

CORRUGATED-STEEL-WEB BRIDGES

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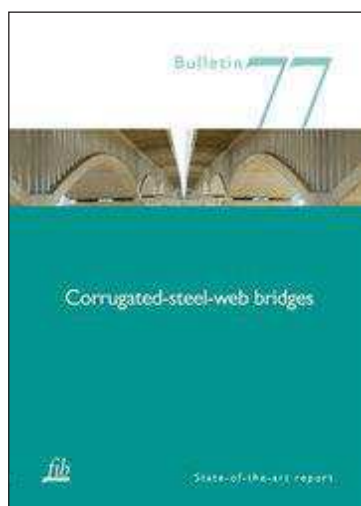
Abstract:

To date, very little has been published on the topic of corrugated-steel-web bridges. *fib* Bulletin 77 offers the global engineering community a first complete overview of this fascinating technology.

The shear capacity of corrugated-steel web began to be studied in Japan in 1965 and resulted in the use of corrugated steel in steel-girder webs as a replacement for web stiffeners. After Japan laid the groundwork for the technology, France built the first composite bridge with corrugated-steel webs and upper and lower concrete slabs in the 1980s. Composite bridges had already been popular in France but engineers found that concrete slab creep meant that prestressing force spread into the steel plates, causing high losses. Corrugated-steel web, which reduces axial stiffness, was welcomed as a solution to this problem and several bridges were designed and built with this technology.

Building on France's composite technology, Japan began developing corrugated-web precast box-girder bridges in the 1990s and today has over 140 corrugated-web bridges, by far the largest number for any country in the world. Japanese engineers have come a long way in solving issues such as fatigue and ultimate load behaviour and have made good use of corrugated-steel web's advantages for bridge building, which include reduced self weight (of approximately 15% compared with the weight of an ordinary concrete box-girder bridge), economy and improved construction processes.

fib Bulletin 77: Corrugated-steel-web bridges covers numerous examples of bridges in Japan and France as well as an in-depth case study and analysis of a large corrugated-steel-web bridge in Germany. This publication offers designers, proprietors, contractors and architects alike relevant technical and theoretical information on construction processes along with ideas for future development.



PRE-CAST CONCRETE BUILDINGS IN SEISMIC AREAS

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Abstract:

This document has a broad scope and is not focussed on design issues. Precast construction under seismic conditions is treated as a whole. The main principles of seismic design of different structural systems, their behavior and their construction techniques are presented through rules, construction steps and sequences, procedures, and details that should lead to precast structures built in seismic areas complying with the fundamental performance requirements of collapse prevention and life safety in major earthquakes and limited damage in more frequent earthquakes.

The content of this document is largely limited to conventional precast construction and, although some information is provided on the well-known "PRESSSS technology" (jointed ductile dry connections), this latter solution is not treated in detail in this document.

The general overview, contained in this document, of alternative structural systems and connection solutions available to achieve desired performance levels, intends to provide engineers, architects, clients, and end-users (in general) with a better appreciation of the wide range of applications that modern precast concrete technology can have in various types of construction from industrial to commercial as well as residential. Lastly, the emphasis on practical aspects, from conceptual design to connection detailing, aims to help engineers to move away from the habit of blindly following prescriptive codes in their design, but instead go back to basic principles, in order to achieve a more robust understanding, and thus control, of the seismic behaviour of the structural system as a whole, as well as of its components and individual connections.

