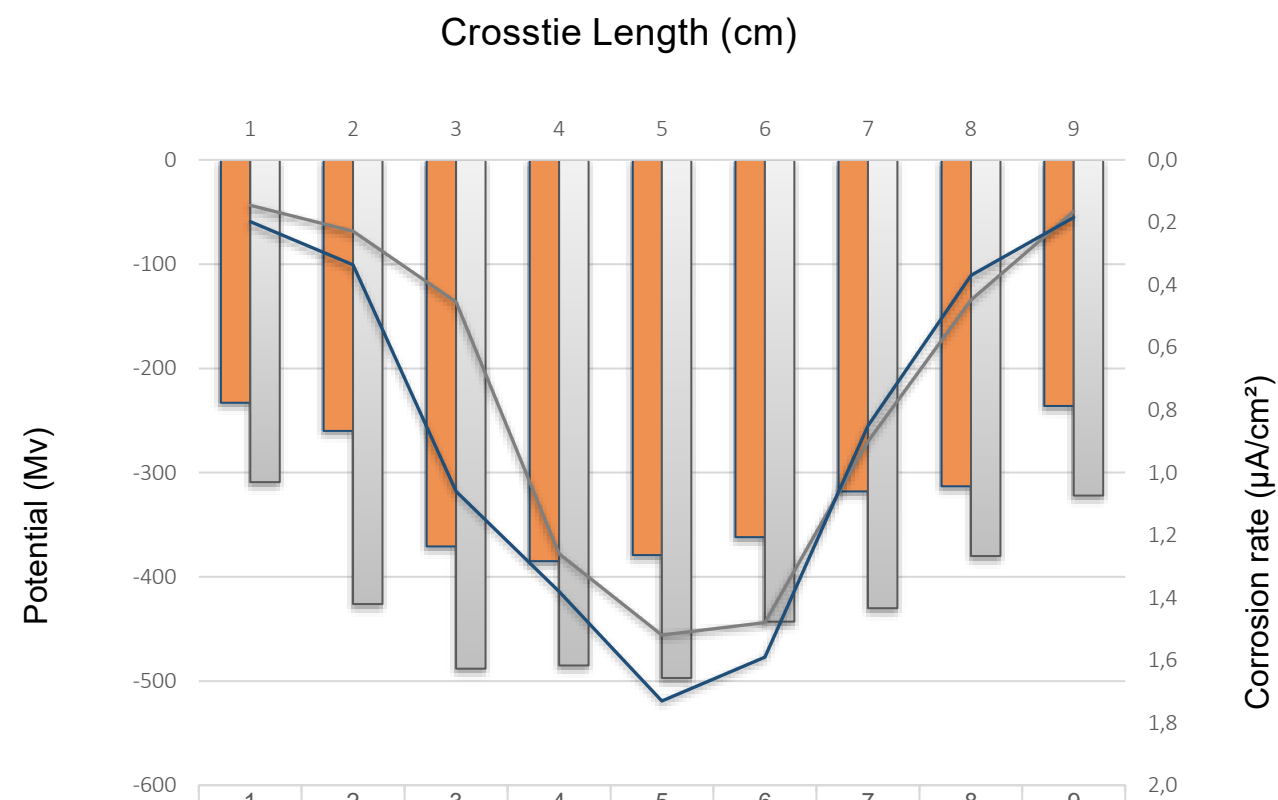


	1S	1M	2S	2M	3S	3M	Average
Chloride diffusion coefficient, $\times 10^{-12} \text{ m}^2/\text{sec}$	4.41	2.38	3.27	1.23	7.01	1.67	3.63
Surface chloride content, % by weight of concrete	0.34	0.14	0.52	0.42	0.23	0.35	0.33

