



FAST, FLEXIBLE, SUSTAINABLE: THE NEW GENERATION OF STEEL CULVERTS

MACCAFERRI

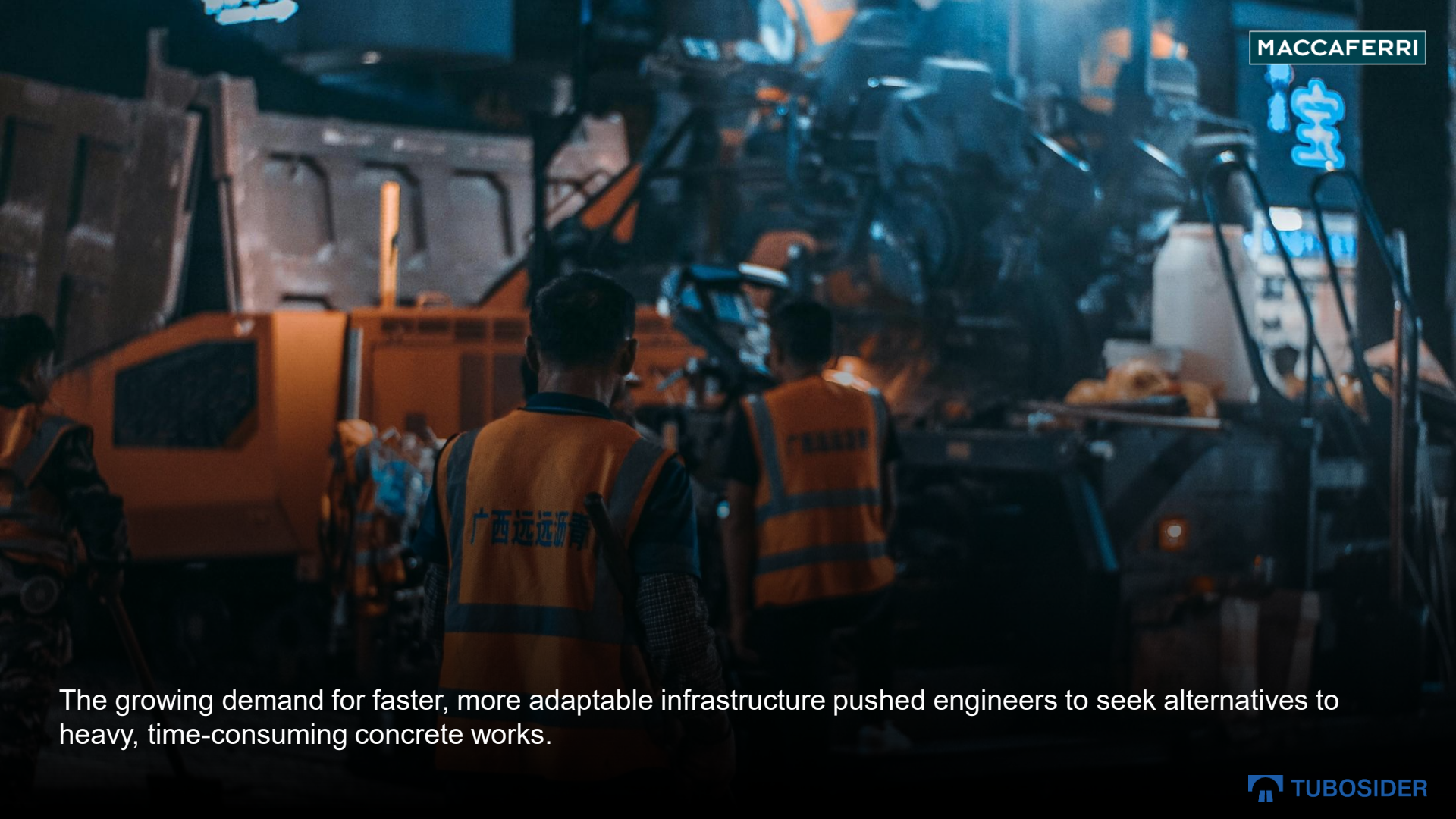
 **TUBOSIDER**



- 5' Introduction
- 15' Our Portfolio
- 15' Design Method
- 5' Our Success Stories and Conclusions

Live Q&A

Speakers: *Anisur Rahman – Business Developer DT Business Unit at Maccaferri*
Paolo Francesco Quaglia – Head of Culverts Division at Tubosider

A night-time photograph of a construction site. In the foreground, two workers wearing orange safety vests are seen from behind. The vest of the worker in the center has the Chinese characters '广西远通' (Guangxi Yuantong) printed on it. They are standing in front of a large piece of heavy machinery, possibly a concrete pump or a large excavator. The scene is illuminated by blue and orange lights, creating a dramatic atmosphere. In the background, more construction equipment and structures are visible under a dark sky.

