Wind Resistant Design of Long Span Bridges

No.1

-- Introduction --

Sungkyunkwan University

2012/9/20 Fall Term

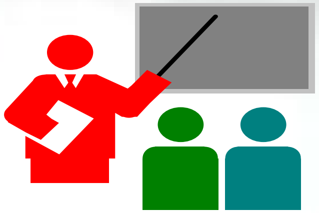
Concurrent Prof.
Hiroshi TANAKA

JC

Hiroshi TANAKA

Profile

- Born 1949
- Kyoto University Civil Master 1975
- Dept. of Bridge Design at Hitachi-Zosen 1975
- Research at Princeton University 1984-5
- Doctor from Kyoto University 1993
- TANAKA Prize of JSCE for Excellent Paper 1994
- Samsung C & T for Incheon Bridge 2006
- Present // Consulting at Bridge Team



Tanaka’s Major Projects

- Akashi Kaikyo Bridge（Suspension Bridge）
- Tatara Bridge（Cable-Stayed Bridge）
- Kurushima Bridge（Suspension Bridge）
- Konohana Bridge（Suspension Bridge）
- Nakajima Bridge（Cable-Stayed Bridge）
- Yumemai Bridge (Floating Bridge)

Contents of Lectures

1. Wind Resistant Design (Instruction)
2. **Check of Vibrations**
3. Wind Tunnel Tests
4. Flutter Analysis
5. Gust Response Analysis

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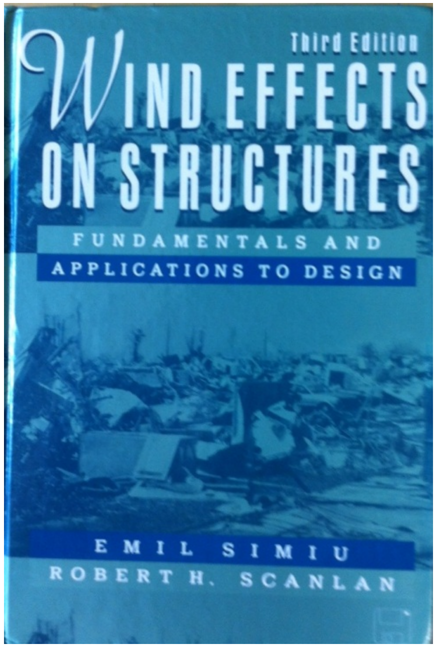
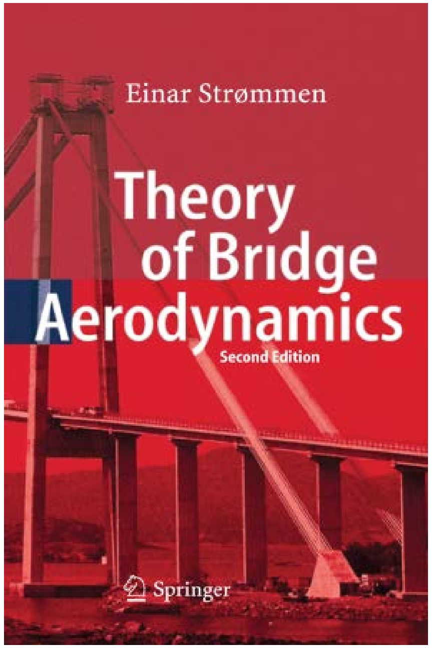
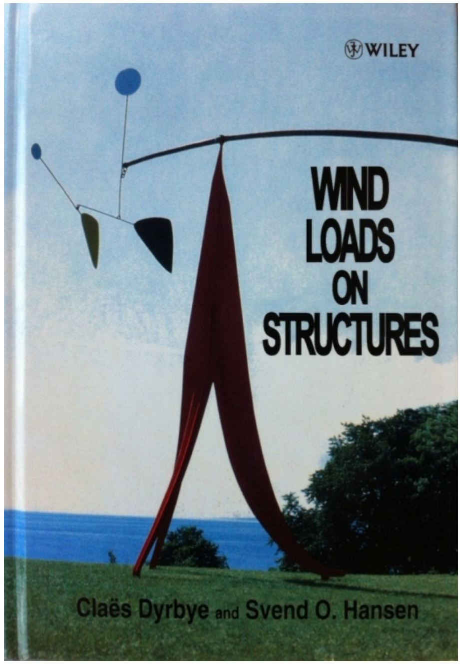
Recommendation of Text Books







Scanlan's is best seller

Strommen's is mathematics

Hansen's is compact

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1 The Beginning of Modern Suspension Bridges

- In 19C, suspensions' disasters were so many.

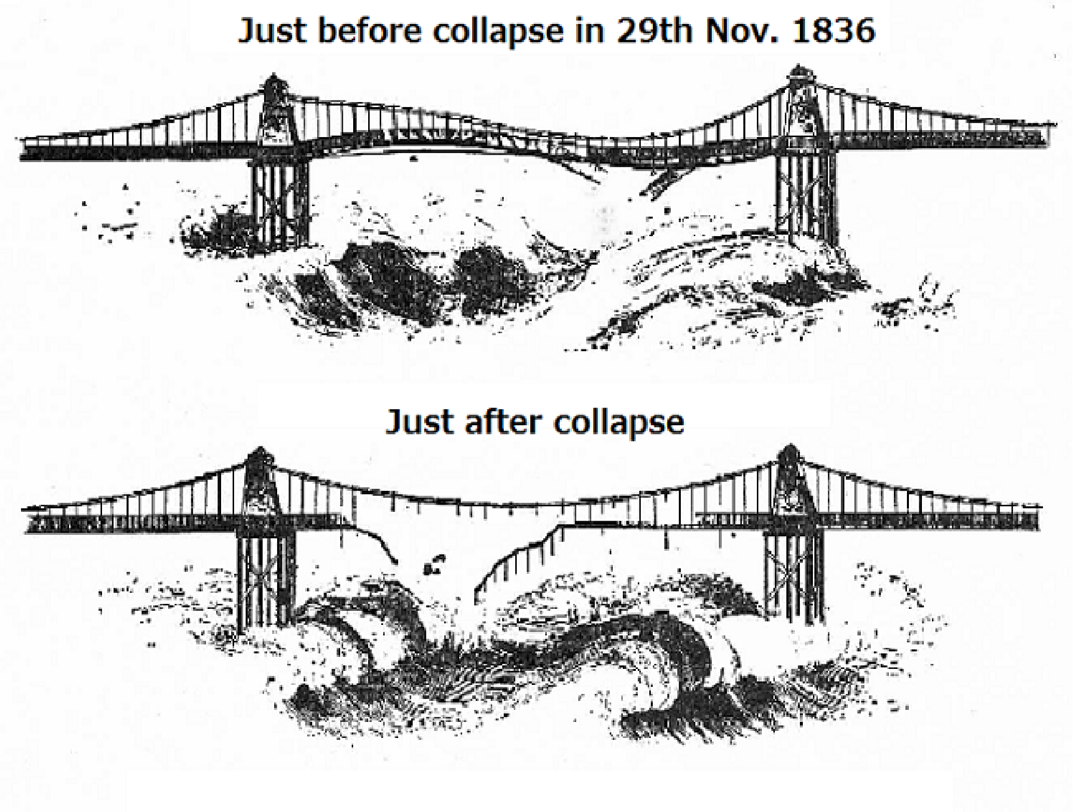

Fig. Failure of the Brighton Chair Pier

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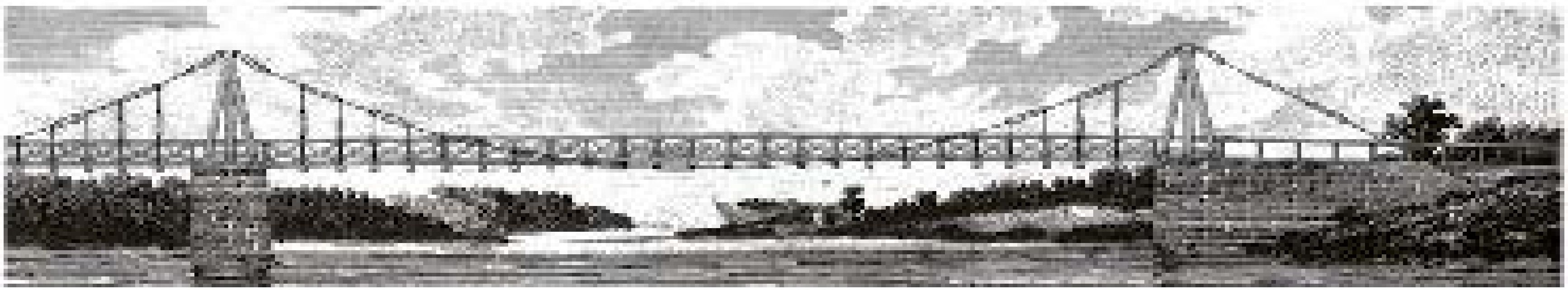
The suspension bridge designed by Finney



Finney was the first designer who design the original suspension bridge, which is composed with piers, towers, cable, hangers etc.

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TABLE *Progress in Record-Span Suspension Bridges*

Year Completed	*Bridge Name*	*Span Length (m)*
1883	Brooklyn	486.0
1903	Williamsburg	487.5
1909	Manhattan[a]	450.0
1924	Bear Mountain	497.0
1926	Delaware River	533.0
1929	Ambassador	564.0
1931	George Washington	1,067.0
1936	San Francisco-Oakland Bay[a]	704.0
1937	Golden Gate	1,280.0
1939	Bronx-Whitestone[a]	701.0
1940	Old Tacoma Narrows[a]	853.0
1957	Mackinac[a]	1,158.0
1964	Verrazano-Narrows	1,298.0

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Menai Bridge 1826 (British) 176 m

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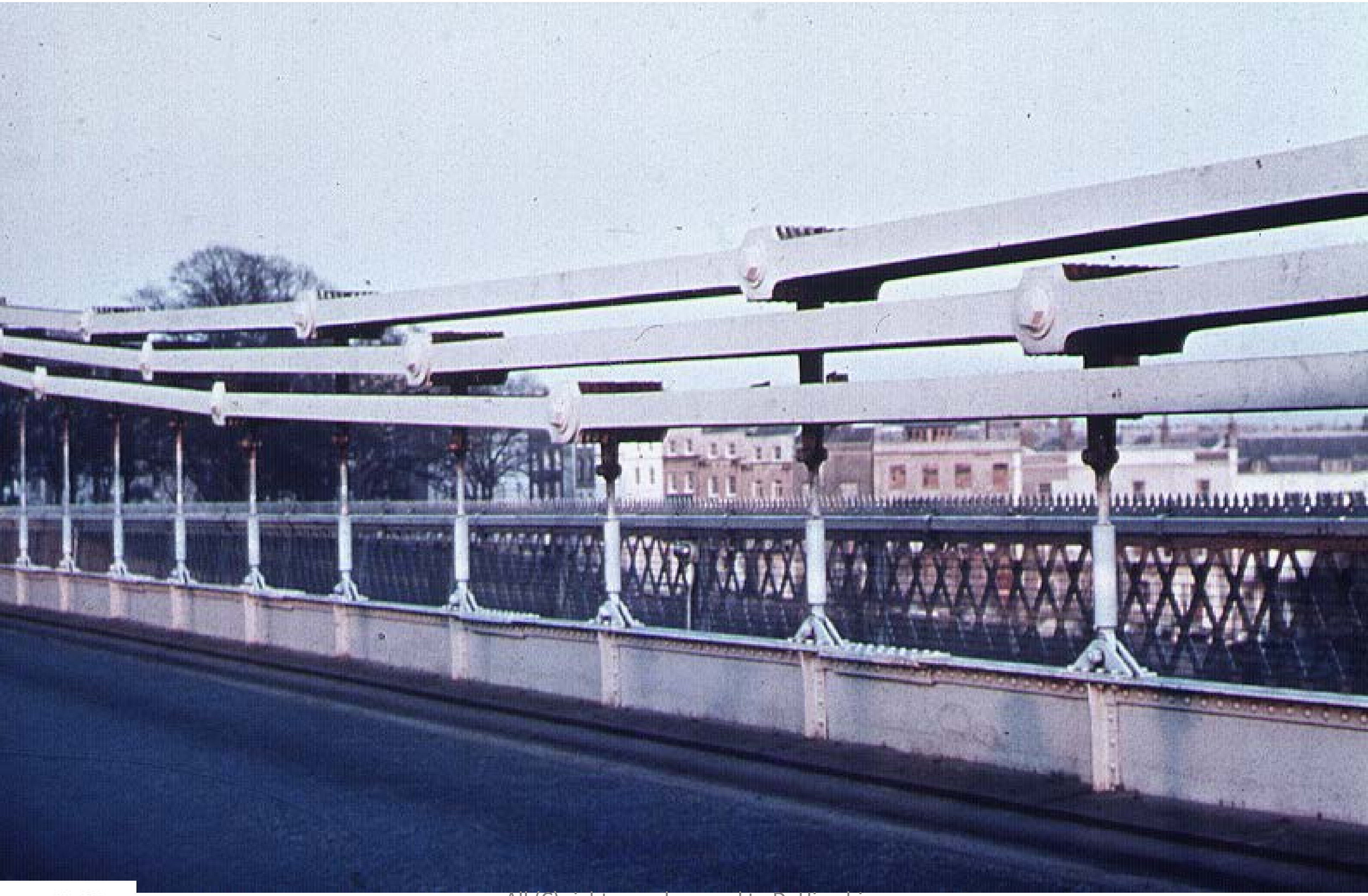

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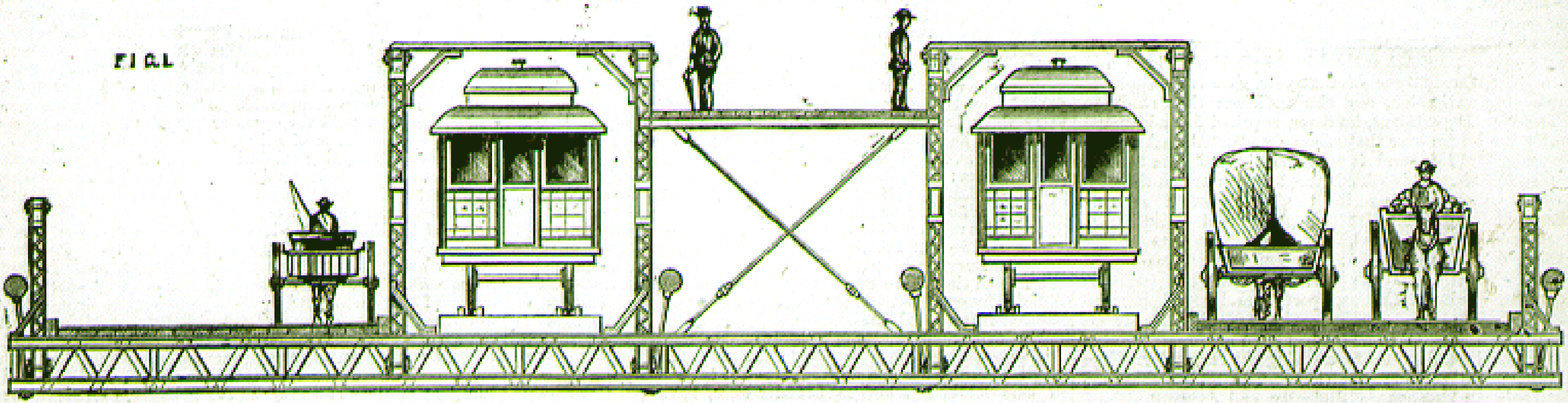
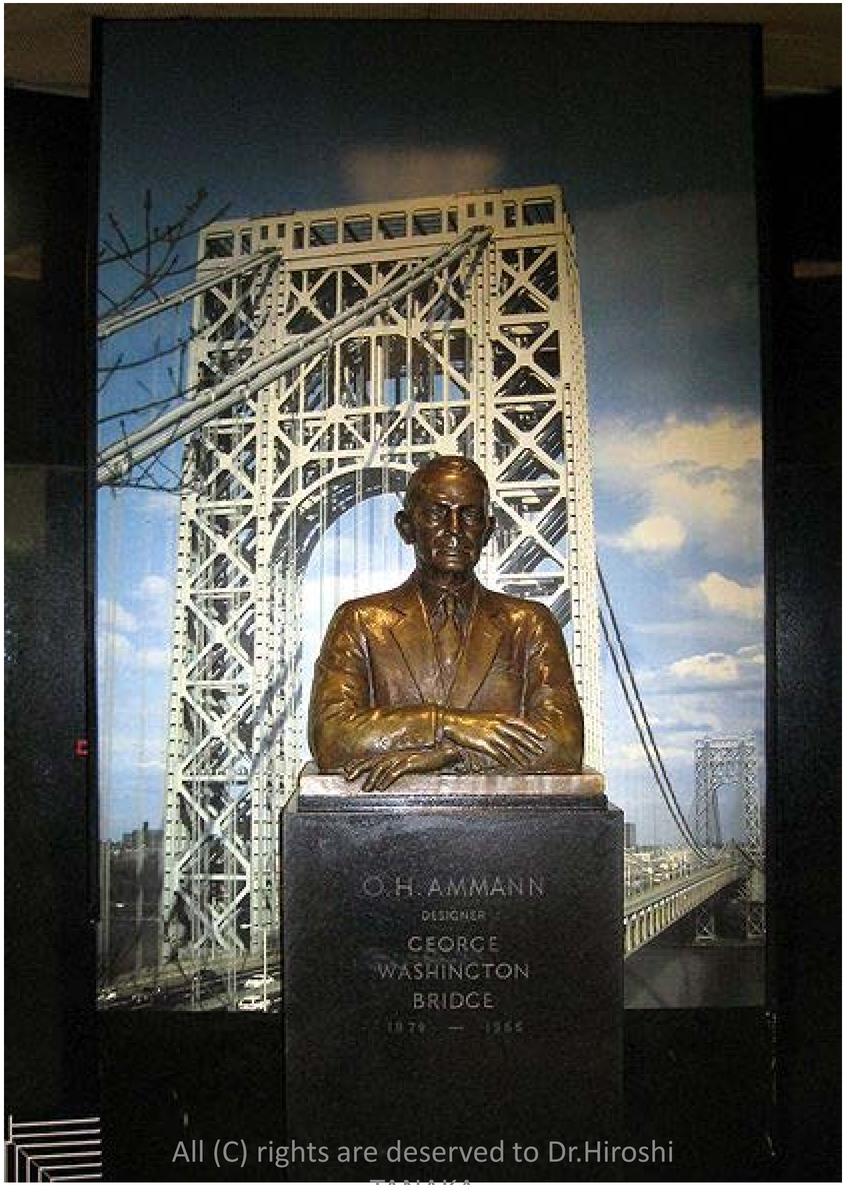
THE BROOKLYN SUSPENSION BRIDGE.

MESSRS. JOHN A. ROEBLING AND WASHINGTON A. ROEBLING, ENGINEERS.



