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| Nota di contenuto | Integral and Semi-integral Bridges; Contents; Acknowledgments; Introduction; Chapter 1: Integral Bridges; Chapter 2: Bridge Damage and the Pavement G/P Phenomenon; Chapter 3: Integral Bridges: Attributes and Limitations; Chapter 4: Design of Integral Bridges: A Practitioner's Approach; Chapter 5: Genesis of Integral Bridges; Chapter 6: Cracking of Concrete Decks and Other Problems with Integral-type Bridges; Chapter 7: Integral Bridge Design in the Land of No Special Computations; Chapter 8: Semi-integral Bridges: Movements and Forces; Chapter 9: Emergence of Semi-integral Bridges<br>Chapter 10: Elementalistic and Holistic Views for the Evaluation and Design of Structure Movement Systems Chapter 11: Awareness of Reality in Bridge Design; Appendix 1: The Pavement Growth/Pressure Phenomenon: The Neglected Aspect of Jointed Pavement Behavior; Appendix 2: Glossary; Appendix 3: Captions for Photographs; Index |
| Sommario/riassunto | Worldwide, integral type bridges are being used in greater numbers in lieu of jointed bridges because of their structural simplicity, first-cost economy, and outstanding durability. In the UK and the US states of Tennessee and Missouri, for example, the construction of most moderate length bridges is based on the integral bridge concept. The |

state of Washington uses semi-integral bridges almost exclusively, while, depending on subfoundation characteristics, the state of Ohio and others use a mix of these two bridge types.