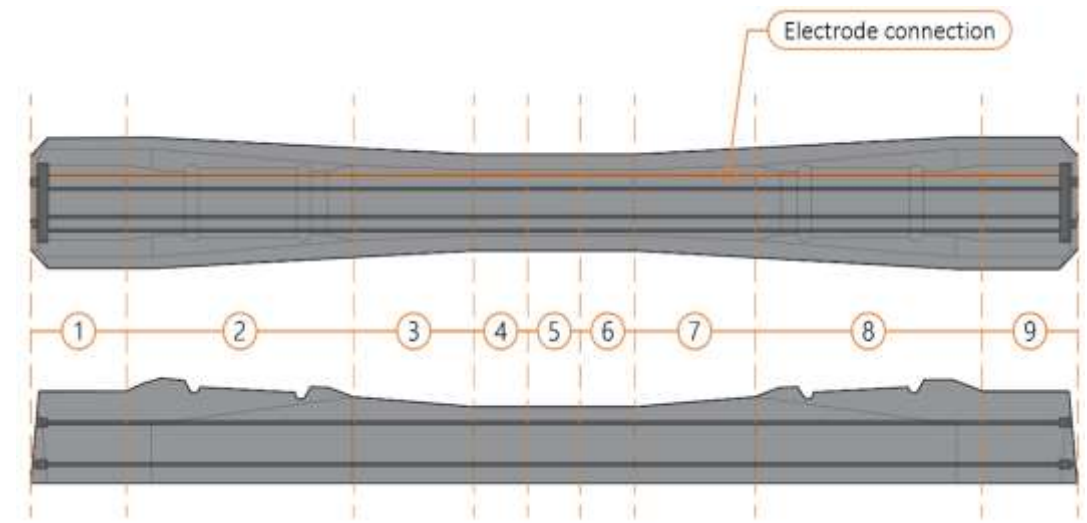


$$C_i = 0.014$$

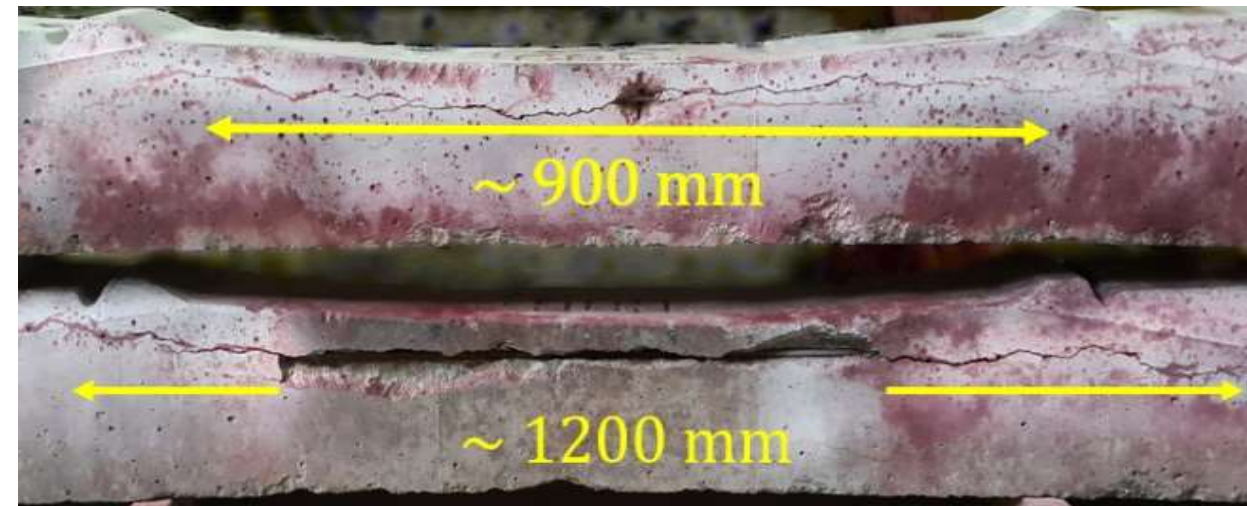
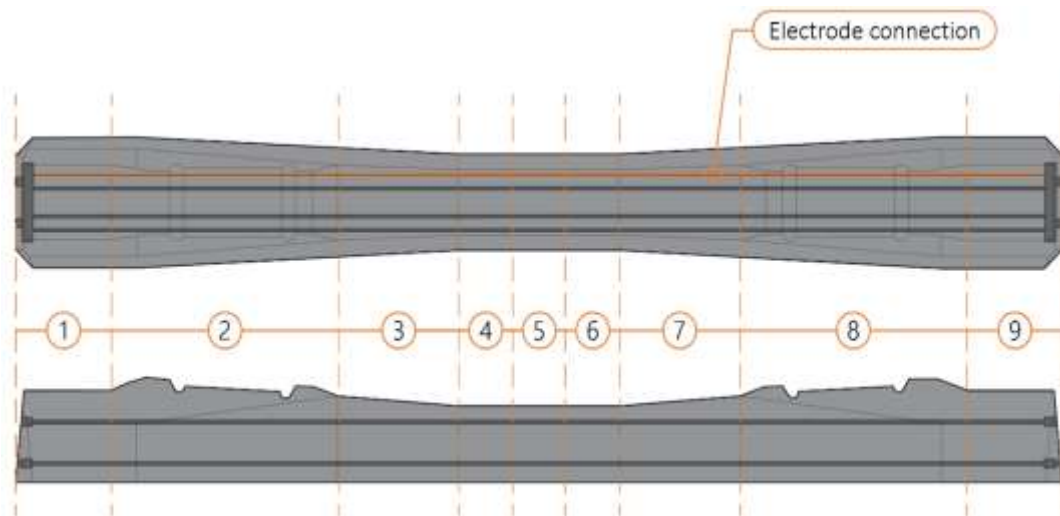




	1	2	3	4	5	6	7	8	9
HPC_Values (1st Sleeper)	-233	-260	-371	-385	-379	-362	-318	-313	-236
HPC_Values (2nd Sleeper)	-309	-426	-488	-485	-497	-443	-430	-380	-322
C_Rate (1st Sleeper)	0,145	0,228	0,454	1,26	1,52	1,48	0,9	0,448	0,165
C_Rate (2nd Sleeper)	0,197	0,336	1,06	1,38	1,73	1,59	0,85	0,369	0,184



Corrosion probability based on potential difference	
Levels of potential difference (mv)	Possibility of rebar corrosion
Lower than -500	visible evidence of corrosion
-350 to -500	95%
-200 to -350	50%
Higher than -200	5%

