

Software Requirements Specification for Bridge Corrosion Predictor : A Chloride Exposure Prediction Model

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Revision History

Date	Version	Notes
Jan 27, 2024	0.0	Initial release
Feb 23, 2024	0.1	Add more details according to feedback from peer review
Mar 7, 2024	0.2	Modified according to feedback from Dr. Spence Smith
Apr 13, 2024	1	Final revision

1 Reference Material

This section records information for easy reference.

1.1 Table of Units

Throughout this document SI (Système International d’Unités) is employed as the unit system. In addition to the basic units, several derived units are used as described below. For each unit, the symbol is given followed by a description of the unit and the SI name.

symbol	unit	SI
m	length	metre
kg	mass	kilogram
t	mass	tonne
s	time	second
day	duration	day

1.2 Table of Symbols

The table that follows summarizes the symbols used in this document along with their units. The symbols are listed in alphabetical order.

symbol	unit	description
a_{splash}	kg/m ³	maximum deposition rate that can occur from splash
a_{spray}	kg/m ³	maximum deposition rate that can occur from spray
a_{air}	kg/m ³	total maximum deposition rate that can occur
b	m	tire width
b_{splash}	N/A	splash emission rate coefficient
b_{spray}	N/A	spray emission rate coefficient
C_s	kg/m ³	chloride concentration on the bridge substructure
$C_{s_{air}}$	kg/m ³	chloride concentration sprayed and splashed by all vehicles per winter
δ_{salt}	kg/kg	ratio of mass of salt over mass of water for a unit area of road
d	m	distance between road edge and nearby bridge structure
h_{app}	m	daily water film thickness on the road
h_{film}	m	depth of the water film picked up in each rotation
h_{total}	m	the total snowfall during a winter season
I	m/h	rainfall intensity
K	m/m	ratio of the tire width that is not a groove to the full tire width
L	m	drainage length
lat	°	latitude
$long$	°	longitude
M_{app}	kg/m ²	deicing salts quantity applied per day
M_{total}	kg/m ²	total amount of deicing salts quantity over winter
MR_{BW}	kg/s	MFR displaced by a single tire due to bow
MR_{CA}	kg/s	MFR displaced by a single tire due to capillary adhesion
MR_{SW}	kg/s	MFR displaced by a single tire due to side waves
MR_{TP}	kg/s	MFR displaced by a single tire due to tread pickup
MR_W	kg/s	general MFR displaced by a single tire due to capillary adhesion
N_{lane}	lane	number of lanes
ρ_{water}	kg/m ³	density of water
SD_{BW}	kg/m ³	spray density by a single tire due to bow
SD_{CA}	kg/m ³	spray density by a single tire due to capillary adhesion
SD_{SW}	kg/m ³	spray density by a single tire due to side waves
SD_{TP}	kg/m ³	spray density by a single tire due to tread pickup
SD_{total}	kg/m ³	spray density kicked up by each passing truck

$SD_{total\ cl}$	kg/m ³	mass of chloride ions per unit air volume
S	m/m	slope as a ratio
T	mm	profile depth
t_1	days	number of days with snowfall
t_2	days	number of days with snow melting
V	m/s	truck speed
V_{salt}	t/cm/km	normalized salt application rate
V_{speed}	km/h	heavy vehicle speed for calculating mass flow rate
V'	miles/h	heavy vehicle speed for calculating spray density
W_{lane}	m	lane width
WD	m	water depth (thickness)
x	m	distance between road and object surface
Θ	N/A	ratio of chloride ions sprayed and splashed by trucks over those by light duty vehicles
$\theta_{chloride}$	N/A	molar mass ratio of chloride ions over deicing salts

1.3 Abbreviations and Acronyms

symbol	description
<hr/>	
A	Assumption
AADT	Annual Average Daily Traffic
AADTT	Annual Average Daily Truck Traffic
ADT	Average Daily Traffic
BCP	Bridge Corrosion Predictor
BW	Bow Waves
CA	Capillary Adhesion
DD	Data Definition
GD	General Definition
GS	Goal Statement
IM	Instance Model
LC	Likely Change
MFR	Mass Flow Rate
NaCl	Sodium Chloride, the main component of deicing salts
PS	Physical System Description
R	Requirement
SRS	Software Requirements Specification
SW	Side Waves
TM	Theoretical Model
TP	Tread Pickup

1.4 Mathematical Notation

symbol	description
<hr/>	
\mathbb{R}	Real number
$[\mathbb{R}]$	a list of real number

2 Introduction

In Ontario, most of the bridges on highways are made with reinforced concrete decks. Unfortunately, the weather conditions and the traffic pattern in Ontario cause bridge surface to be damaged by chloride-induced corrosion. Many elements influence this situation, such as the quality of construction materials, and the maintenance practices employed. One of the most important ones is deicing salts. The primary deicing salt used is sodium chloride (rock salt). When the salt melts the snow and is in contact with water, it may have a chemical reaction and release chloride ions. The ions could penetrate the concrete and induce corrosion in the reinforcing steel, thus damaging a bridge's structure and its capacity.

There is a tight connection between chloride exposure, weather conditions and traffic flow. Specifically, the amount of deicing salt applied on the road surface greatly depends on the amount of snowfall, and the amount of water and dissolved chloride ions that end up on nearby objects depends on the traffic patterns.

Given these complexities, there is a need for a software that can integrate weather and traffic data to predict potential corrosion for Ontario bridges. This document provides specifications for a software called Bridge Corrosion Predictor (BCP) designed to address this need. The following section outlines the document's purpose, delineates its scope of requirements, describes the intended audience's characteristics, and provides an overview of the document's organization.

