

Design Parameter Sensitivity in Bridge PSDMs



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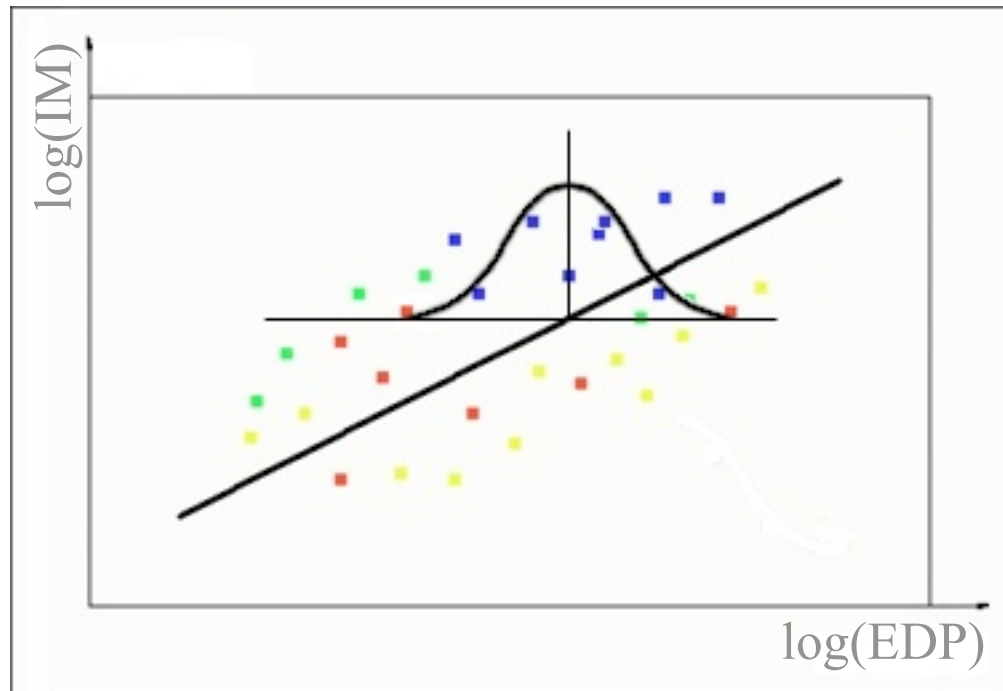


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What is a PSDM?

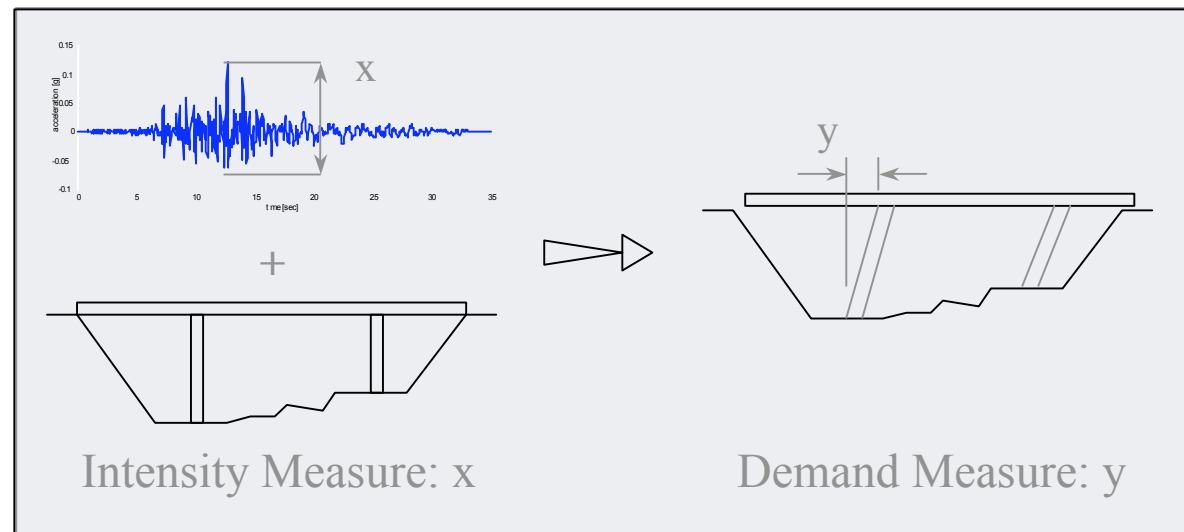
PSDM = Probabilistic Seismic Demand Model



Relationship of seismic Intensity Measures (IM) to structural Engineering Demand Parameters (EDP)

Why a Demand Model?

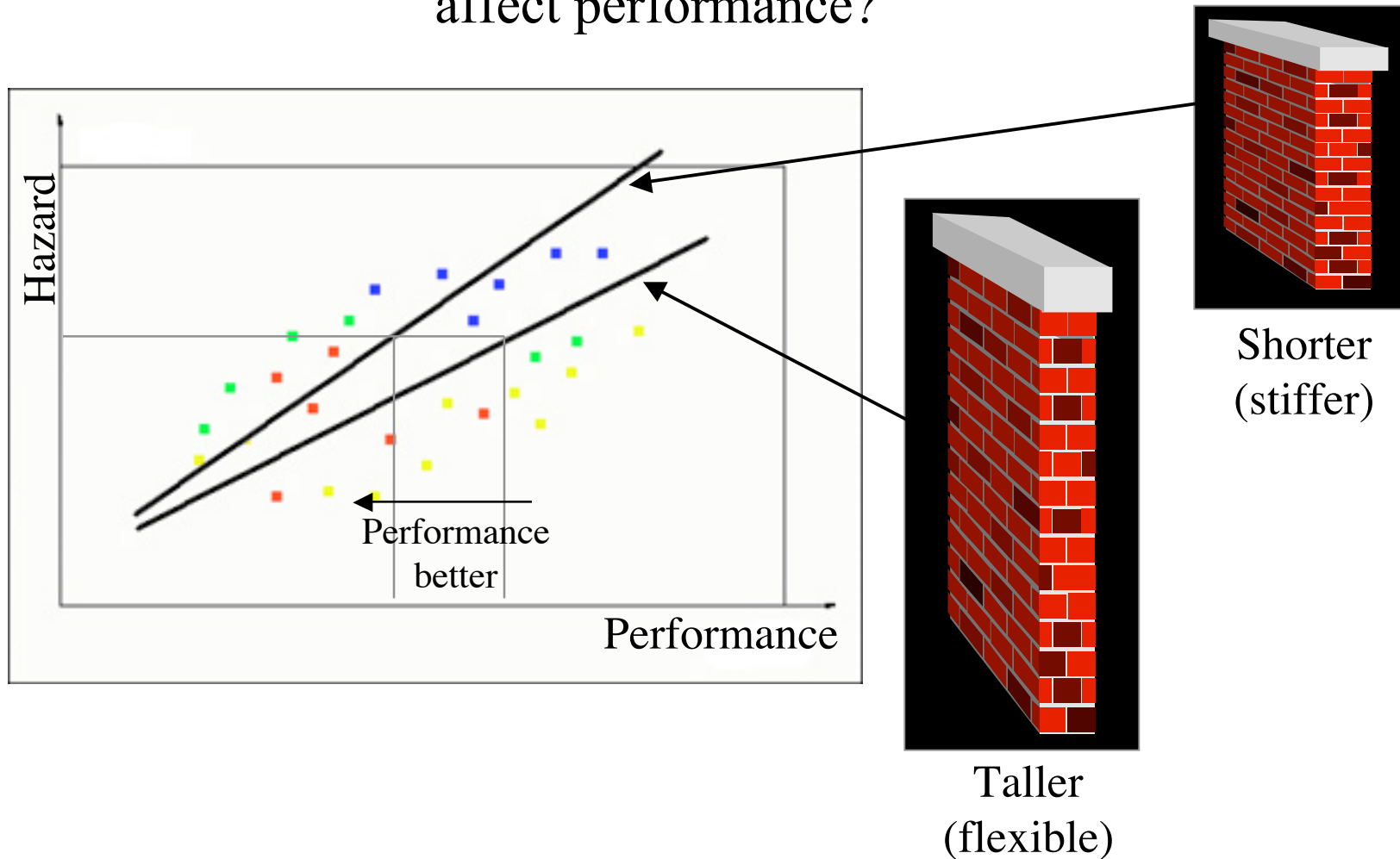
1) Quantitative Performance Based Earthquake Engineering tool for designers of bridges