The growing demand for faster, more adaptable infrastructure pushed engineers to seek alternatives to heavy, time-consuming concrete works.



This need sparked the development of corrugated steel culverts: a smart, modular solution born from innovation and shaped by efficacy.

The Maccaferri logo consists of the word "MACCAFERRI" in white, uppercase, sans-serif font, centered within a dark teal rectangular background.The Tubosider logo features a blue icon on the left, which is a stylized representation of a tunnel or culvert cross-section, followed by the word "TUBOSIDER" in blue, uppercase, sans-serif font.

With over **140 years of engineering heritage**, Maccaferri brings global expertise in geotechnical and infrastructure solutions.

Tubosider, with more than **60 years of experience** in corrugated steel culverts (SSCB), is a reference in lightweight steel structures.

Together, they offer a unique synergy of innovation and reliability, delivering smart, efficient, and future-ready infrastructure solutions.

Steel culverts, also known as **Soil Steel Composite Bridges (SSCB)**, are engineered structures made of corrugated steel sheets used to create passages for roads, railways, waterways and wildlife beneath embankments.

Developed through extensive research into new applications of steel in civil engineering, this technology offers a **versatile and efficient alternative to conventional concrete bridges and tunnels**.

Thanks to their modular design, these structures allow for quick assembly without the need for specialized labor and can be easily adapted to a wide range of site conditions, including complex geological and geotechnical environments.



Steel culverts are designed to satisfy any need and they are differently used in all construction fields:



Road and railways infrastructure:

- Underpasses and tunnels
- Formworks
- Lightening of backfills and bridge structures



Drainage and hydraulic:

- Culverts for water canalization
- Road pipes culverts
- Drainage pipes and irrigation pipes
- Channels for rainwater control
- Underground and open-air tanks



Environmental engineering:

- Sewage treatment systems (waterwaste tanks)
- Dumps (water conveying networks)
- Land reclamation works (conveying networks and groundwater disposal)

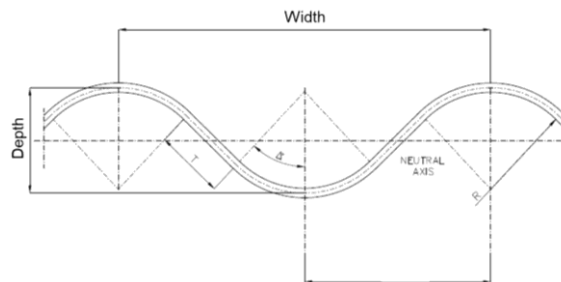


Mining, Plants & Industry:

- Reclaim Tunnels
- Utility Conduits
- Service Tunnels
- Conveyor Tunnels

Steel culverts are produced with 3 types of **sinusoidal corrugated profiles**, with pitches ranging from 70 to 200 mm. Culverts, based on different width and depth, can be distinguished in: T70/T100/T200.

Corrugation	Width [mm]	Depth [mm]
T 70	67.7	12.7
T 100	100	22
T 200	200	55

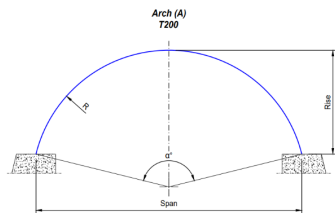


Plates made with steel:

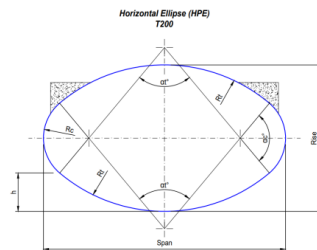
- S235JR according to EN 10025-2 2019
- S355MC according to UNI EN 10149-2013.

High resistance class 8.8 or 10.9 bolts are used, complying with standard EN ISO 898-1 and EN ISO 898-2.

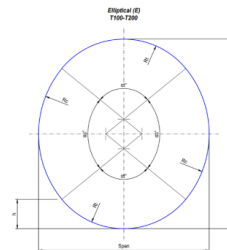
In order to **protect against corrosion**, Tubosider culverts are **hot-dip galvanized** according to EN ISO 1461: 2009.