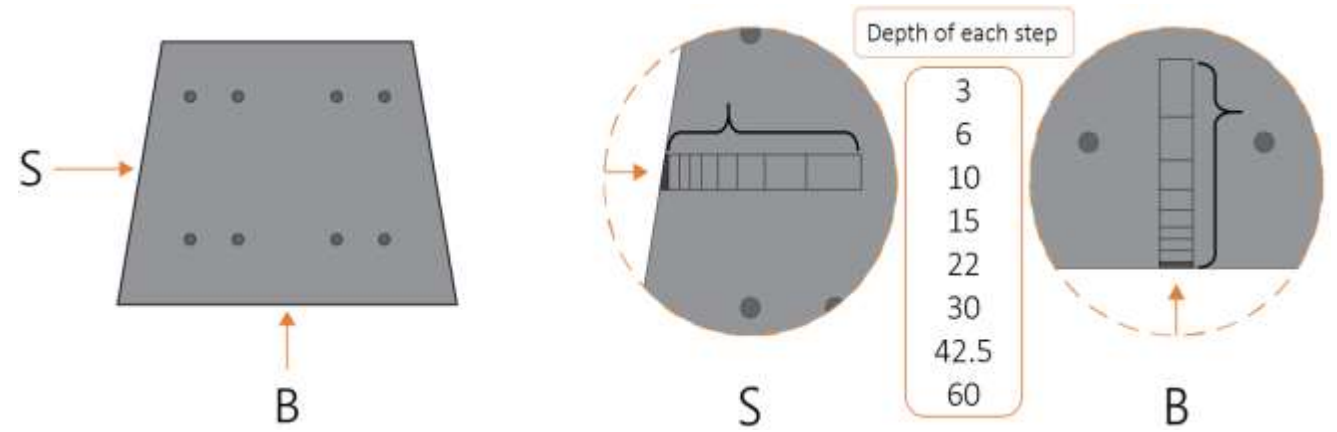


Description of sample	Critical chloride content, % by weight of concrete	Source
Concrete sleepers from the Iranian desert	0.068	This study
Marine Structures surrounding the Persian Gulf	0.05	Shekarchi et al. (2008)
Concrete containing 0%–35% fly ash	0.07	Chalee et al. (2009)
Concrete containing 0%–35% fly ash	0.028-0.041	Cheung and Kyle (1996)
A pier in the Persian Gulf	0.073	Shekarchi et al. (2011)
Normal concrete	0.06	Lambert et al. (1991)



$$C_{cr} = 0.068$$

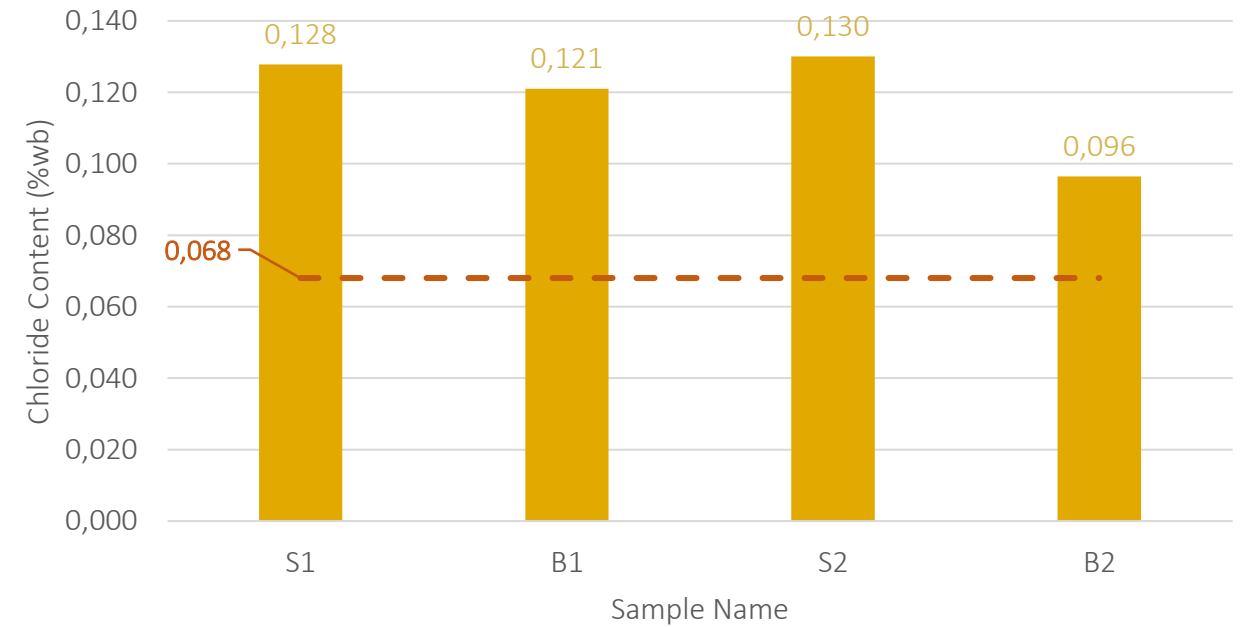
Surface Chloride



	Sleeper 1		Sleeper 2		
	S1	B1	S2	B2	Average
Chloride diffusion coefficient, $\times 10^{-12} \text{ m}^2/\text{sec}$	4.04	3.49	3.61	3.48	3.77
Surface chloride content, % by weight of concrete	0.21	0.32	0.21	0.33	0.27

