Contents

XV

Preface

	List of Symbols xxi
	List of Abbreviations xxxi
1	Introduction 1
1.1	Background 1
1.2	Basic Concept of the VSM for Bridges 3
1.2.1	Bridge Frequency Identification 3
1.2.2	Bridge Mode Shape Identification 4
1.2.3	Bridge Damping Ratio Identification 5
1.3	Brief on the Works Conducted by Yang and Coworkers 5
1.3.1	Vehicle and Bridge Models Used and Their Vibration Mechanisms 6
1.3.1.1	Vehicle Models 6
1.3.1.2	Bridge's Models and Properties 7
1.3.2	Enhanced Methods for Bridge Frequency Identification 8
1.3.2.1	Software-Based Approaches 8
1.3.2.2	Hardware-Based Approaches 10
1.3.3	Bridge Mode Shape Identification 11
1.3.4	Bridge Damping Ratio Identification 12
1.3.5	Bridge Damage Identification 13
1.3.6	Extension of VSM to Railway Tracks 13
1.4	Bridge Modal Parameter Identification by Researchers Worldwide 14
1.4.1	Bridge Frequency Identification 14
1.4.1.1	Vehicle and Bridge Models Used and Their Mechanism of Vibration 14
1.4.1.2	Time-Varying Characteristics of the Vehicle-Bridge System 17
1.4.1.3	Enhanced Methods for Bridge Frequency Identification 18
1.4.2	Bridge Mode Shape Identification 20
1.4.2.1	HT-Based Techniques 21
1.4.2.2	Time-Frequency Techniques 21
1.4.2.3	Other Mode Shape Identification Methods 22
1.4.3	Bridge Damping Ratio Identification 23

Acknowledgments xix

Hierard

1	Contents	
	1.5	Bridge Damage Identification by Researchers Worldwide 24
	1.5.1	Modal Parameter-Based Methods 25
	1.5.1.1	Natural Frequency-Based Methods 25
	1.5.1.2	Mode Shape-Based Methods 25
	1.5.2	Signal Processing-Based Methods 27
	1.5.3	Machine Learning-Based Methods 28
	1.5.4	Other Methods 30
	1.6	Pavement Roughness Identification by Researchers Worldwide 31
	1.7	Vehicle Scanning Method for Railway Tracks and Bridges 32
	1.7.1	Track Geometry Estimation 32
	1.7.2	Identification of Dynamic Parameters of Railway Tracks and Bridges 34
	1.7.3	Track Defect Detection 35
	1.8	Application of Smartphone-Based IoT System in VSM 37
	1.9	Conclusions and Recommendations for Future Work 39
	1.9.1	Conclusions 39
	1.9.2	Challenges and Recommendations 40
		Part I Vehicle Scanning Method for Bridge Frequencies 43
	2	Damped Scanning Vehicle for Bridge Frequencies: Theory and Experiment 45
	2.1	Introduction 45
	2.2	Formulation of the Analytical Theory 47
	2.2.1	Dynamic Responses of the Bridge and Contact Point 47
	2.2.2	Dynamic Response of the Test Vehicle 49
	2.3	Calculation of Contact Response of the Damped Test Vehicle 51
	2.3.1	Backward Calculation Procedure for the Contact Response 51
	2.3.2	Transmissibility Between Contact Point and Vehicle Responses 53
	2.4	Numerical Formulation of the Problem 54
	2.4.1	Description of VBI Element for Single-DOF Vehicle 54
	2.4.2	Verification of Analytical Solution 55
	2.5	Parametric Study 57
	2.5.1	Effect of Vehicle Damping 57
	2.5.2	Effect of Test Vehicle Speed 59
	2.5.3	Effect of Environmental Noise 59
	2.5.4	Effect of Surface Roughness 61
	2.5.4.1	Scenario 1: Bridge Without Ongoing Traffic 62
	2.5.4.2	Scenario 2. Bridge with Ongoing Tramc 63
	2.6	Experimental Study 65 Drief on the Test Bridge 65
	2.6.1	Brief on the Test Bridge 65
	2.6.2	Measurement by Sensors Deployed on the Bridge Surface 66
	2.6.3	Design of the Test Vehicle 69
	2.6.4	Measurement by the Test Vehicle in the Nonmoving State 72

