

Probabilistic Seismic Demand Model for California Highway Bridges



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Session 6A:
Seismic Design and Retrofit II

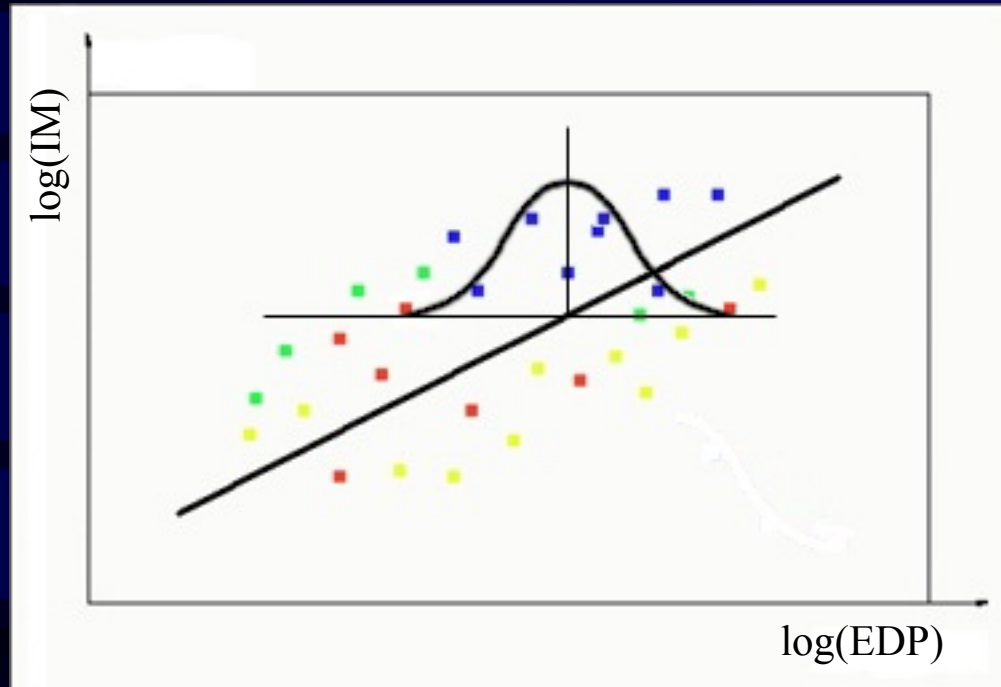


University of California, Berkeley
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Pacific Earthquake Engineering Research Center

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What is a PSDM?

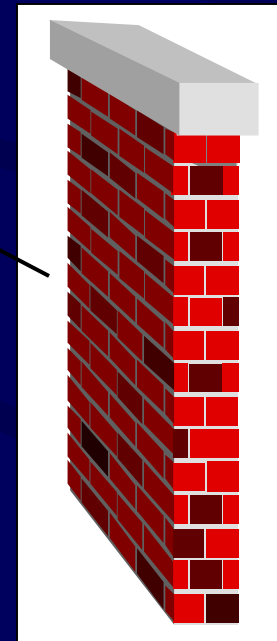
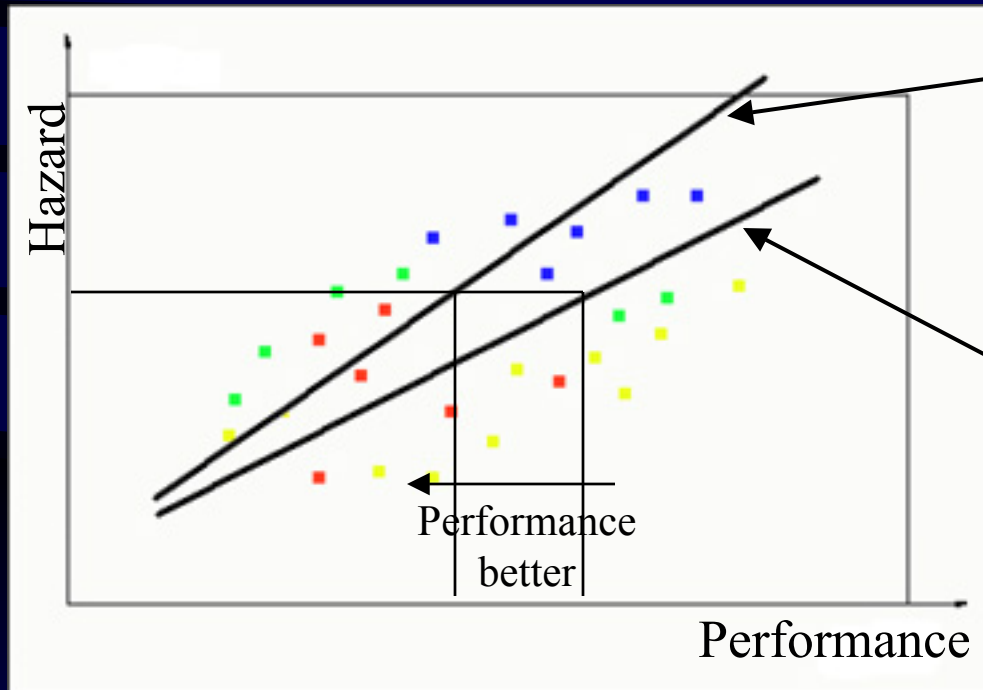
PSDM = Probabilistic Seismic Demand Model



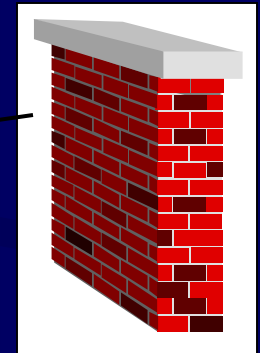
Relationship of seismic Intensity Measures (IM) to structural Engineering Demand Parameters (EDP)

Practical Uses

How do design parameters affect performance?