What is probability of y , given x ?

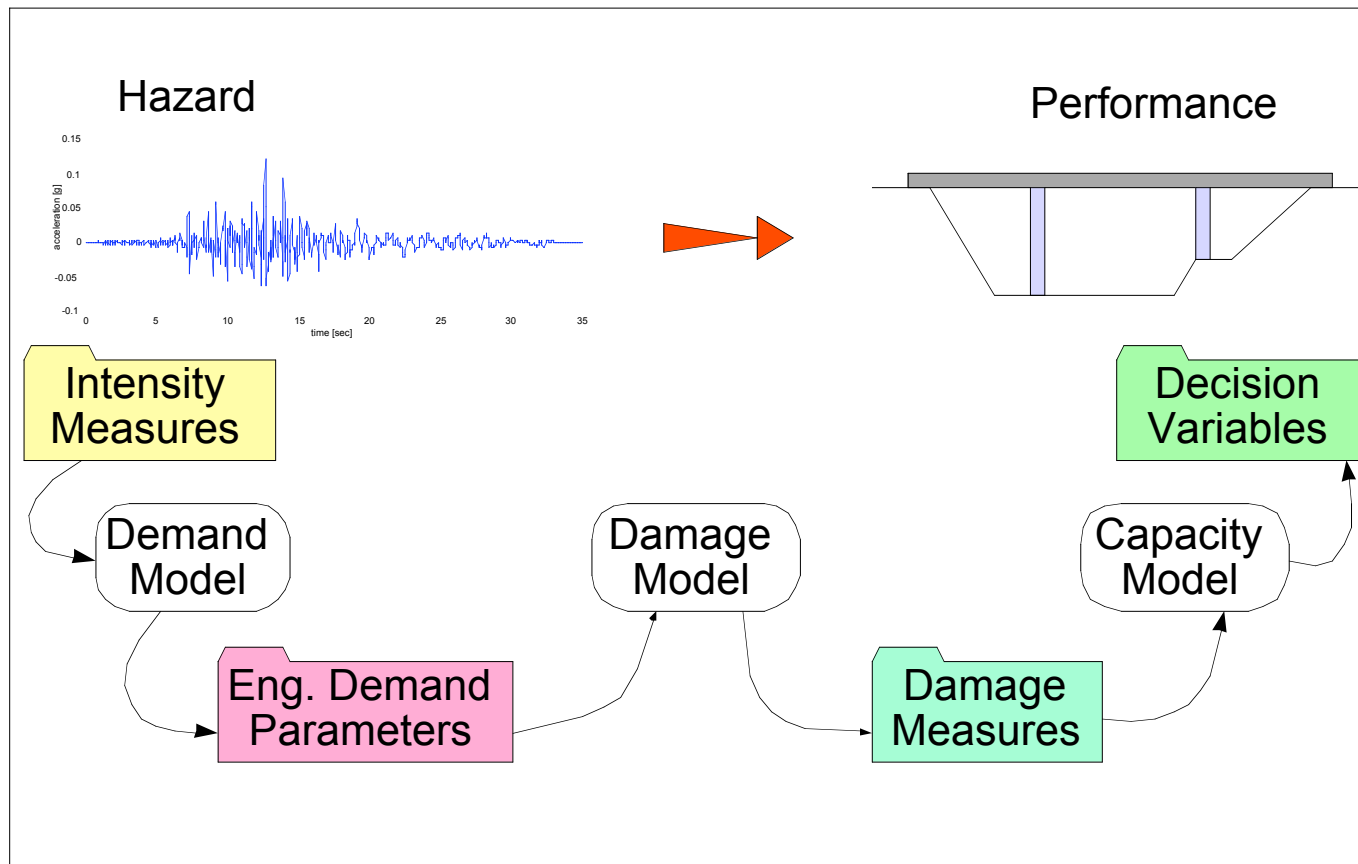
Why a Demand Model?

2) How do design parameters affect performance?



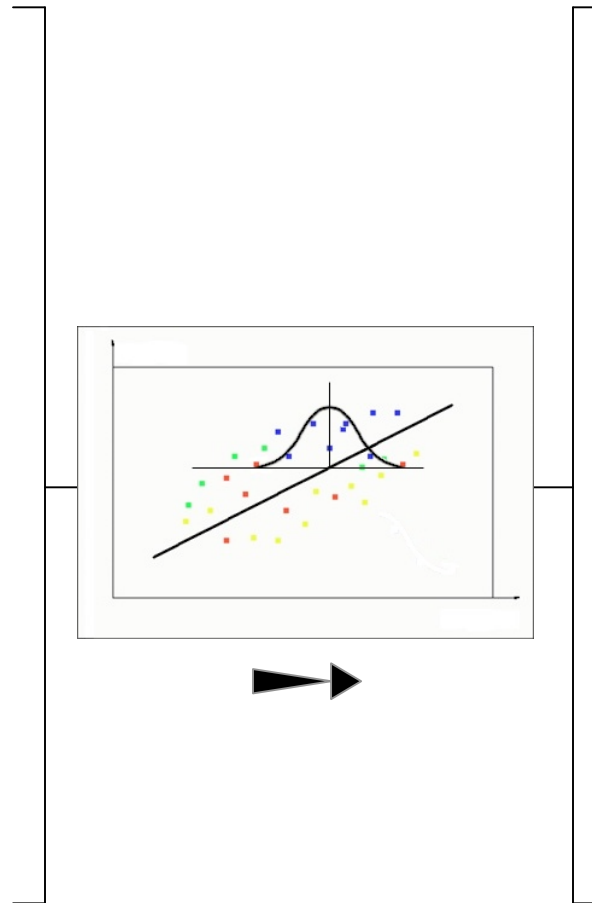
Why a Demand Model?

