

Zeitschrift: IABSE reports = Rapports AIPC = IVBH Berichte
Band: 64 (1991)

Artikel: Concrete box girder bridges built by balanced cantilever
Autor: Reis, A.J. / Pereira, A.P. / Sousa, D.
DOI: <https://doi.org/10.5169/seals-49322>

Nutzungsbedingungen

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften auf E-Periodica. Sie besitzt keine Urheberrechte an den Zeitschriften und ist nicht verantwortlich für deren Inhalte. Die Rechte liegen in der Regel bei den Herausgebern beziehungsweise den externen Rechteinhabern. Das Veröffentlichen von Bildern in Print- und Online-Publikationen sowie auf Social Media-Kanälen oder Webseiten ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. [Mehr erfahren](#)

Conditions d'utilisation

L'ETH Library est le fournisseur des revues numérisées. Elle ne détient aucun droit d'auteur sur les revues et n'est pas responsable de leur contenu. En règle générale, les droits sont détenus par les éditeurs ou les détenteurs de droits externes. La reproduction d'images dans des publications imprimées ou en ligne ainsi que sur des canaux de médias sociaux ou des sites web n'est autorisée qu'avec l'accord préalable des détenteurs des droits. [En savoir plus](#)

Terms of use

The ETH Library is the provider of the digitised journals. It does not own any copyrights to the journals and is not responsible for their content. The rights usually lie with the publishers or the external rights holders. Publishing images in print and online publications, as well as on social media channels or websites, is only permitted with the prior consent of the rights holders. [Find out more](#)

Download PDF: 11.03.2026

ETH-Bibliothek Zürich, E-Periodica, <https://www.e-periodica.ch>

Concrete Box Girder Bridges built by Balanced Cantilever

Ponts à poutre-caisson construits en encorbellement

Betonhohlkasten-Brücken im Freivorbau

A.J. REIS

Lisbon, Portugal

A.P. PEREIRA

Lisbon, Portugal

D. SOUSA

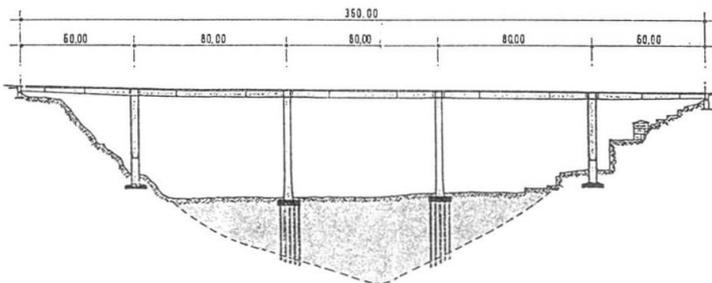
Lisbon, Portugal

1 . INTRODUCTION

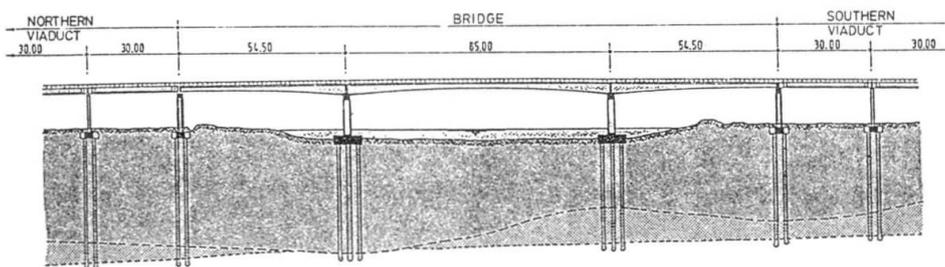
Prestressed concrete box girder bridges built by balanced cantilever with cast in situ segments, has been one of the most successful solutions in bridge construction . Single cell box girder has proved to be a very competitive solution even for very wide bridge deck say up to 25 to 30 m.

This paper reflects the authors experience, in the last few years, in the design of several roadway box girder bridges in Portugal. Among several designs, four cases were selected in order to reach a comparison between bridges with similar spans but designed with different concepts.