Leon Moisseiff (1872-1943)

Othmar Ammann (1879-1965)



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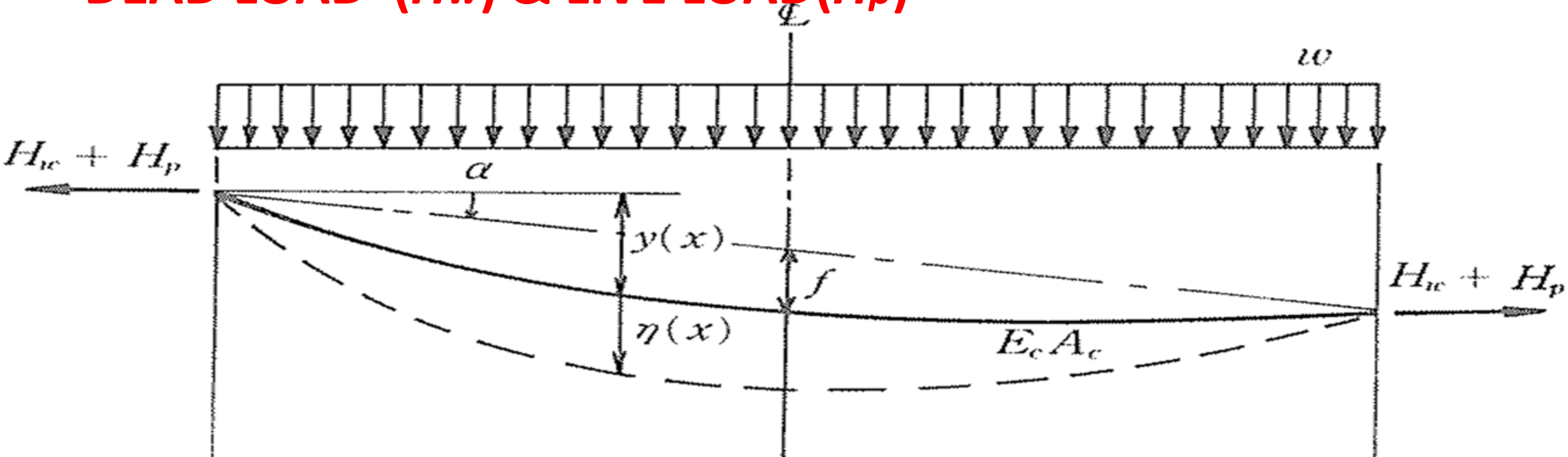
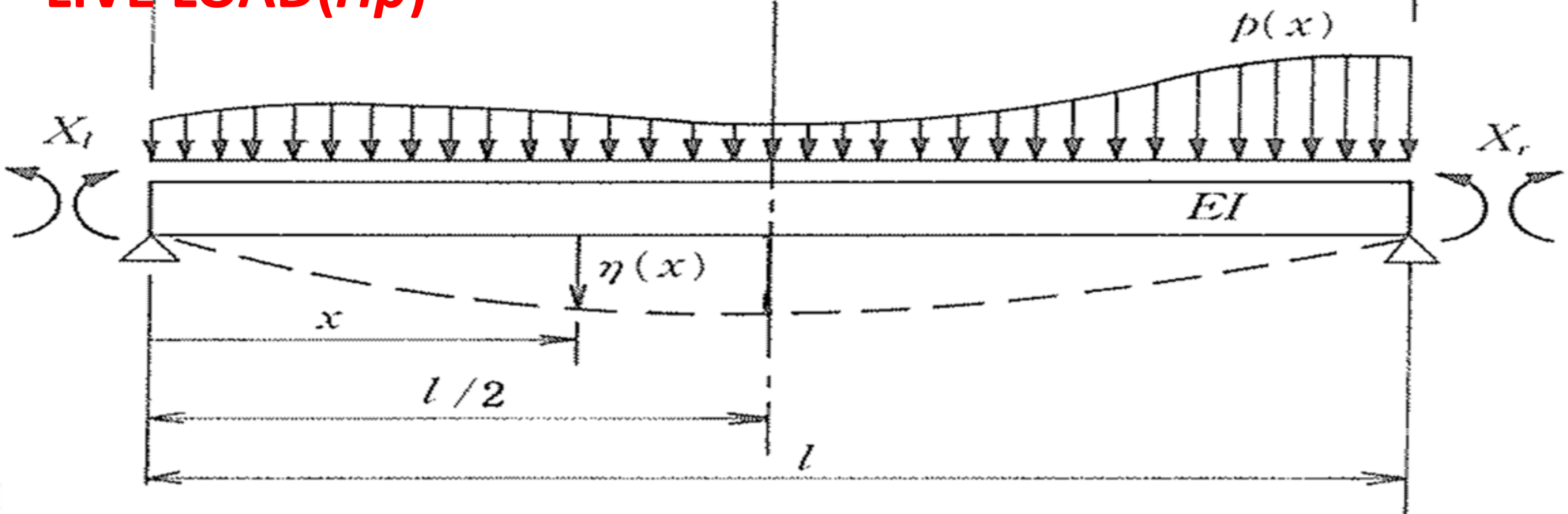
Deflection Theory

DEAD LOAD (*Hw*) & LIVE LOAD(*Hp*)



LIVE LOAD(*Hp*)



Moment becomes small !!

Elastic Theory

$$M(x) = M_0(x) - H_p \cdot y(x) + X_t(x) \quad \cdots\cdots\cdots\cdots \quad (1)$$

Deflection Theory

$$M(x) = M_0(x) - H_p \cdot y(x) - (H_w + H_p) \cdot \eta(x) + X_t(x) \quad \cdots\cdots\cdots\cdots \quad (2)$$

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George Washington Bridge
(1931) 1067 m


Traffic was very busy
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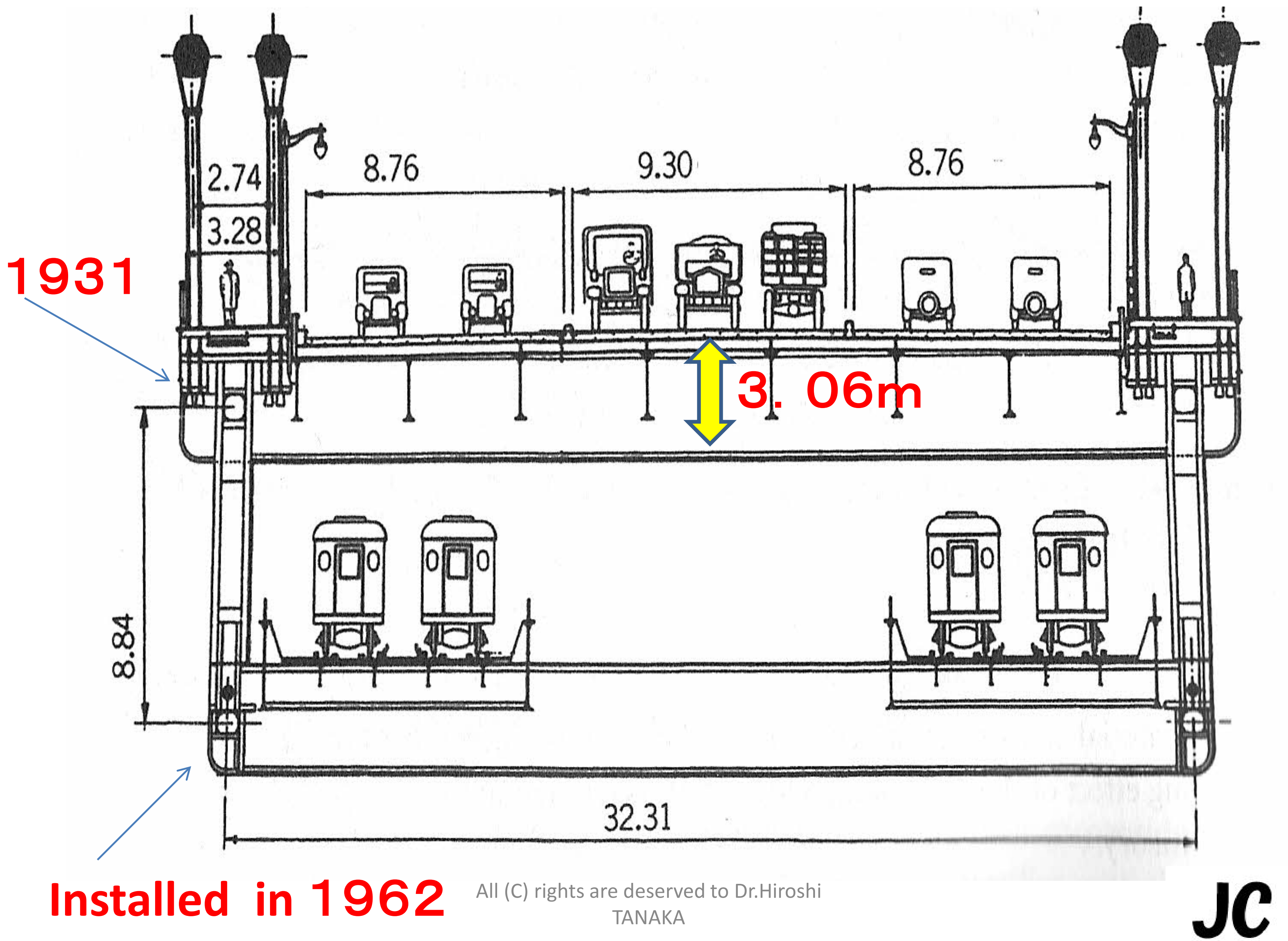
1931
2.74
3.28
8.76
9.30
8.76
3. 06m
8.84
32.31
Installed in 1962
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George Washington
Bridge
(1962)After Attaching
Lower Truss Members

San Francisco-Oakland Bay Bridge (1936)

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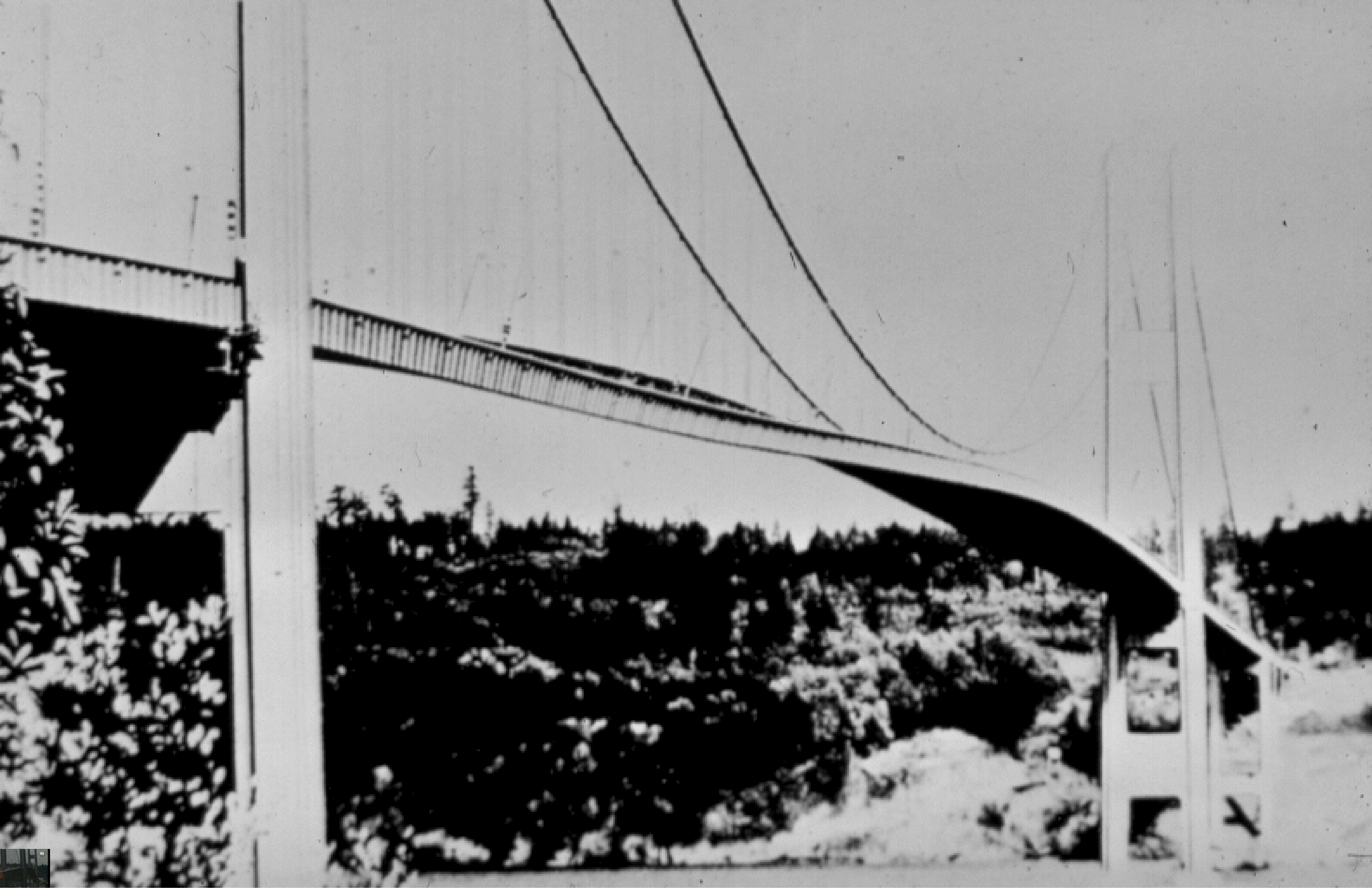
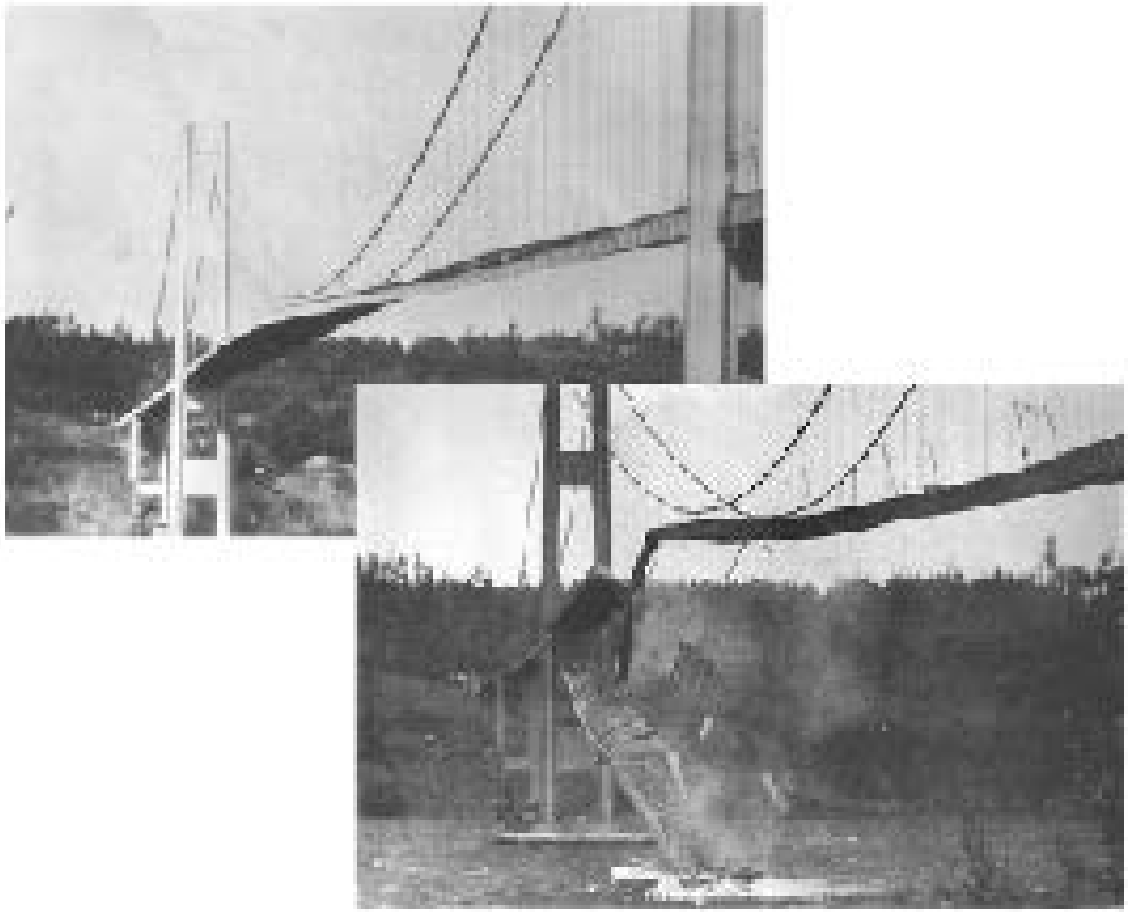
Golden Gate Bridge (1937)   1280 m



Tacoma Narrows Bridge (1940) 855m

Collapse of Original Tacoma Narrows Bridge



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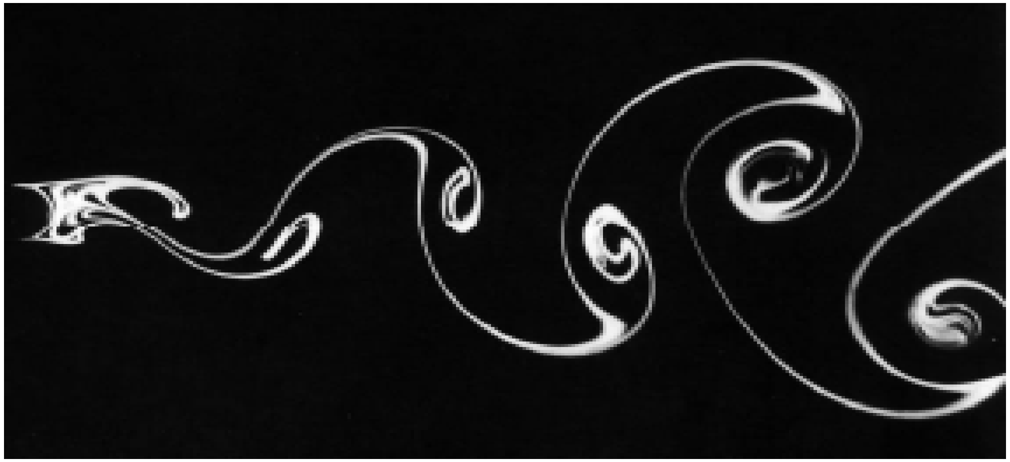
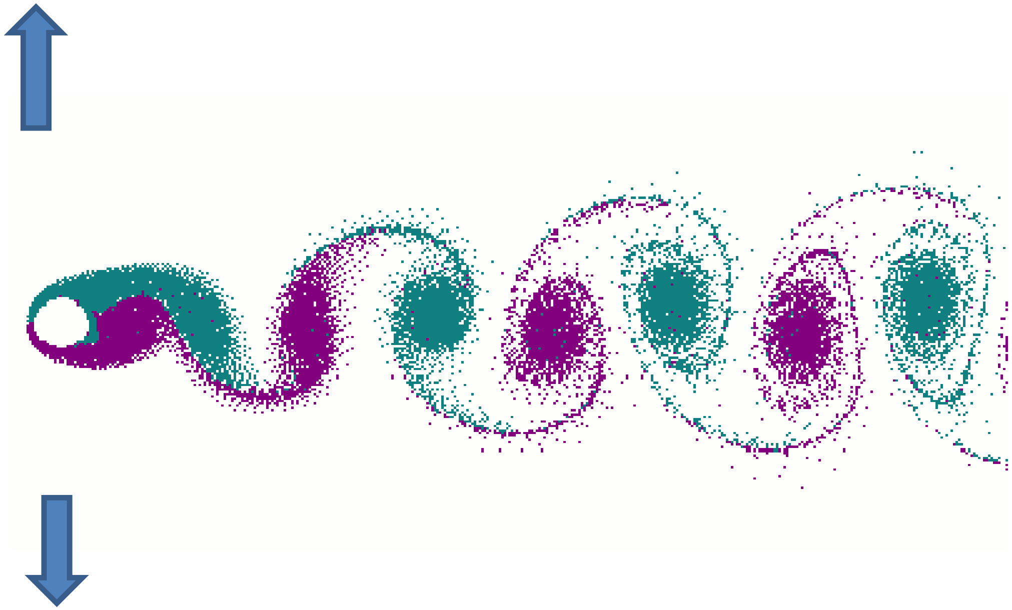
Karman Vortex Streets