3) Module in PEER performance-based desing framework



Probabilistic Seismic Demand Analysis

- Define motions (IM)
- Define class of structures (EDP)
- Define analysis model
- Nonlinear analysis

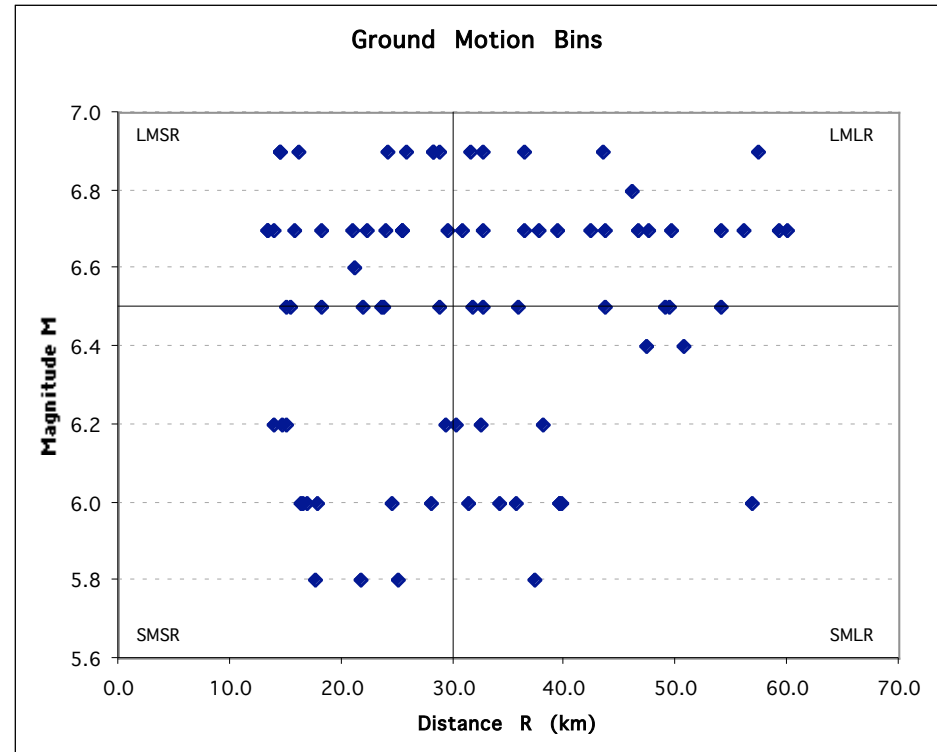


- Design parameter sensitivity
- Ground motion bin sensitivity
- Residual dependence (M, R)

Seismicity: Ground Motions & IMs

- Period Independent Intensity Measures (in this study)
 - Arias intensity
 - PGA, PGV, PGD
- Period Dependent Intensity Measures (Cordova, 2000)

$$Sa_C = Sa(T_1) \sqrt{\frac{Sa(2T_1)}{Sa(T_1)}}$$



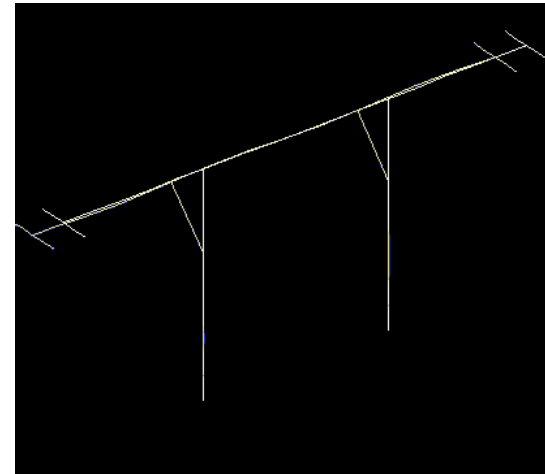
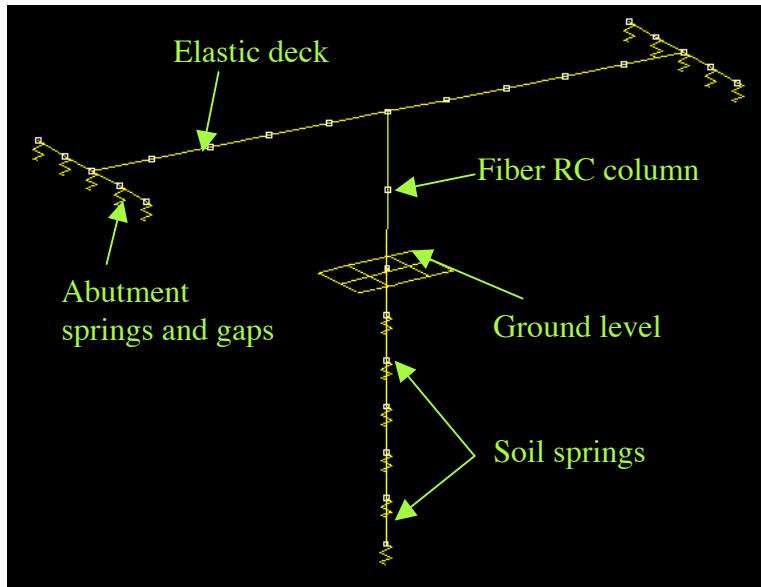
Demand: EDPs

- Local EDPs
 - Steel stress & strain
 - Concrete stress & strain
- Intermediate EDPs
 - Column curvature ductility
 - Maximum column moment
 - Plastic rotation
 - Hysteretic energy
- Global EDPs
 - Displacement ductility
 - Drift ratio
 - Residual displacement index

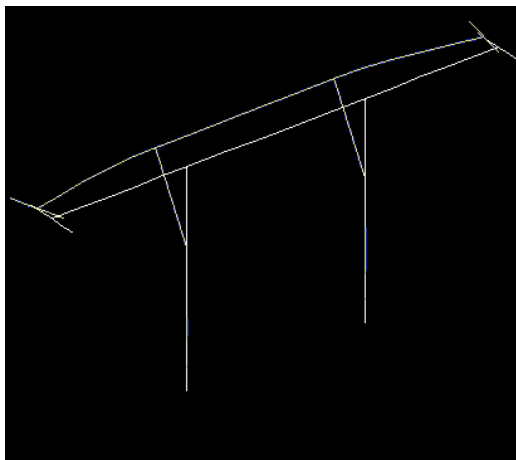
Single column/bent
highway overpasses in
California