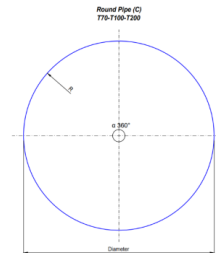
TYPE A
Arch with a single radius



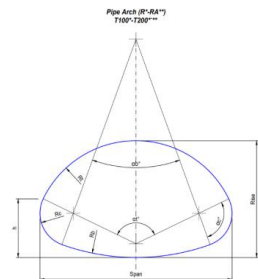
TYPE HPE
Horizontal ellipse



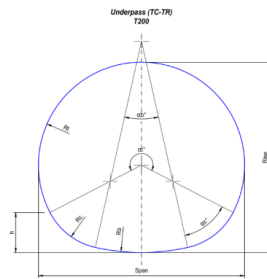
TYPE E
Vertical ellipse



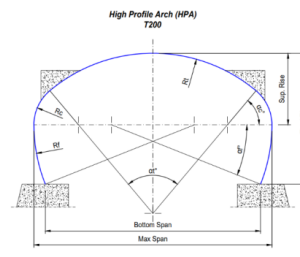
TYPE C
Round - Pipe



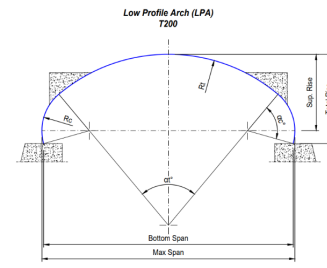
TYPE TC - TR
Underpass



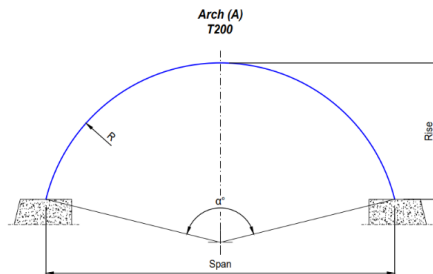
TYPE R - RA
Pipe Arch



TYPE HPA
High Profile Arch (Arch with 3 radii)



TYPE LPA
Low Profile Arch (Arch with 2 radii)



TYPE A (Arch with a single radius)

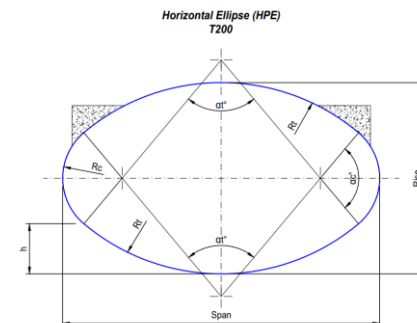
Span Max 7.55 m

- covering of existing canals
- reinforcement of deteriorated structures
- covering of small storehouses
- temporary shelters

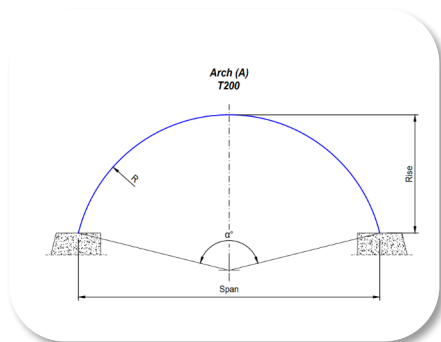
TYPE HPE (Horizontal ellipse)

Span Max 12.14 m

- water canalization
- bridges of I° and II° category



TYPE A (Arch with a single radius)

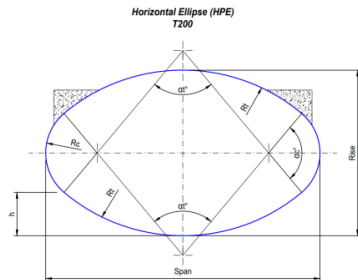


Water canalization

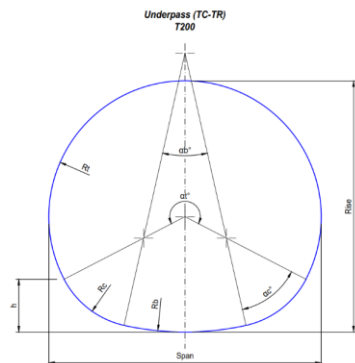
CULVERT PROFILES RANGE

MACCAFERRI

TYPE HPE (Horizontal ellipse)



Bridges



TYPE TC – TR (Underpass)

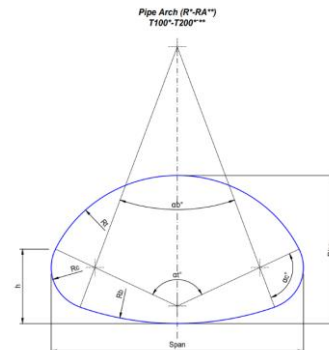
Span Max 8.32 m

- tunnels / pedestrian underpasses
- road traffic
- formworks

TYPE R – RA (Pipe arch)

Span Max 7.30 m

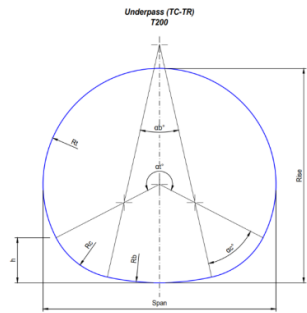
- water conduits
- drainage hydraulic collectors
- service tunnels



CULVERT PROFILES RANGE

MACCAFERRI

TYPE TC – TR (Underpass)