Flat Road Test for Vehicle Frequency in the Moving State

2.6.5

2.6.6	Measurement by the Test Vehicle in the Moving State 75
2.6.6.1	Scenario 1: Vehicle Moving Along the Bridge Centerline 76
2.6.6.2	Scenario 2: Vehicle Moving Along the Centerline with a Temporary Parking for 30 s
2.7	Concluding Remarks 79
2.,	
3	Refined Detection for Bridge Frequencies: Theory and Experiment 81
3.1	Introduction 81
3.2	Contact Responses for Two Wheels of Single-Axle Vehicle 84
3.3	Brief on Test Bridge and Direct Measurement 87
3.4	Description of Self-Designed Single-Axle Test Vehicle 87
3.4.1	Properties of Single-Axle Test Vehicle 88
3.4.2	Responses of Test Vehicle Moving over Flat Road 89
3.4.3	Contact Responses of Test Vehicle Moving on Flat Road 91
3.5	Scanning Bridge's Frequencies by Test Vehicle's Rocking Motion 93
3.5.1	Scenario 1: Test Vehicle Moving Nonstop over Bridge 93
3.5.1.1	Wheel Responses of Vehicle Moving over Bridge 93
3.5.1.2	Contact Responses of Test Vehicle's Wheels Moving over Bridge 95
3.5.2	Scenario 2: Vehicle Moving over Bridge with Temporary Stop 97
3.5.2.1	Wheel Responses of Moving Vehicle with Temporary Stop on Bridge 97
3.5.2.2	Contact Responses for Test Vehicle Moving over Bridge with Temporary Stop 99
3.6	Concluding Remarks 100
5.0	Concruding Remarks 100
4	Single-Axle Two-Mass Scanning Vehicle for Bridge Frequencies: Theory 103
4.1	Introduction 103
4.2	Analytical Formulation of the Problem 105
4.2.1	Dynamic Responses of the Bridge and Contact Point 105
4.2.2	Dynamic Responses of the Vehicle's Body and Wheel 107
4.3	Vehicle–Bridge Contact Response of Two-Mass Vehicle Model 109
4.3.1	Vehicle's Wheel Response Back-Calculated from Body Response 109
4.3.2	Contact Response Back-Calculated from Vehicle's Body and Wheel Responses 110
4.4	Numerical Simulation of the Problem 111
4.4.1	Decemination of Wahiala Dridge Interaction Floment 111
4.4.2	Verification of Analytical Solutions 112
4.4.3	Verification of Back-Calculation Procedure for Vehicle's Wheel Response 114
4.4.4	Verification of Back-Calculation Procedure for Contact Response 115
4.4.5	
4.5	
4.5.1	Parametric Study 117 Effect of Webiele Domping 117
	Effect of Vehicle Damping 117 Effect of Vehicle Speed 118
4.5.2	
4.5.3	Effect of Environmental Noise 120
4.5.4	Effect of Pavement Roughness 122
4.5.5	A More Realistic Condition 123
4.6	Concluding Remarks 126

5	Vehicle Scanning Method Enhanced by a Shaker 127
5.1	Introduction 127
5.2	Theoretical Modeling of the Problem 129
5.2.1	Dynamic Responses of the Bridge and Contact Point 130
5.2.2	Dynamic Response of the Test Vehicle 132
5.3	Dynamic Amplification Factor of the Shaker for Vehicle and Contact Responses 135
5.4	Numerical Verification 137
5.4.1	Verification of Analytical Solution 138
5.4.2	Verification of Back-Calculated Contact Response 139
5.5	Effect of the Shaker on Bridge Frequency Extraction 141
5.5.1	Effect of Shaker Frequency 141
5.5.2	Effect of Shaker Location 143
5.5.3	Effect of Vehicle Speed 144
5.6	Effects of Pavement Roughness and Environmental Noise 146
5.7	Concluding Remarks 147
6	Vehicle Scanning Method Enhanced by Amplifiers 149
6.1	Introduction 149
6.2	Analytical Formulation of the Problem 152
6.2.1	Dynamic Responses of the Bridge 152
6.2.2	Dynamic Responses of the Amplifier and Test Vehicle 153
6.3	Effect of Amplifier on the Amplifier-Vehicle-Bridge System 155
6.3.1	Dynamic Amplification Factor of Amplifier for the Bridge Response 156
6.3.2	Dynamic Amplification Factor of Vehicle for the Bridge Response 156
6.3.3	Featured Range of Amplifier Response vs. Vehicle Response 157
6.3.4	Effect of Amplifier on Vehicle's Self-Frequency 158
6.4	Numerical Simulation of the Problem 159
6.4.1	Brief of Amplifier-Vehicle-Bridge Interaction Element 159
6.4.2	Verification of Analytical Solutions 161
6.5	Test Vehicle Set in (or Not in) Resonance 163
6.6	Effect of Amplifier on Bridge Frequency Extraction 165
6.6.1	Effect of Amplifier Mass 165
6.6.2	Effect of Amplifier Frequency 165
6.6.3	Dual Amplifiers for the Bridge Frequencies 167
6.7	Effect of Pavement Roughness 168
6.7.1	Amplifier Frequency Tuned to Vehicle Frequency 169