Coincide
with
Eigen value
of Cylinder

Mechanics of Vortex

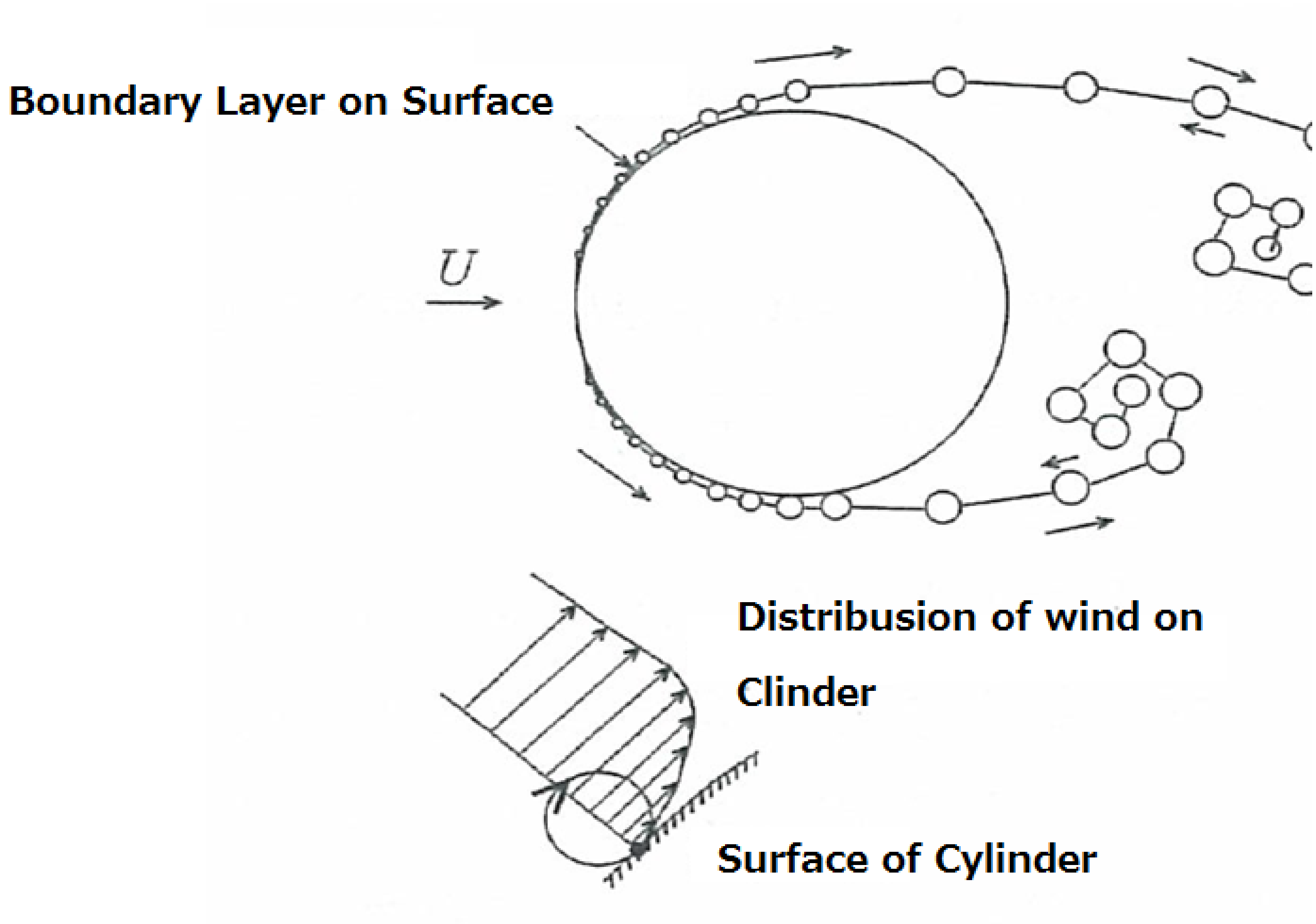


Fig Mechanism of Inducing Karman Vortex

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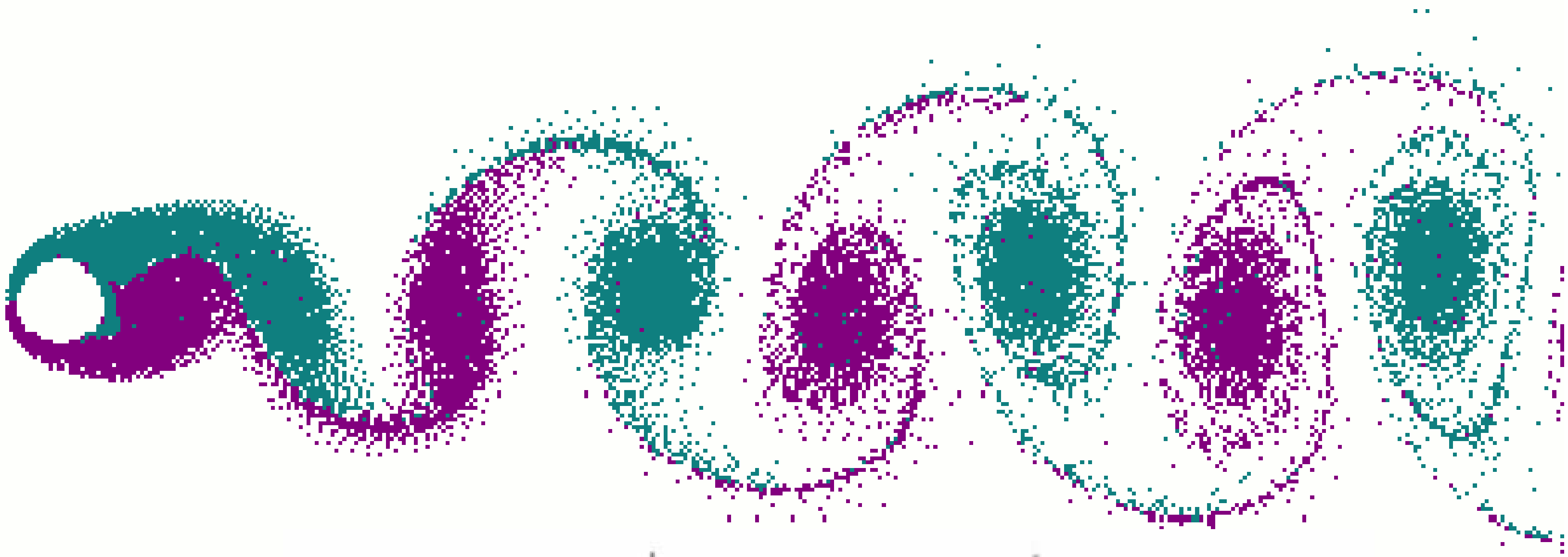

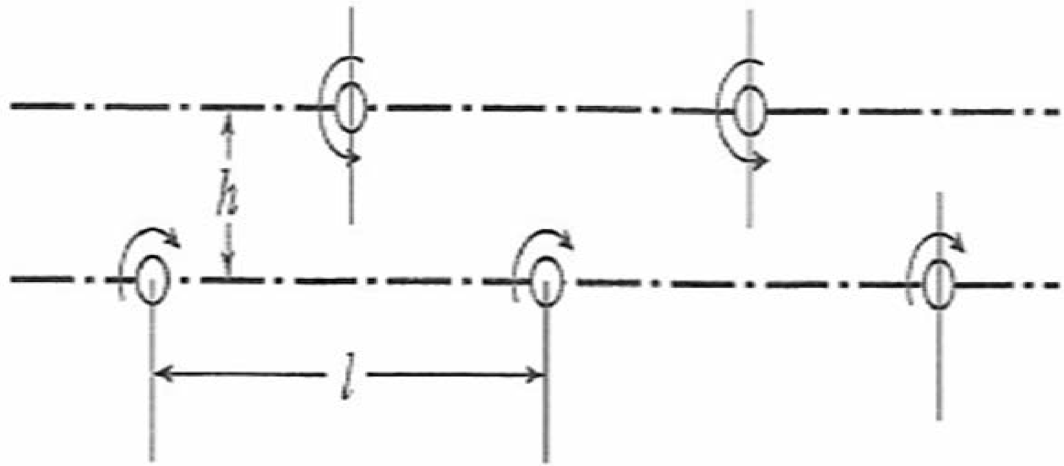

Karman Vortex Streets are ;

Stable if h/l = 0.283

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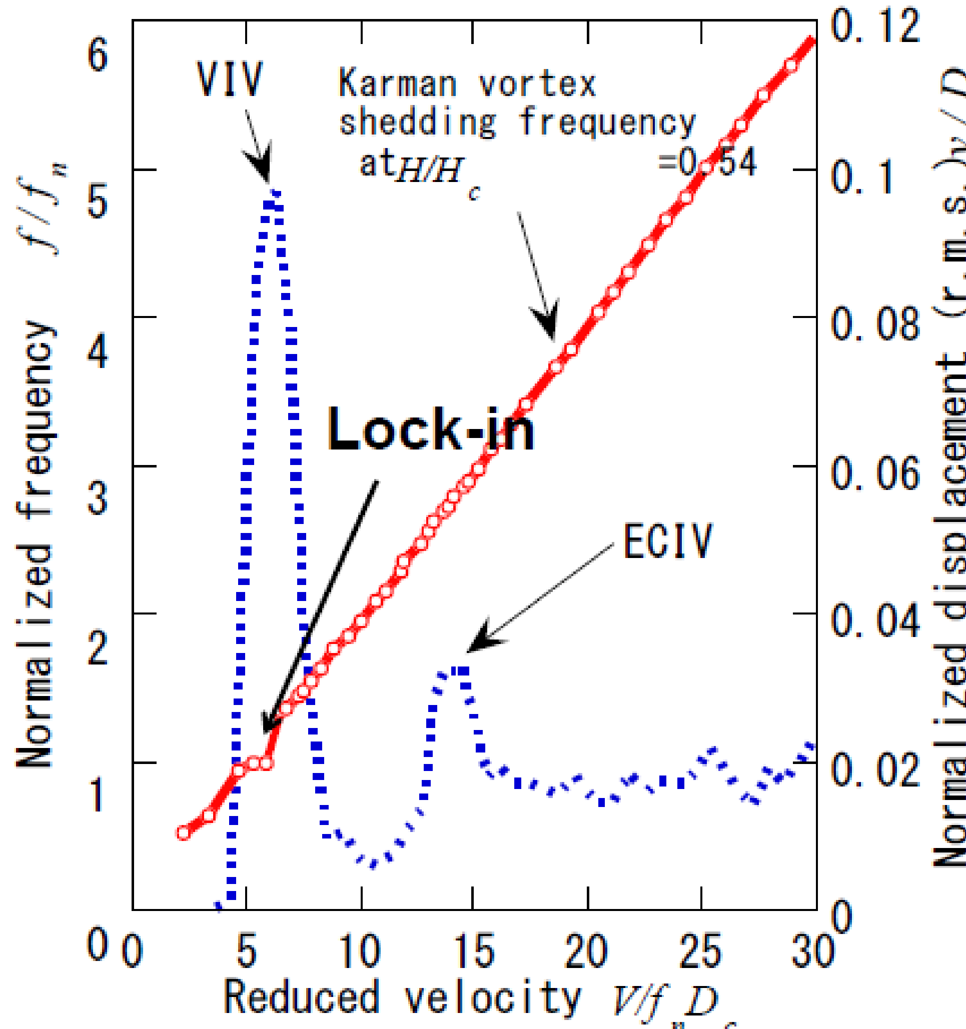
Vortex-induced vibration of a tower with circular section

By Prof. FUJINO



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Strouhal Number (St.)

- Vertical First Mode
- St. = f x D / U = 0.11 (Original Tacoma Bridge)

Where f: frequency [1/s]

D: Frontal dimension [m]

U: Wind Velocity [m/s]

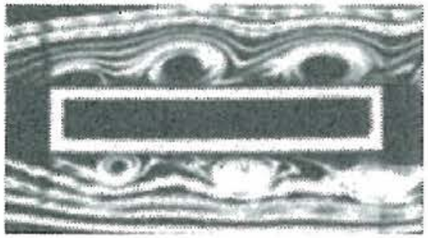
- At the collapse of bridge:

U cr = 0.2 Hz x 2.44 m / 0.11 = 4.44 m/s

U cr is much different from 18.6 m/s which Prof.Farquharson measured.

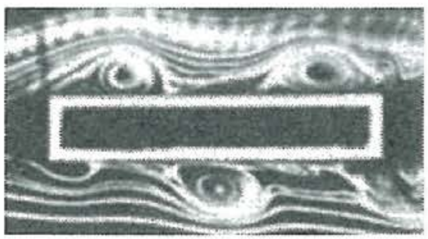
Therefore Karman vortex street is not the cause.

Historical "*Miss understanding*"

