

Extreme span suspension bridges: structural systems

Autor(en): **Gimsing, Niels J. / Sørensen, Anders Borregaard**

Objektyp: **Article**

Zeitschrift: **IABSE congress report = Rapport du congrès AIPC = IVBH
Kongressbericht**

Band (Jahr): **12 (1984)**

PDF erstellt am: **28.05.2024**

Persistenter Link: <https://doi.org/10.5169/seals-12242>

Nutzungsbedingungen

Die ETH-Bibliothek ist Anbieterin der digitalisierten Zeitschriften. Sie besitzt keine Urheberrechte an den Inhalten der Zeitschriften. Die Rechte liegen in der Regel bei den Herausgebern.

Die auf der Plattform e-periodica veröffentlichten Dokumente stehen für nicht-kommerzielle Zwecke in Lehre und Forschung sowie für die private Nutzung frei zur Verfügung. Einzelne Dateien oder Ausdrucke aus diesem Angebot können zusammen mit diesen Nutzungsbedingungen und den korrekten Herkunftsbezeichnungen weitergegeben werden.

Das Veröffentlichen von Bildern in Print- und Online-Publikationen ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. Die systematische Speicherung von Teilen des elektronischen Angebots auf anderen Servern bedarf ebenfalls des schriftlichen Einverständnisses der Rechteinhaber.

Haftungsausschluss

Alle Angaben erfolgen ohne Gewähr für Vollständigkeit oder Richtigkeit. Es wird keine Haftung übernommen für Schäden durch die Verwendung von Informationen aus diesem Online-Angebot oder durch das Fehlen von Informationen. Dies gilt auch für Inhalte Dritter, die über dieses Angebot zugänglich sind.



Extreme Span Suspension Bridges – Structural Systems

Niels J. GIMSING

Professor
Techn. Univ. of Denmark
Lyngby, Denmark

Anders Borregaard SØRENSEN

Senior Bridge Eng.
Cowiconsult
Virum, Denmark

With increasing spans the self weight of the main cables of a suspension bridge plays a more and more dominant role in relation to the total load. Thus, it is essential to choose a sag/span ratio near the quantitatively optimized value in order to minimize the amount of cable. This value is generally considerably higher than the value chosen to give adequate stiffness /1/.

In general considerations regarding total cost and deflections will lead to opposite requirements to the sag/span ratio. In the research project described in /2/ it is shown that this effect becomes even more pronounced for extreme spans, such as the 3000 m span investigated. Thus, the traditional way of reducing the deflections through choice of a smaller sag will, in this case, significantly affect the total economy.

The present investigation deals with the problem of improving the deformational characteristics of suspension bridges with extreme spans by modifying the conventional structural system.

The investigation shows that a system with a longitudinally fixed stiffening girder and a central node clamping the main cable to the girder at midspan and having a sag/span ratio of 1:9 will give the same deflection under the critical asymmetric load as a conventional system having a sag/span ratio of 1:12. This leads to a saving in the total amount of steel of approximately 100,000 tons (measured as the equivalent quantity of structural steel), corresponding to saving in the magnitude of 250 million dollars for a bridge with a 3000 m main span. Compared to this saving, the cost of clamping the main cable appears to be negligible.

In the investigation it is also shown that the ratio between the torsional and the vertical frequencies will increase with increasing sag, thus improving the resistance against flutter.

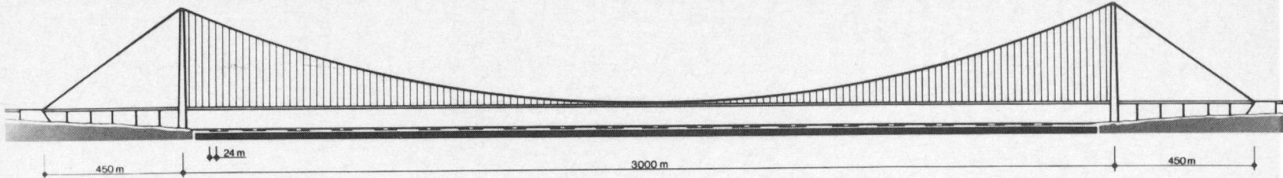
The present investigation forms part of a research project on bridges with extreme spans /2/. The project has been sponsored by the Cowi Foundation and carried out at the Technical University of Denmark in collaboration with Cowiconsult, Consulting Engineers and Planners, Copenhagen.

REFERENCES

- /1/ Niels J. Gimsing: Cable Supported Bridges, Concept & Design, Wiley 1983.
- /2/ Niels J. Gimsing, Anders Borregaard Sørensen: Investigations into the Possibilities of Constructing Bridges with a Free Span of 3000 m. Report No. 168, Dept. of Structural Engineering, Technical University of Denmark.

EXTREME SPAN SUSPENSION BRIDGES-STRUCTURAL SYSTEMS

Suspension bridge, elevation

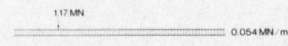


Structural systems

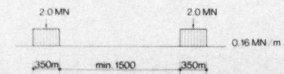


Loads

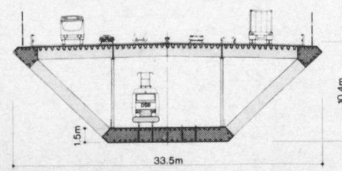
Roadway loading (6 lanes)



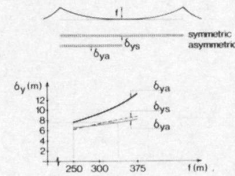
Railway loading (dual track)



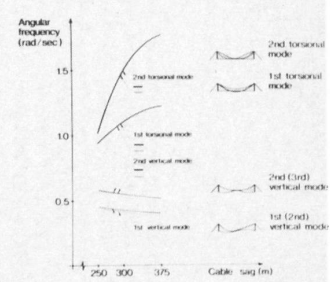
Stiffening truss



Static behaviour



Dynamic behaviour



Quantities