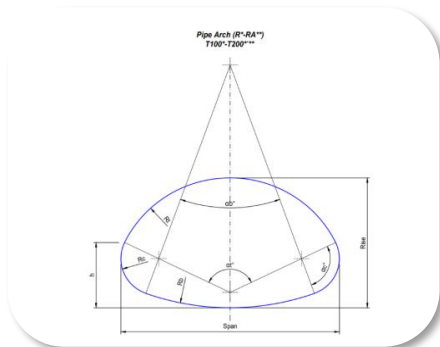


Tunnels / Pedestrian underpasses

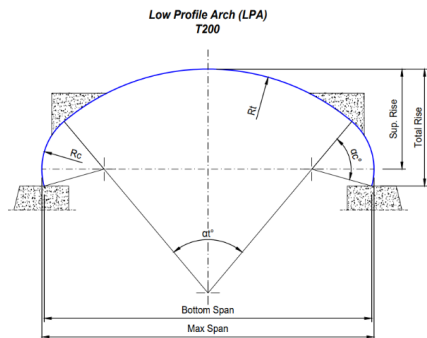
CULVERT PROFILES RANGE

MACCAFERRI

TYPE R – RA (Pipe arch)



Water conduits



TYPE LPA (Low Profile Arch)

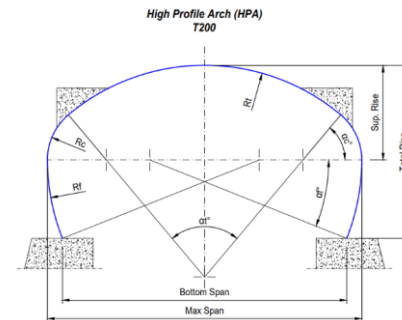
Span Max 12.14 m

- water canalization
- bridges of I° and II° category

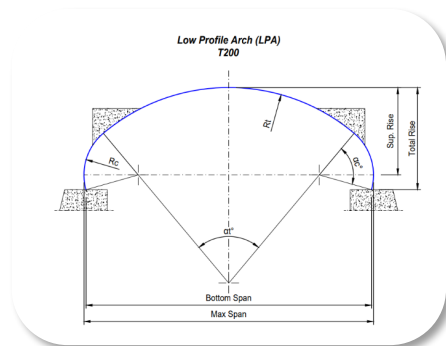
TYPE HPA (High Profile Arch)

Span Max 11.85 m

- water canalization
- bridges of I° and II° category



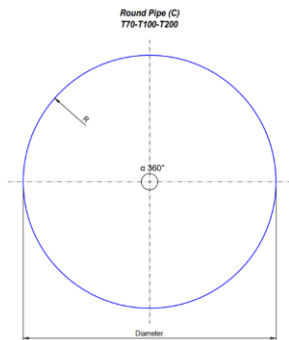
TYPE LPA (Low Profile Arch)



Water canalization

[illegible]

Bridges



TYPE C (Round-Pipe)