169

Dual Amplifiers Tuned for Different Functions

Concluding Remarks 171

6.7.2

6.8

Part II	Vehicle	Scanning	Method fo	r Bridge N	Mode	Shapes	and l	Damping
	Ratios	173						

7.1 Introduction 175 7.2 Closed-Form Solutions for Contact Responses 177 7.3 Calculation of Contact Responses for Two-Axle Vehicle 179 7.4 Recovery of Bridge Mode Shapes 181 7.4.1 Brief on Variational Mode Decomposition 181 7.4.2 Recovery of Bridge's Mode Shape by Hilbert Transform 182 7.4.3 Procedure for Recovering Bridge Mode Shapes 184 7.5 Numerical Verification of Back-Calculated Contact Responses 184 7.6 Construction of Bridge Mode Shapes 188 7.7 Parametric Study 190 7.7.1 Effect of Vehicle Damping 190	7	Theory for Scanning Bridge Mode Shapes Using a Two-Axle Vehicle 175					
7.3 Calculation of Contact Responses for Two-Axle Vehicle 179 7.4 Recovery of Bridge Mode Shapes 181 7.4.1 Brief on Variational Mode Decomposition 181 7.4.2 Recovery of Bridge's Mode Shape by Hilbert Transform 182 7.4.3 Procedure for Recovering Bridge Mode Shapes 184 7.5 Numerical Verification of Back-Calculated Contact Responses 184 7.6 Construction of Bridge Mode Shapes 188 7.7 Parametric Study 190 7.7.1 Effect of Vehicle Damping 190	7.1	Introduction 175					
7.4 Recovery of Bridge Mode Shapes 181 7.4.1 Brief on Variational Mode Decomposition 181 7.4.2 Recovery of Bridge's Mode Shape by Hilbert Transform 182 7.4.3 Procedure for Recovering Bridge Mode Shapes 184 7.5 Numerical Verification of Back-Calculated Contact Responses 184 7.6 Construction of Bridge Mode Shapes 188 7.7 Parametric Study 190 7.7.1 Effect of Vehicle Damping 190	7.2	Closed-Form Solutions for Contact Responses 177					
7.4.1 Brief on Variational Mode Decomposition 181 7.4.2 Recovery of Bridge's Mode Shape by Hilbert Transform 182 7.4.3 Procedure for Recovering Bridge Mode Shapes 184 7.5 Numerical Verification of Back-Calculated Contact Responses 184 7.6 Construction of Bridge Mode Shapes 188 7.7 Parametric Study 190 7.7.1 Effect of Vehicle Damping 190	7.3	Calculation of Contact Responses for Two-Axle Vehicle 179					
7.4.2 Recovery of Bridge's Mode Shape by Hilbert Transform 182 7.4.3 Procedure for Recovering Bridge Mode Shapes 184 7.5 Numerical Verification of Back-Calculated Contact Responses 184 7.6 Construction of Bridge Mode Shapes 188 7.7 Parametric Study 190 7.7.1 Effect of Vehicle Damping 190	7.4	Recovery of Bridge Mode Shapes 181					
