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CONCLUSIONS / SCHLUSSFOLGERUNGEN / CONCLUSIONS

GEORG WÄSTLUND  
Chairman of Working Commission III

New Practices in Concrete Structures

1. Skewed and curved bridges and viaducts in reinforced or prestressed concrete are nowadays much more common than before. Design and detailing of such bridges were dealt with. New applications were mentioned.
2. A theoretical analysis of curved box-type bridges was presented.
3. Construction methods influence the design of large bridges to an ever increasing extent. The design engineer should have a clear conception of economical construction procedures for cast-in-situ concrete as well as for precast concrete. (F. Leonhardt.)
4. Experiences regarding engineering and economic aspects of precast bridges were compared with those relating to corresponding monolithic bridges. The load-bearing capacity of the former bridges was reported always to be lower than that of the latter.
5. A record-breaking project of a big concrete arch bridge, 320 m in span length, to be built of prestressed concrete elements, was described.
6. Characteristics of fully prestressed and partially prestressed concrete structures were described and discussed with reference to tensile stresses, crack formation, and many other factors.
7. Tensile stresses and also cracks which characterise the behaviour of partially prestressed concrete structures have become commonly accepted.
8. It was proposed that the degree of prestressing should be made dependent on that service load which can be expected to occur one million times during the life of a bridge. It shall not be determined by the maximum load. (F. Leonhardt.)

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