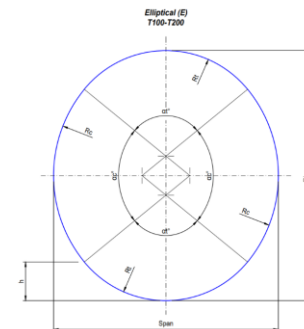
Span Max 7.41 m

- water conduits
- drainage hydraulic collectors
- service tunnels

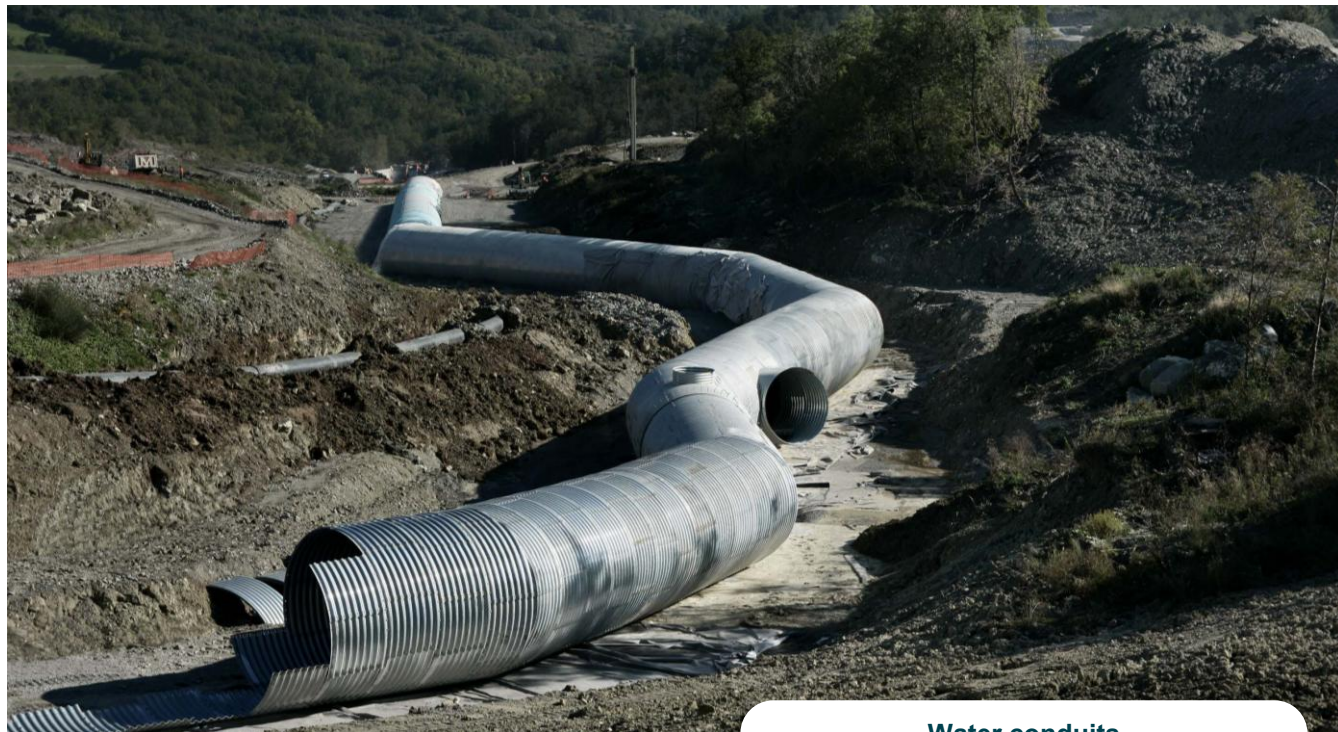
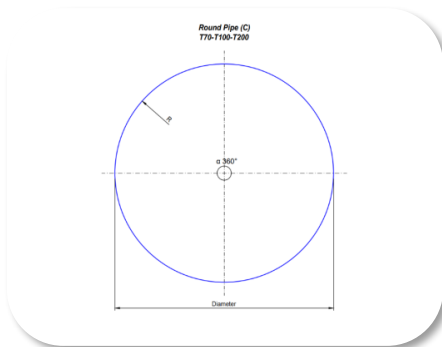
TYPE E (Vertical ellipse)

Span Max 7.54 m

- water conduits
- drainage hydraulic collectors
- service tunnels

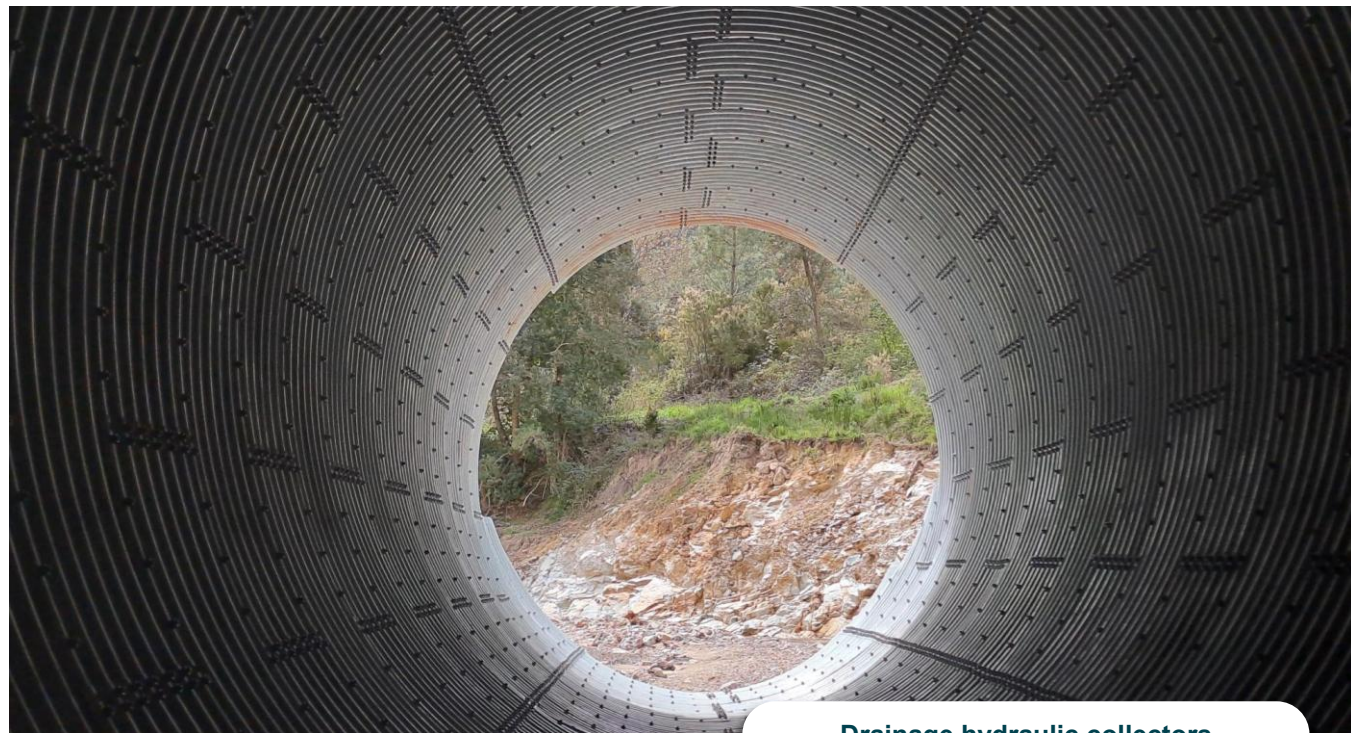
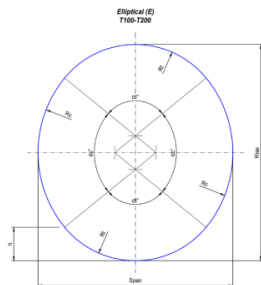