2.1 Purpose of Document

This document details the requirements of the software BCP. The responsibilities of the user and software are laid out and the requirements that the software must satisfy are explicitly detailed. This document provides the Software Requirements Specification (SRS) for a project to investigate how the climate and traffic could have impact on the corrosion-induced damage for reinforced concrete, or to be more specific, how they influence the chloride exposure.

2.2 Scope of Requirements

The entire document is written assuming chloride is the main source of corrosion damage to the reinforced concrete, and chloride ions are transported from the road to the exterior surface of bridge substructures through vehicle spray and splash mechanisms. Another scope of the document is the factors that affect bridge corrosion is limit to chloride levels, climatic conditions, and traffic patterns, and we only consider the province of Ontario.

2.3 Characteristics of Intended Reader

Readers of this documentation are expected to have a understanding of high school mathematics and chemistry, and the ability to comprehend basic results generated through compu-

tational fluid dynamics. The users of BCP may exhibit diverse levels of expertise, as further detailed in Section 3.2.

2.4 Organization of Document

The organization of this document follows the template for an SRS for scientific computing software proposed by Smith et al. [1, 2, 3]. Starting with the reference material including units, symbols and abbreviations, this document next introduce the system that we are going to build from general to specific, including the problem, goal, assumptions, theoretical model and instance models. It also talks about the functional and nonfunctional requirements for this project.

3 General System Description

This section provides general information about the system. It identifies the interfaces between the system and its environment, describes the user characteristics and lists the system constraints.

3.1 System Context

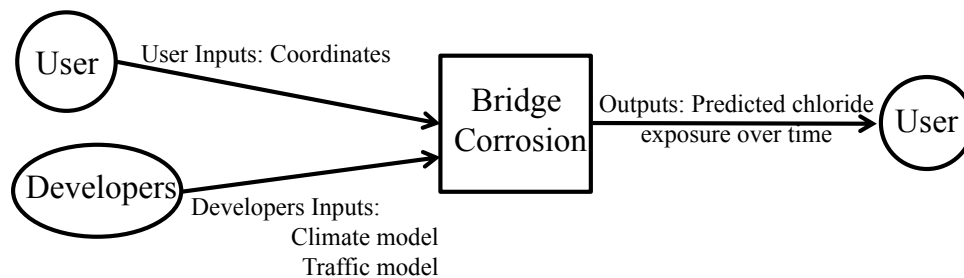


Figure 1: System Context

Figure 1 shows the system context of the software. The user should input a coordinates to the software, and the software will return the predicted chloride exposure in the past and future to the user. The user and the software assume the following responsibilities:

- User Responsibilities:
 - Provide valid coordinates to the software.
- Developers Responsibilities:
 - Provide valid climate model and traffic model to the software.

- BCP Responsibilities:
 - Build a database storing the chloride exposure data for every 25 km in the past and future.
 - Search and return the chloride exposure trend at given input coordinate.
 - Provide visualization of the output, such as histograms, line graphs, or grids displaying the data.

3.2 User Characteristics

The end user of BCP should have a high school understanding of geographic coordinates. Additionally, users may benefit from university level of knowledge of bridge construction or civil engineering principles to better understand the context and implications of the predicted chloride exposure.

3.3 Stakeholders

A stakeholder is a person, group or organization with a vested interest in the project. For BCP, the stakeholders include:

- Government: Government entities require the accurate data to use as a reference for planning the road construction of Ontario. For example, they might want to adjust the thickness of the road in certain areas based on the data from this model.
- Researcher: Professionals within the civil engineering field who are concerned with the impacts of climate change on corrosion damage. In particular, this project is conducted in collaboration with Dr. Cancan Yang and Ph.D. candidate Mingsai Xu from the Department of Civil Engineering at McMaster University.
- Developer: Individuals involved in the development, maintenance, and potential future enhancements of the predictive model. This group may include software developers or engineers tasked with inheriting, sustaining, and advancing the model beyond the initial research phase.
- Casual user: People that are interested in the chloride exposure rate of their area and those interest in the impacts of climate change and traffic pattern.

3.4 System Constraints

There is no system constraints for this software.

4 Specific System Description

This section first presents the problem description, which gives a high-level view of the problem to be solved. This is followed by the solution characteristics specification, which presents the assumptions, theories, definitions and finally the instance models.

4.1 Problem Description

This project is intended to investigate how climate and traffic might impact corrosion-induced damage for reinforced concrete bridges by influencing their chloride exposure.

4.1.1 Terminology and Definitions

This subsection provides a list of terms that are used in the subsequent sections and their meaning, with the purpose of reducing ambiguity and making it easier to correctly understand the requirements.

- Mass Flow Rate (MFR): The amount of water displaced by a single tire. (kg/s)
- Spray density: Spray density is the measure of how closely packed the droplets or particles are within the spray plume. It quantifies the amount of material dispersed per unit area. In this document, it is referring to the density of water in the air (mass of water per unit volume of air) in the environment. (kg/m³)
- Spray: when water droplets, generally less than 0.5 mm (0.02 inches) in diameter and suspended in the air, are formed after water has impacted a smooth surface and been atomized.
- Splash: water drops greater than 1.0 mm (0.04 inches) in diameter, which follow a ballistic path away from the tire.
- Airborne deposition: The process of particles moving from the atmosphere to the Earth's surface.
- Deposition rate: The rate at which a substance is deposited onto a surface over a specific period of time. (kg/m³)
- Drainage: The process by which water or other liquids flow away from an area with excess water.
- AADT: The average daily traffic volume at a given location over an entire year, measured by the number of vehicles.
- AADTT: The average daily truck traffic volume at a given location over an entire year, measured by the number of vehicles.