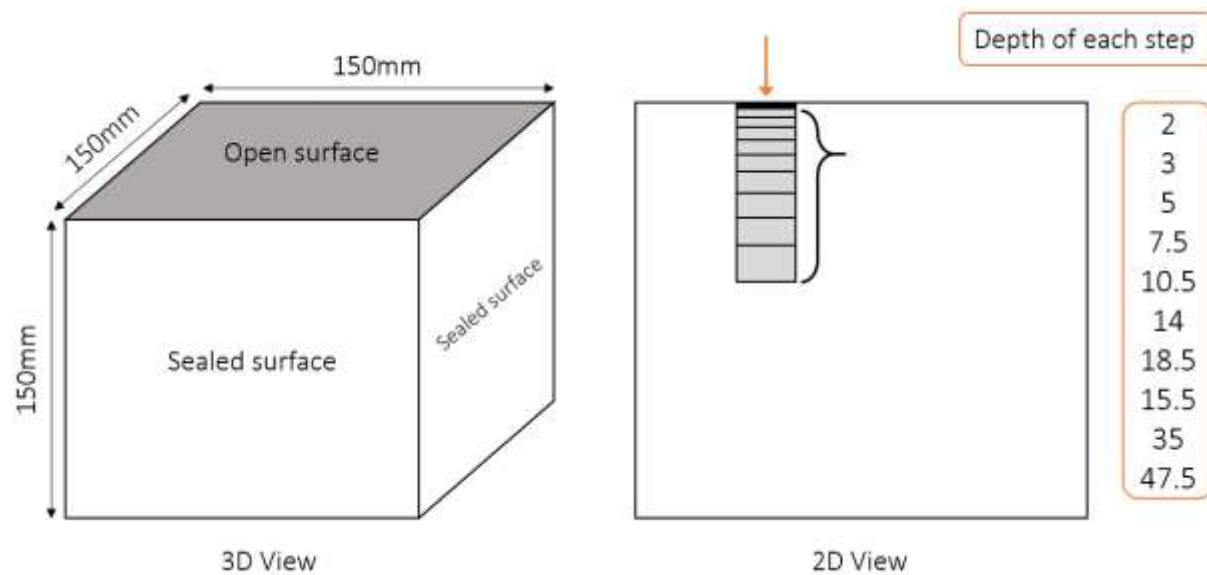


$$C_s = 0.27$$




Chloride content at bar depth Critical Chloride Content

Diffusion Rate



	Sample 1	Sample 2	Average
Chloride diffusion coefficient, $\times 10^{-12} \text{ m}^2/\text{sec}$	7.53	7.78	7.622
Surface chloride content, % by weight of concrete	0.90	0.94	0.92

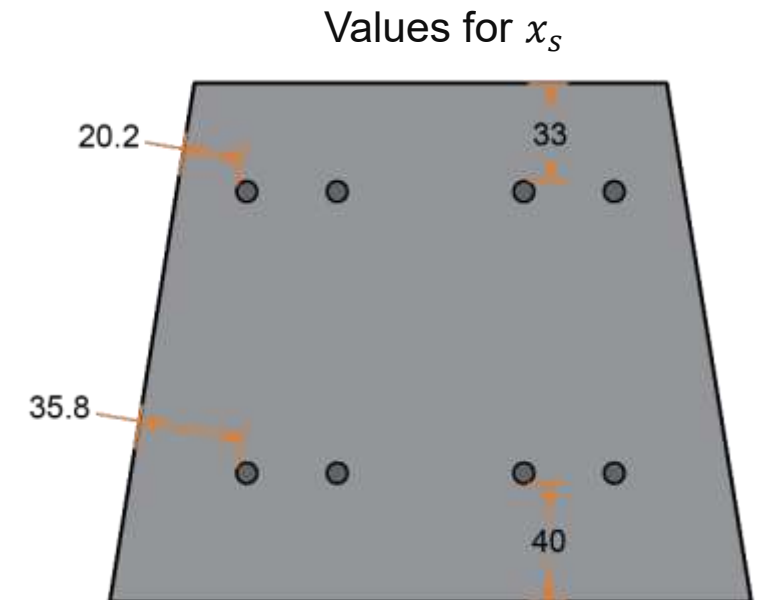
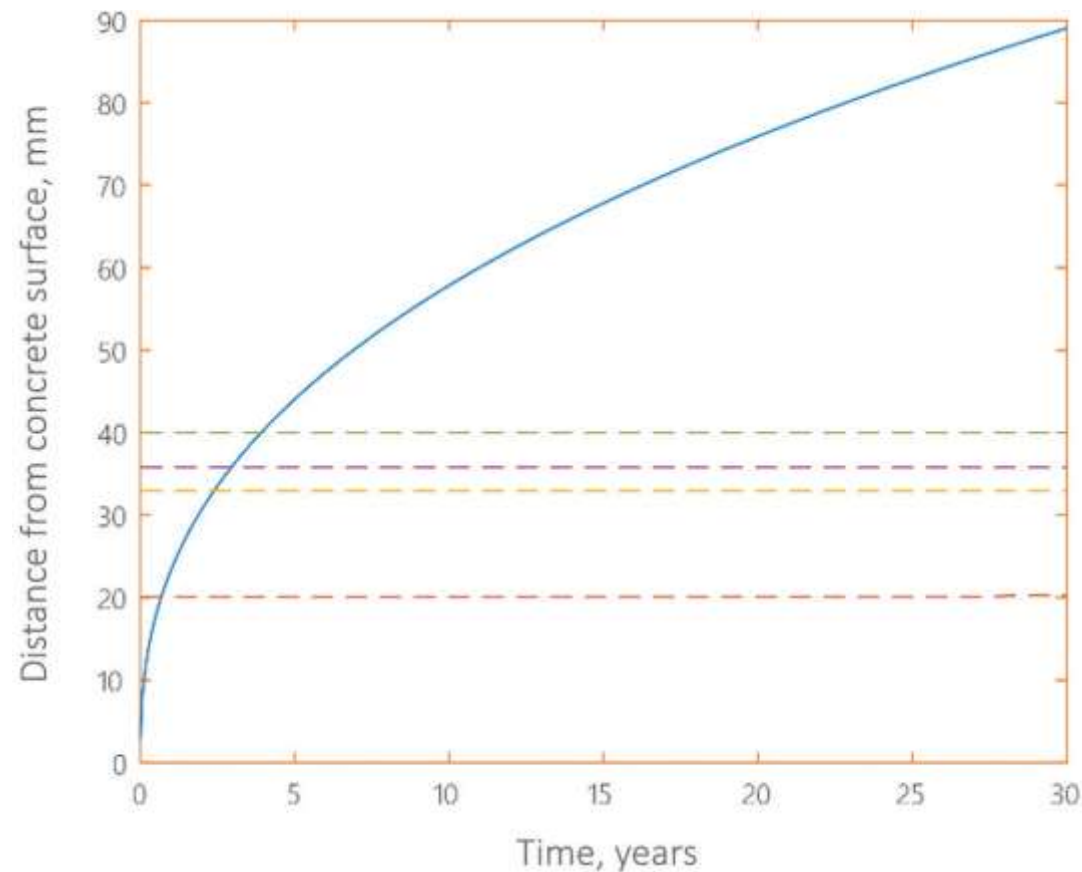
$$D = D_0 \left(\frac{t_0}{t} \right)^m \longrightarrow D = 7.622 \left(\frac{0.25}{t} \right)^m$$