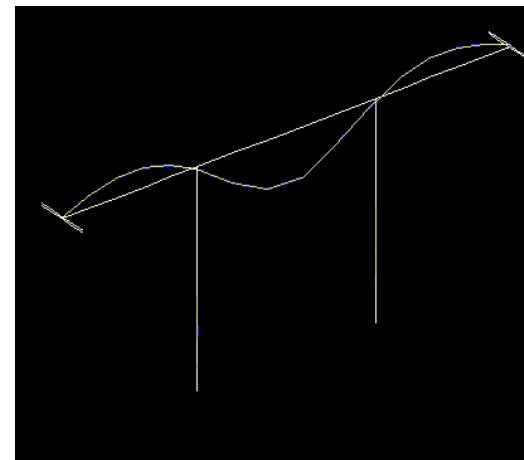
OpenSees Bridge Model



Mode 1 - Longitudinal

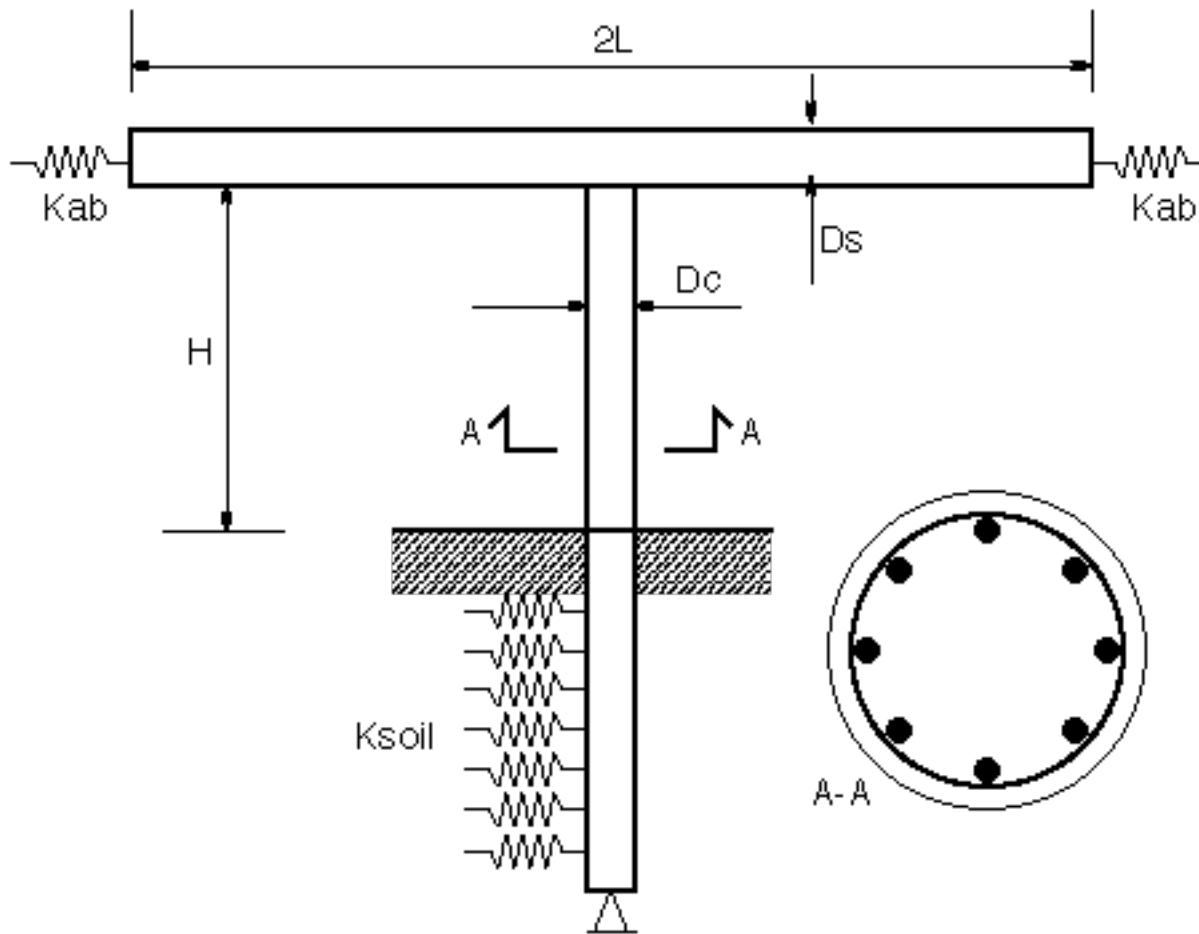


Mode 2 - Transverse



Mode 3 - Vertical

Bridge Design Parameters



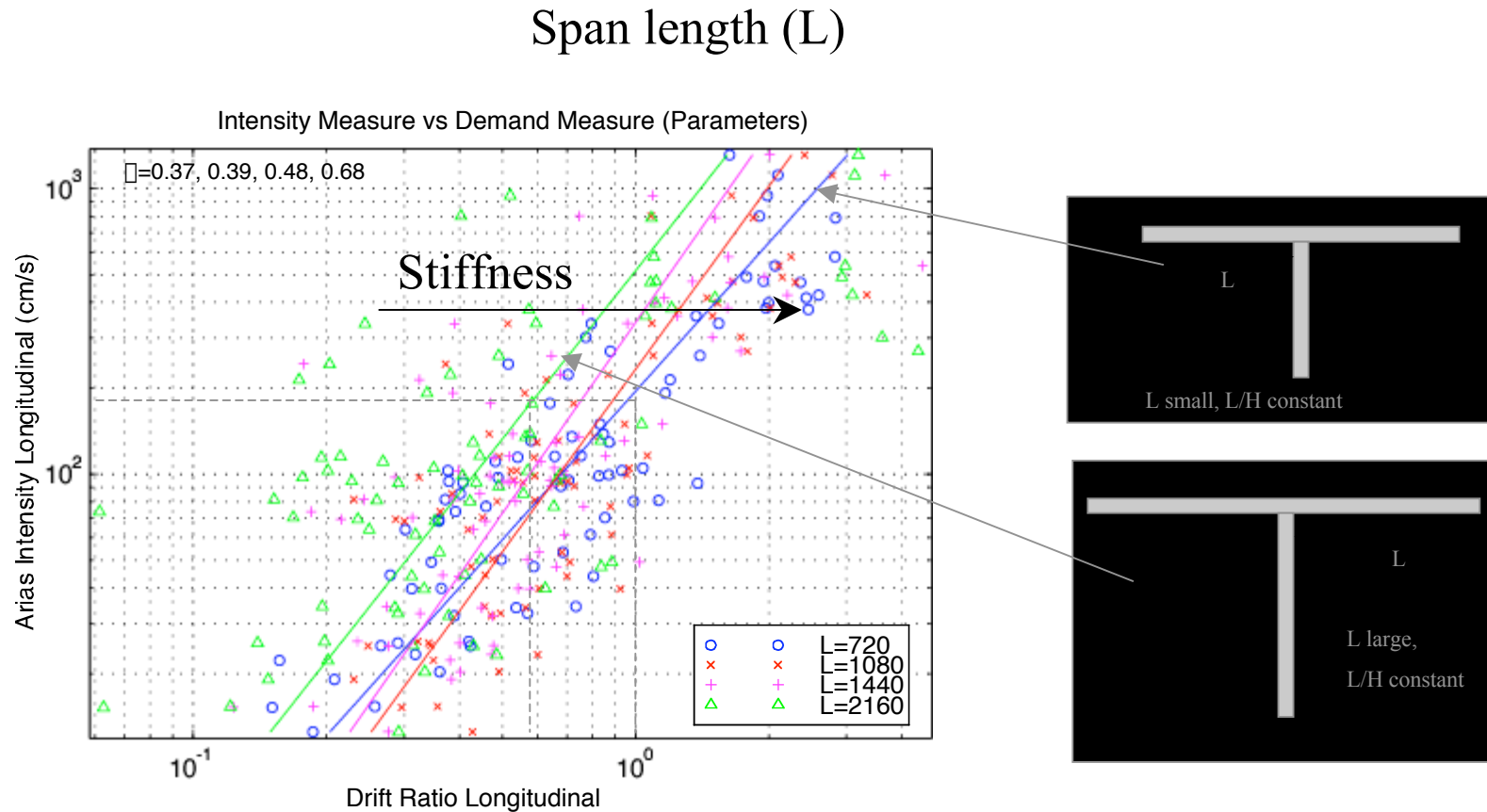
Single-column, single-bent bridges

Bridge Design Parameters

Range of design parameter variations

• L	span length	60-180 ft
• L/H	span to column height ratio	1.2-3.5
• $\rho_{s, \text{long}}$	column longitudinal reinforcement	1-4%