4.1.2 Physical System Description

The key physical system of BCP, as shown in Figure 2, simulate the situation where a vehicle sprays and splashes the water. It includes the following elements:

- PS1: Capillary adhesion: The absorption of water (present on the road surface) by the tires through surface tension.
- PS2: Tread pickup: Water within the grooves of a tire being sprayed and splashed behind the tire by turbulent flow in the grooves.
- PS3: Bow wave: Water sent towards the front of the tire because of the physical displacement of water from the road surface due to the vehicle tires.
- PS4: Side wave: Water sent in the direction perpendicular to the traffic because of the physical displacement of water from the road surface due to the vehicle tires.

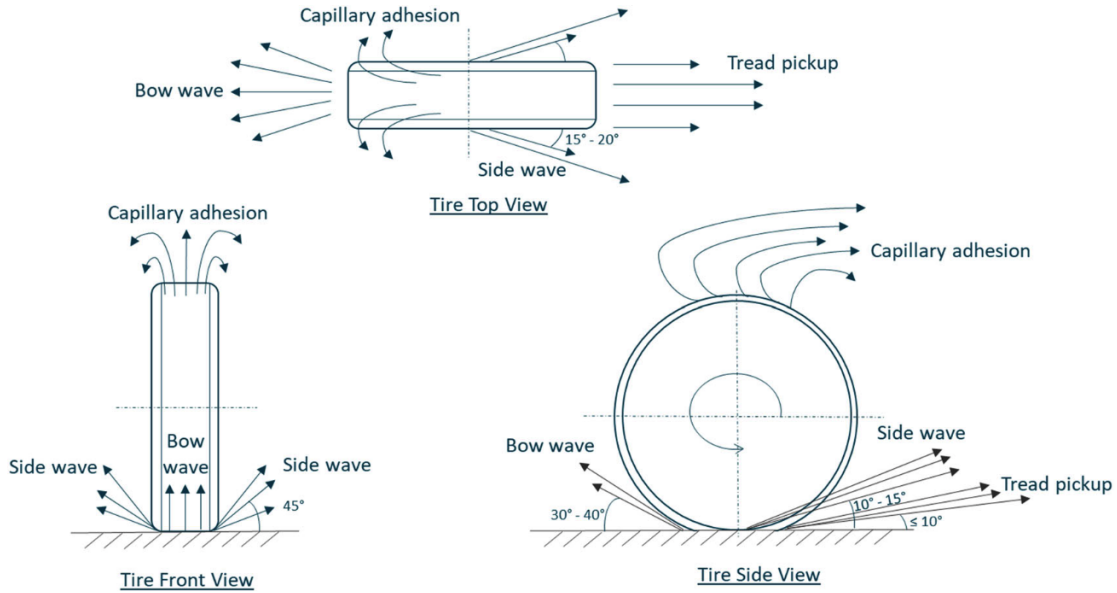


Figure 2: Mechanisms of vehicle spray and splash [4]

4.1.3 Goal Statements

Given the climate data, traffic data and geographical coordinates, the goal statement is:

GS1: Predict the chloride exposure for bridges in Ontario in the past and future.

4.2 Solution Characteristics Specification

The instance models that govern this project are presented in Section 4.4.5. The theoretical models and general definitions being refined by the instance models are in Section 4.4.2 and Section 4.4.3 separately. Section 4.4.4 includes symbols and equations provided for the problem, and Section 4.4.1 simplifies the original problem by offering reasonable assumptions.

4.2.1 Types

Input:

- User input:
 - longitude = \mathbb{R}
 - latitude = \mathbb{R}
- Dataset input:
 - climate model
 - * annual snowfall $h_{total} = \mathbb{R}^+$
 - * annual number of days with snowfall $t_1 = \mathbb{R}^+$
 - * annual number of days with snow melting $t_2 = \mathbb{R}^+$
 - traffic model
 - * AADT per lane $AADT = \mathbb{R}^+$
 - * AADTT per lane $AADTT = \mathbb{R}^+$

Output:

- predictedChlorideExposure = $[\mathbb{R}]$

4.3 Scope Decisions

Only the damage due to the chloride from deicing salt is considered; other sources of damage, like car accident and mechanical wear, are not considered.

4.4 Modelling Decisions

Section 4.4.1 begins with reasonable assumptions that simplify the original problem. Section 4.4.2 and Section 4.4.3 present the theoretical models and general definitions being refined by the instance models, respectively. Section 4.4.4 includes the symbols and equations provided for the problem, while Section 4.4.5 describes the instance models that govern this project.

4.4.1 Assumptions

This section simplifies the original problem and helps in developing the theoretical model by filling in the missing information for the physical system. The numbers given in the square brackets refer to the Theoretical Model [TM], General Definition [GD], Data Definition [DD], Instance Model [IM], or Likely Change [LC], in which the respective assumption is used.

- A1: All the deicing salts are applied on days with snowfall. (RefBy: DD6)
- A2: The lane width for all the roads are the same. (RefBy: DD6, LC1)
- A3: The main component of deicing salt is NaCl. (RefBy: DD8, DD11)
- A4: Same class of the road over which the bridge spans has the same AADT and AADTT. (RefBy: GD8, LC2)
- A5: The tire width for all the vehicles are the same. (RefBy: TM2)
- A6: The speed for all the vehicles are the same, taken as the highway speed limit. (RefBy: TM2, GD1 - GD7)
- A7: The climate and traffic is constant over the entire area of each 25-km grid cell. (RefBy: IM2)
- A8: The calibration factor α and β are assumed to be 0.5, in the calculation for mass flow rate of bowl waves and side waves (RefBy: GD3)

4.4.2 Theoretical Models

This section focuses on the general equations and laws the project is based on.