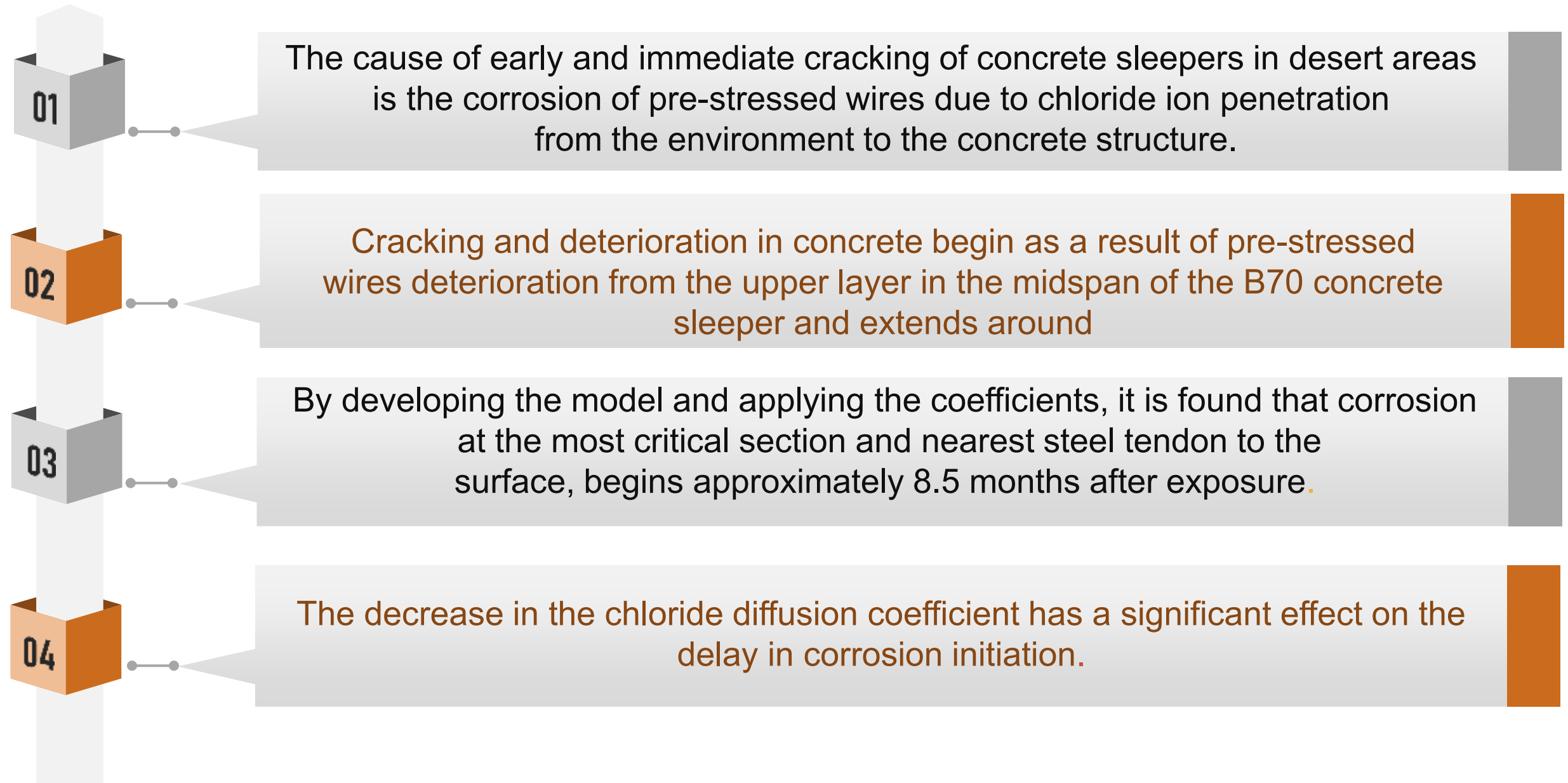
Sensitivity Analysis

$$x = \operatorname{erf}^{-1} \left(\frac{c_s - c_{cr}}{c_s - c_i} \right) \sqrt{4Dt} \quad , \quad D = 7.622 \left(\frac{0.25}{t} \right)^m$$

✓ $c_s = 0.27$ ✓ $c_{cr} = 0.068$ ✓ $c_i = 0.014$

$$c_s = 1.76 \sqrt{181.88 t^{0.8}}$$







By decreasing the diffusion coefficient from **3.5** ($10^{-12} \frac{m^2}{s}$) to **0.5** ($10^{-12} \frac{m^2}{s}$), the onset of corrosion is delayed from **8.5** months to about **6** years for the first steel wire, with a **20.2** mm concrete cover. This reduction can be achieved by modifying the mixing design and adding cementitious supplementary materials such as silica fume.