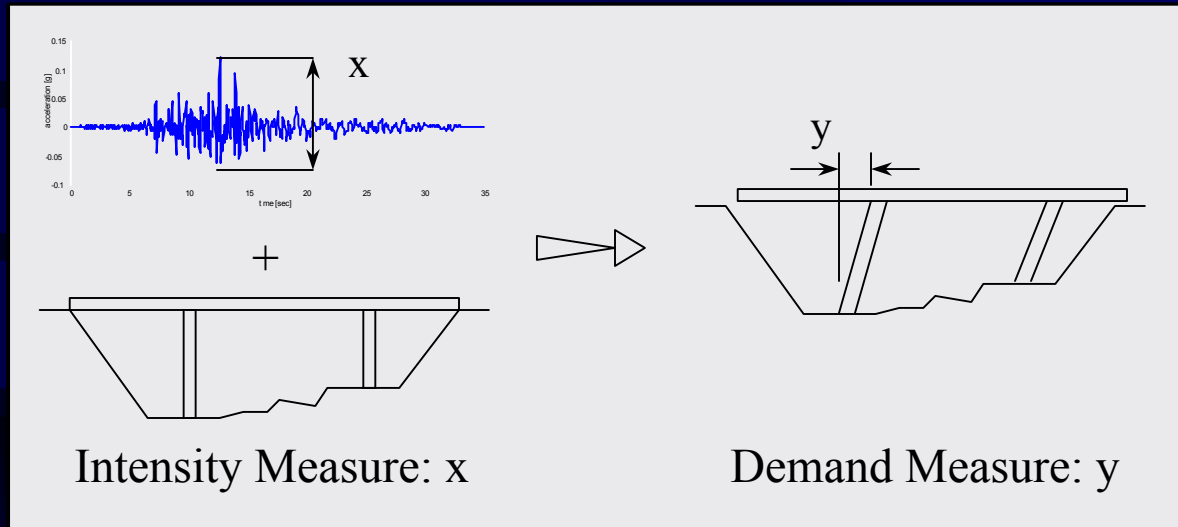
Taller
(flexible)



Shorter
(stiffer)

Why a demand model?

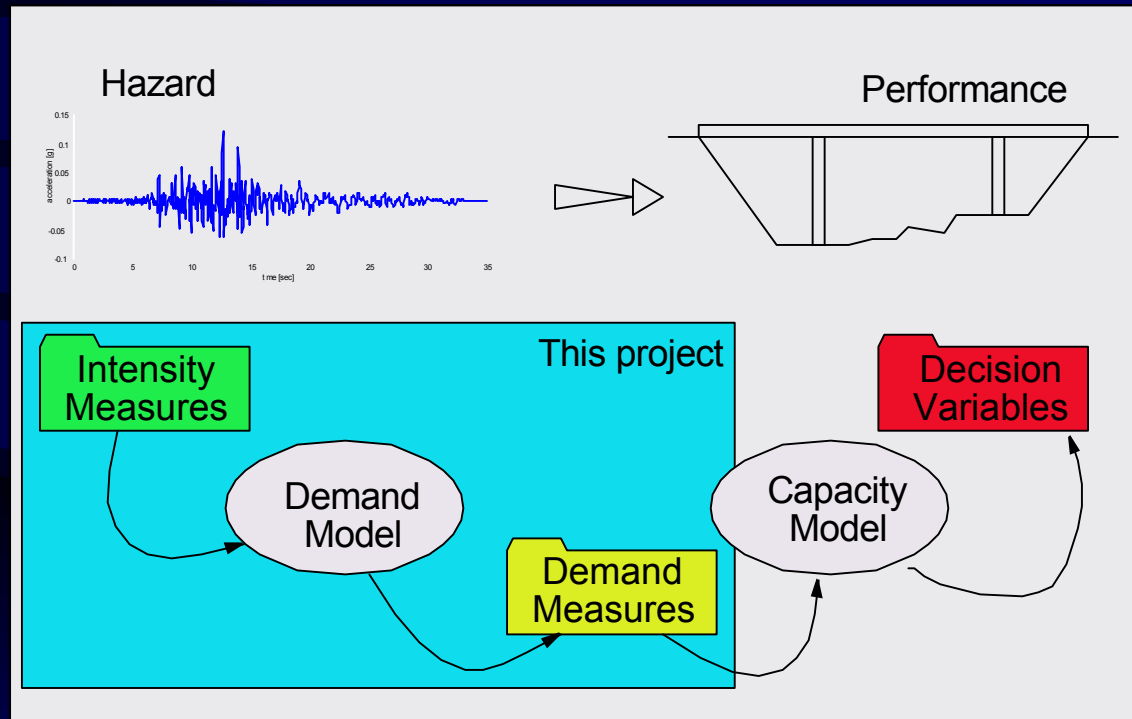
1.) Quantitative Performance Based Earthquake Engineering tool for designers of bridges



What is probability of y, given x?