• Dc/Ds	column to superstructure dimensions	0.67-1.33
• $\rho_{s, \text{trans}}$	column transverse reinforcement	0.4-1.2%
• Wt	additional superstructure weight	10-150%
• K_{soil}	soil stiffness	USGS A-D
• Abut	abutment mass/stiffness models	various

Design Parameter Sensitivity

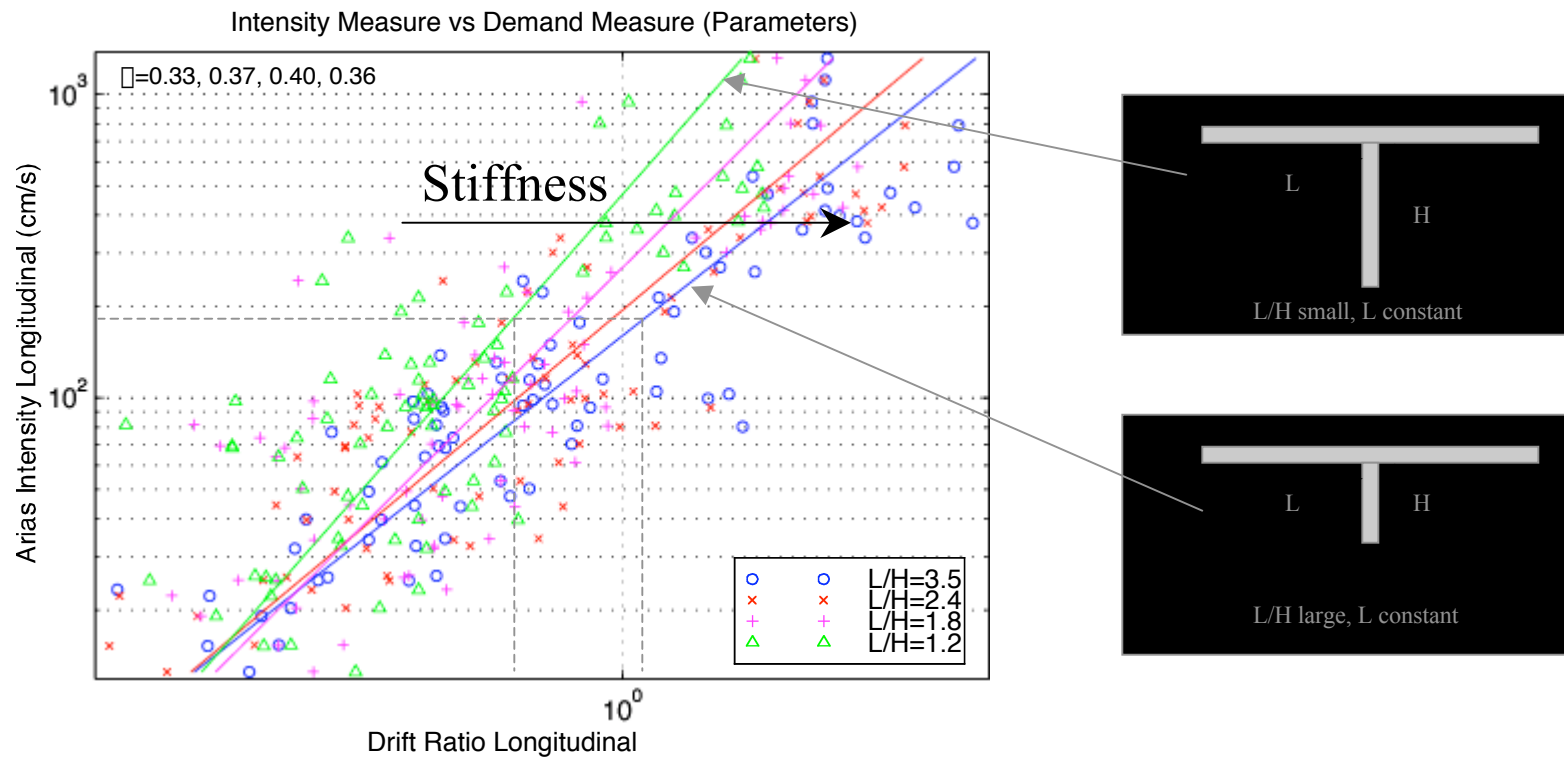


Increasing size (span & column height) decreases drift (increases max. displ.)

1-bent bridge with abutments

Design Parameter Sensitivity

Span length to column height ratio (L/H)