The increasing concrete cover is recognized as an essential factor affecting the time of corrosion initiation. Increasing the concrete cover from **20** to **35** mm delays the corrosion initiation from **8.5** months to **2** years and **8.5** months. Although this factor alone is not sufficient, if combined with the reduction of the chloride diffusion coefficient, as a practical and reliable solution, it can improve the durability of concrete sleepers in terms of chloride-ion penetration and steel corrosion.

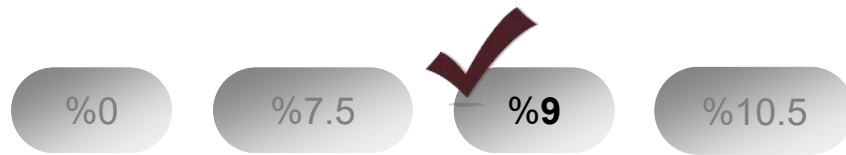
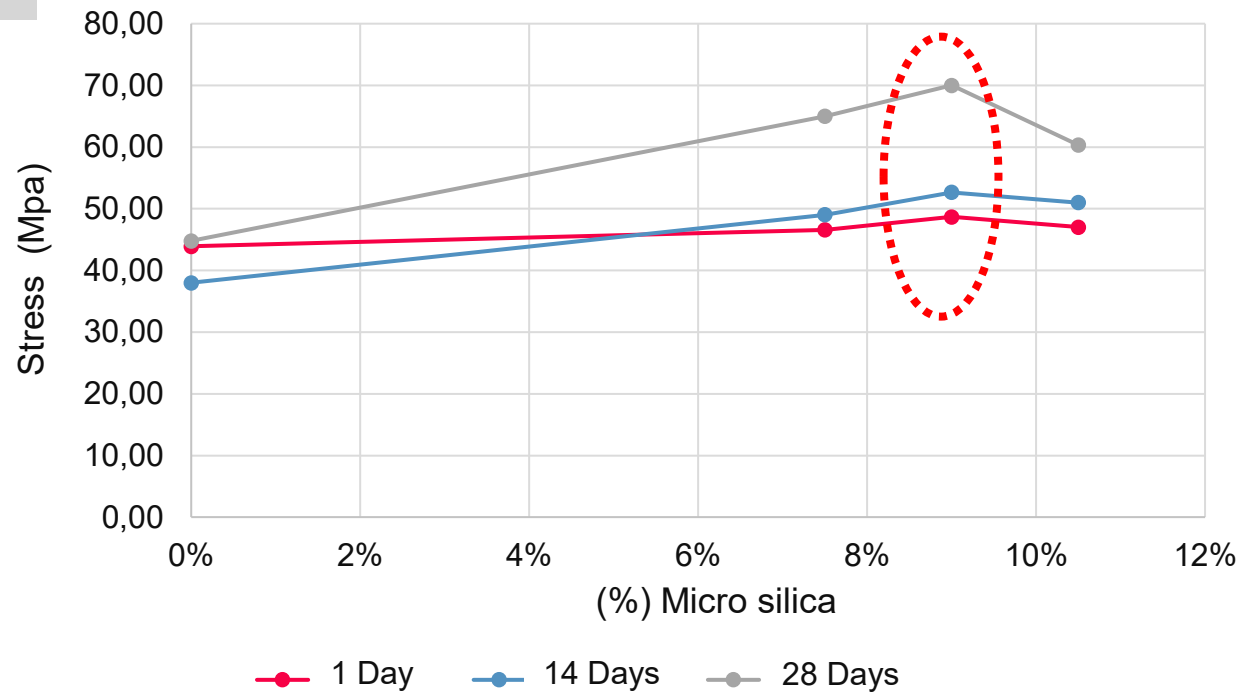
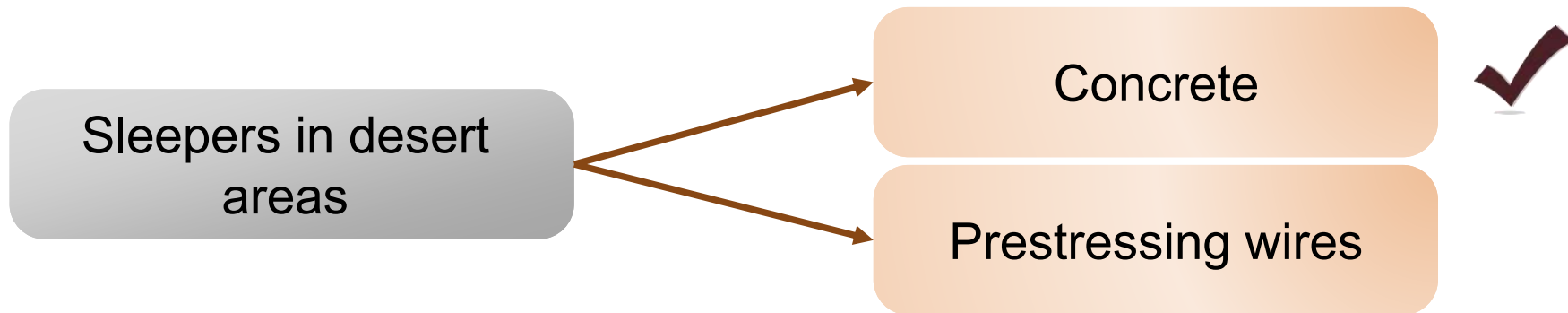


Diagram of compressive strength results



- The usage of micro silica decreased the flow up to 1.5 times the current flux.
- Due to the low water-to-cement ratio the reference sample showed relatively high resistance against the flux.