Why a demand model?

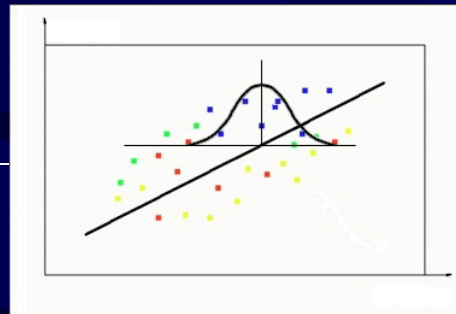
2.) Module in Pacific Earthquake Engineering Research Center (PEER) probabilistic framework



PEER Performance based earthquake engineering framework

Probabilistic Seismic Demand Analysis

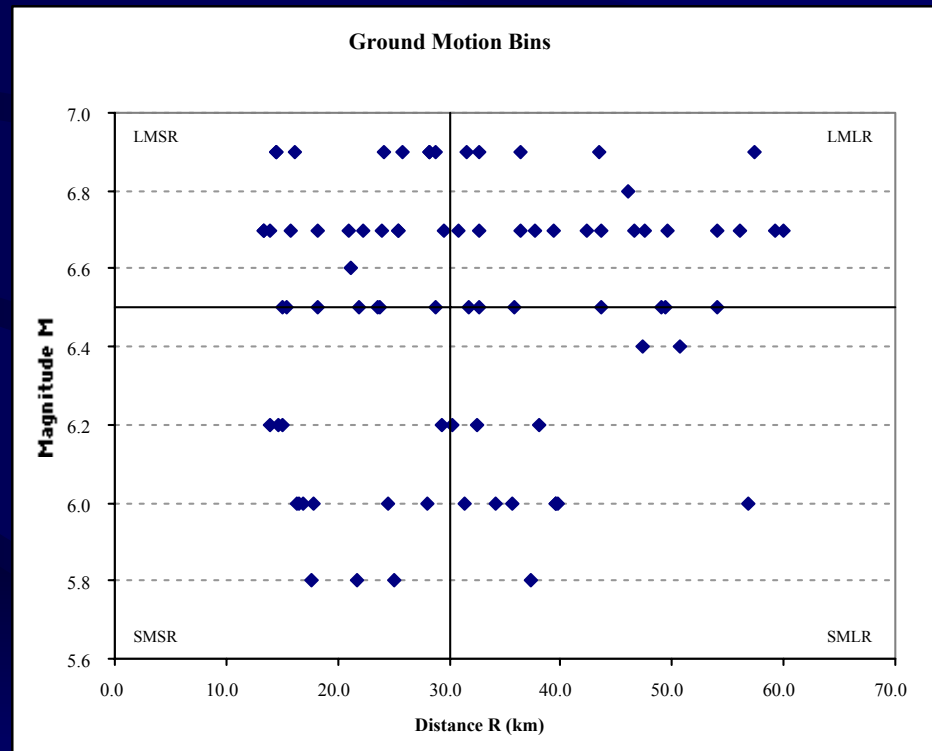
- Define motions (IM)
- Define class of structures (EDP)
- Define analysis model
- Nonlinear analysis



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

Seismicity: Ground Motions & IMs

- Period Independent Intensity Measures
 - Magnitude, Distance, Strong motion duration
 - Cumulative absolute velocity
 - Cumulative absolute displacement
 - Arias intensity
 - Frequency ratios
 - RMS acceleration
 - Characteristic intensity
 - PGA, PGV, PGD
- Period Dependent Intensity Measures
 - S_a , S_v , S_d
 - S_d ,_{inelastic}