Number	TM1
Label	Water film thickness
SI Units	m
Equation	$WD = 6 \times 10^{-4} \cdot T^{0.09} (L \cdot I)^{0.6} \cdot S^{-0.33}$
Description	<p>The above equation computes the water film thickness (WD) based on the rainfall intensity and pavement surface properties.</p> <ul style="list-style-type: none"> • WD is the water depth. (m) • T is the pavement texture. (mm) • L is the pavement drainage length. (m) • I is the rainfall intensity. (m/h) • S is the slope. (m/m)
Source	[5]
Ref. By	TM2

Number	TM2
Label	Max flow rate general
SI Units	kg/s
Equation	$MR_W = V \cdot b \cdot WD \cdot \rho_{water}$
Description	<p>The above equation is the general equation for mass flow rate (MFR), which is the maximum amount of water available for splash and spray.</p> <ul style="list-style-type: none"> • V is the truck speed. (m/s) • b is the tire width. (m) • WD is the water depth/thickness. (m) • ρ_{water} is the density of water. (kg/m^3)
Note	<p>b, the tire width, is assumed to be the same for all vehicles according to A5. V, the truck speed, is assumed to be the same for all vehicles, taken as the highway speed limit, according to A6. WD, the result of TM1, is used as a parameter in this equation.</p>
Source	[5]
Ref. By	GD??
Use	A5, A6, TM1

Number	TM3
Label	Chloride sprayed and splashed
SI Units	kg/m ³
Equation	$C_{s_{air}} = (SD_{total_cl} \times \frac{1}{\Theta} \times \frac{ADT-N}{N_{lane}} + SD_{total_cl} \times \frac{N}{N_{lane}}) \times t_2$
Description	<p>The above equation computes the mass of chloride ions per unit air volume sprayed and splashed ($C_{s_{air}}$) by all the vehicles passing near the bridge pier every winter, accounting for all the days with snow in a typical winter season.</p> <ul style="list-style-type: none"> • SD_{total_cl} is the mass of chloride ions per unit air volume, calculated in DD11. (kg/m³) • Θ is the ratio of chloride ions sprayed and splashed by trucks to light-duty vehicles. (ratio) • ADT is the average daily traffic. (number of vehicles/day) • N is the average number of heavy-duty vehicles per day. (number of vehicles/day) • N_{lane} is the number of lanes. • t_2 is the number of days with snow melting.
Notes	The first part in the parentheses calculate the chloride exposure by light-duty vehicle, and the second part is for heavy-duty vehicles. The calculation focus on the road lane that is closest to the bridge component, so N_{lane} is included in the denominator, to turn the total traffic for the road into traffic for one lane.
Source	[4]
Ref. By	GD8
Use	DD11

Number	TM4
Label	Total airborne deposition at a certain distance
SI Units	kg/m ³
Equation	$D(x) = a_{spray} \times e^{b_{spray} x} + a_{splash} \times e^{b_{splash} x}$
Description	<p>The above equation describes the total airborne deposition at a certain distance from the road.</p> <ul style="list-style-type: none"> • a_{spray} is the maximum deposition rates that occur from spray. (kg/m^3) • a_{splash} is the maximum deposition rates that occur from splash. (kg/m^3) • b_{spray} is the spray emission rate coefficient. • b_{splash} is the splash emission rate coefficient. • x is the distance between the road and the object. (m) • e is the base of natural logarithm.
Source	[12]
Ref. By	IM1

4.4.3 General Definitions

This section collects the laws and equations that will be used in building the instance models.

Number	GD1
Label	Mass flow rate for capillary adhesion
SI Units	kg/s
Equation	$MR_{CA} = V_{speed} \times b \times K \times h_{film} \times \rho_{water}$
Description	<p>This equation compute the contribution to the amount of water displaced by a single tire (MFR) of capillary adhesion mechanism.</p> <ul style="list-style-type: none"> • V_{speed} is the heavy vehicle speed. (km/h) • b is the tire width. (m) • K is the ratio of the tire width that is not a groove to the tire width. (ratio) • h_{film} is the depth of the water film picked up in each rotation. (m) • ρ_{water} is the density of water. (kg/m^3)
Notes	This equation is a refinement of TM2, it assumes that all vehicle have same speed, as stated in A6
Source	[4]
Ref. By	GD4
Use	A6, TM2

Number	GD2
Label	Mass flow rate for tread pickup
SI Units	kg/s
Equation	$MR_{TP} = V_{speed} \times b \times (1 - K) \times h_{app} \times \rho_{water}$
Description	<p>The above equation computes the contribution to the amount of water displaced by a single tire (MFR) of tread pickup mechanism. The tread pickup will be activated only if there is water remaining after the capillarity adhesion</p> <ul style="list-style-type: none"> • V_{speed} is the heavy vehicle speed. (km/h) • b is the tire width. (m) • K is the ratio of the tire width that is not a groove to the tire width. (ratio) • h_{app} is the thickness of melted water per day with snow melting. (m) • ρ_{water} is the density of water. (kg/m^3)
Notes	This equation is a refinement of TM2, it assumes that all vehicle have same speed, as stated in A6. It also uses h_{app} , which is the result calculated from DD7.
Source	[4]
Ref. By	GD5
Use	A6, TM2, DD7

Number	GD3
Label	Mass flow rate for bow waves and side waves
SI Units	kg/s
Equation	$MR_{BW} = MR_{SW} = 0.5 \times V_{speed} \times b \times (h_{app} - K \times h_{film} - (1 - K) \times h_{app}) \times \rho_{water}$
Description	<p>The above equation computes the contribution to the amount of water displaced by a single tire (MFR) of bow waves mechanism and side waves mechanism, this equation will be activated only if there is water remaining after the capillary adhesion and tread pickup.</p> <ul style="list-style-type: none"> • V_{speed} is the heavy vehicle speed. (km/h) • b is the tire width. (m) • K is the ratio of the tire width that is not a groove to the tire width. (ratio) • h_{film} is the depth of the water film picked up in each rotation. (m) • h_{app} is the thickness of melted water per day with snow melting. (m) • ρ_{water} is the density of water. (kg/m^3)
Notes	This equation is a refinement of TM2, it assumes that all vehicle have same speed, as stated in A6. It also uses h_{app} , which is the result calculated from DD7.
Source	[4]
Ref. By	GD6, GD7
Use	A6, TM2, DD7

Detailed derivation of mass flow rate

The following derivation is based on the theories purposed in [4].