TYPE C (Round-Pipe)



Water conduits

TYPE E (Vertical ellipse)



Drainage hydraulic collectors

TRADITIONAL METHODS

1- AISI Method

- **Overview**

The AISI method, developed in the late 1960s, is a flexible steel culvert design approach based on ring compression theory.

- **Method Limitations**

It excludes bending stresses, axial-flexural interaction, seismic effects, and detailed soil properties in analysis.

2- CHBDC Methods

- **Overview**

CHBDC advances with finite element analysis, seismic considerations, and ultimate limit state verifications.

- **Method Limitations**

Despite improvements, it does not consider axial-flexural interaction and relies on Proctor density for soil characterization.



ADVANCED METHODS – TOWARDS INNOVATION

3- SDM (Swedish Design Method)

- **Overview**

The SDM, developed in 2000, uses limit state approaches aligned with Eurocode 3 for steel structure design.

- **Method Benefits**

Includes soil characteristic, calibrated on real-scale testing.

4- ARMCO Method (Glock Superspan)

- **Overview**

Glock Superspan uses push beams and reinforcement rings for large-span multi-radius steel culverts design.

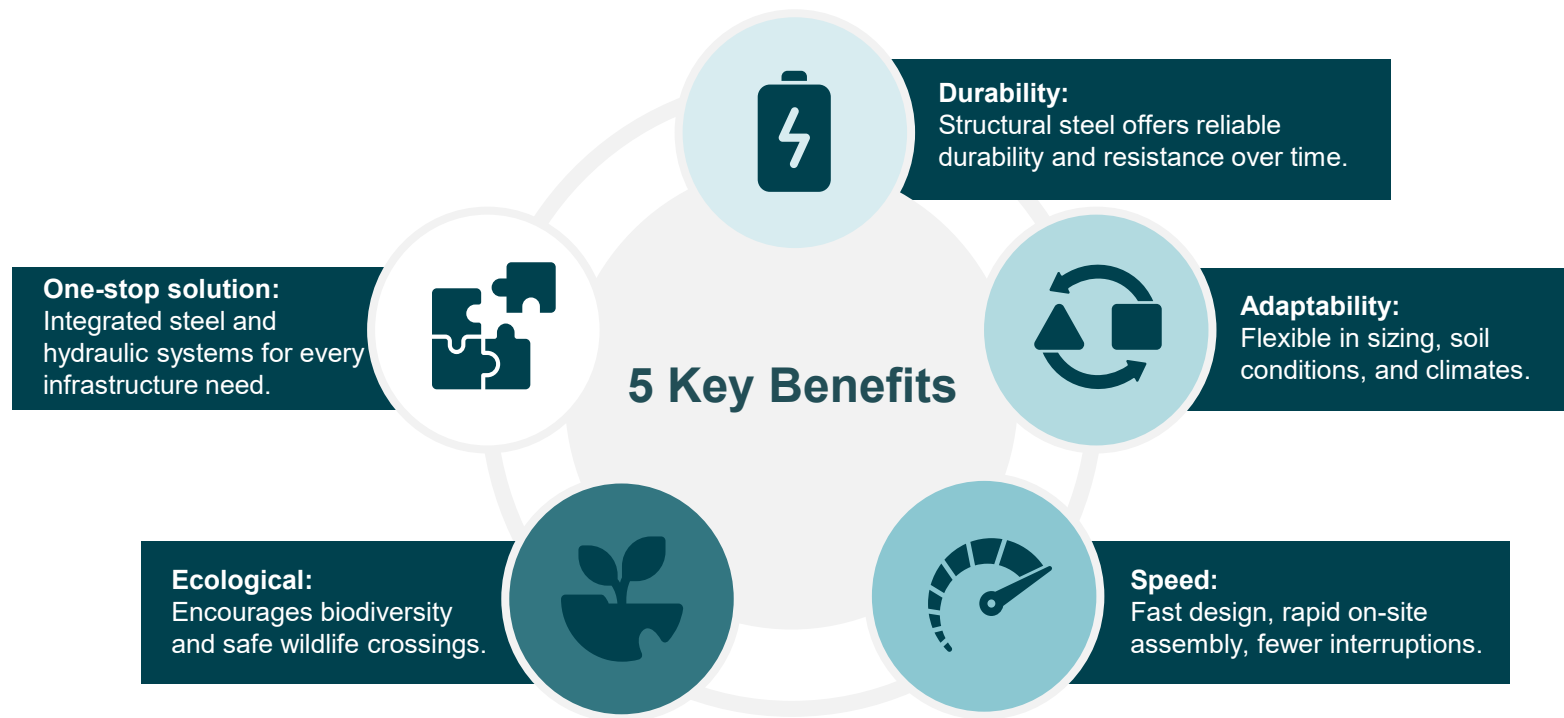