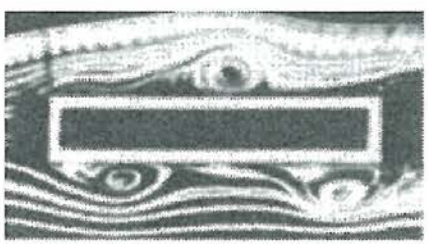


$V_r = 0.80$

$V_r = 0.88$

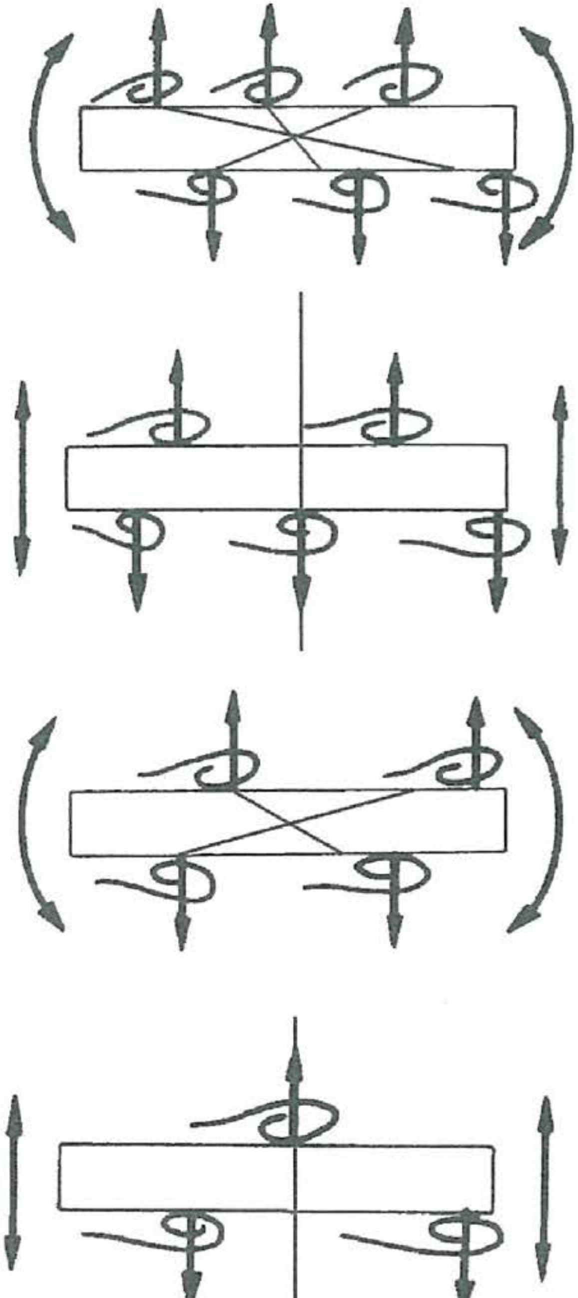


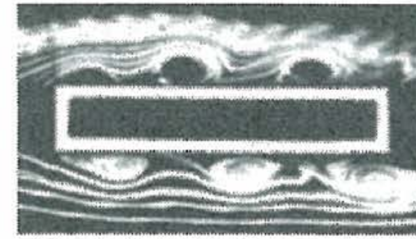
$V_r = 1.08$



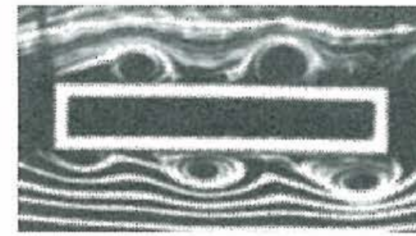
$V_r = 1.40$

Bending

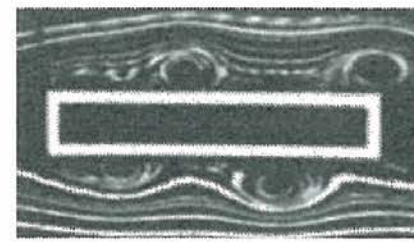




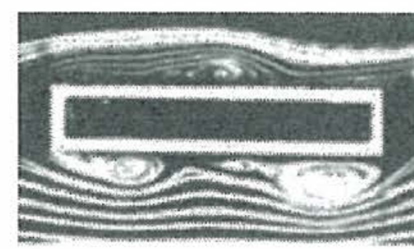
$V_r = 0.76$



$V_r = 0.90$



$V_r = 1.10$



$V_r = 1.40$

Torsion

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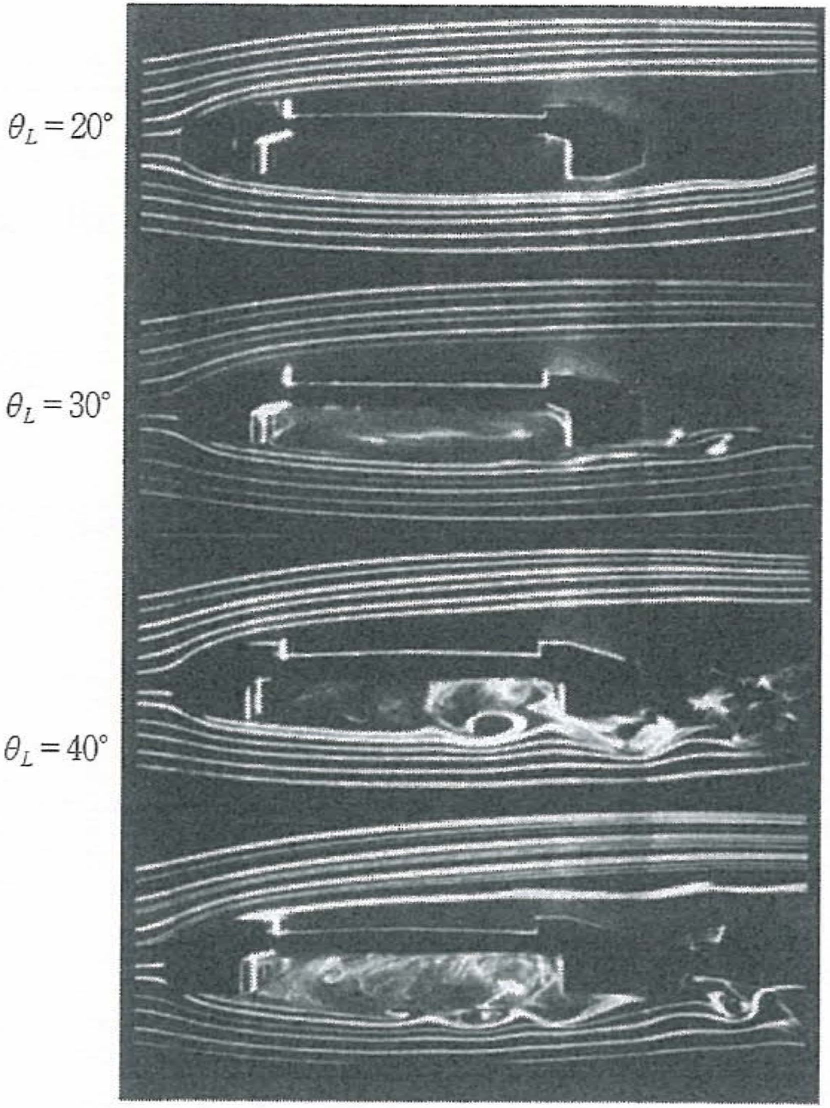
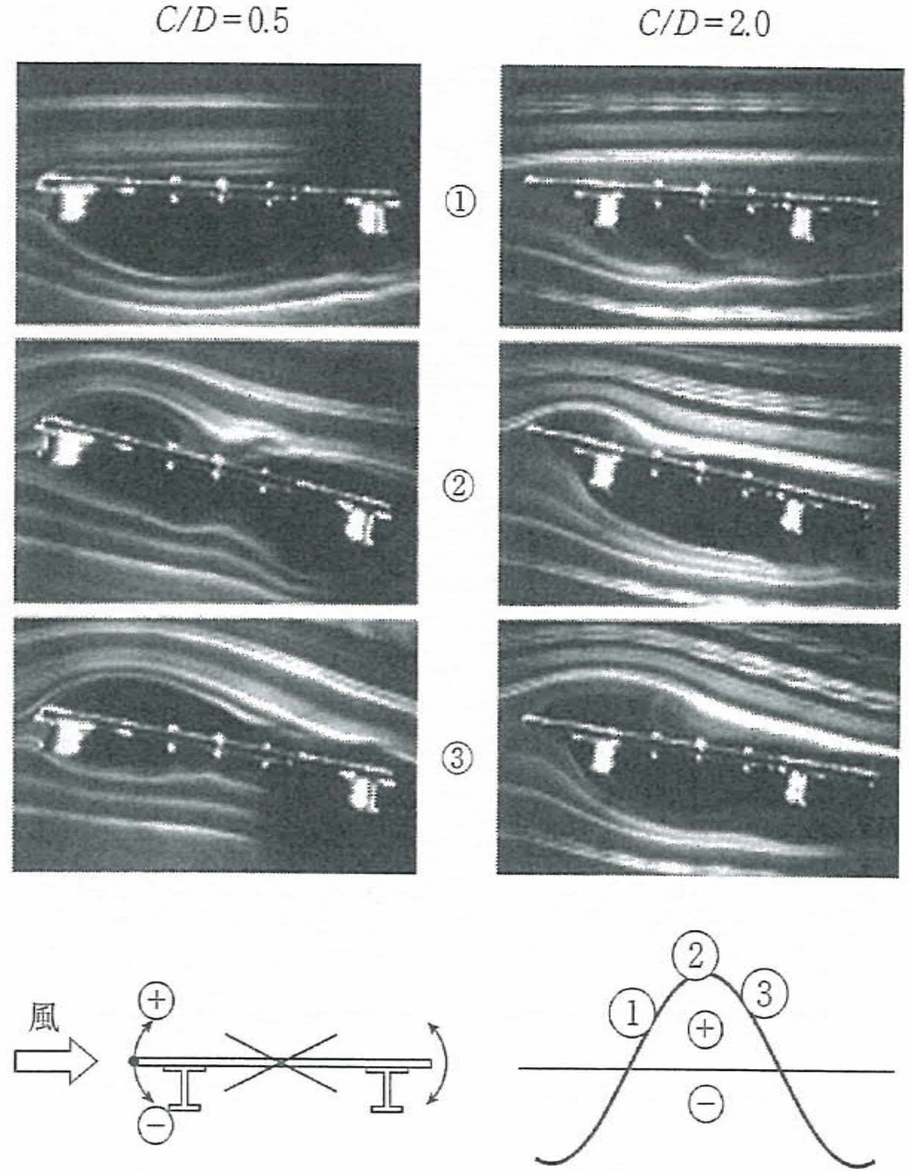


PC cable Stayed Bridge Deck Section



Twin Girder Deck

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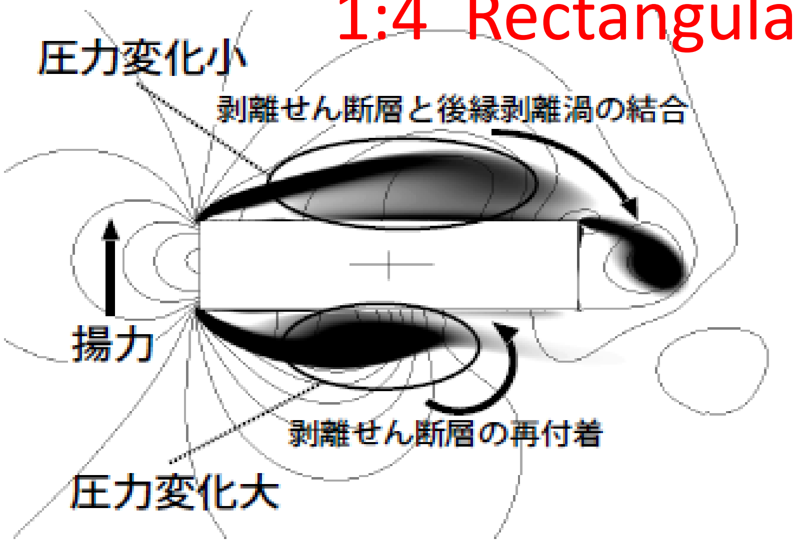
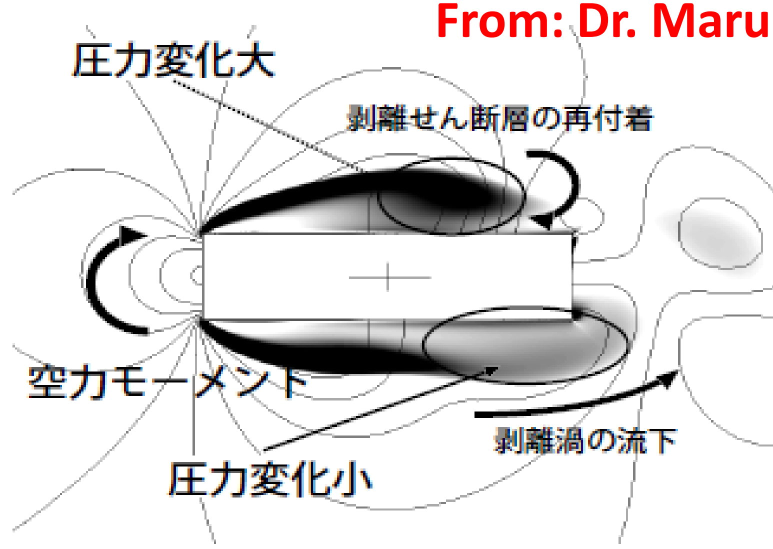
F. I. V. on Bending & Torsion

1:4 Rectangular

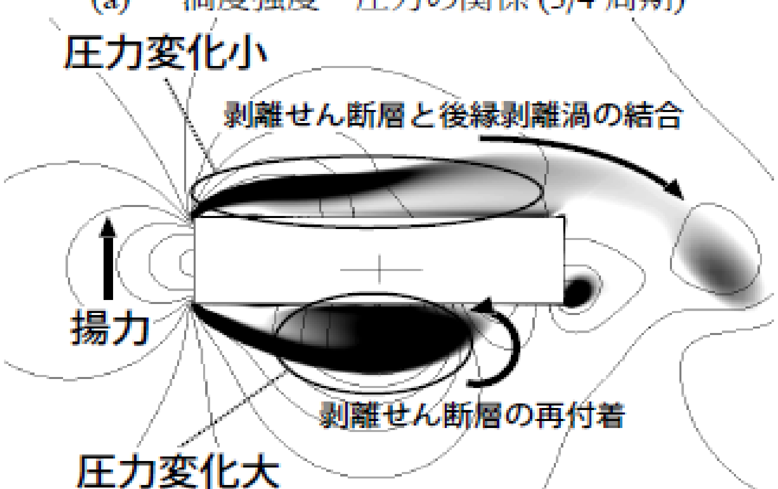
From: Dr. Maruoka



(a) 渦度強度・圧力の関係 (3/4 周期)

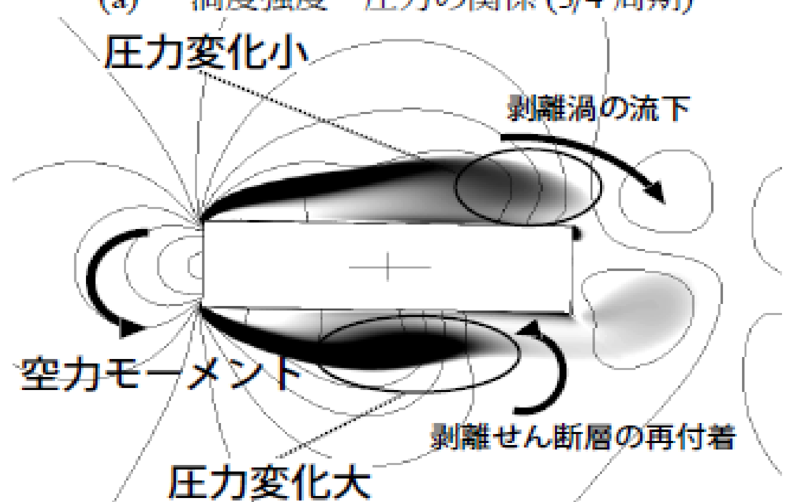


(a) 渦度強度・圧力の関係 (3/4 周期)



Flow Induced Vibration on Bending

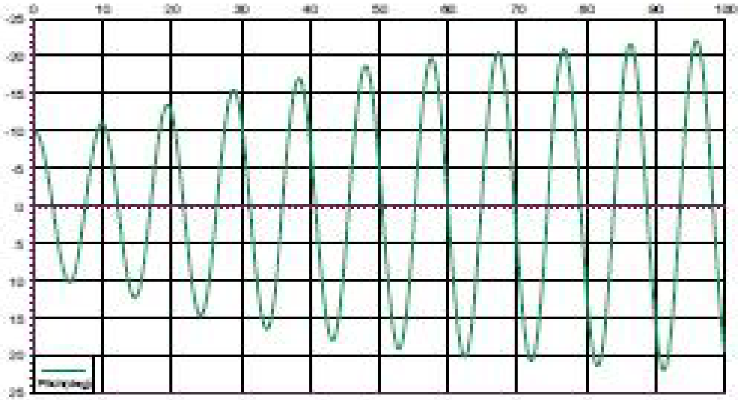
(b) 渦度強度・圧力の関係 (4/4 周期)



Flow Induced Vibration on torsion

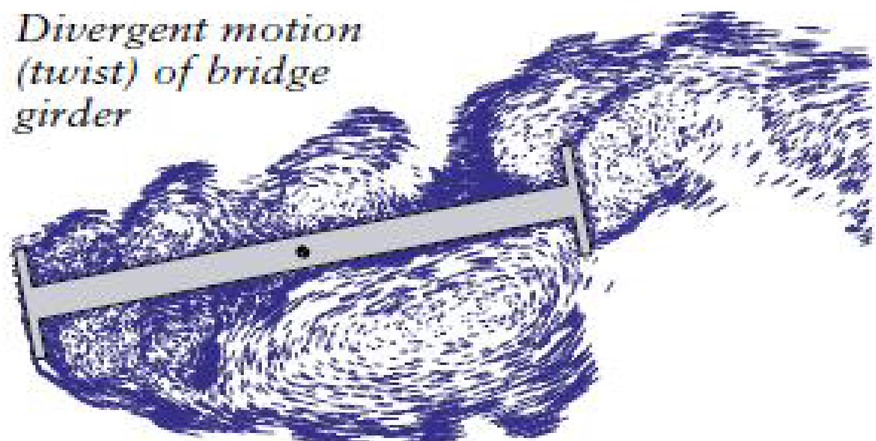
(b) 渦度強度・圧力の関係 (4/4 周期)

Computer Simulation by COWI

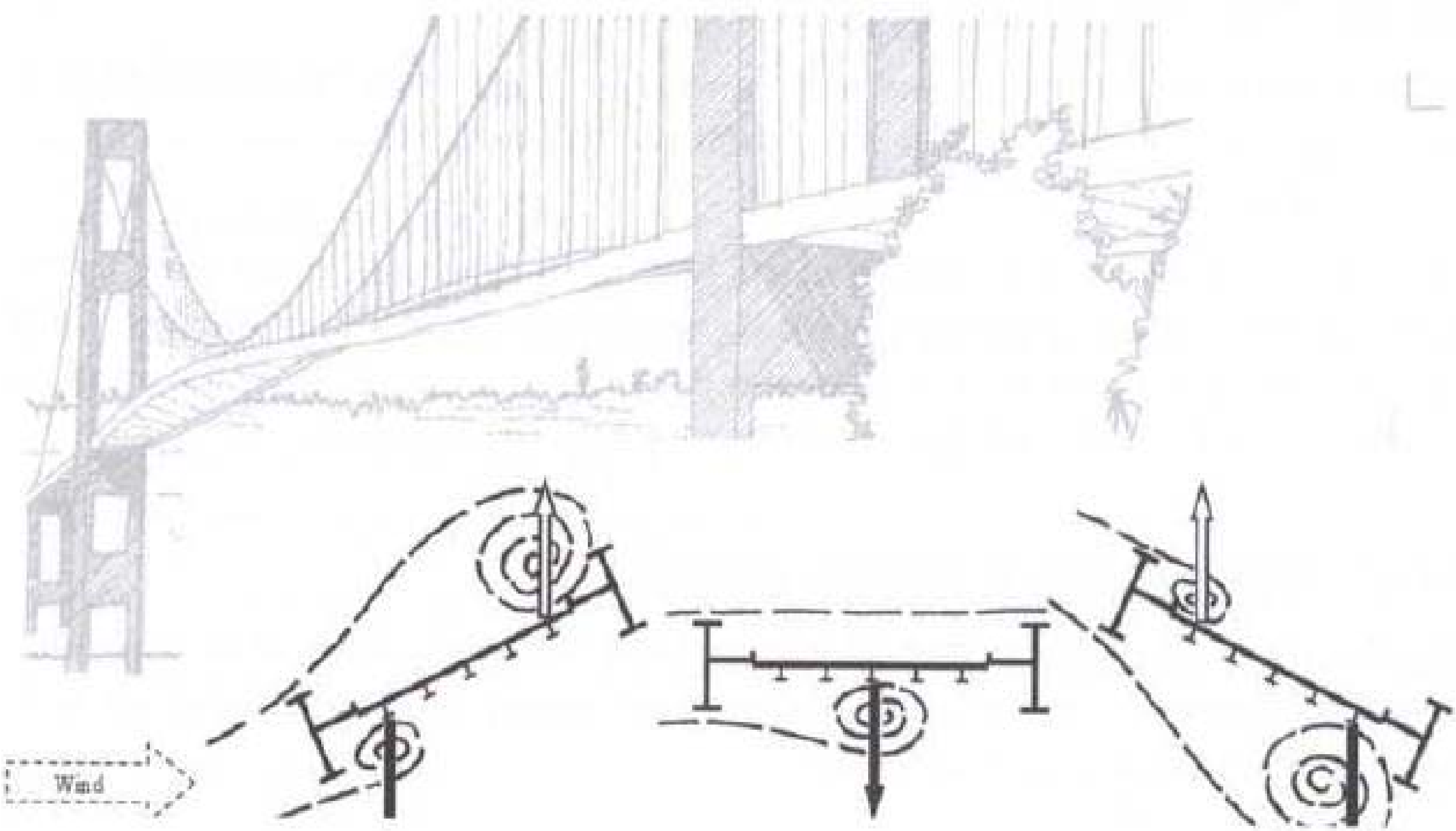


Flutter instability

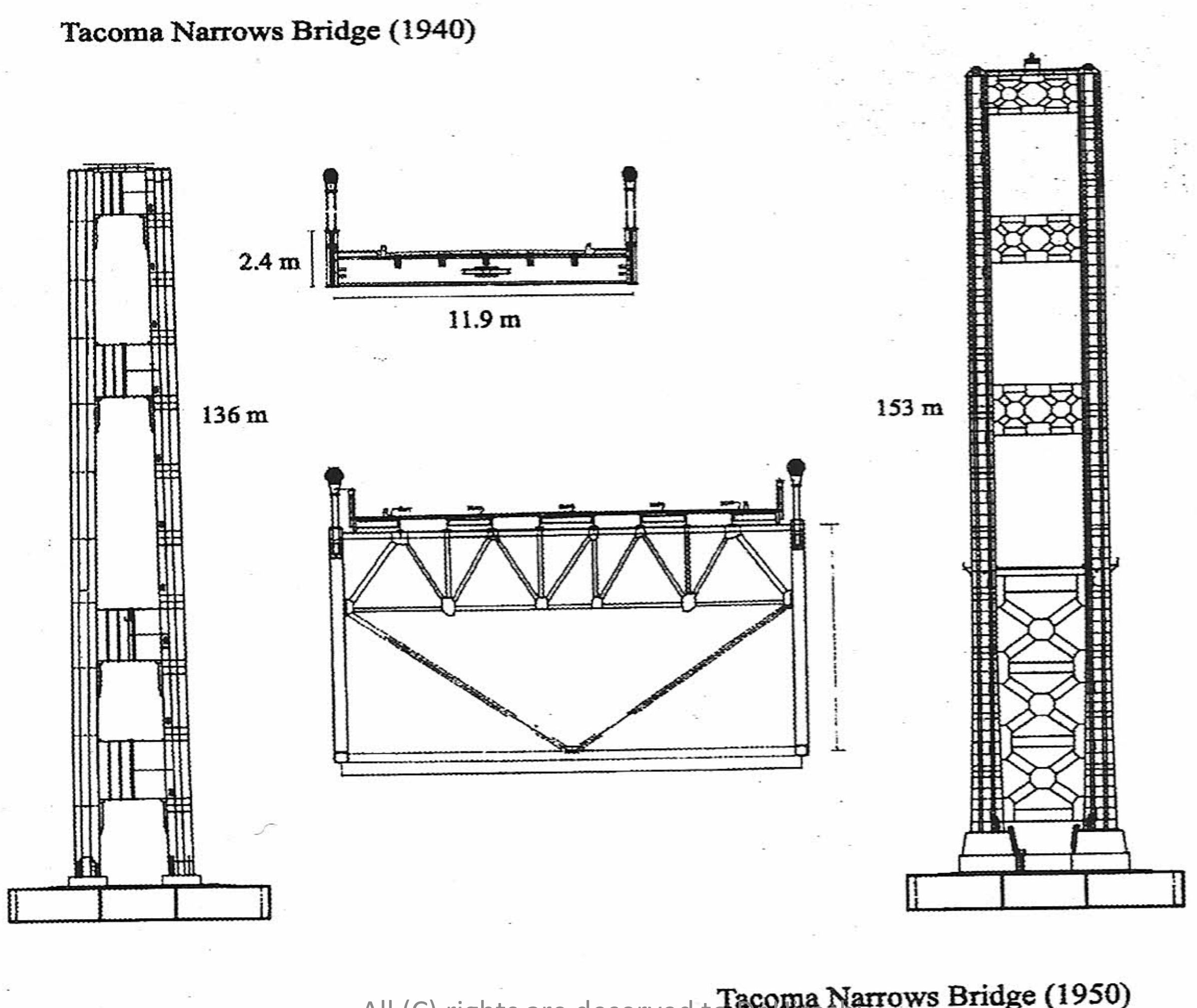
Aeroelastic instability (divergent motion of the deck) must be confirmed not to occur at wind speeds foreseen within the design life of the bridge.