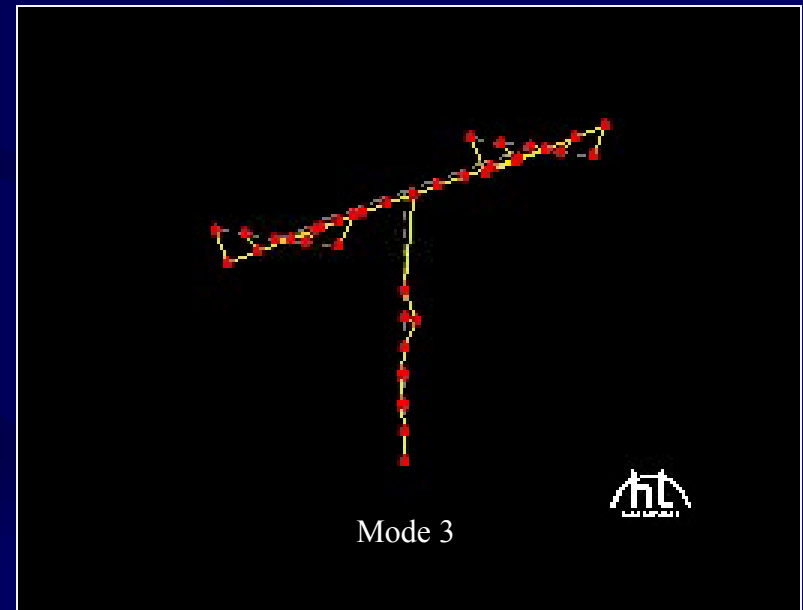
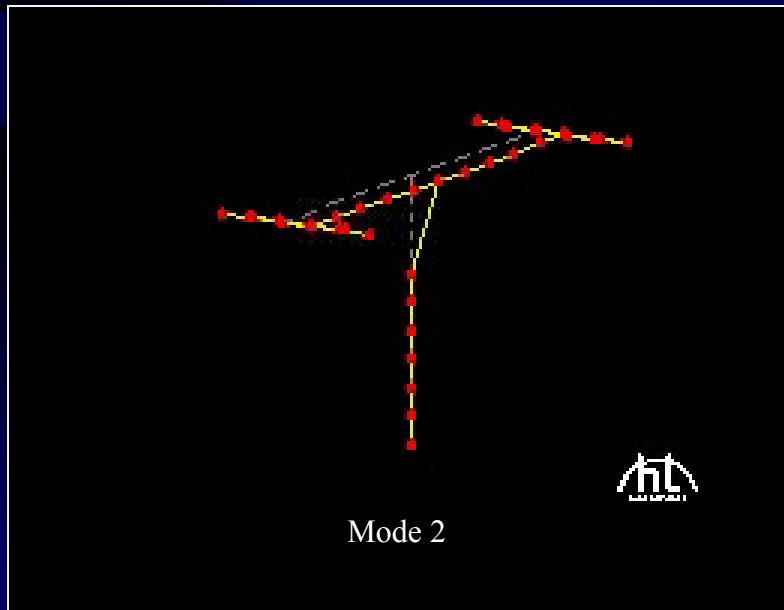
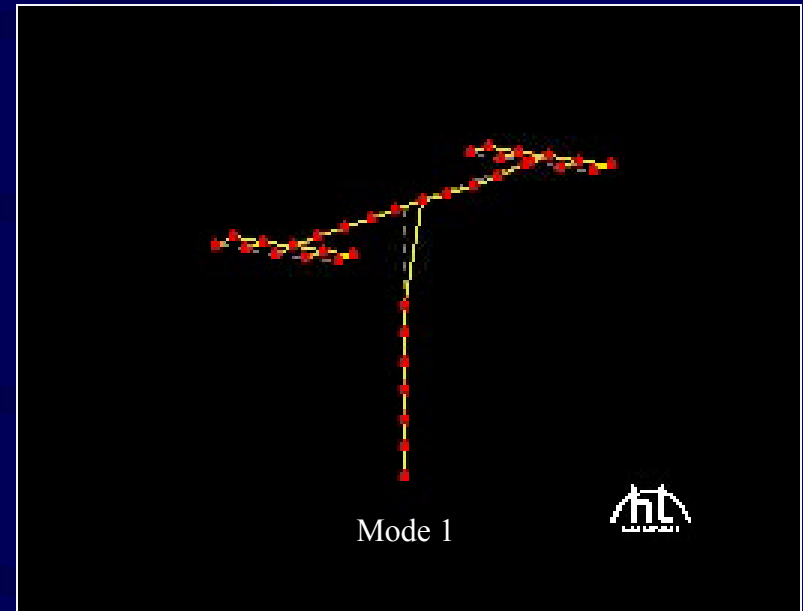
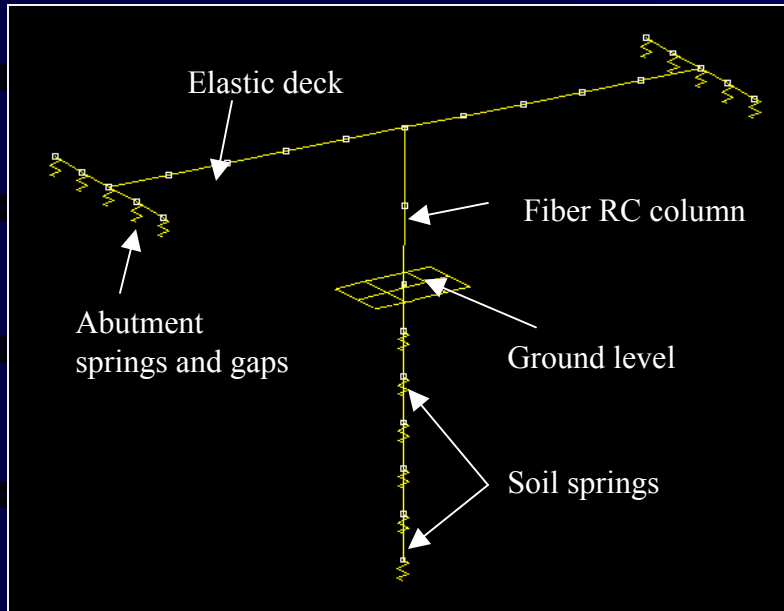
Demand: Bridges & EDPs