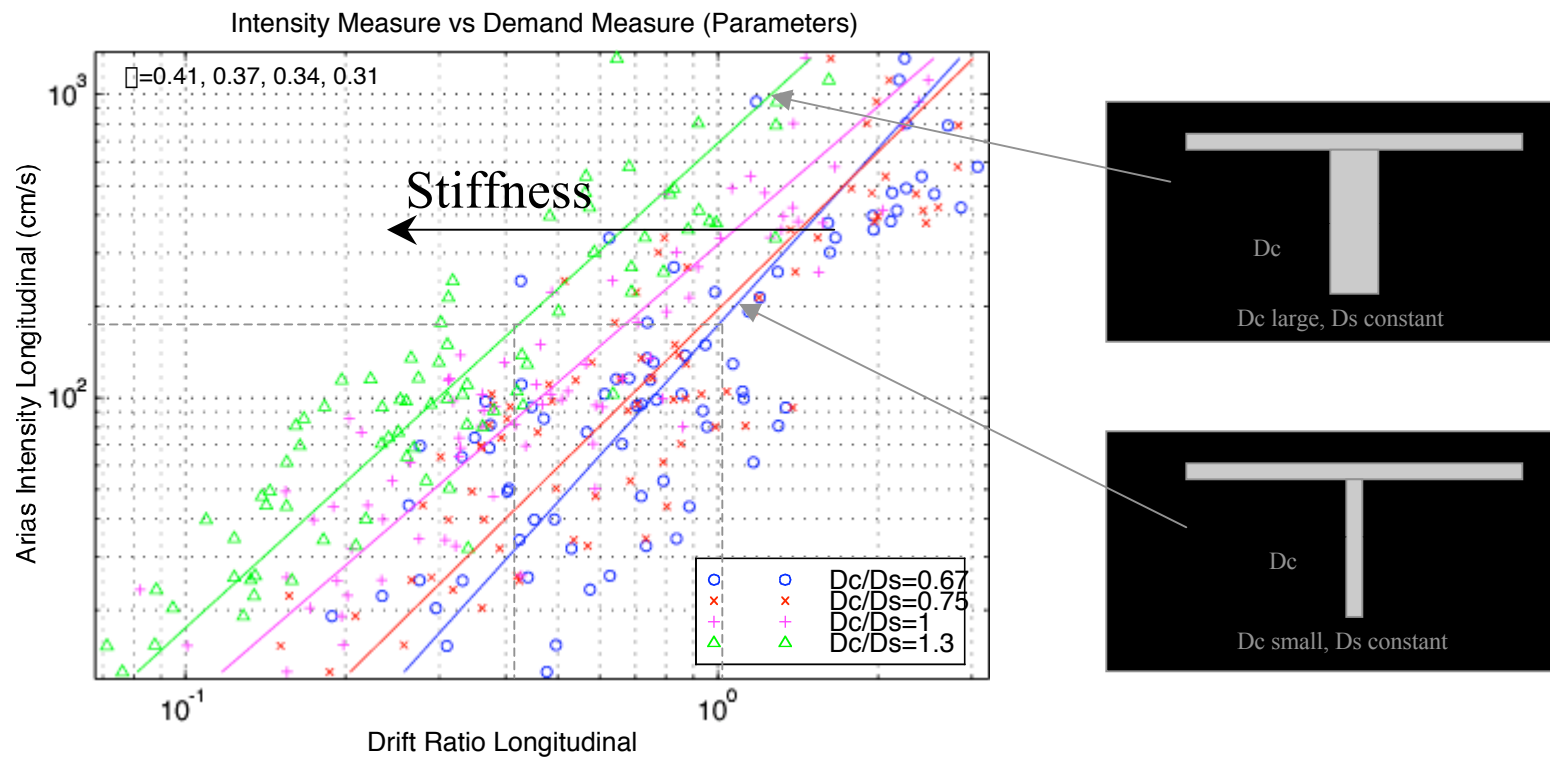


Decreasing column height increases drift (decreases max. displ.)

1-bent bridge with abutments

Design Parameter Sensitivity

Superstructure depth to column diameter ratio (D_c/D_s)

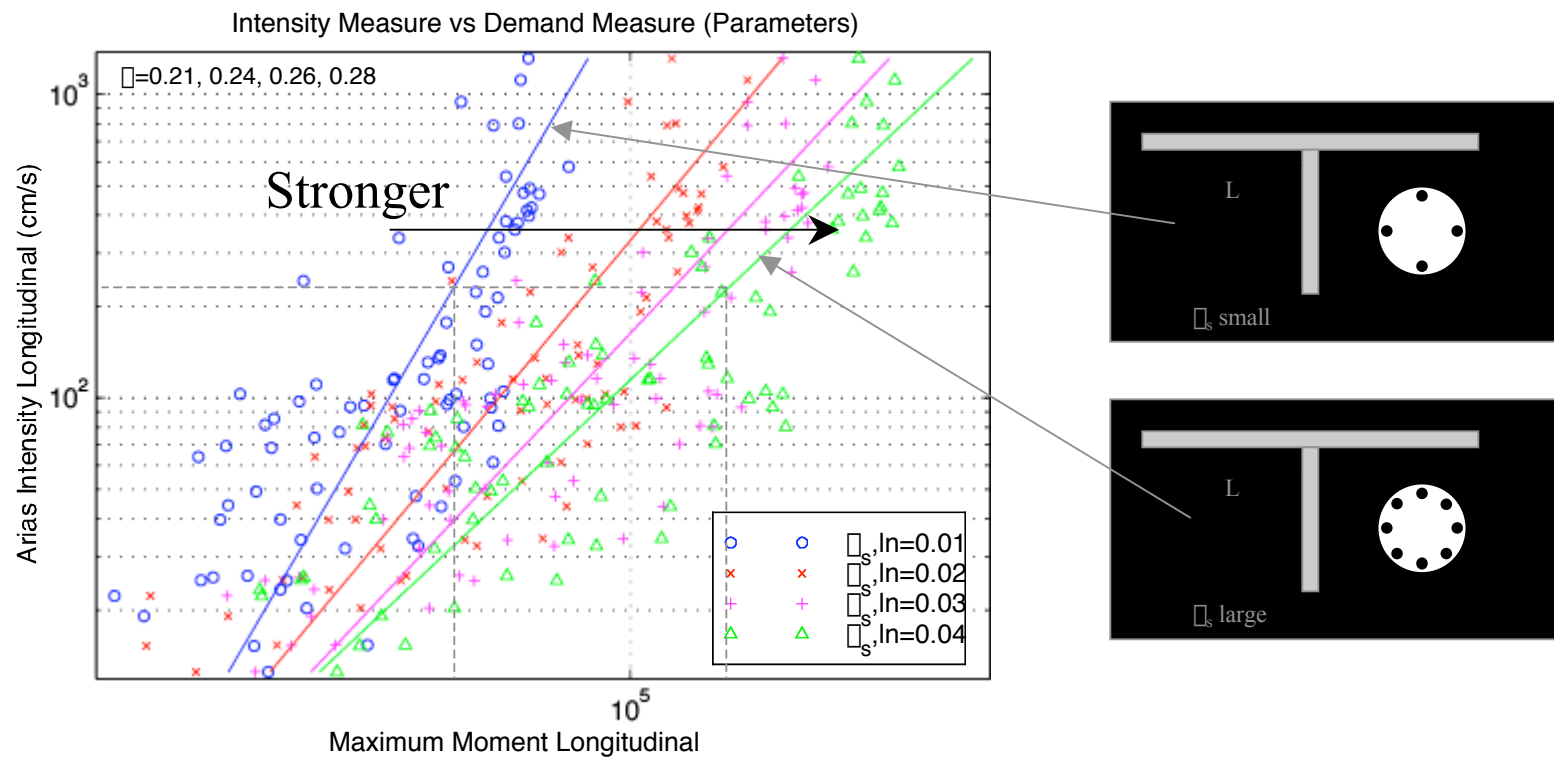


Decreasing column height increases drift (decreases max. displ.)

