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IV

Summary Report on Theme IV

Rapport sommaire au thème IV

Zusammenfassender Bericht zum Thema IV

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In summarizing what as been told us by the Authors of the eleven well qualified papers presented on Mass-production in Bridge Engineering it seems to me that some points must be once more emphasized:

- a) Mass-production of bridges is the highest goal to be reached, but the field in which realistically at present it can be operating is the one of temporary bridges and of flyovers and overpasses. In this range Ciolina and Compagnon have shown us an impressive example of what can be done in the field.
- b) Kunert has underlined that mass-production of components results nevertheless to be a quite attractive and promising perspective as the scheme of bridges tends to simplify and the size of the cross section is manteined constant along the longitudinal axis. You have seen such a situation for instance of the Lillaebelt crossing described by Ostenfeld and Haas.

In large span bridges the stayd type is particularly the one which offers such an opportunity because, at an end, it looks, from this point of view, as a multi-multibay bridge.

- c) Goble and Desantis and also Kunihiro pointed out that Mass-production asks for Design's standardisation and this leads to Automated design and drawing. This also offers the possibility of a systematic optimization. Okumura and Yonenaga have presented a very accurate analysis of the different technological and economical interacting factors: Automatic design and drawing, Factory lay-out, Costs. As what refer costs it would be very nice to compare them with the supposed live loads for the different applications in the various countries.
- d) Mass-production of bridges rise the problem of industrially produced decks either prefabricated in prestressed concrete or in steel or in ductile cast-iron. Quite notable, particularly for the theoretical and experimental analysis, the proposals of Maeda, Suruga and Yamada as those of Daddi and Venanzi and those of Meada and Matsui.
- e) In Mass-produced structures the fasteners' problem is one of the most interesting and the Ghitman's contribution telling us about glued connections indicates us an attractive solution.

It is quite natural that the Reporters referred to their own experience in the field, speaking more of what was ~~oreis~~ done in the field than of what is going to be done in the future. And it is looking to the next decades that I call once more your attention on the elevated highways, a solution to the traffic problems well in compliance also with the "Macrostructures" to which the new Architecture more and more refer.