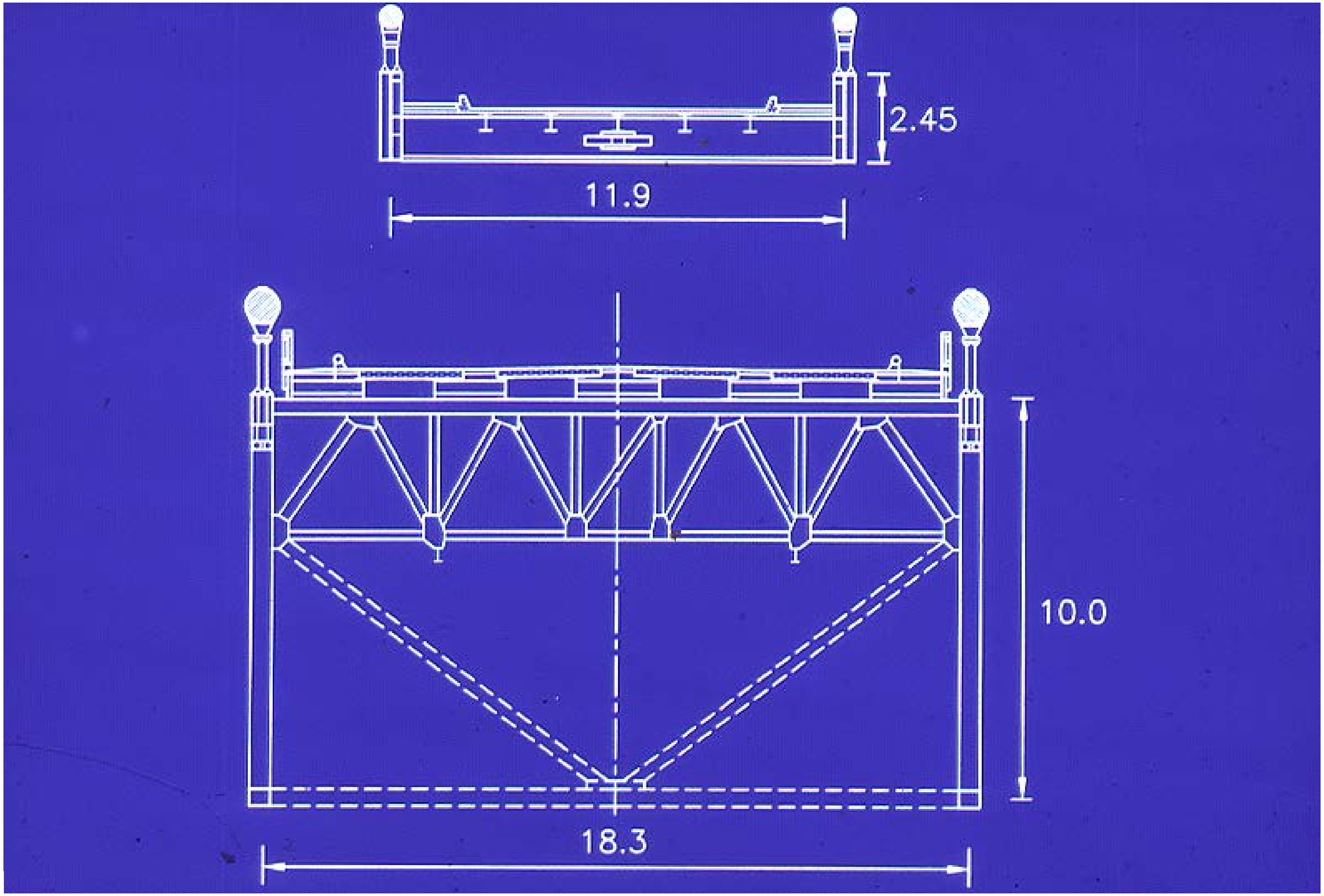
Torsional Oscillation Mechanism By Dr. Alan Larsen

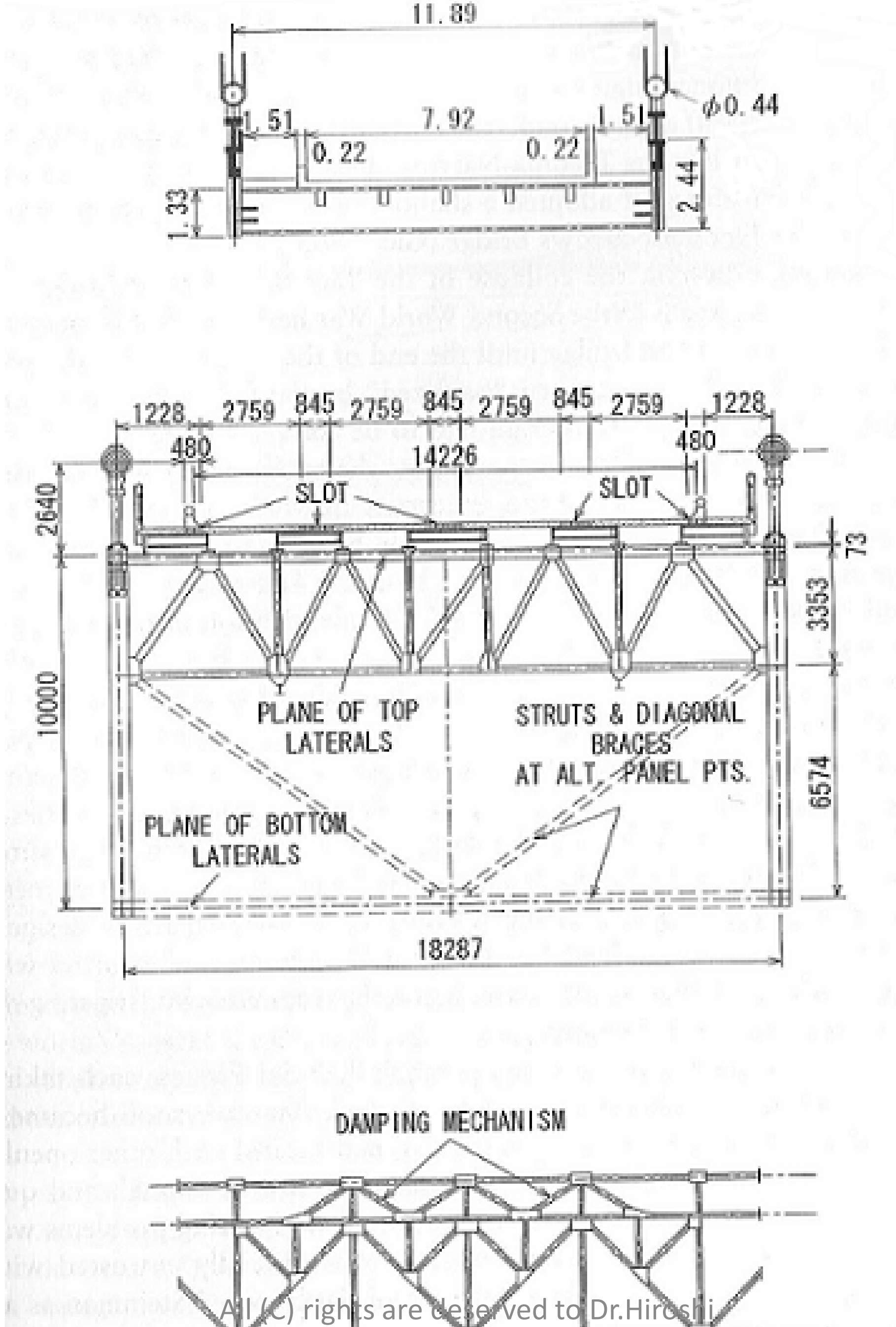


Comparison between new and old Tacoma Narrows Bridge



Change of Deck Section




11.89
φ0.44
1.51
7.92
1.51
0.22
0.22
1.33
2.44
1228
2759
845
2759
845
2759
845
2759
1228
480
14226
480
SLOT
SLOT
2640
73
3353
10000
6574
PLANE OF TOP LATERALS
STRUTS & DIAGONAL BRACES AT ALT. PANEL PTS.
PLANE OF BOTTOM LATERALS
18287
DAMPING MECHANISM

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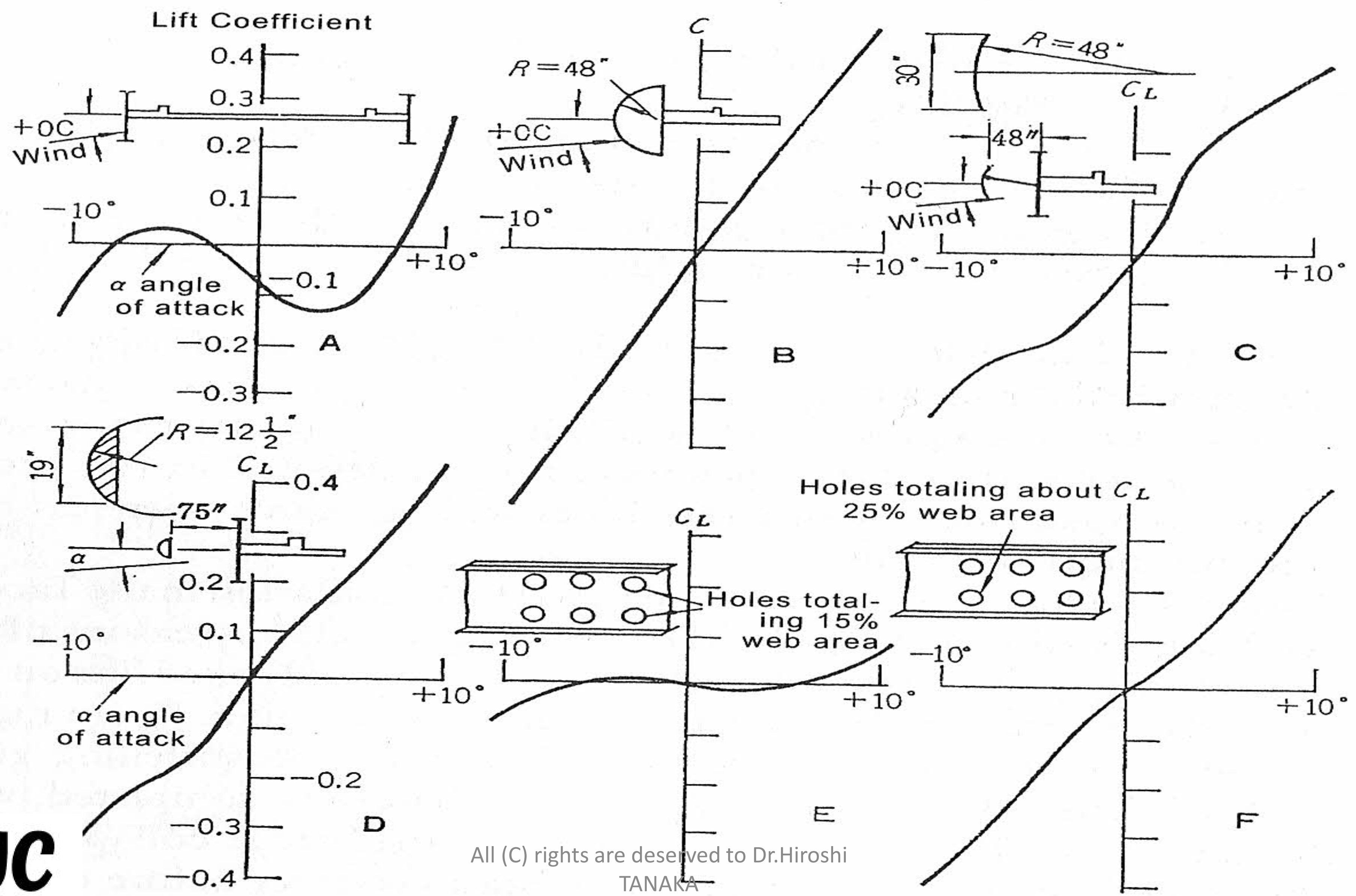
Ideas to prevent vibration by Prof.Farquharson



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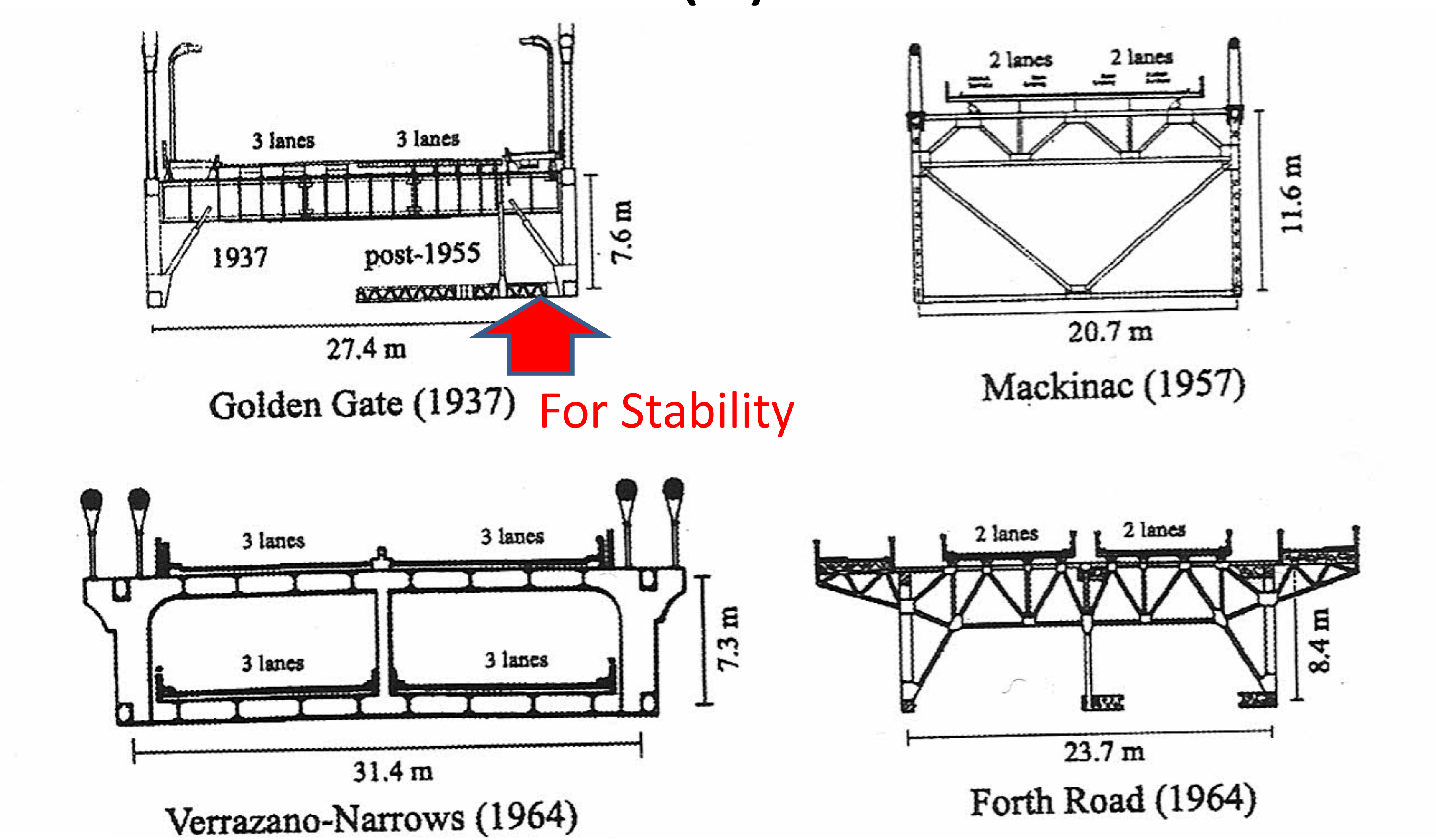
After Collapse of Tacoma Narrows Br. (1)



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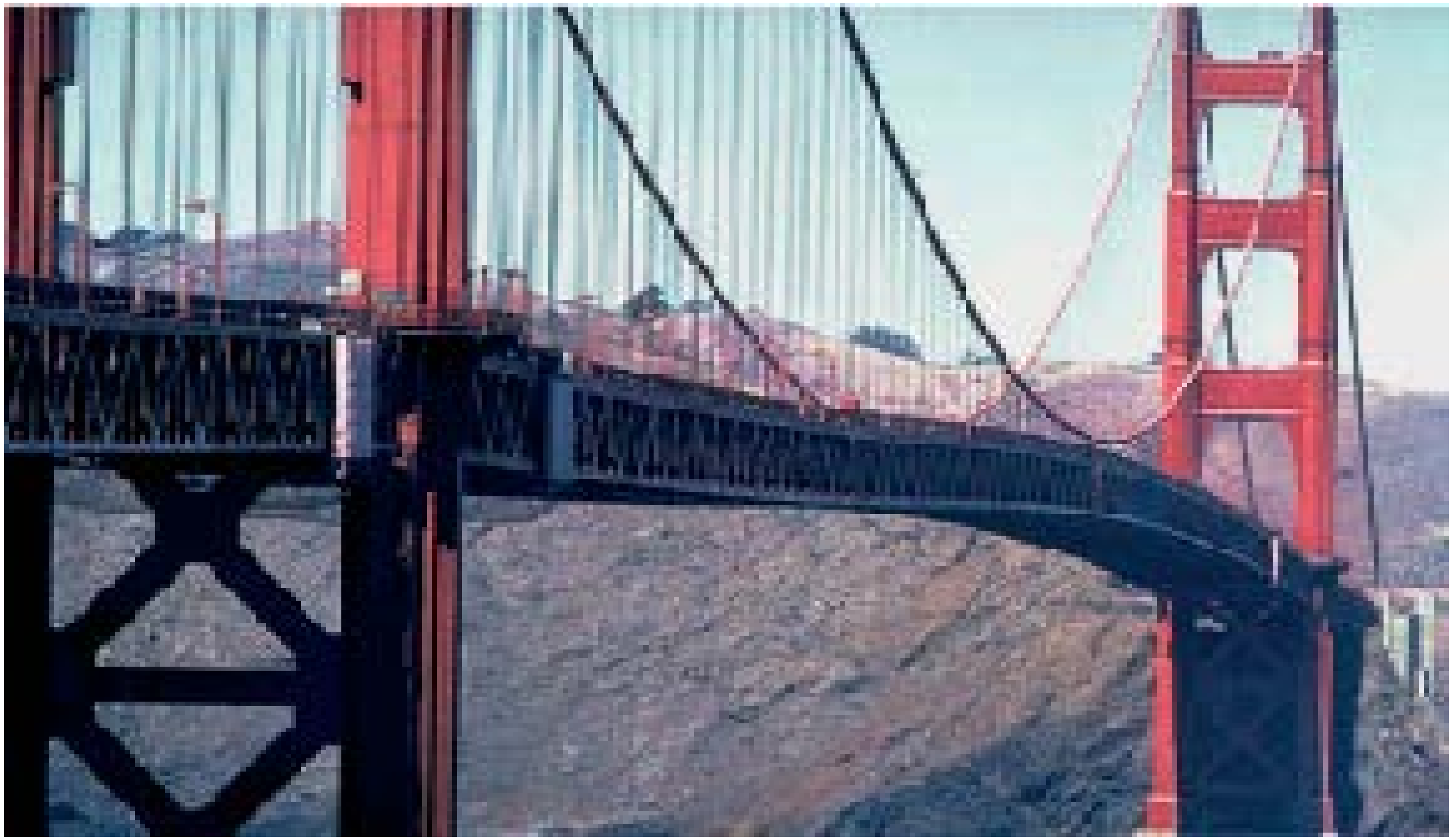
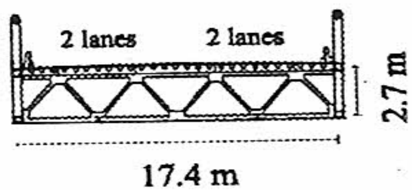
Oscillation of Golden Gate Bridge

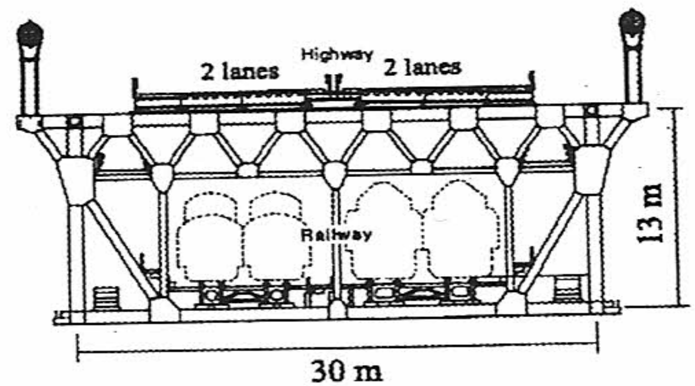


- 4^{th} December 1951, vertical oscillations reached 3.3m by strong NW direction winds.