1-bent bridge with abutments

Design Parameter Sensitivity

Column longitudinal steel ratio (ρ_s)

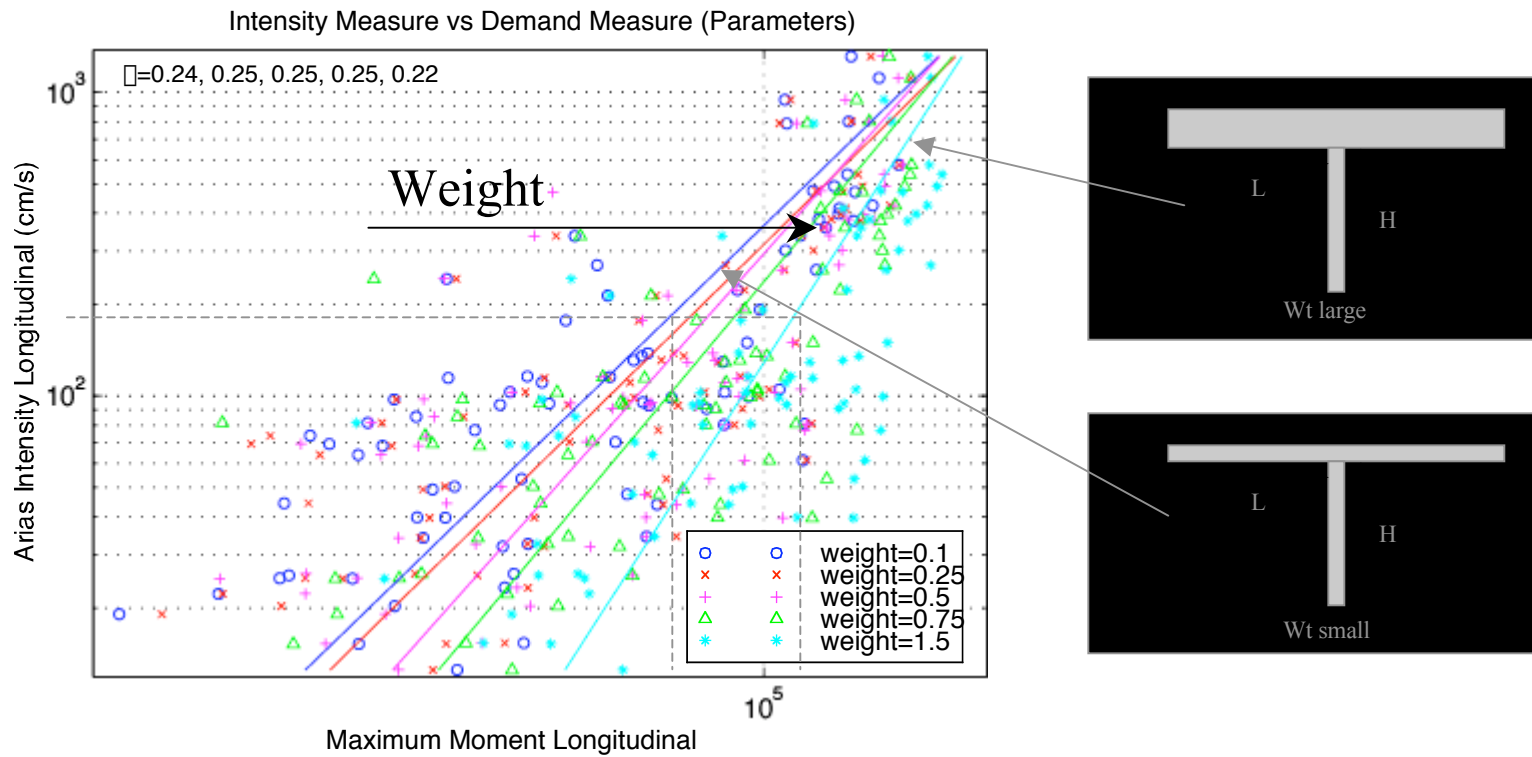


Increasing steel increases column moment demand

1-bent bridge with abutments

Design Parameter Sensitivity

Additional superstructure dead load (Wt)

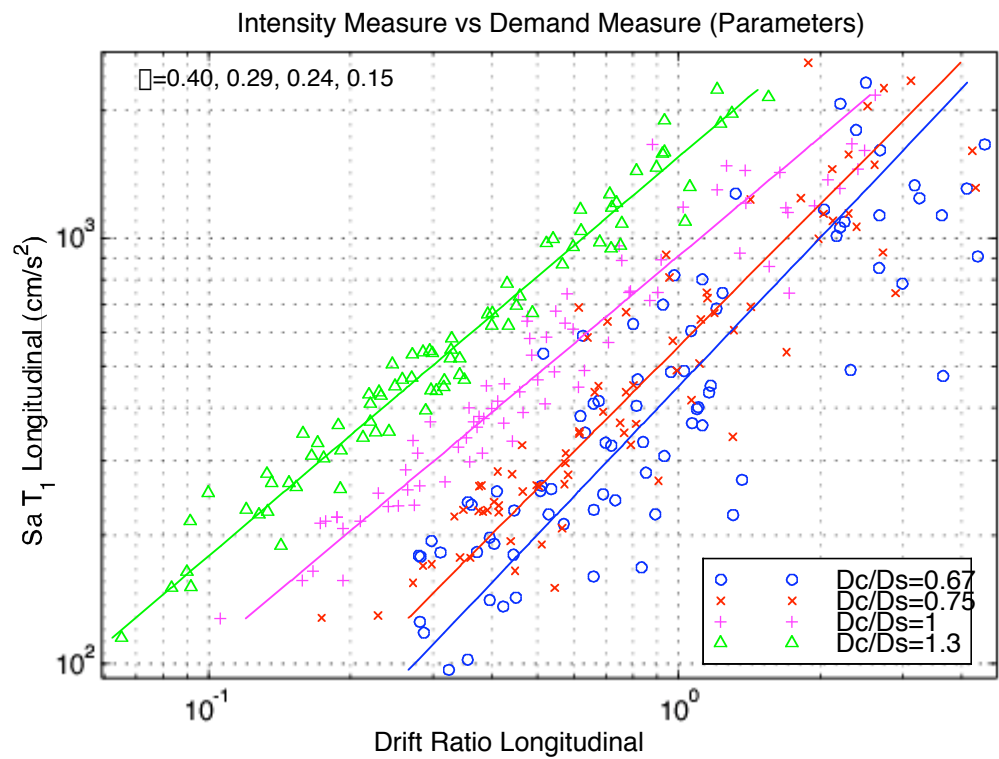


Increased mass increases column moment demand

1-bent bridge without abutments

Sensitivity with Optimal IMs

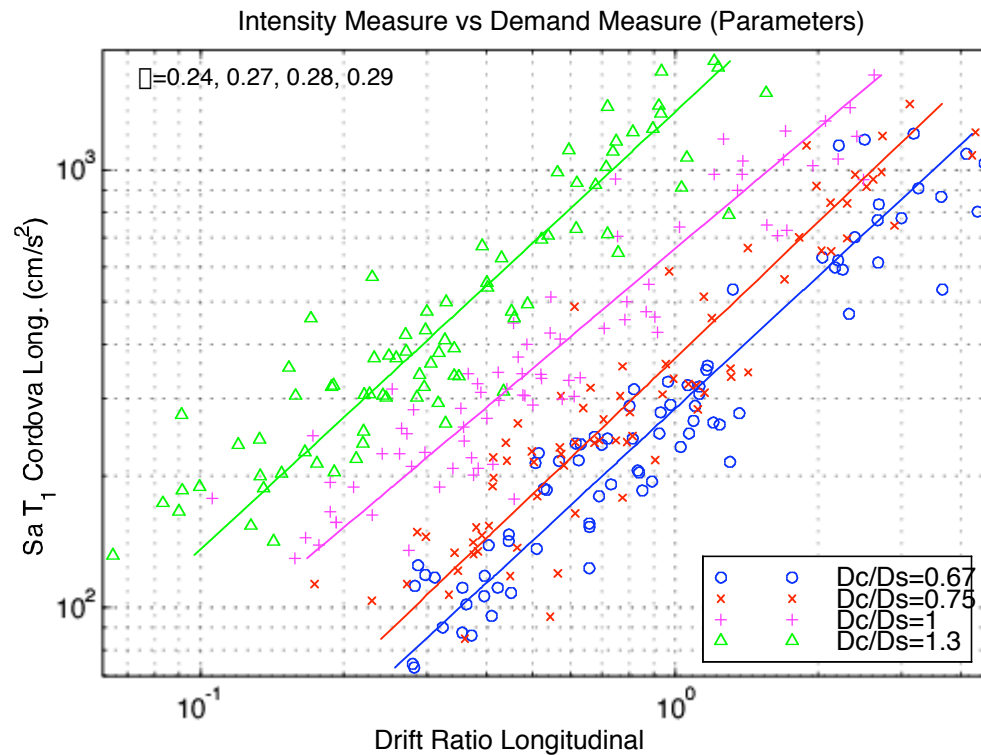
SaT1-Drift sensitivity to Dc/Ds design parameter