The maximum mass flow rate associated with capillary adhesion (MR_{CA}) is estimated as the number of tire rotations per second multiplied by the volume of water dispersed on each tire rotation multiplied by the density of water, or

$$MR_{CA} = \left[\frac{V_{speed}}{2\pi R} \right] \cdot [2\pi R \times b \times K \times h_{film}] \times \rho_{water} = [V_{speed} \times b \times K \times h_{film}] \times \rho_{water}$$

After capillary action, the tire is able to displace a volume of water within its tread. The

maximum flow rate for this mechanism (MR_{TP}) will occur when all the water contained in the tread volume is flung out of the tread during each tire rotation. Thus, it can be computed as the number of tire rotations per second multiplied by the capacity of the tire's tread on each rotation multiplied by the density of water:

$$MR_{TP} = V_{speed} \times b \times (1 - K) \times h_{app} \times \rho_{water}$$

Any remaining water for which there is no capacity either underneath the tire contact area or within the tire tread must be displaced to the front of the tire or to the side, causing the bow wave and side wave, respectively. So, the total mass flow rate that can be attributed to bow and side wave mechanisms can be written as:

$$MR_{BW} + MR_{SW} = \rho_{water} \times b \times V_{speed} \times (h_{app} - K \times h_{film} - (1 - K) \times h_{app})$$

So, MR_{BW} and MR_{SW} can be estimated separately as:

$$MR_{BW} = \alpha \times \rho_{water} \times b \times V_{speed} \times (h_{app} - K \times h_{film} - (1 - K) \times h_{app})$$

$$MR_{SW} = \beta \times \rho_{water} \times b \times V_{speed} \times (h_{app} - K \times h_{film} - (1 - K) \times h_{app})$$

where α and β are calibration factors that satisfy $\alpha + \beta = 1$. Until other evidence is available, it will be assumed that $\alpha = \beta = 0.5$.

Number	GD4
Label	Spray density for capillary adhesion
SI Units	kg/m ³
Equation	$SD_{CA} = (-2.69 \times 10^{-5} \times V' + 2.43 \times 10^{-3}) \times MR_{CA}$
Description	<p>Spray density is derived by conducting regression analysis to develop relationship between spray density, mass flow rate and vehicle speed, to compute the concentration of water kicked up to the environment. The detailed process could be found in section 6.6.1 in [4] .</p> <ul style="list-style-type: none"> • V' is the heavy vehicle speed according to A6 . (<i>miles/h</i>) • MR_{CA} is the mass flow rate for capillary adhesion, calculated by GD1. (<i>kg/s</i>)
Source	[4]
Ref. By	DD9
Use	A6, GD1

Number	GD5
Label	Spray density for tread pickup
SI Units	kg/m ³
Equation	$SD_{TP} = (1.16 \times 10^{-5} \times V' - 5.25 \times 10^{-5}) \times MR_{TP}$
Description	<p>Spray density is derived by conducting regression analysis to develop relationship between spray density, mass flow rate and vehicle speed, to compute the concentration of water kicked up to the environment. The detailed process could be found in section 6.6.1 in [4] .</p> <ul style="list-style-type: none"> • V' is the heavy vehicle speed according to A6 . (<i>miles/h</i>) • MR_{TP} is the mass flow rate for tread pickup, calculated by GD2. (<i>kg/s</i>)
Source	[4]
Ref. By	DD9
Use	A6, GD2

Number	GD6
Label	Spray density for bow waves
SI Units	kg/m ³
Equation	$SD_{BW} = (2.67 \times 10^{-5} \times V' - 4.71 \times 10^{-4}) \times MR_{BW}$
Description	<p>Spray density is derived by conducting regression analysis to develop relationship between spray density, mass flow rate and vehicle speed, to compute the concentration of water kicked up to the environment. The detailed process could be found in section 6.6.1 in [4] .</p> <ul style="list-style-type: none"> • V' is the heavy vehicle speed according to A6. (<i>miles/h</i>) • MR_{BW} is the mass flow rate for bow waves, calculated by GD3. (<i>kg/s</i>)
Source	[4]
Ref. By	DD9
Use	A6, GD3

Number	GD7
Label	Spray density for side waves
SI Units	kg/m ³
Equation	$SD_{SW} = (1.65 \times 10^{-5} \times V' - 3.99 \times 10^{-4}) \times MR_{SW}$
Description	<p>Spray density is derived by conducting regression analysis to develop relationship between spray density, mass flow rate and vehicle speed, to compute the concentration of water kicked up to the environment. The detailed process could be found in section 6.6.1 in [4] .</p> <ul style="list-style-type: none"> • V' is the heavy vehicle speed according to A6 . (<i>miles/h</i>) • MR_{SW} is the mass flow rate for side waves, calculated by GD3. (<i>kg/s</i>)
Source	[4]
Ref. By	DD9
Use	A6, GD3

Number	GD8
Label	Chloride sprayed and splashed
SI Units	kg/m ³
Equation	$C_{s_{air}} = (SD_{totalcl} \times \frac{1}{\Theta} \times (AADT \text{ per lane} - AADTT \text{ per lane}) + SD_{total\ cl} \times AADTT \text{ per lane}) \times t_2$
Description	<p>The cumulative mass of chloride ions per unit air volume sprayed and splashed by all vehicles every winter, can be calculated by first finding the mass of chloride ions per unit air volume sprayed and splashed by all the vehicles per day, and times with the number of days with snow melting.</p> <ul style="list-style-type: none"> • $SD_{total\ cl}$ is the mass of chloride ions per unit air volume. (kg/m^3) • Θ is the ratio of chloride ions sprayed and splashed by trucks to light-duty vehicles. • $AADT \text{ per lane}$ is the annual average daily traffic per lane. • $AADTT \text{ per lane}$ is the annual average daily truck traffic per lane. • t_2 is the number of days with snow melting.
Notes	This equation refines TM3 by using AADT from DD1, and AADTT from DD2, to simplify the calculation for light traffic and heavy-duty traffic. t_2 , generated from DD5 is also used as parameter, and the result of DD11 is used here as $SD_{total\ cl}$.
Sources	[7, 8]
Ref. By	IM1
Use	A4, TM3 , DD1, DD2, DD5, DD11

4.4.4 Data Definitions

This section collects and defines all the data needed to build the instance models. The dimension of each quantity is also given.