- 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

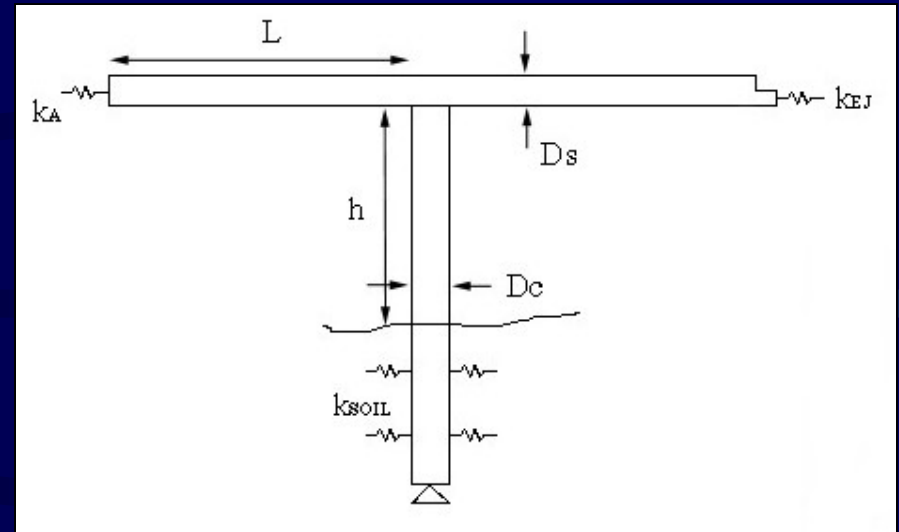
Single column/bent highway overpasses in California



OpenSees Bridge Model



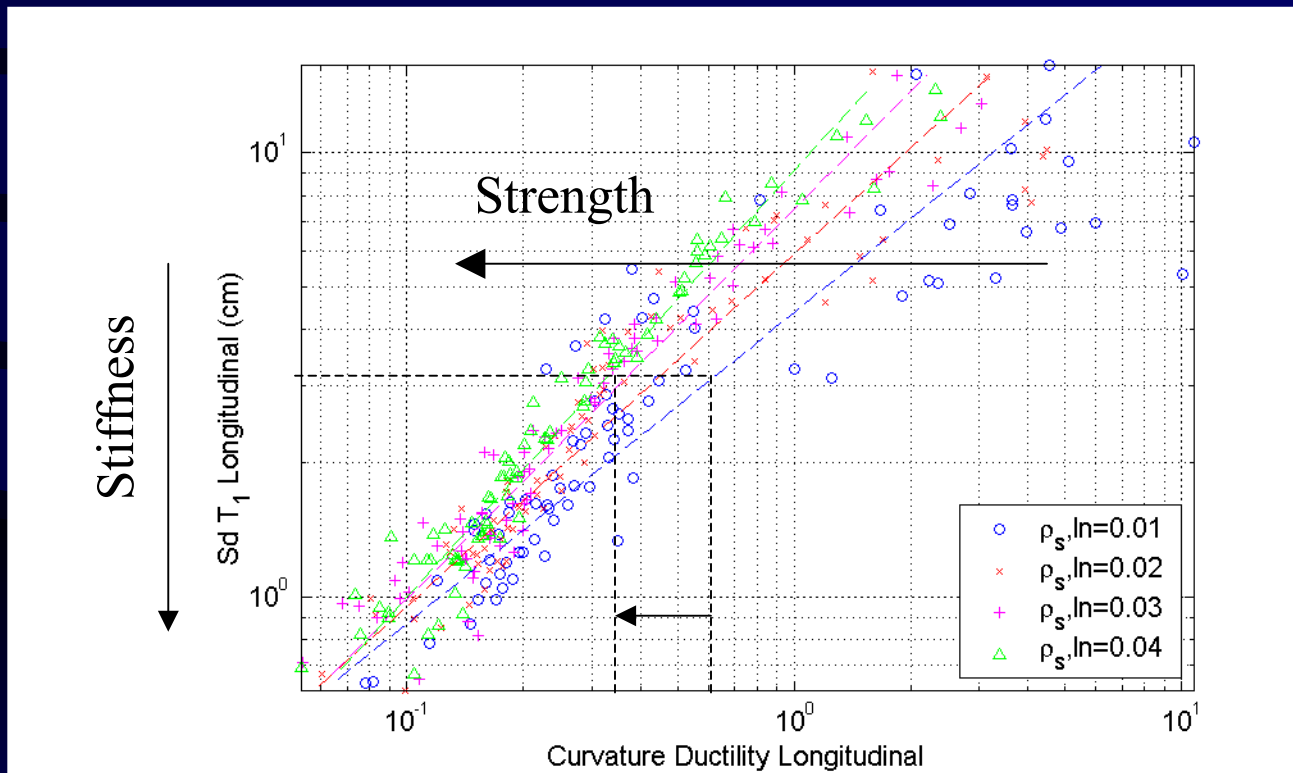
Bridge Design Parameters



- L span length 60-180 ft
- L/h span to column height ratio 1.2-3.5
- f_y steel strength 68-95 ksi
- f'_c concrete strength 3-8 ksi
- $\rho_{s, long}$ column longitudinal reinforcement 1-4%
- D_c/D_s column to superstructure dimensions 0.67-1.33
- K_{soil} USGS soil group A,B,C,D
- W_t additional superstructure weight 10-150%
- $\rho_{s, trans}$ column transverse reinforcement 0.4-1.1%
- A_{but} abutment mass/stiffness models various