- 1 Infiltration coatings
- 2 Chemical vapor deposition coating
- 3 Galvanized coating
- 4 Epoxy Coated Rebar (ECR)
- 5 Hard chrome coatings
- 6 Electroless nickel-phosphorus coatings
- 7 Fantachrome plating coatings
- 8 Polyurea coatings
- 9 Dichromate coatings



Galvanized, ECR, Hard chrome, and Polyurea coatings were chosen for further investigation.

Coating for bars (Salt Spray)



(Salt-Spray)

According to **ASTM B117-18**: 120 hours of testing

Hard Chrome

Polyurea

Galvanized

?
(ECR)



Coating for bars (Salt Spray)

1

Samples in Normal Condition

700 hours of salt spraying

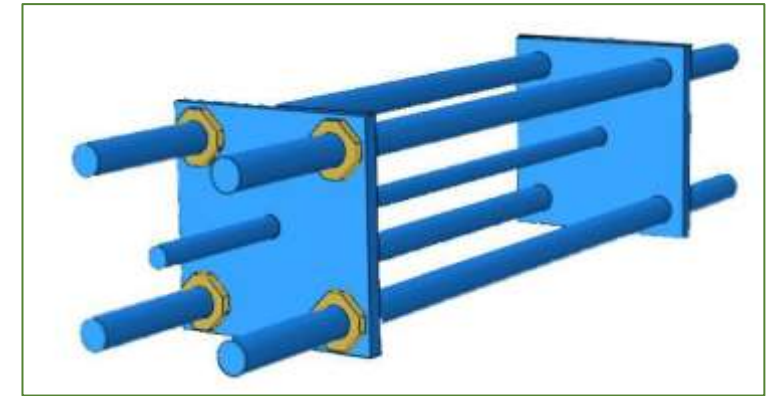
	Sample NO.	Name	249 hour	384 hour	700 hour
Hard	1	Hard chrome	Corrosion in 2 points	%5 of Corrosion	About %80 of corrosion
Galv	2	Galvanized plating	Corrosion in 2 -3 spots	Several red points	Not specific change
AL-R	3	Al-rich (ECR)	%90 of Corrosion	%100 of corrosion	Completely corroded
Zn-R	4	Zn-rich (ECR)	intact	intact	intact
Galv	5	Galvanized Spray	Almost intact with white swelling	Some red spots detected	-

Coating for bars (Salt Spray)

2

Samples in
prestress Condition

700 hours of salt
spraying



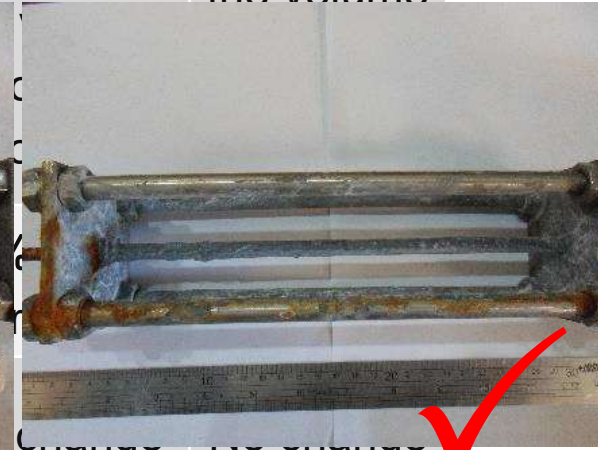
	24 hour	72 hour	144 hour	264 hour	700 hour
			Increasing	Increasing	Increasing the volume