Number	DD1
Label	AADT
Symbol	$AADT$
SI Units	N/A
Description	AADT is the Annual Average Daily Traffic, it is given by the traffic model.
Sources	[7]
Ref. By	GD8
Number	DD2
Label	AADTT
Symbol	$AADTT$
SI Units	N/A
Description	AADTT is the Annual Average Daily Truck Traffic, it is given by the traffic model.
Sources	[7]
Ref. By	GD8
Number	DD3
Label	Total snowfall
Symbol	h_{total}
SI Units	m
Description	h_{total} is the total snowfall during a winter season, it is given by the climate model.
Sources	[7]
Ref. By	DD6, DD7

Number	DD4
Label	Snowfall days
Symbol	t_1
SI Units	day
Description	t_1 is the number of days with snowfall, it is given by the climate model.
Sources	[7]
Ref. By	DD6
Number	DD5
Label	Snow melting days
Symbol	t_2
SI Units	day
Description	t_2 is the number of days with snow melting, it is given by the climate model.
Sources	[7]
Ref. By	GD8, DD7

Number	DD6
Label	Deicing salts quantity
Symbol	M_{app}
SI Units	kg/m^2
Equation	$M_{app} = \frac{V_{salt} \times h_{total}}{t_1 \times W_{lane}}$
Description	<p>The equation determine the quantity of deicing salts applied per day with snowfall, according to A1, that the deicing salts are applied on the days of snowfall.</p> <ul style="list-style-type: none"> • V_{salt} is the normalized salt application rate. ($t/cm/km$) • h_{total} is the total snowfall during a winter season, given by the climate model DD3. (m) • t_1 is the number of days with snowfall, given by the climate model DD4. • W_{lane} is the lane width. According to A2, all the lane has the same width. (m).
Sources	[4, 7]
Ref. By	DD10
Use	A1, A2, DD3, DD4

Number	DD7
Label	Daily water film thickness
Symbol	h_{app}
SI Units	m
Equation	$h_{app} = h_{total}/t_2$
Description	<p>The equation above calculates the thickness of melted water per day with snow melting.</p> <ul style="list-style-type: none"> • h_{total} is the the total snowfall during a winter season, given by the climate model DD3. (m) • t_2 is the number of days with snow melting, given by the climate model DD5.
Sources	[4, 9]
Use	DD3, DD5
Ref. By	GD2, GD3, DD10
Number	DD8
Label	Ratio of chloride in deicing salts
SI Units	none
Equation	$\theta_{chloride} = \frac{\text{mass of } Cl^-}{\text{mass of } NaCl}$
Description	<p>This equation computes the molar mass ratio of chloride to deicing salts, where we assume the main component of deicing salts is NaCl (A3).</p> <ul style="list-style-type: none"> • Cl^- is the chloride ions whose exposure we want to investigate. • $NaCl$ is the most commonly used salt.
Source	Mass Ratio Calculation
Ref. By	DD11
Use	A3

Number	DD9
Label	Total spray density
SI Units	kg/m ³
Equation	$SD_{total} = SD_{CA} + SD_{TP} + SD_{BW} + SD_{SW}$
Description	<p>The spray density (i.e. mass of water per unit air volume kicked up by each passing truck), is the sum of the four mechanism.</p> <ul style="list-style-type: none"> • SD_{CA} is the spray density due to capillary adhesion, calculated by GD4. • SD_{TP} is the spray density due to tread pickup, calculated by GD5. • SD_{BW} is the spray density due to bow waves, calculated by GD6 • SD_{SW} is the spray density due to side waves, calculated by GD7.
Source	[4]
Ref. By	DD11
Use	GD4, GD5, GD6, GD7
Number	DD10
Label	Ratio of salt over water
SI Units	none
Equation	$\delta_{salt} = \frac{M_{app}}{h_{app} \times \rho_{water}}$
Description	<p>This equation computes the ratio of the mass of salt applied per unit area of road to the mass of water per unit area of road.</p> <ul style="list-style-type: none"> • M_{app} is the quantity of deicing salts applied per day, calculated by DD6. (kg/m^2) • h_{app} is the thickness of melted water per day, calculated by DD7. (m) • ρ_{water} is the density of water. (kg/m^3)
Source	[4]
Ref. By	DD11
Use	DD6, DD7

Number	DD11
Label	Mass of chloride ions
SI Units	kg/m ³
Equation	$SD_{totalcl} = SD_{total} \times \delta_{salt} \times \theta_{chloride}$
Description	<p>This equation computes the mass of chloride ions per unit air volume kicked up by each truck, where we assume the chloride ions are from NaCl (A3).</p> <ul style="list-style-type: none"> • $\theta_{chloride}$ is the molar mass ratio of chloride to deicing salts, calculated by DD8. (ratio) • SD_{total} is the mass of water per unit air volume, calculated by DD9. (kg/m³) • δ_{salt} is the salt-to-water mass ratio per unit area of road, calculated by DD10. (ratio)
Source	[4, 7]
Ref. By	TM3, GD8
Use	A3, DD8, DD9, DD10

4.4.5 Instance Models

This section transforms the problem defined in Section 4.1 into one which is expressed in mathematical terms. It uses concrete symbols defined in Section 4.4.4 to replace the abstract symbols in the models identified in Sections 4.4.2 and 4.4.3.