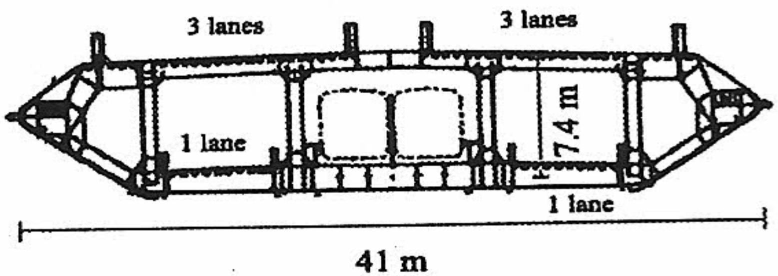
After Collapse of Tacoma Narrows Br. (2)



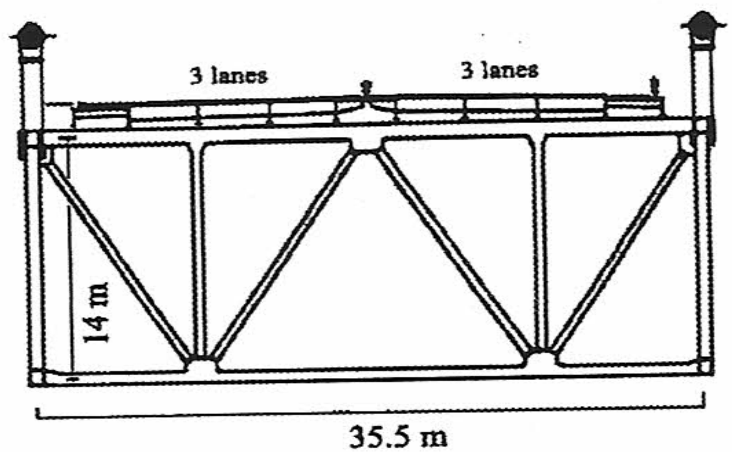
A. Murray MacKay (1970)



Seto Ohashi (1988)



Tsing Ma (1997)



Akashi Kaikyo (1998)

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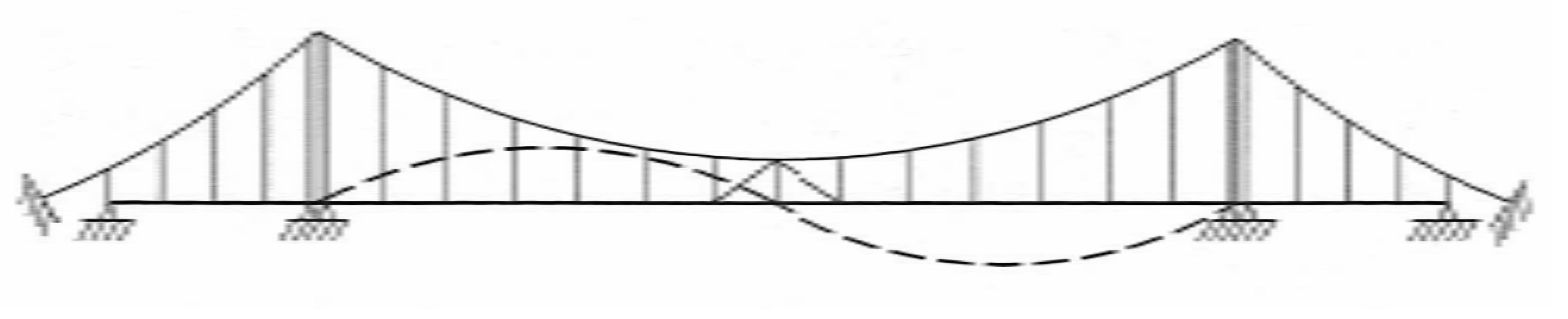
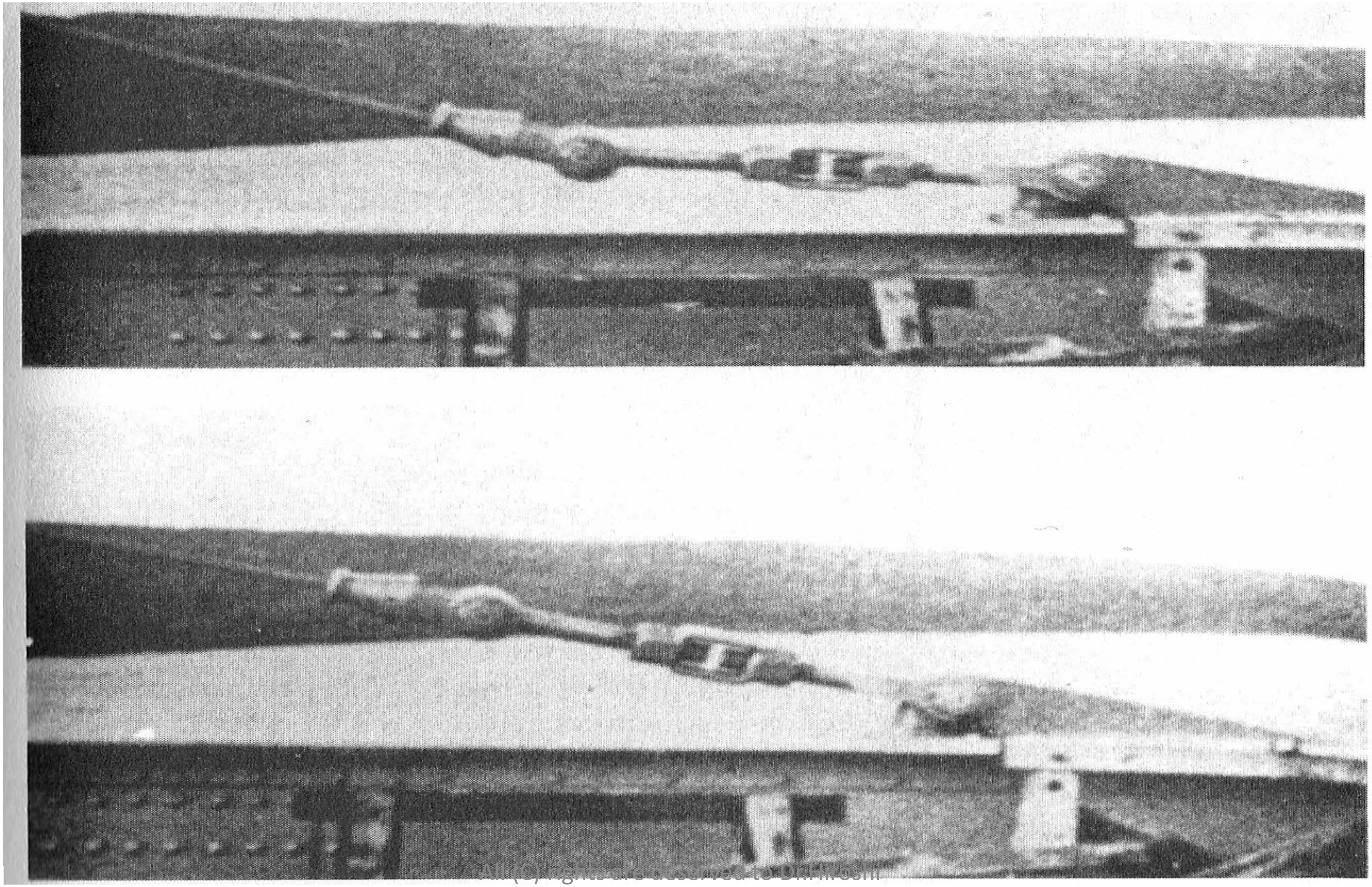
Role of the Center Diagonal Stays



Center diagonal stay just before collapse



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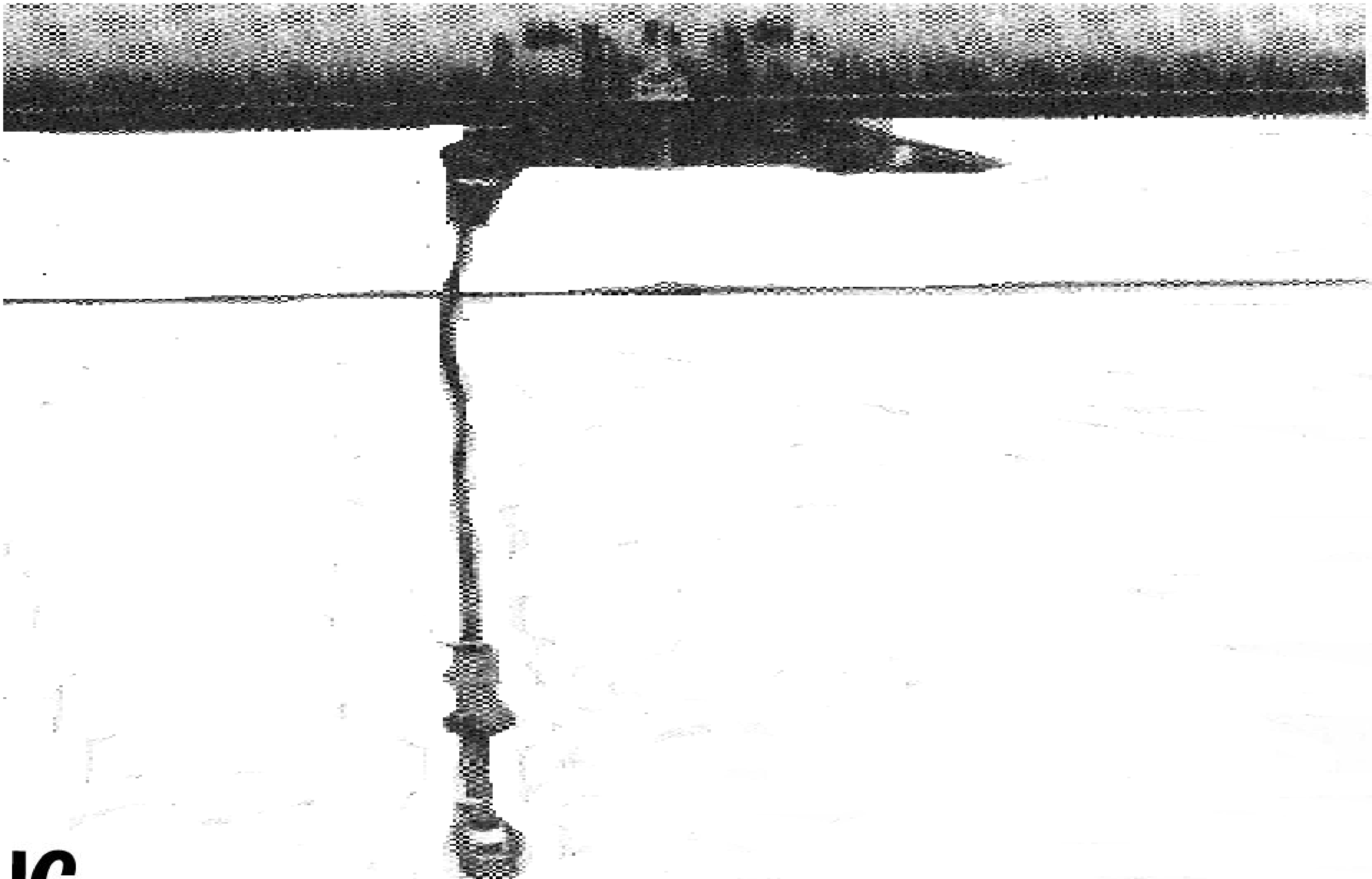
Collapse of center diagonal stay



David P Steinman (1886-1960)

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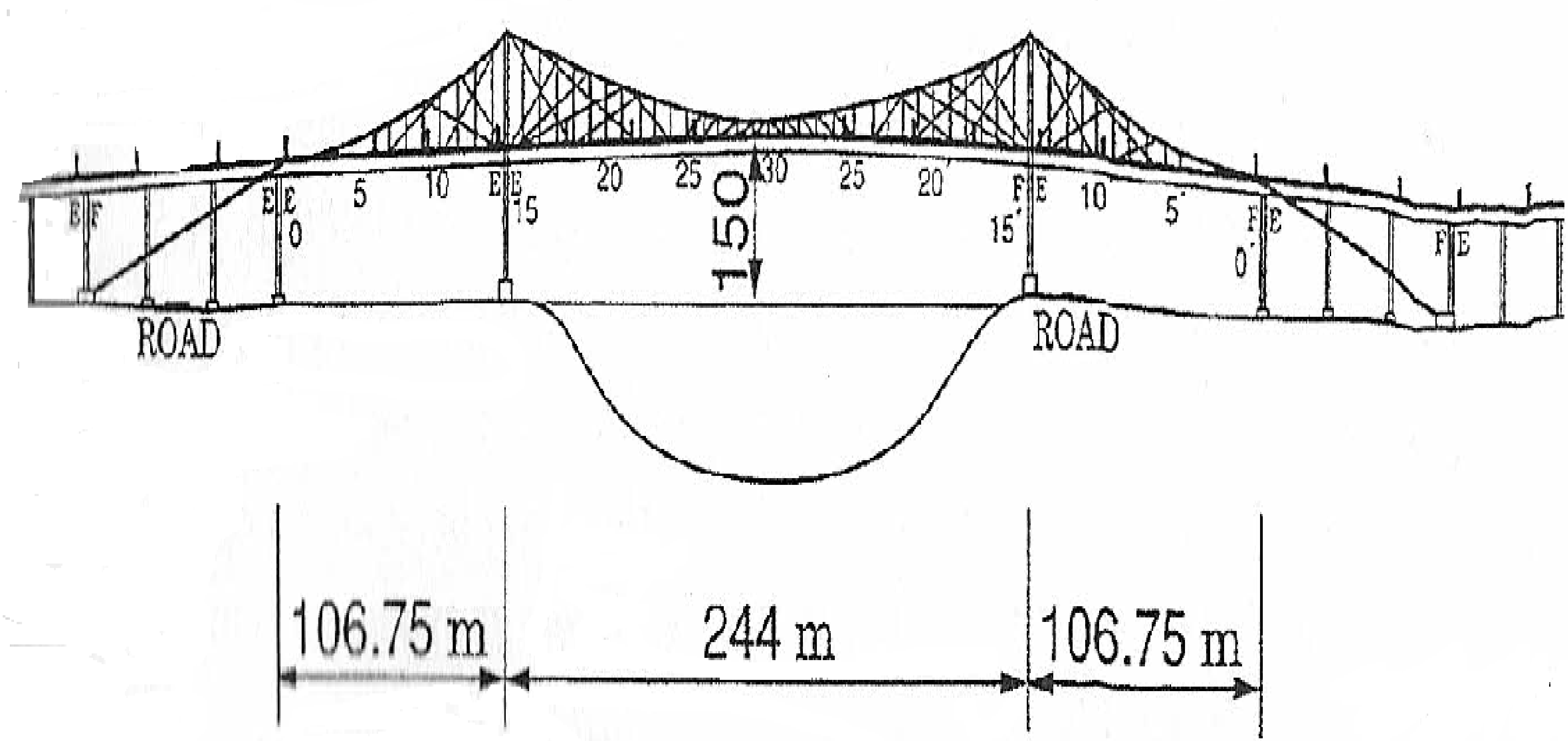
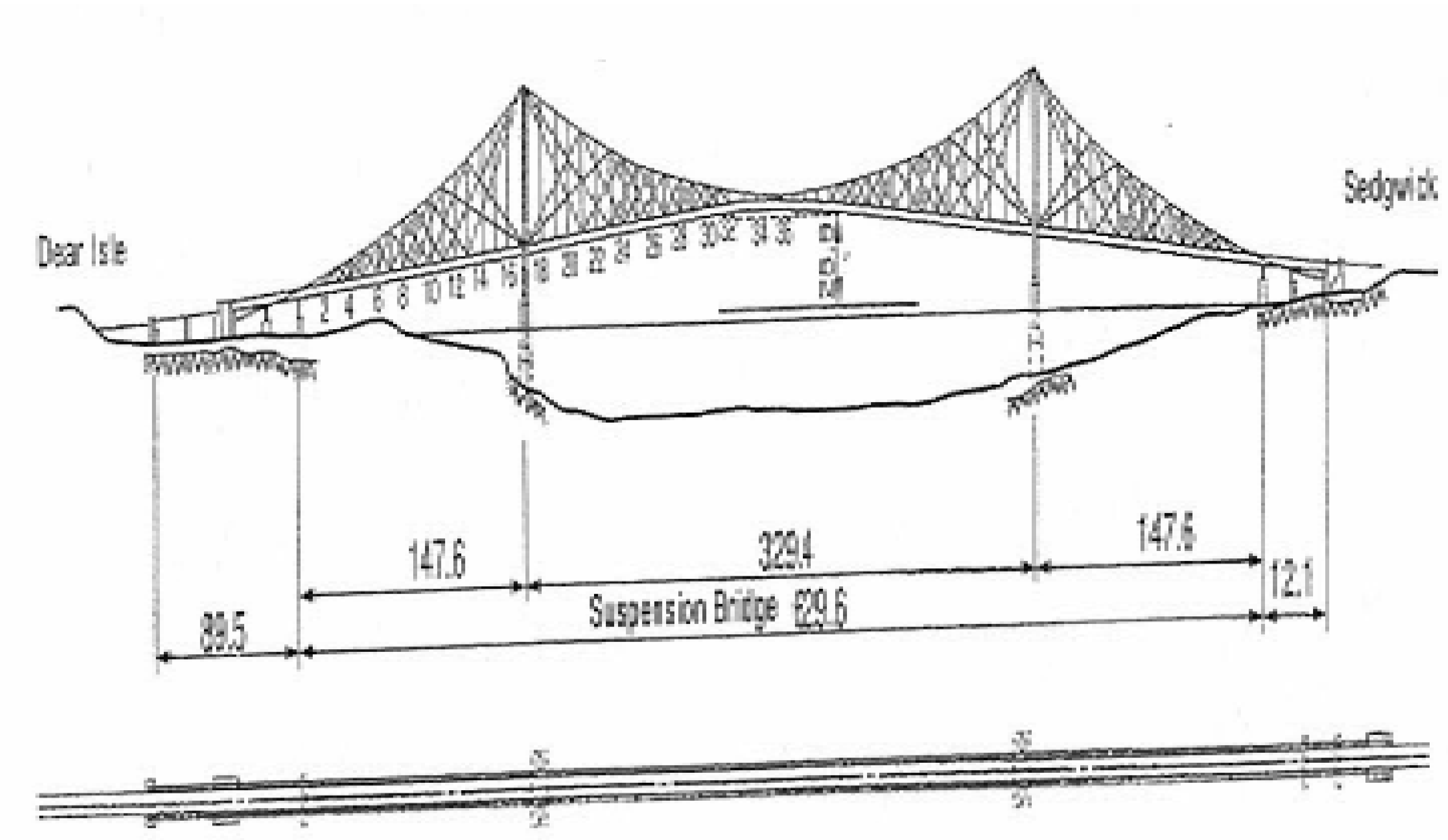
Thousand Island Bridge