 7.4.3 Procedure for Recovering Bridge Mode Shapes 184 7.5 Numerical Verification of Back-Calculated Contact Responses 184 7.6 Construction of Bridge Mode Shapes 188 7.7 Parametric Study 190 7.7.1 Effect of Vehicle Damping 190 	7.4.1	Brief on Variational Mode Decomposition 181					
 Numerical Verification of Back-Calculated Contact Responses 184 Construction of Bridge Mode Shapes 188 Parametric Study 190 Effect of Vehicle Damping 190 	7.4.2	Recovery of Bridge's Mode Shape by Hilbert Transform 182					
 7.6 Construction of Bridge Mode Shapes 188 7.7 Parametric Study 190 7.7.1 Effect of Vehicle Damping 190 	7.4.3	Procedure for Recovering Bridge Mode Shapes 184					
7.7 Parametric Study 190 7.7.1 Effect of Vehicle Damping 190	7.5	Numerical Verification of Back-Calculated Contact Responses 184					
7.7.1 Effect of Vehicle Damping 190	7.6	Construction of Bridge Mode Shapes 188					
	7.7	Parametric Study 190					
	7.7.1	Effect of Vehicle Damping 190					
7.7.2 Effect of Vehicle Speed 191	7.7.2						
7.7.3 Effect of Number of Bridge Spans 192	7.7.3	Effect of Number of Bridge Spans 192					
7.7.4 Effect of Environmental Noise 194	7.7.4	Effect of Environmental Noise 194					
7.7.5 Effect of Pavement Roughness 197	7.7.5	Effect of Pavement Roughness 197					
7.8 Concluding Remarks 200	7.8	Concluding Remarks 200					
Formula for Determining Damping Ratio Using a Two-Axle Vehicle 201	8	Formula for Determining Damping Ratio Using a Two-Axle Vehicle 201					
8.1 Introduction 201	8.1	Introduction 201					
8.2 Theoretical Formulation of the Problem \$202	8.2	Theoretical Formulation of the Problem \$202					
8.3 Determination of Bridge Damping Ratio 204	8.3	Determination of Bridge Damping Ratio 204					
8.4 Numerical Verification 206	8.4	Numerical Verification 206					
8.4.1 Verification of Analytical Solution 206	8.4.1	Verification of Analytical Solution 206					
8.4.2 Verification of Back-calculated Contact Response 207	8.4.2	Verification of Back-calculated Contact Response 207					
8.4.3 Determination of Bridge Damping Ratio 208	8.4.3	Determination of Bridge Damping Ratio 208					
8.5 Effect of Pavement Roughness 210	8.5	Effect of Pavement Roughness 210					
8.6 Concluding Remarks 212	8.6						
Thoony for Commine Drides Demoise Detica Using a Two Ayle Vehicle by Mayelet	9						
Transform 212		Transferm					
Transform 213 9.1 Introduction 213	9.1						
and the condition 213							
Analytical Formulation of the Problem 215							
Closed-form Solution for the Bridge 215							
o 2 Croscu-torm Solution for the Contact Responses 210		Calculation of Contact Responses for Two-axle Vehicle Considering Suspension Effect					