The goal GS1 is solved by IM1, IM2.

Number	IM1
Label	Chloride on the surface
Input	$C_{s_{air}}, e, d$
Output	C_s
Equation	$C_s = 0.015 \times C_{s_{air}} \times e^{-0.05d} + 0.985 \times C_{s_{air}} \times e^{-0.5d}$
Description	<p>The above equation computes the chloride ions deposition on bridge substructure, taking into account the distance between the edge of the road near the bridge substructure and the bridge substructure.</p> <ul style="list-style-type: none"> • $C_{s_{air}}$ is the cumulative mass of chloride ions per unit air volume sprayed and splashed by all the vehicles passing near the bridge pier. (kg/m^3) • d is the distance between the road edge and nearby bridge structure. (m) • e is the base of natural logarithm.
Sources	[7, 10, 11, 12]
Ref. By	IM2, LC3
Use	TM4, GD8

Detailed derivation of chloride on the surface

According to [12], the spray emission rate coefficient and splash emission rate coefficient could be taken as -0.05 and -0.5, and the distance between road edge and nearby bridge structure is d , so we have:

$$C_s = a_{spray} \times e^{-0.05d} + a_{splash} \times e^{-0.5d}$$

According to [11, 12] which measured the deposition of deicing salts along a highway in Sweden to define the relation between the mass of deicing salts per unit area and distance from roadside, and used nonlinear fitting techniques to determine the proportions of sprayed and splashed chloride ions:

$$a_{spray} = a_{air} \times 0.015$$

$$a_{splash} = a_{air} \times 0.985$$

Combining the above equation in the scenario of chloride, we have:

$$C_s = 0.015 \times C_{s_{air}} \times e^{-0.05d} + 0.985 \times C_{s_{air}} \times e^{-0.5d}$$

Number	IM2
Label	Search data for specific coordinate
Input	$(longitude, latitude)$
Output	$\{C_{s_1}, C_{s_2}, \dots, C_{s_n}\}$
Description	<p>This instance model get the longitude and latitude as input, and return a series of the amount of chloride exposure as output. The searching process is conducted using coding logic. This is the model that the end user of this software will encounter.</p> <ul style="list-style-type: none"> • $\{C_{s_1}, C_{s_2}, \dots, C_{s_n}\}$ is a list of chloride exposure data. ($\{kg/m^3\}$) • $(longitude, latitude)$ is the coordinate of a location. ($^\circ, ^\circ$)
Use	A7, IM1

4.4.6 Input Data Constraints

Table 1 shows the data constraints on the input output variables. The column for physical constraints gives the physical limitations on the range of values that can be taken by the variable. The column for software constraints restricts the range of inputs to reasonable values. The software constraints will be helpful in the design stage for picking suitable algorithms. The constraints are conservative, to give the user of the model the flexibility to experiment with unusual situations. The column for typical values lists the most frequent occurrences in the traffic and climate model. The uncertainty column provides an estimate of the confidence with which the physical quantities can be measured. This information would be part of the input if one were performing an uncertainty quantification exercise. In the BCP project, we talk about not only the input variables mentioned in instance models, but also include those in other models that the instance models use. The physical constraints are purposed by [4]. Beside those, the input of the software need to be coordinates inside Ontario. This will be done by input checking algorithm later.

The specification parameters in Table 1 are listed in Table 6.

4.4.7 Properties of a Correct Solution

A correct solution must exhibit the chloride exposure values that does not exceed the solubility limits of chloride ions, which is according to the [property of sodium chloride](#).

Table 1: Input Variables

Var	Physical Constraints	Software Constraints	Typical Value	Uncertainty
$AADT$	$AADT \geq 0$	$AADT \geq 0$	559	10%
$AADTT$	$AADTT \geq 0$	$AADTT \geq 0$	103	10%
h_{total}	$h_{total} \geq 0$	$h_{total} \geq 0$	70	10%
lat	$-90 \leq lat \leq 90$	$-90 \leq lat \leq 90$	48.0863	10%
$long$	$0 \leq long \leq 360$	$0 \leq long \leq 360$	275.0678	10%
t_1	$0 \leq t_1 \leq 365$	$0 \leq t_1 \leq 365$	90	10%
t_2	$0 \leq t_2 \leq 365$	$0 \leq t_2 \leq 365$	70	10%

Table 2: Output Variables

Var	Physical Constraints
C_s	$C_s < 360 \text{ kg/m}^3$

5 Requirements

This section provides the functional requirements, the business tasks that the software is expected to complete, and the nonfunctional requirements, the qualities that the software is expected to exhibit.

5.1 Functional Requirements

- R1: The software should have a map of the jurisdiction that users could click on as approach of input.
- R2: The software should only accept coordinate that is inside Ontario (By IM2).
- R3: The software should have an option for user to select the different concerned parameter, including chloride on pier, chloride on deck, and the different salt application rate.
- R4: The result list of chloride exposure rate should be visualized in the map using color scheme to represent the severity of chloride exposure data across different regions.
- R5: The result list of chloride exposure rate should be of (two decimal data?TODO ask), showing the trend of chloride exposure from 2006 to 2100 at the input location (By IM1, IM2).
- R6: The result list of chloride exposure rate should have an visualization of line graph and histogram. TODO ask which they prefer
- R7: The result list of chloride exposure rate (and the visualization?TODO ask) should be able to be downloaded by users to their local machine.