Deer Isle Bridge



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New Tacoma   Narrows Bridge (1950)

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Application of Truss Deck

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The Second Tacoma Narrows Bridge

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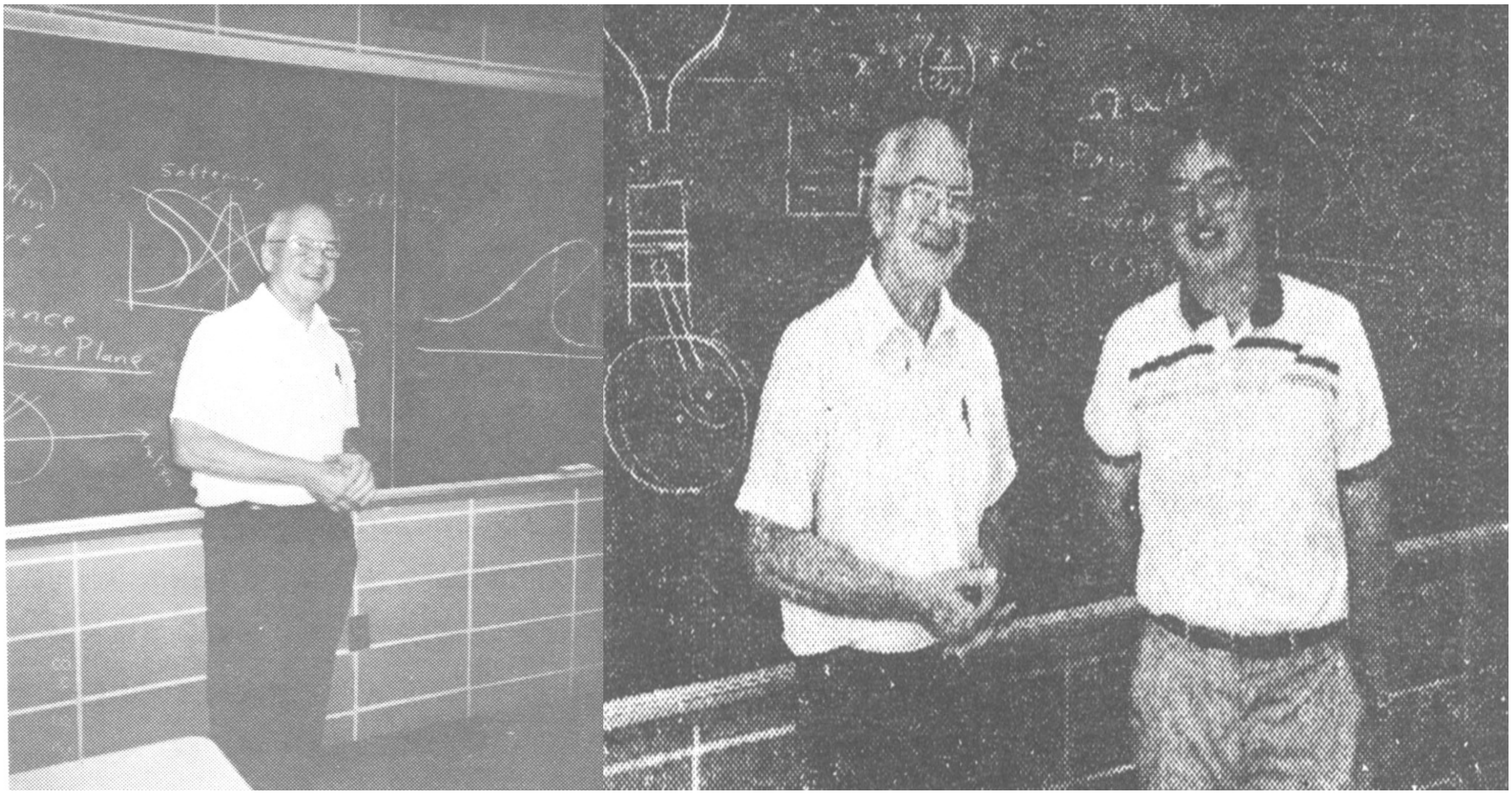
Prof.R.H. Scanlan & H.Tanaka (1984)



Lecture of Structural Dynamics at Princeton University (USA)

Wing Theory

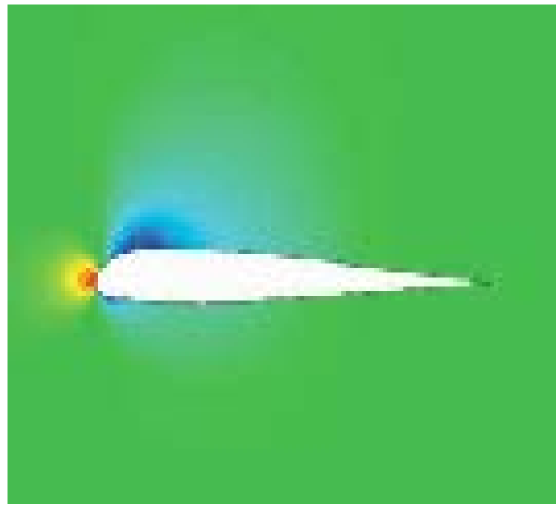


FIG Static Pressure Field on a NACA Airfoil

(Trailing edge **fulfills Kutta condition**)

Bluff Body (e.g., Bridges)

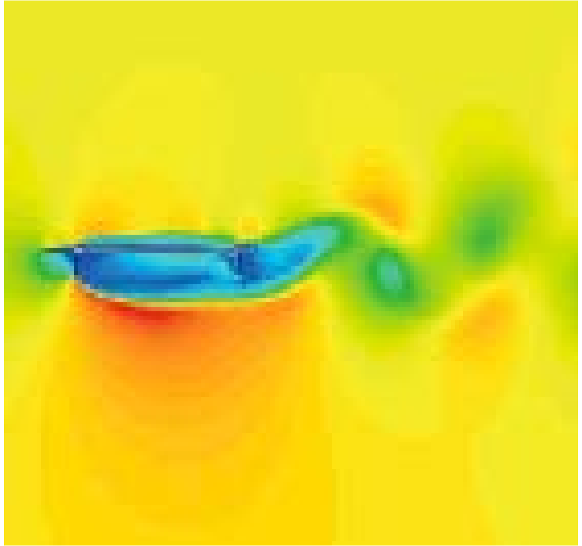


FIG   Flow around Bluff Bodies

(trailing edge does **not fulfill Kutta condition**)

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Dimension of Original Tacoma Bridge

Main span length (m)	853.4
Side span length (m)	335.3
Tower height (m)	71
Width between cables (m)	11.9
Total deck width (m)	11.9
Deck edge (m)	2.3
Cross section of each main cable (m^2)	0.124
Mass of each main cable (t/m)	1.05
Inertia moment for vertical bending I_y (m^4)	0.154
Inertia moment for lateral bending I_z (m^4)	5.69
Inertia moment for torsion J (m^4)	6.07×10^{-6}
Deck mass (t/m)	6.22
Polar inertia moment for deck (tm^2/m)	106.5

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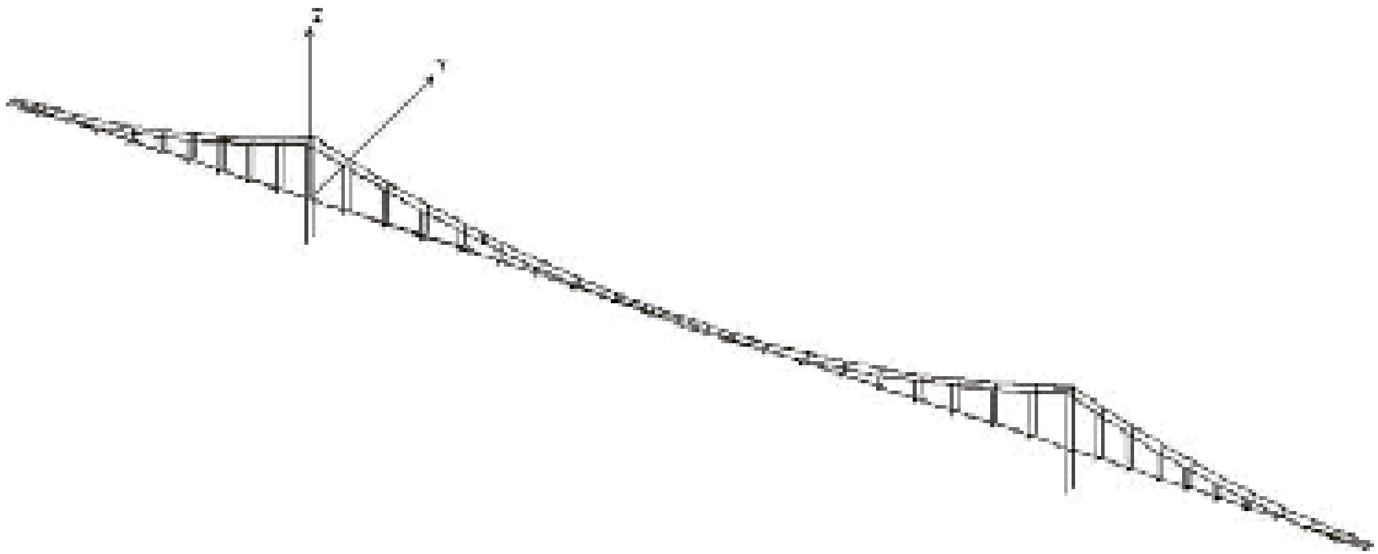
Finite Model of Original Tacoma Bridge



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Comparison of national frequencies (Unit: 2πf)

Mode type	ADISNOL3D	COBO	COLAPSE
(1) LS	0.568	0.435	–
(2) VA	0.817	0.795	–
(3) VS	1.189	0.809	–
(4) LA	1.296	0.949	–
(5) TA	1.505	1.147	1.256
(6) TS	1.608	1.165	–
(7) VA	1.705	1.055	–
(8) VS	1.792	–	–
(12) VS	2.179	–	–
(16) TA	2.321	–	–

By Farquharson

0.824 rad/s

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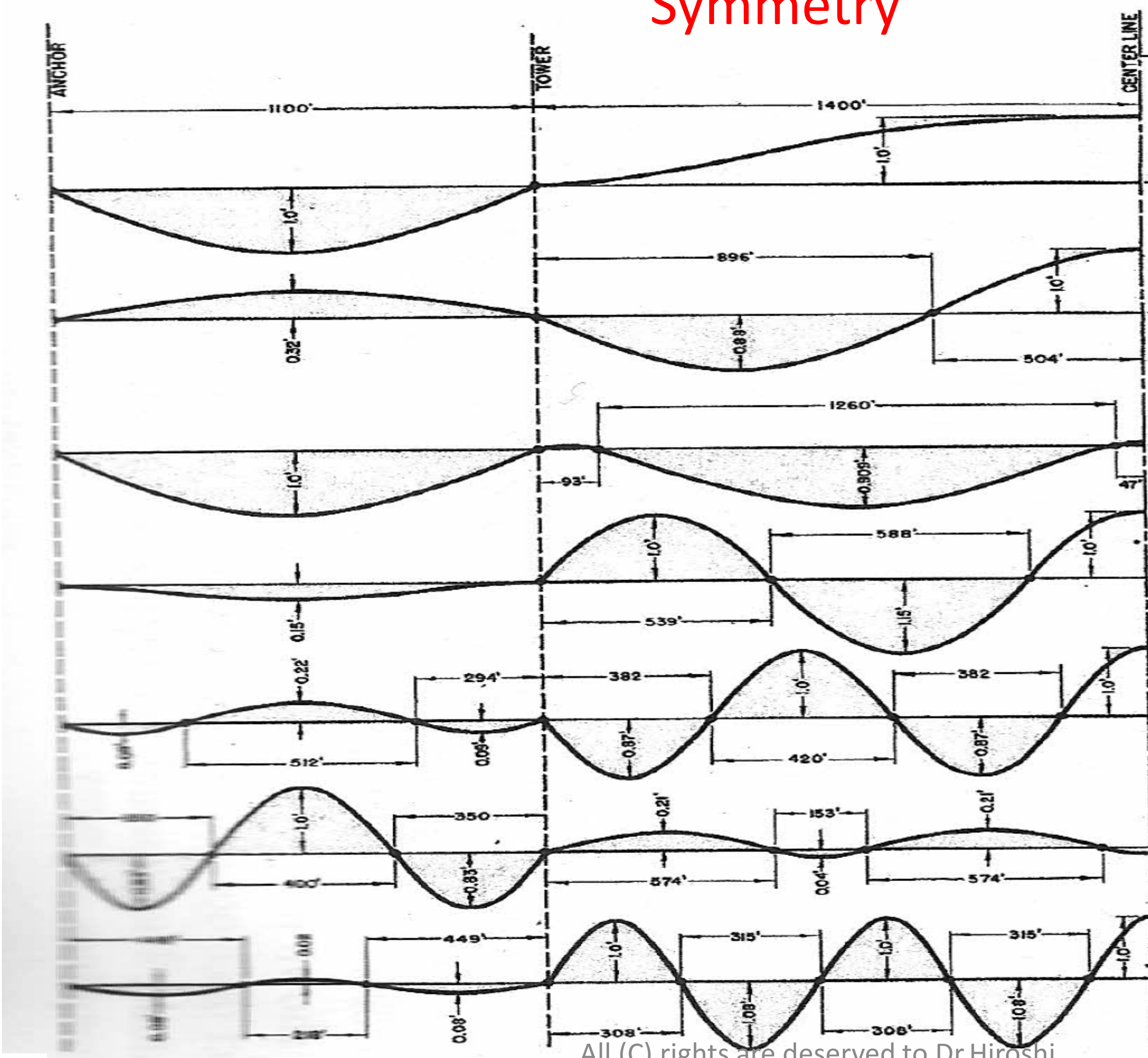
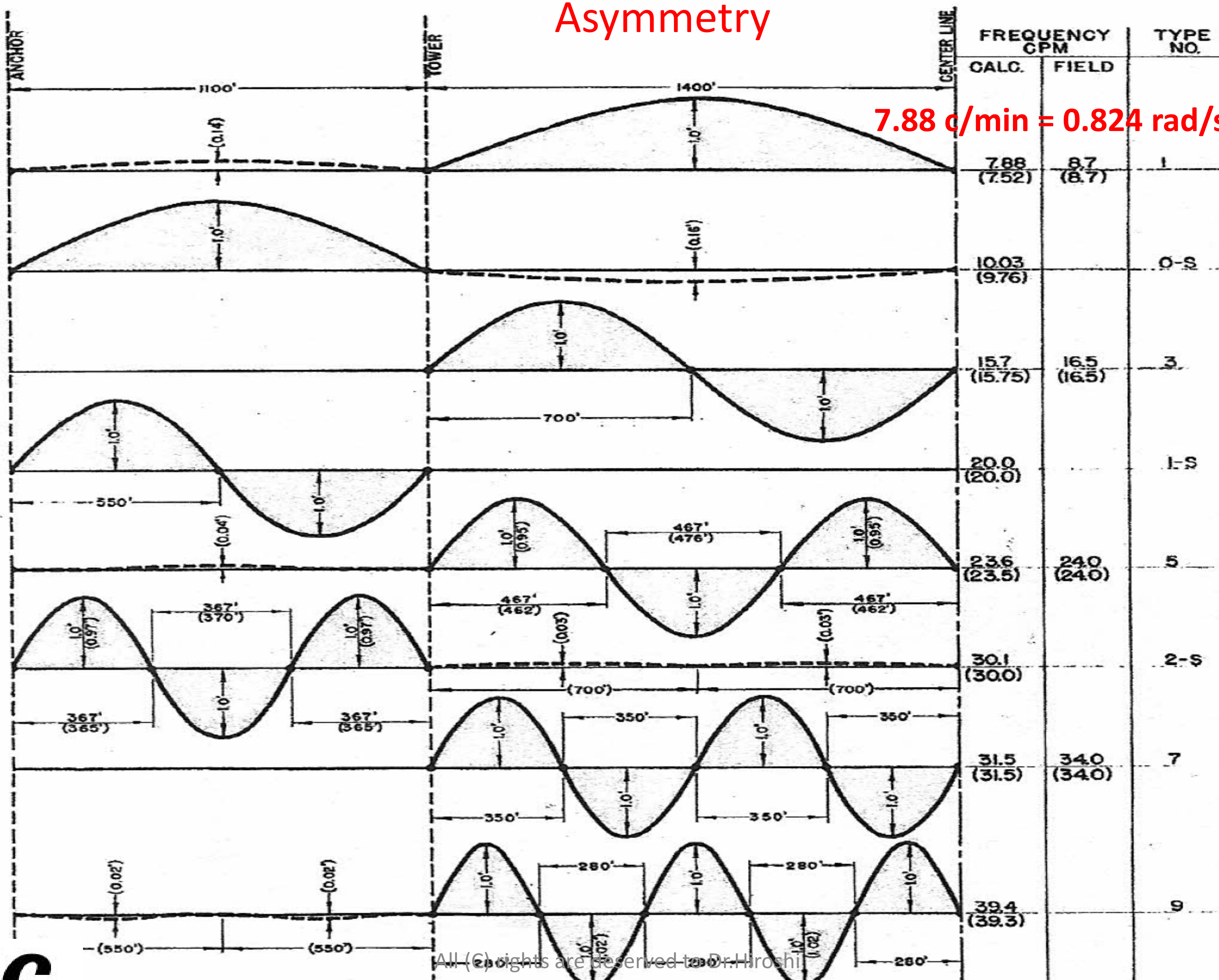
Vibration Modes

Symmetry



FREQUENCY CPM CALC.	FREQUENCY CPM FIELD	TYPE NO.
7.82	8.0	0
11.63	12.0	2
16.29	16.7	4-A
19.5	21.0	4
27.4		6
29.5		6-A
35.4	36.0	8

Asymmetry



7.88 c/min = 0.824 rad/s

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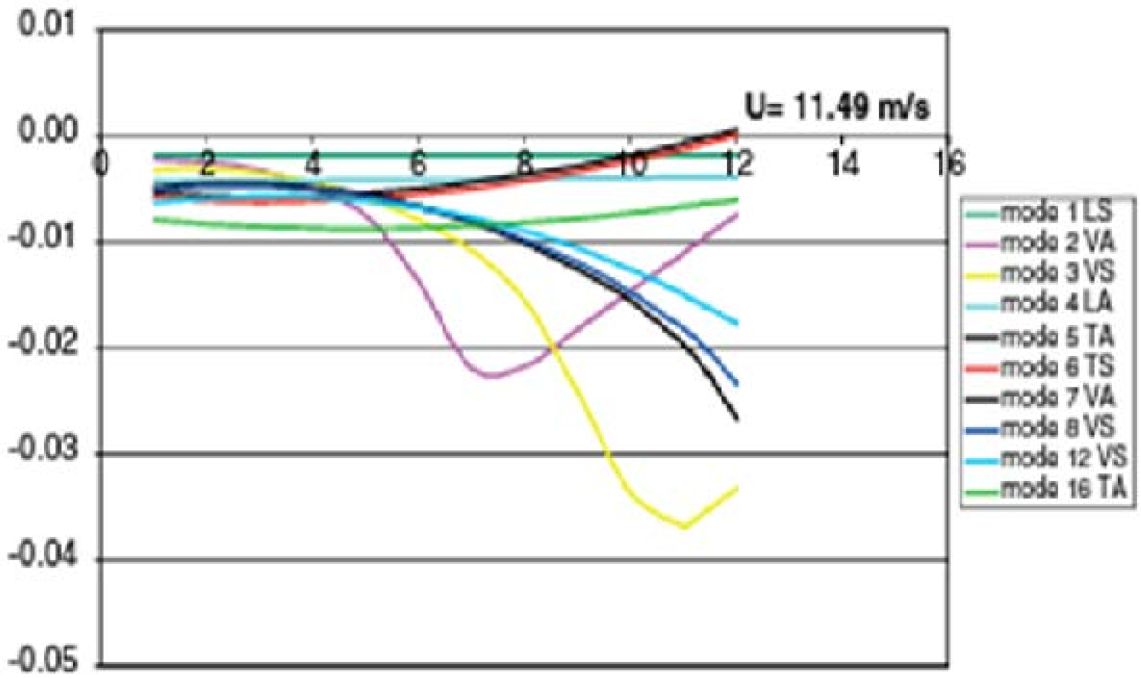

Figure Evolution of α in comparison with U using 10 modes.

