Editorial

Robert J. Lark ACGL, PhD, CEng, MICE
Professor, Cardiff School of Engineering, Cardiff University, UK

As we approach the end of another year, I would like to take this opportunity to say a big thank you to my Editorial Advisory Panel colleagues for all their efforts in ensuring that *Bridge Engineering* continues to flourish and grow. The journal has come a long way since its inception in 2004 and this is in no small part due to the sterling efforts of these panel members, who monitor and ensure the quality and relevance of the papers that we publish. In particular, thanks to Simon Bourne, Stuart Davis and Julian DeVoy who are stepping down and welcome to Richard Cooke, Jeffrey Fisher and Peter Takacs who are joining us in their place. There is still much work to be done and, in particular, with the help of ICE Publishing, we are endeavouring to have the journal recognised by the Thomson Reuters' Web of Science so as to become one of the foremost journals of choice for bridge engineering practitioners and academics alike. As such, we are always keen to hear from prospective authors, reviewers and prospective panel members. If you would like to contribute, please get in touch by contacting us at agnes.alvite@icepublishing.com.

In this issue of the journal we have three papers on the complementary topics of design, assessment and analysis. The first of these describes the development of a new set of preliminary design charts for steel-concrete composite highway bridges based on the structural Eurocodes (Mitchell *et al.*, 2011). The process adopted to generate the data for the charts is described and the key differences between the BS 5400 design approach and the Eurocode approach are discussed, enabling the new charts to take advantage of benefits in efficiency permitted by the Eurocodes.

The second paper addresses the shear assessment of prestressed concrete bridges (Valerio *et al.*, 2011). It describes the results of an experimental investigation into the shear capacity

of prestressed concrete bridge beams post-tensioned transversely to form a deck. It is shown that the ultimate shear capacity of these structures can be significantly greater than suggested by the relevant standards and demonstrates how analytical models based on the upper-bound theorem of plasticity theory can be used to give more realistic predictions. It is proposed that by using this methodology the costs associated with replacing or strengthening such structures could be minimized or even avoided, thereby providing a more sustainable approach to the maintenance of such structures.

The third paper describes an analysis of the seismic response of a three-span continuous bridge with various types of isolation bearings (Ghosh *et al.*, 2011). It examines the response of the bridge to five, site-specific acceleration-time histories and five scaled time histories, and compares the performance of different types of bearings and the effect of different source to site distances.

REFERENCES

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