9.3.1	Wheel Responses Back-calculated from Car Body's Responses 219
9.3.2	Contact Responses Back-calculated from Vehicle's Body and Wheel Responses 220
9.4	Identification of Bridge Damping Ratio 221 Brief on the WT 221
9.4.1	Differ off the vv i 221
9.4.2	Identification of Bridge Damping Ratio by the WT 222
9.5	Numerical Verification 224
9.5.1	VBI Element Used 224
9.5.2	Vehicle and Bridge Properties Used 225
9.5.3	Verification of Analytical Solution 226
9.5.4	Verification of Back-calculation Procedure for Contact Responses 227
9.6	Scanning Bridge Damping Ratio 228
9.7	Parametric Study 230
9.7.1	Effect of Vehicle Damping 230
9.7.2	Effect of Vehicle Speed 231
9.7.3	Effect of Bridge Damping Ratio 232
9.7.4	Effect of Vehicle/Bridge Mass Ratio 233
9.7.5	Effect of Number of Bridge Spans 235
9.7.6	Effect of Pavement Roughness 236
9.7.7	A More Realistic Scenario 242
9.8	Concluding Remarks 243
10	Normalized Formula for Removing Damping Effect on Mode Shape Recovery 245
10.1	Introduction 245
10.2	Theoretical Modeling of the Problem 247
10.2.1	Dynamic Responses of the Damped Bridge and Contact Point 248
10.2.2	Dynamic Response of the Moving Vehicle 251
10.2.3	Dynamic Response of the Stationary Vehicle 252
10.3	Identification of Bridge Mode Shapes with the Effect of Bridge Damping Eliminated 253
10.3.1	Instantaneous Amplitudes of Contact Responses of the Moving and Stationary Vehicles 253
10.3.2	Normalized Formula for Eliminating Bridge Damping in Mode Shape Recovery 254
10.4	Numerical Formulation of the Problem 255
10.4.1	VBI Element and Vehicle and Bridge Properties Used 255
10.4.2	Verification of Analytical Solution 257
10.4.3	Verification of Back-Calculation Procedure for Contact Responses 258
10.5	Scanning Bridge Mode Shapes with the Effect of Bridge Damping Eliminated 260
10.6	Parametric Study 261
10.6.1	Effect of Bridge Damping Ratio 261
10.6.2	Effect of Location of the Stationary Vehicle 263
10.6.3	Effect of Vehicle Damping Ratio 264
10.6.4	Effect of Vehicle Speed 264
10.6.5	Effect of Number of Bridge Spans 264
10.6.6	Effect of Pavement Roughness 266
10.7	Concluding Remarks 268

11	Recursive Formula for Removing Damping Effect on Mode Shape Recovery 269
11.1	Introduction 269
11.2	Analytical Formulation of the Problem 271
1.2.1	Closed-Form Solution for the Bridge 271
1.2.2	Closed-Form Solution for the Contact Responses 273
1.3	Eliminating the Bridge Damping Effect in Bridge Mode Shape Identification 275
1.3.1	Identification of Bridge Mode Shapes by Hilbert Transform 275
1.3.2	Identification of Bridge Mode Shapes by Wavelet Transform 277
1.4	Numerical Verification 279
1.4.1	Verification of Back-Calculation Procedure for Contact Responses 279
1.4.2	Recovering Bridge Mode Shapes by the Recursive Formula Using the HT 281
1.4.3	Recovering Bridge Mode Shapes by the Recursive Formula Using the WT 283
1.5	Parametric Study 285
1.5.1	Effect of Bridge Damping Ratio 285
1.5.2	Effect of Vehicle Damping 286
1.5.3	Effect of Vehicle Speed 288
1.5.4	Effect of Number of Bridge Spans 290
1.5.5	Effect of Pavement Roughness 290
1.6	Concluding Remarks 292
	Part III Vehicle Scanning Method for Various Types of Bridges 295
	Contact Responses for the Two Wheels of Single-Axic Vehicle 405
2	Recovering Frequencies and Mode Shapes of Curved Bridges 297
2.1	Introduction 297
2.2	Closed-form Solutions for the Harizantal Comment Dail 10
2.2.1	Out-of-plane Vibration of the Curved Beam 301
2.2.2	In-plane Vibration of the Curved Beam 304
2.3	Calculation of Contact Responses 307
2.3.1	Vertical Contact Responses 307
2.3.2	T 1 1 1 1 ~
2.4	Mad-01 0
2.5	NT 1
2.5.1	Description of the VBI Element 311
2.5.2	Verification of Analytical Solution 312
2.5.3	
2.6	Verification of the Unified Formula for Contact Response 313
2.7	Numerical Verification of Mode Shape Construction 317 Parametric Study 319
.7.1	Parametric Study 319 Effect of Bridge Radius 319
.7.2	
.7.3	Ter- cr
	Effect of Pavement Roughness 322
.8	Concluding Remarks 323