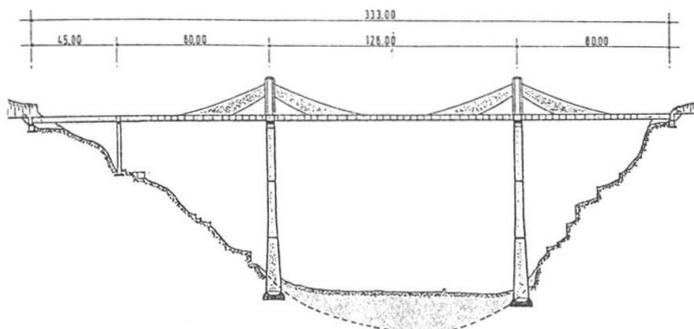
2 . CASE STUDIES



PORTO NOVO BRIDGE



ALCÁCER DO SAL BRIDGE

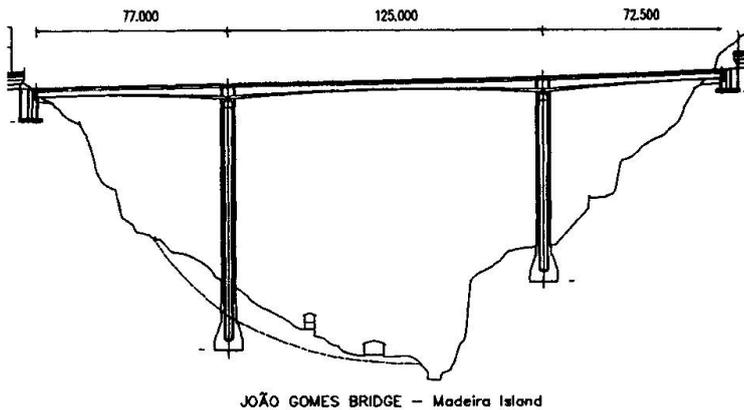


SOCORRIDOS BRIDGE

Four case studies were selected. "Porto Novo Bridge" is a frame bridge, completely built by the time of the present Congress, where a constant depth box girder was adopted in the 80m spans.

"Alcácer do Sal Bridge" is located in a seismic zone where deep foundations were required along the 1 200m length of the bridge and its access viaducts. A variable depth 3 span box girder was chosen with a central span (85 m) similar to the "Porto Novo Bridge" but the superstructure is a continuous beam instead of a frame.

"Socorridos Bridge" and "João Gomes Bridge" are bridges with similar main spans (128 m and 125 m) and very tall piers. The



JOÃO GOMES BRIDGE - Madeira Island

last is a classical variable depth box girder bridge, while in the former a new concept was introduced by adopting a constant box girder with a central suspension through "sail" type prestressed concrete thin walls. Wind tunnel tests were performed to analyse wind effects on the bridge deck on vehicles as also aerodynamic stability

studies for the construction phase were carried out and some results are shown in the poster.

3 . INFLUENCE OF DESIGN CONCEPTS ON MATERIAL QUANTITIES

All the bridges referred to above were designed on the same basis, i.e. with the same actions and load combination according to the portuguese design codes (RSA 1986 and REBAP 1986) . Frequent load combination were required for decompression limit states. Linear thermal gradients with a total variation of about 10°C (frequent value) between the upper and lower flange were considered. Bending moment redistribution of dead loads, namely at the centre of the main spans, due to change of statical system and creep were taken into consideration by a numerical viscoelastic (viscoplastic) time dependant model where construction sequence was introduced.

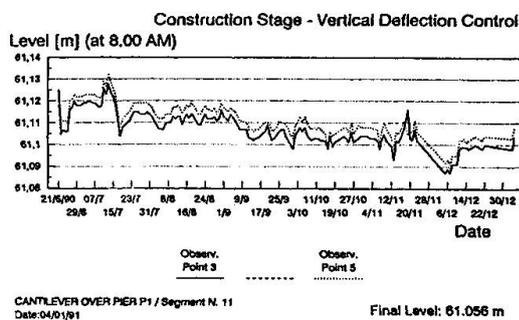
	WIDTH	DECK SLENDERN.		TYPICAL MAT.QUANTITIES	
		At Sup.	At Span	Concrete	Long.+ Transv. Prestressing
PORTO NOVO	17.85	1/18	1/18	0.70	44
ALCACER DO SAL	14.50	1/22	1/38	0.67	57
SOCORRIDOS	20.00	1/37	1/37	0.74	53
JOAO GOMES	19.00	1/20	1/33	0.83	59
	[m]			[m ³ /m ²]	[kg/m ³]

TABLE 1

prestressing although some savings are obtained in the upper prestressing required by the construction phase. Thermal gradients play a significant role in the required continuity prestressing.

In table 1, bridge deck slendernesses and typical material quantities are compared. The use of variable depth girders, tend to increase the continuity

4 . CONSTRUCTION CONTROL



A detailed construction control programme for these bridges was defined. Deflections, strains and temperatures as also creep and shrinkage effects were recorded and typical results are shown. In Porto Novo Bridge the horizontal deflection of the top of the piers were controlled, in order to adjust,

by imposed displacements, the stresses in the end piers which are of the flexible type (each pier consists of two independent thin walls) to accommodate long term deformation of the deck.