Design Parameter Sensitivity

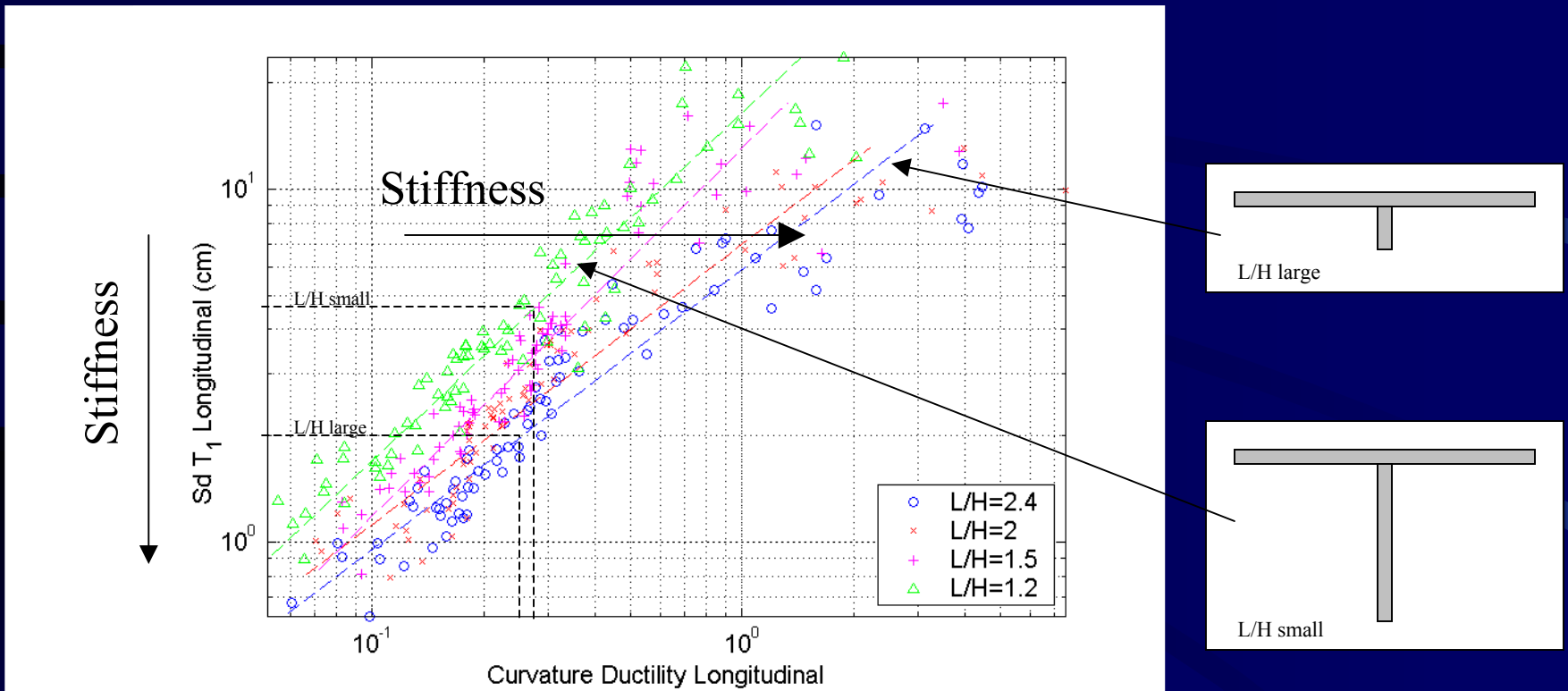
Longitudinal steel reinforcement ratio (ρ_s)