- **Method Benefits**

Conservative steel use, large span verification (up to 13 m), considers axial-flexural interaction



Structures SSCB - Soil-Steel Composite Bridge - are a good alternative to reinforced concrete structures.

Main benefits are:



	MULTIPLATE STEEL CULVERTS	PRECAST OR CAST-IN-SITU CONCRETE CULVERTS
INSTALLATION SPEED	Rapid (days)	Slow, heavy (equipment required), formworks
CUSTOM DESIGN FLEXIBILITY	Easily shaped to fit site conditions or project requirements	Limited to standard moulds
TOTAL INSTALLED COST	Globally lower across the board	Generally requires large scale excavation and foundations
SITE IMPACT	Minimal site impact	Higher impact
WEIGHT & TRANSPORT	Lightweight & stackable	Heavy, needs special transport and casting equipment
PAVEMENT INTEGRATION	Seamless, no deck needed	Needs approach slabs & bridge deck
TIMELINE IMPACT	Accelerates schedules	Can delay progress if not timed perfectly
MAINTENANCE OVER TIME	Low, durable coating	Higher with jointed sections

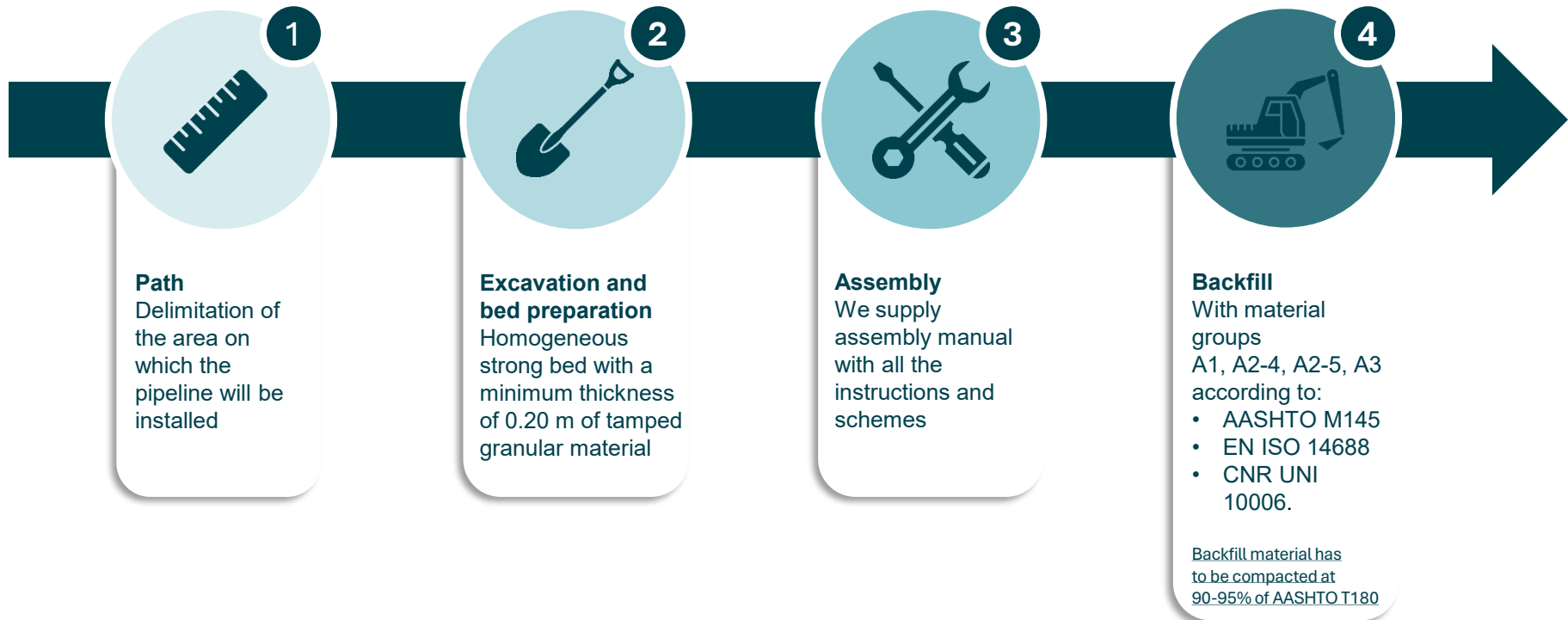
A corporate Ethical Policy brings transparency, respect and accountability to our operations and interactions with clients.