13	Recovering Damping Ratios of Curved Bridges 325	
13.1	Introduction 325	
13.2	Analytical Solutions for the Damped Horizontal Curved Bridge and Contact Responses	3
13.2.1	Out-of-plane Vibration of the Damped Curved Beam 329	
13.2.2	In-plane Vibration of the Damped Curved Beam 333	
13.3	Damping Ratio Identification 336	
13.3.1	Damping Formula for Curved Bridges by Using the VMD and SWT 337	
13.3.2	Procedure for Identifying Damping Ratio 339	
13.4	Numerical Modeling of the Problem 339	
13.4.1	Verification of Analytical Solution 339	
13.4.2	Verification of the Unified Contact Formula 341	
13.5	Damping Ratio Identification for the Curved Bridge by the VMD-SWT 345	
13.6	Numerical Study 346	
13.6.1	Effect of Vehicle Damping 346	
13.6.2	Effect of Vehicle Manufacture Error 347	
13.6.3	Effect of Vehicle Speed 351	
13.6.4	Effect of Bridge Damping Ratio 351	
13.6.5	Effect of Pavement Roughness 353	
13.7	Concluding Remarks 355	
14	Scanning Frequencies and Mode Shapes of Thin-Walled Girders 357	
14.1	Introduction 357	
14.2	Theoretical Formulation of the Problem 360	
14.3	Contact Responses for the Two Wheels of Single-Axle Vehicle 365	
14.4	Recovery of Bridge's Mode Shapes 366	
14.4.1	Brief on the WT 366	
14.4.2	Recovery of Bridge's Mode Shapes by the WT 366	
14.5	Numerical Simulation of the Problem 367	
14.5.1	Brief on VBI Element 368	
14.5.2	Verification of Analytical Solutions 368	
14.5.3	Verification of Back-Calculated Contact Response 371	
14.5.4	Separating Vertical (Flexural) from Torsional-Flexural Frequencies 373	
14.6	Construction of Bridge Mode Shapes 374	
14.7	Parametric Study 375	
14.7.1	Effect of Vehicle Damping 375	
14.7.2	Effect of Eccentricity (Lateral Position) of the Vehicle 376	
14.7.3	Effect of Vehicle Speed 377	
14.7.4	Effect of Pavement Roughness 377	
14.8	Concluding Remarks 380	
15	Theory for Simultaneously Scanning Modal Properties of Thin-Walled Girders 381	
15.1	Introduction 381	
15.2	Theoretical Formulation of the Problem 383	

15.3	Theoretical Framework for Identification of Bridge Modal Properties 388
15.3.1	Calculation of Contact Responses for the Four-Wheel Vehicle 389
15.3.2	Separating and Detecting Bridge Vertical and Torsional Frequencies 390
15.3.3	Bridge Damping Ratio Identification 391
15.3.4	Bridge Mode Shape Identification 393
15.3.5	Simultaneous Detection of Bridge Frequencies, Damping Ratios, and Mode Shapes 394
15.4	Numerical Verification 395
15.4.1	Vehicle and Bridge Properties Used 395
15.4.2	Verification of Analytical Solutions and Back-Calculation Procedure 396
15.4.3	Separating and Detecting Bridge's Vertical and Torsional-flexural Frequencies 398
15.4.4	Scanning Bridge Damping Ratios 399
15.4.5	Scanning Bridge Mode Shapes 400
15.5	Parametric Study 402
15.5.1	Effect of Bridge Damping 402
15.5.2	Effect of Vehicle Suspension Damping 404
15.5.3	Effect of Vehicle Speed 405
15.5.4	Effect of Vehicle's Eccentricity 406
15.5.5	Effect of Pavement Roughness 407
15.6	Conclusions 411
A	L'Hospital's Rule for Deriving Eq. (2.30) 413
В	VBI Element for Single-DOF Vehicle 415
	VPI Flore and for True Anda Valida III ali Cl
	VBI Element for Two-Axle Vehicle Used in Chapters 7 and 8 419
D	VBI Element for Two-Axle Vehicle Used in Chapters 9 and 10 421
	The first we rate vehicle osed in Chapters 7 and 10 421
E	Straight-Beam Approach for Vibration Analysis of Horizontal Curved Beams 423
E.1	Elastic Stiffness and Consistent Mass Matrices of the Straight Beam Element 423
E.2	Treatment of Offset between Curved Beam and Straight Beam Element 426
E.3	Transformation Matrices 427
E.4	Procedure for Calculating Dynamic Responses of Curved Beam 428
	VBI Element Used in Chapter 14 429
G	Coefficients in Eq. (15.7) of Chapter 15 431
H	
	VBI Element Used in Chapter 15 433

References 435
Author Index 457
Subject Index 467