Increasing strength decreases demand

Design Parameter Sensitivity

Span length (L) to column height (H) ratio

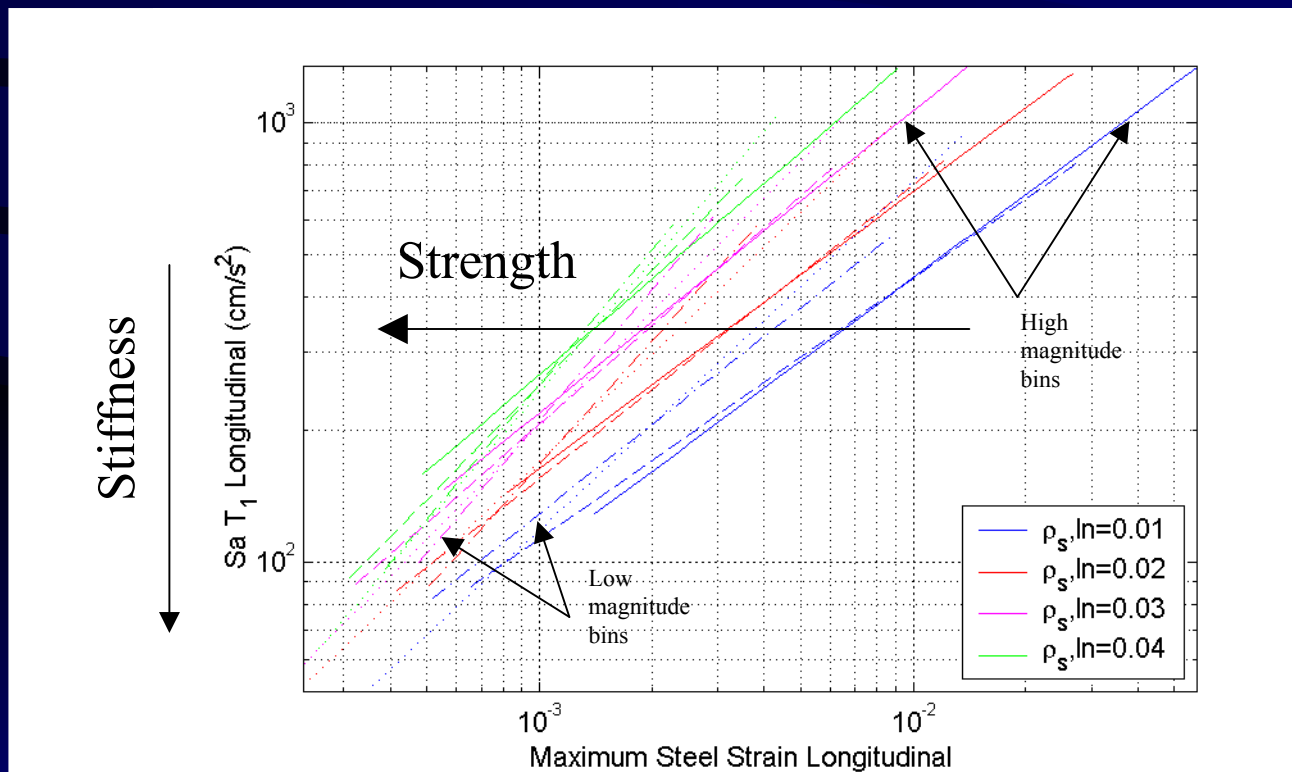


Increasing stiffness has negligible effect on demand

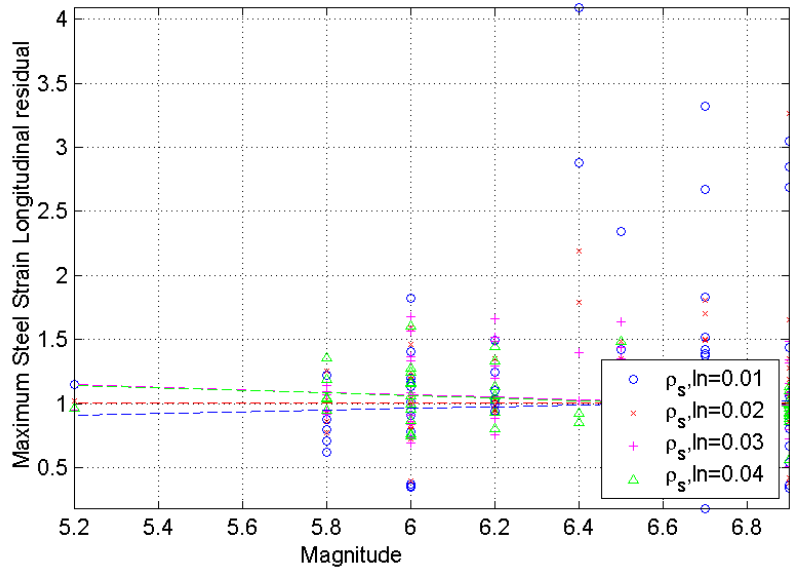
Seismicity

- Parameter sensitivity to bins
- All lines of same color should have same slope at given intensity
- Higher demand for higher magnitude bins

Longitudinal steel reinforcement ratio (ρ_s)