Reference
Sample



Zn-Rich



Galvanized
Spray ✓

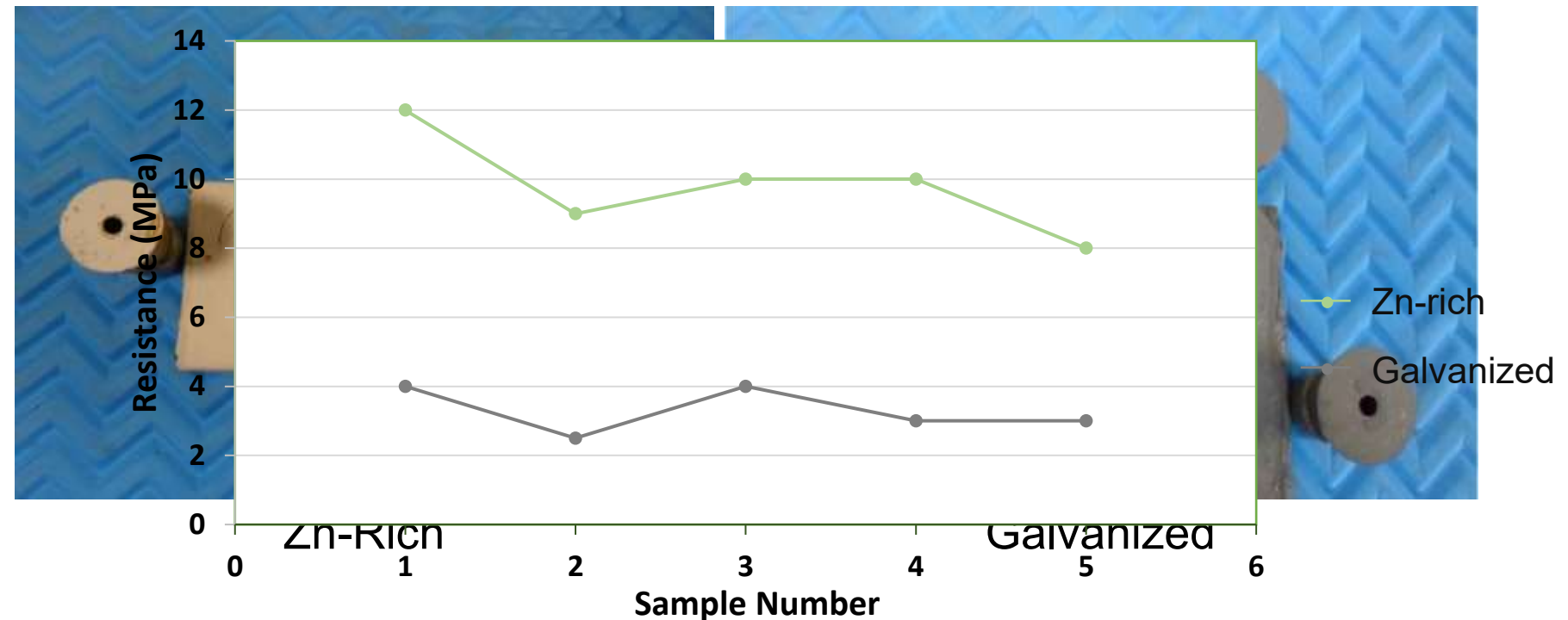


Galvanized
Plating

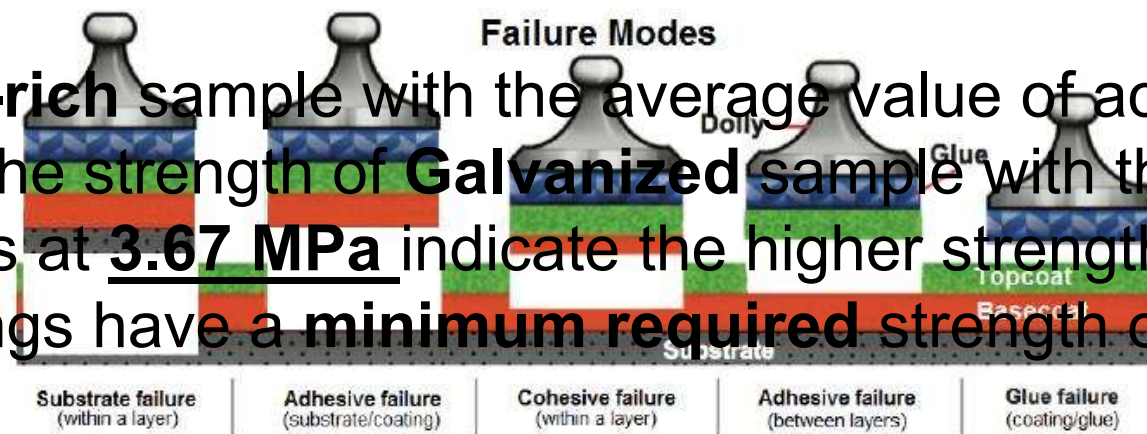
3

Pull off Test

ASTM D4541



The strength values in **Zn-rich** sample with the average value of acceptable samples at **10 MPa** versus the strength of **Galvanized** sample with the average values of acceptable samples at **3.67 MPa** indicate the higher strength of **Zn-rich** coating. However, both coatings have a **minimum required strength of 3.45 MPa**.



4

Scratch Resistance Test

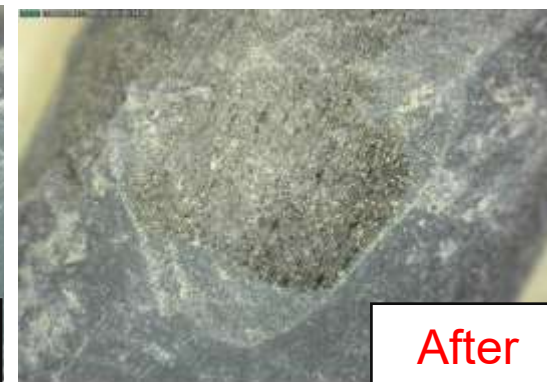


Zn-rich:



No scratches under the effect of concrete fall and acceptable

Galvanized:



Scratching and tearing that can be controlled by modifying the height of the concrete fall

1. Final selection of **9% Micro silica** as additive of Pozzolan to concrete mixing plan to reduce chlorine ion penetration and increase the compressive strength of concrete based on **RCPT** and **compressive strength tests**.

2. Selection of **Galvanized spray** and **Zn-rich** coating as a cost-effective and corrosion-resistant coating based on **pull-off** tests and **scratch resistance** and **spray salt**

3. According to the experiments, using Micro silica delays the corrosion initiation for about **2** years, and using any of the selected coatings increases the service life of the sleeper to normal sleepers' service lifetime (up to **50** years).

Thanks For Watching



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