Our products are certified in accordance with internationally recognised standards and we are members of key industry organisations.

The Environmental Product Declaration (EPD) certificate quantifies our environmental impact allowing us to perform accurate LCA



The SSCB structures are settled in 4 simple steps :



Livigno Snow Park – Milano Cortina 2026 Winter Games

Livigno (SO) – Mottolino Ski Area, Italy

Construction year: 2025

Project: For the “Milano Cortina 2026” Winter Games, a corrugated steel tunnel (T200 TR/25) was installed beneath the Slopestyle course at Mottolino Ski Area to allow safe passage for snowcats and skiers. The 75 m long, 8.5 m span structure (128.5 t) ensures safety, durability, and perfect environmental integration. Installed by Mair Josef & Co. SAS, the project highlights Tubosider’s contribution to a world-class sporting venue.



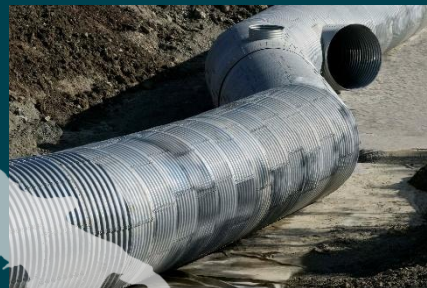
Variante di Valico – Area Poggiolino

Sasso Marconi / Barberino del Mugello (Bologna - Italy)

Construction year: 2005

Project: Temporary diversion entirely underground, designed to collect and transmit, downstream of the Poggiolino, the waters of Casaglia River and its tributaries.

Functionally, the temporary diversion, once completed for definitive use, will achieve the dual role of draining the cover on the bottom of the valley and the “relief” (from a static point of view) of the cover itself.



Neom project trojena dam – rock processing plant tabuk

Tabuk District - Saudi Arabia

Construction year: under construction

Project: As part of the NEOM mega-project, three dams are under construction—two in RCC, including a 2.7 million m³ main dam, and one rockfill dam of 4.3 million m³. The site features advanced industrial plants with a rock processing capacity of 2,700 tons/hour. Tubosider is supplying 14 corrugated steel culverts for the stockpile reclaim tunnels, totaling 1,000 meters and 800 tons of high-performance steel—ensuring strength and reliability at the core of this visionary development.



BRIDGE CONSTRUCTION IN RIPICENI

Botoșani County, Romania

Construction year: 2022

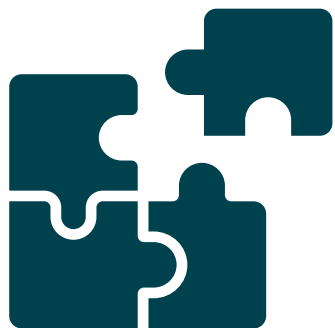
Project: Maccaferri supplied a T200 R/13 steel culvert (S355MC, 5 mm) for a new road bridge in Ripiceni, designed to withstand LM1 and LM2 loads (road bridge load models) under a 0.80 m embankment. Engineered to manage 10 m³/s flow at just 16% filling, the solution combined hydraulic efficiency with structural reliability. Flute-cut ends, anchored to reinforced concrete wing walls, and stone-lined slopes ensured performance and durability in a demanding environment.





Do you need technical assistance?

Our engineers are always here to support you in designing and selecting the most suitable solutions for every type of project.



Tailor-Made Culvert Solutions

We design and supply customized culverts in any shape or configuration—arched, round, elliptical, or special geometries—engineered to meet specific hydraulic, structural, and installation needs. Looking for a bespoke solution? Get in touch with our team to develop the culvert that fits your project perfectly.

Q&A

Thank you

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