5.2 Nonfunctional Requirements

- NFR1: **Reliability:** The reliability is measured and verified in the VnVplan.
- NFR2: **Usability:** The software interface should be intuitive and user-friendly, allowing users in the section 3.2 to easily input coordinates and look at the predicted chloride exposure in the past and future.
- NFR3: **Maintainability:** The code for this software should be designed and structured in a way that it could be easily comprehended and modified by other potential developers.
- NFR4: **Portability:** This software should be able to run on recent versions of Google Chrome, Firefox, MS Edge and Safari. The operating system include Windows 7+ and Mac OS X 10.7+.
- NFR5: **Scalability:** The software should be scalable to accommodate potential future expansions to more jurisdictions, support concurrent users while maintaining a quick response time.

5.3 Rationale

The assumptions made in this document are based on practical considerations to simplify and quantify the data required in the model. In A1, the deicing salts need to be applied on the roads in time to ensure safe driving conditions during winter weather. In A2, it simplifies the model by assuming a standardized lane width across all roads. While lane widths can vary depending on road type and location, assuming a uniform lane width streamlines the analysis and allows for consistent calculations. Additionally, a lane width of 3 meters is commonly used in many road design standards and provides a reasonable approximation for modeling purposes. Similarly, NaCl is one of the most widely used deicing salts due to its effectiveness and affordability, so A3 simplifies the model while still capturing the essence of typical deicing salt compositions. Lastly, AADT is an important parameter for assessing traffic volume on roads and is typically used to classify roads into different categories based on their traffic intensity, A4 simplifies the analysis by providing a standardized measure of traffic volume. By incorporating these assumptions, the model can effectively simulate real-world scenarios and provide valuable insights into the factors influencing bridge corrosion. The constraints in Table 1 are defined considering real-world scenarios. For example, the speed constraints adhere to established speed limits, ensuring a realistic representation of vehicle speeds. Similarly, the constraints associated with the variable about days are confined within the bounds of the annual calendar, reflecting a practical consideration of time duration within a given year.

6 Likely Changes

- LC1: The lane width in some area might not be fixed, and the lane width standards might change in the future, so A2 is likely to be changed.
- LC2: A4 might be changed with the population density, urbanization, or transportation preferences in different area, which all may influence traffic volume and distribution.
- LC3: The proportions(0.015 and 0.985) in IM1 might change with the site characteristics of a bridge, such as the roadside environment (forested or urban), traffic characteristics (direction and volume), wind direction, and road surface condition.

7 Unlikely Changes

- ULC1: The deicing salt need to be applied on days with snowfall to effectively mitigate the formation of ice and ensure safe road conditions, so A1 is unlikely to change.
- ULC2: A3 is also unlikely to change, as the main component of deicing salt remain consistent.

8 Traceability Matrices and Graphs

The purpose of the traceability matrices is to provide easy references on what has to be additionally modified if a certain component is changed. Every time a component is changed, the items in the column of that component that are marked with an “X” may have to be modified as well. Table 3 shows the dependencies of theoretical models, general definitions, data definitions, instance models, and likely changes on the assumptions. Table 4 shows the dependencies of theoretical models, general definitions, data definitions, and instance models with each other. Table 5 shows the dependencies of instance models, requirements, and data constraints on each other.

	A1	A2	A3	A4
TM1				
TM2				
TM3	X			
TM4				
GD??				
GD??				
GD8	X			X
DD6	X	X		
DD7	X			
DD8			X	
DD9				
DD10				
DD11			X	
IM1				
IM2				
LC1		X		
LC2				X
LC3				
ULC1	X			
ULC2			X	

Table 3: Traceability Matrix Showing the Connections Between Assumptions and Other Items

	TM1	TM2	TM3	TM4	GD??	GD??	GD8	DD6	DD7	DD8	DD9	DD10	DD11	IM1	IM2
TM1		X													
TM2					X										
TM3							X								
TM4														X	
GD??						X									
GD??											X				
GD8														X	
DD6												X			
DD7					X							X			
DD8													X		
DD9													X		
DD10													X		
DD11			X				X								
IM1															X
IM2															

Table 4: Traceability Matrix Showing the Connections Between Items of Different Sections

	IM1	IM2	R2	R5	R??	NFR1	NFR2	NFR3	NFR4	NFR5
IM1					X					
IM2			X	X			X		X	
R2		X						X		
R5					X	X				
R??				X						
NFR1		X								
NFR2		X		X						
NFR3										X
NFR4										
NFR5								X		

Table 5: Traceability Matrix Showing the Connections Between Requirements and Instance Models

9 Values of Auxiliary Constants

Symbol	Description	Value	Unit
V'_{min}	minimum speed of vehicle	37	miles/h
V	speed of vehicle	62.1371	miles/h
V'_{max}	maximum speed of vehicle	65	miles/h
$V_{speed_{min}}$	minimum speed of heavy vehicle	60	km/h
V_{speed}	speed of heavy vehicle	100	km/h
$V_{speed_{max}}$	maximum speed of heavy vehicle	105	km/h
b_{min}	minimum tire width	0.2	m
b	tire width	0.56	m
b_{max}	maximum tire width	0.71	m
b_{spray}	spray emission rate coefficient	-0.05	N/A
b_{splash}	splash emission rate coefficient	-0.5	N/A
d	distance between the road edge and the bridge substructure	3.5	m
h_{film}	depth of the water film picked up in each rotation	0.0001	m
K	ratio of the tire width that is not a groove to the tire width	0.75	N/A
ρ_{water}	water density	997	kg/m ³
W_{lane}	lane width	3.75	m
V_{salt}	salt application rate	0.06	t/cm/km
$\theta_{chloride}$	molar mass ratio of chloride ions over deicing salts	0.61	N/A
Θ	ratio of chloride ions sprayed and splashed by trucks over light-duty vehicles	6	N/A

Table 6: Auxiliary Constant

Reference

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