Arias	0.41	0.37	0.34	0.31
Sa(T1)	0.40	0.29	0.24	0.15

Sensitivity with Optimal IMs

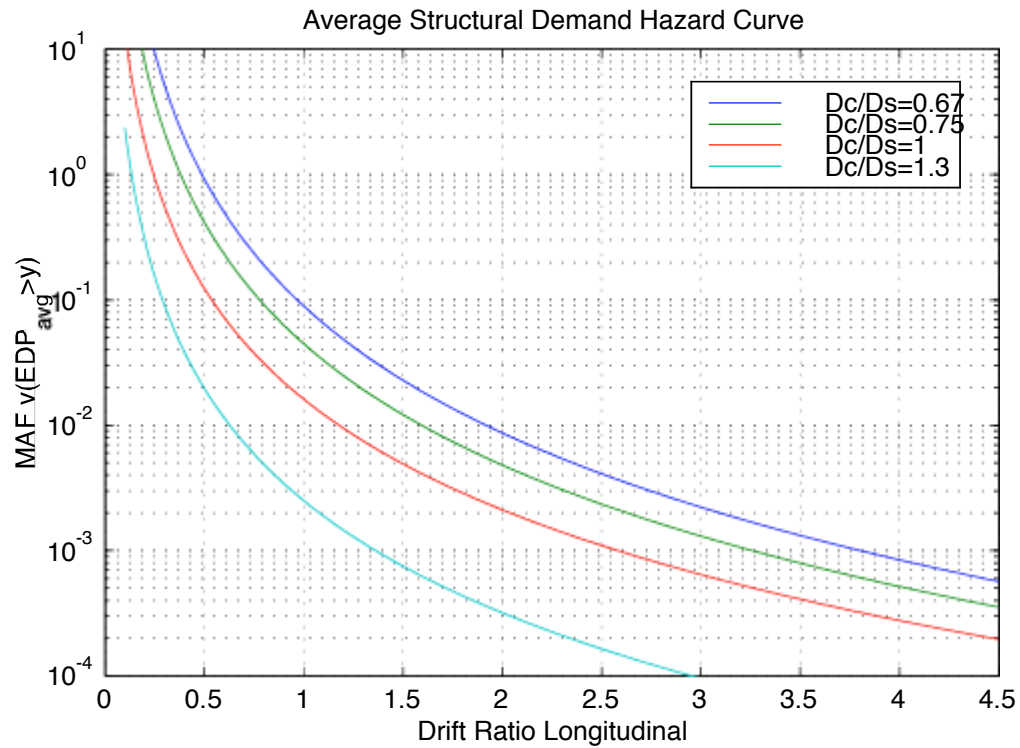
Sa(Cordova)-Drift sensitivity to Dc/Ds design parameter



Arias	0.41	0.37	0.34	0.31
Sa(T1)	0.40	0.29	0.24	0.15
SaC	0.24	0.27	0.28	0.29

PSDM Extensions

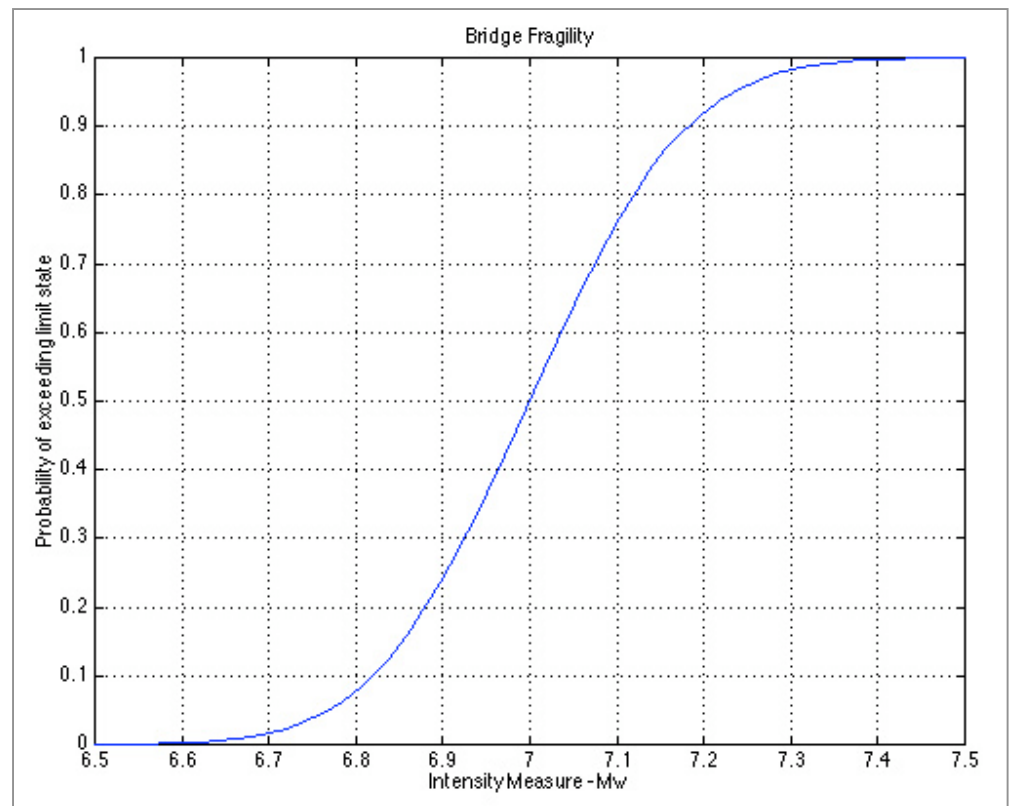
Structural Demand Hazard Curves



PSDM Extensions

Functional EDPs

- Maximum post-earthquake functionality (traffic load, eg)
- Probability of exceeding a given damage state (fragility)



Conclusions

- PSDMs allow designers to see the effects of:
 - seismicity
 - design parameters
 - on seismic performance of a bridge
- Period-independent IMs allow easy quantification of performance changes
- PSDMs fit into PEER performance-based design framework
- $S_a(T_1)$ -D optimal PSDM reduces demand model dispersion

Thank You!

- Questions?
- For more information contact:
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