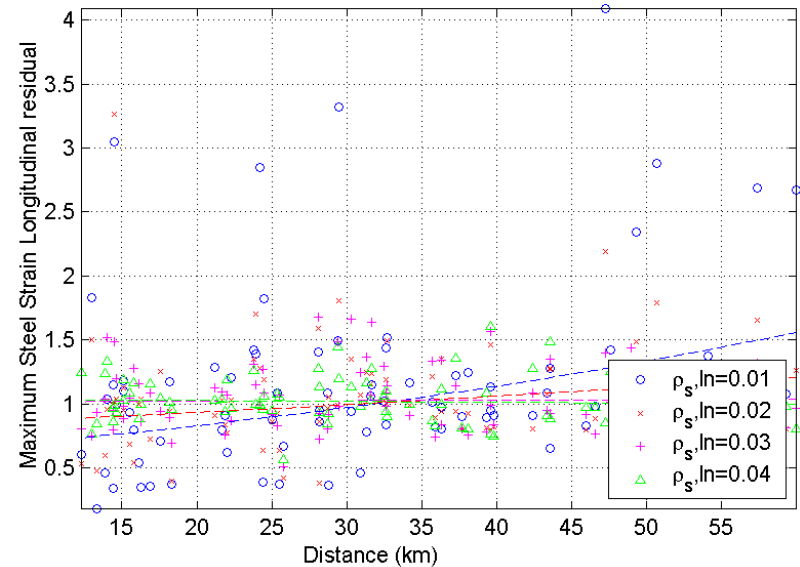


Sufficiency



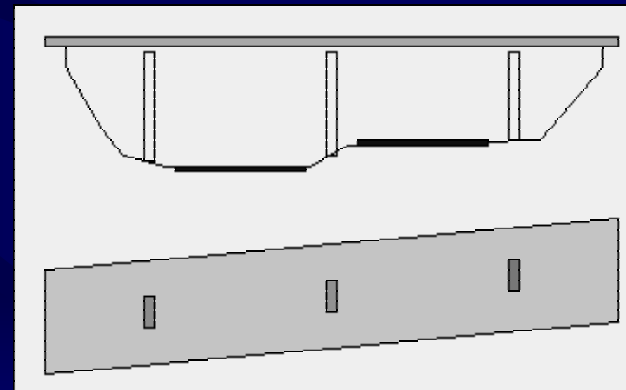
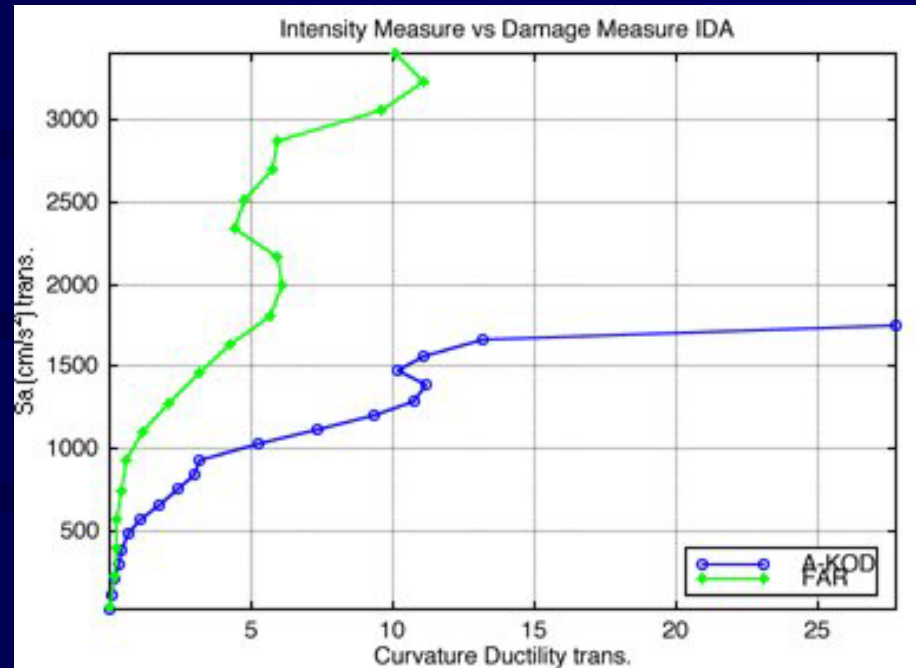
- Magnitude dependence

- Distance dependence



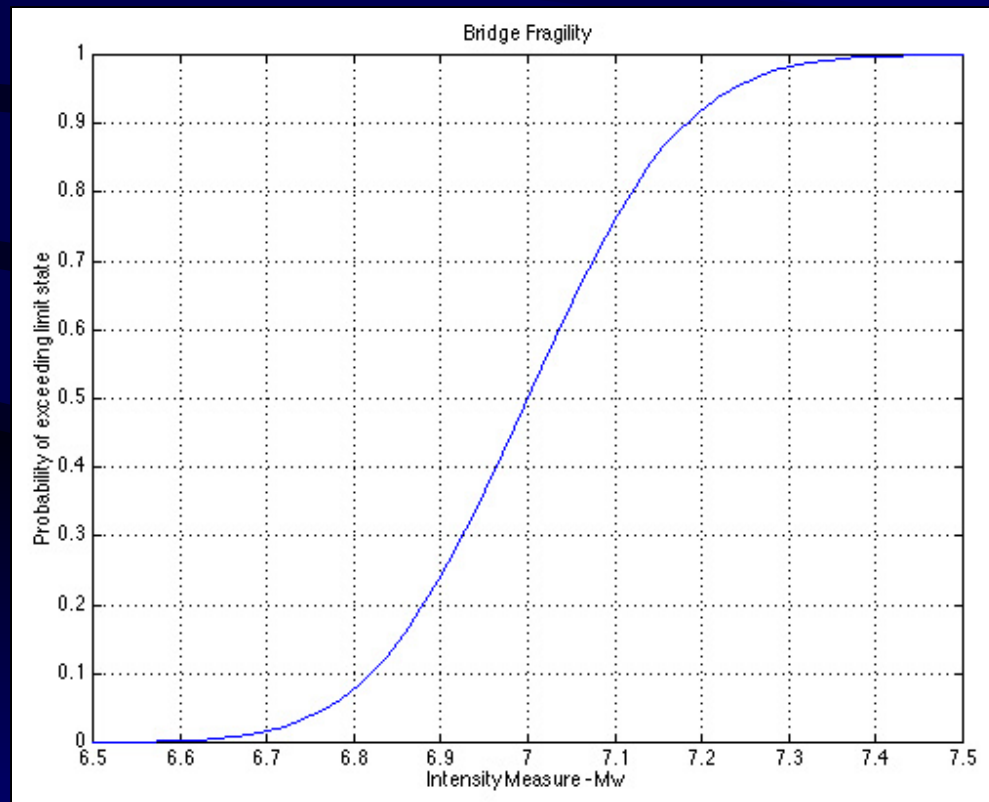
PSDM Extensions

- Use of Incremental Dynamic Analysis (IDA) in place of PSDA
- Other bridge configurations (two bent, 3 bent, no bent)



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 parameterson seismic performance of a bridge
- PSDMs fit into PEER performance-based design framework
- PSDM methodology can be applied to other types of hazard...

PSDM for Other Hazards

- Consider other hazards:
 - East coast seismic events
 - Blast loading
 - Fire rating
- Develop Hazard models for these hazards
- Develop Demand models as shown in this presentation

Thank You!

- Questions?
- For more information contact:
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- Visit <http://millerbird.ce.berkeley.edu>