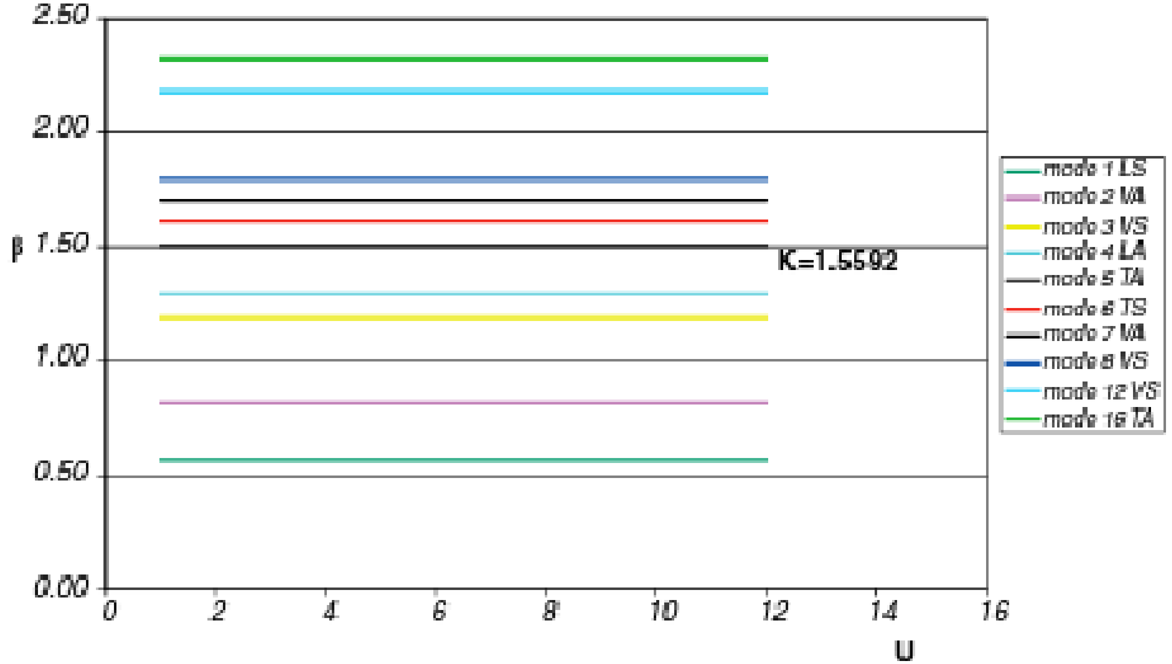

Figure Evolution of β in comparison with U using 10 modes.

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Comparison between analysis and measurement on Original Tacoma Bridge

Analyses	**U(m/s)**
Jurado, 2modes $\xi = 0.00318$	11.49
Jurado, 10modes $\xi = 0.00318$	11.49
Scanlan torsional flutter $\xi = 0.003$	7.60
Scanlan torsional flutter $\xi = 0.010$	10.23
Farquharson real collapse	18.77

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Flutter Solution by Prof. Scanlan

- *Single-degree-of-freedom torsional flutter*

$$I\left[\ddot{\alpha} + 2\zeta_\alpha \omega_\alpha \dot{\alpha} + \omega_\alpha^2 \alpha\right] = F(\alpha, \dot{\alpha}),$$

$$F(\alpha, \dot{\alpha}) = A_2 \dot{\alpha} + A_3 \alpha,$$

Non-dimensional Form:

$$F(\alpha, \dot{\alpha}) = \tfrac{1}{2}\rho U^2 (2B^2)\left[K A_2^* (B\dot{\alpha}/U) + K^2 A_3^* \alpha\right],$$

Flutter Derivatives by Scanlan

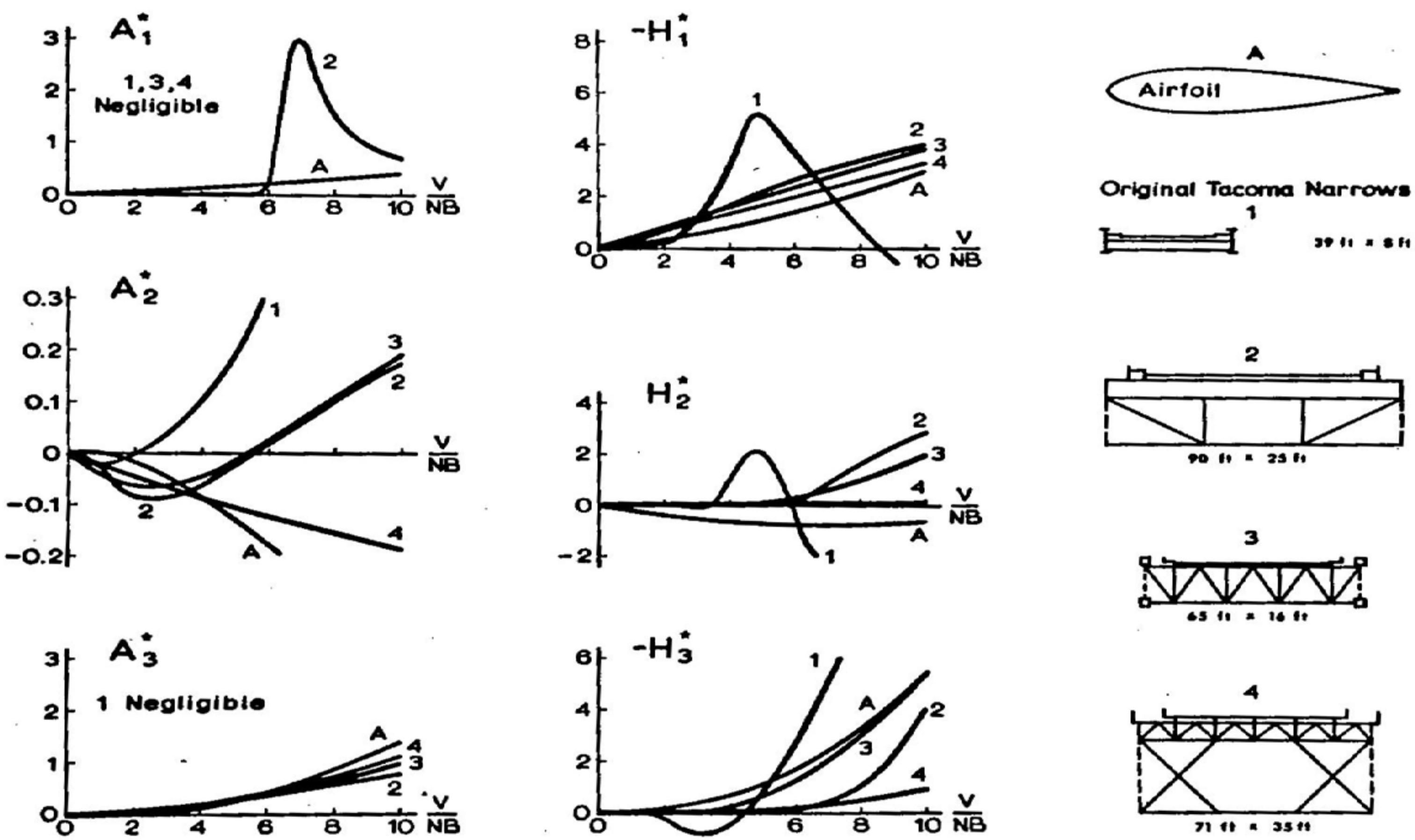

FIGURE 3.2

AERODYNAMIC COEFFICIENTS

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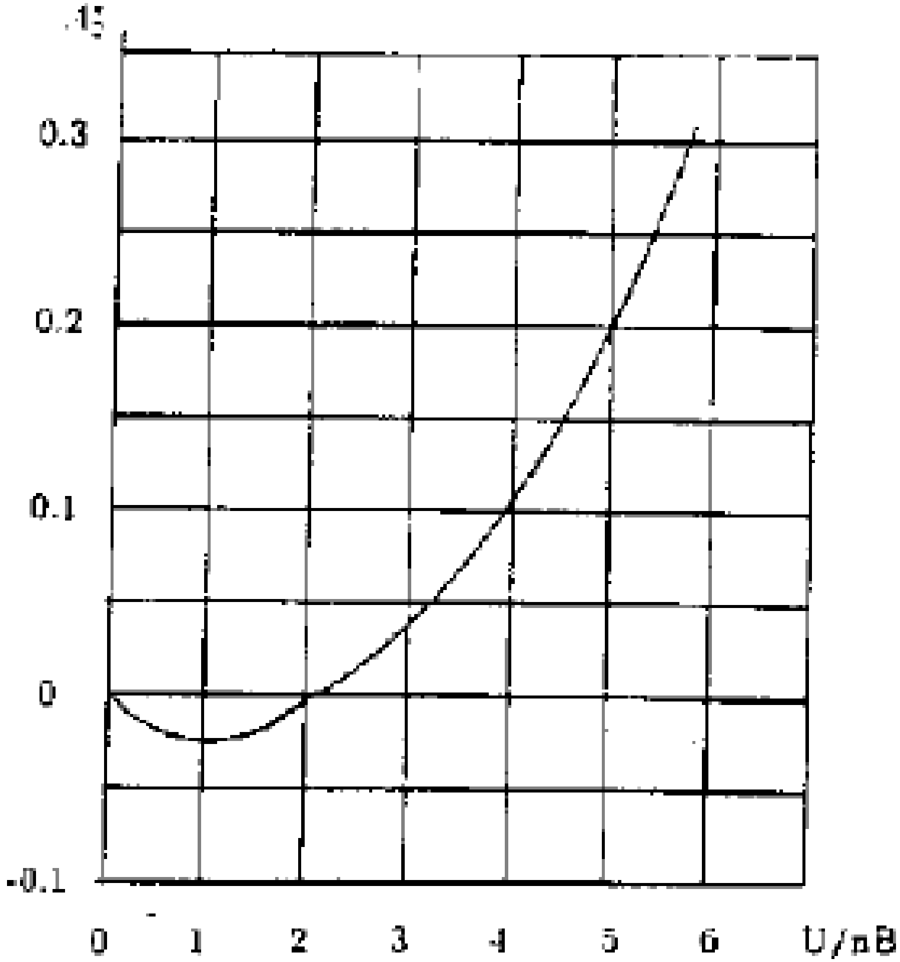
Flutter derivatives A_2^*



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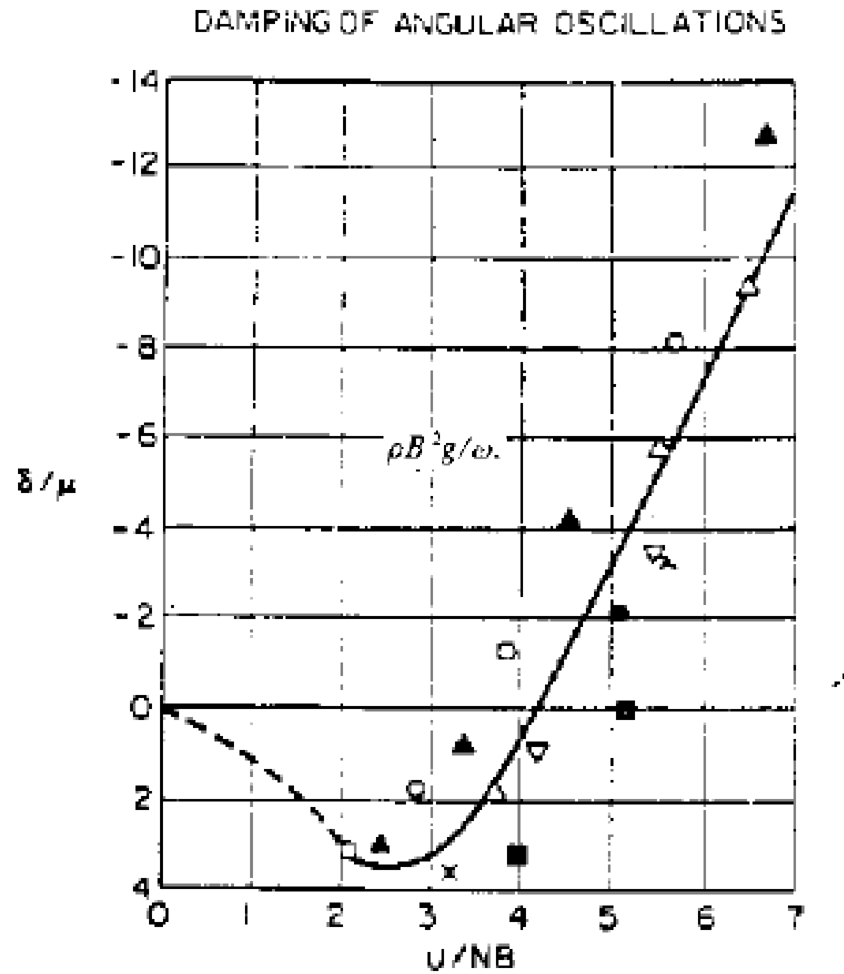
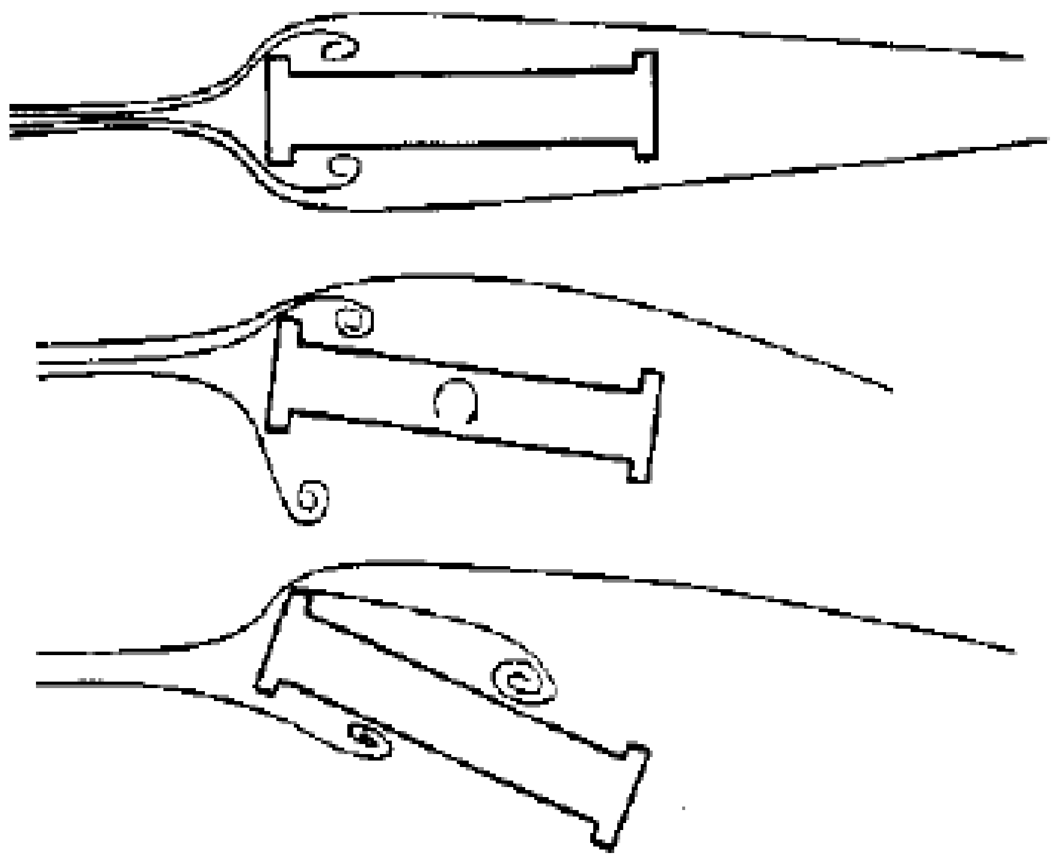
Karman & Dunn



μ：Mass Ratio $\rho B^2 g/\omega.$ Ω： weight/foot

Vortex Pattern over Rotating Deck Section drawn by Scanlan



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Dimension of Tacoma Narrows Bridge

m = 4.249 t/m

r (Rotation Radius): 4.573 m

g (Gravity) 9.8 m/s^2

I (Polar moment) 178 tm^2/m

ρ （Air density）0.00123 t/m^3

B = 11.89 m

$$(A_2^*)_{crit} = 2I\zeta_\alpha / \rho B^4,$$

$$= 14.48\zeta_\alpha .$$

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OTN flutter conditions as a function of Mechanical damping

ζ_n	A_2^*	U/nB	Proto Type Velocity U_{cr} (m/s)
0.003	0.043	3.20	7.6
0.005	0.072	3.50	8.3
0.010	0.145	4.30	10.2
0.015	0.217	5.15	12.2
0.020	0.290	5.75	30.6

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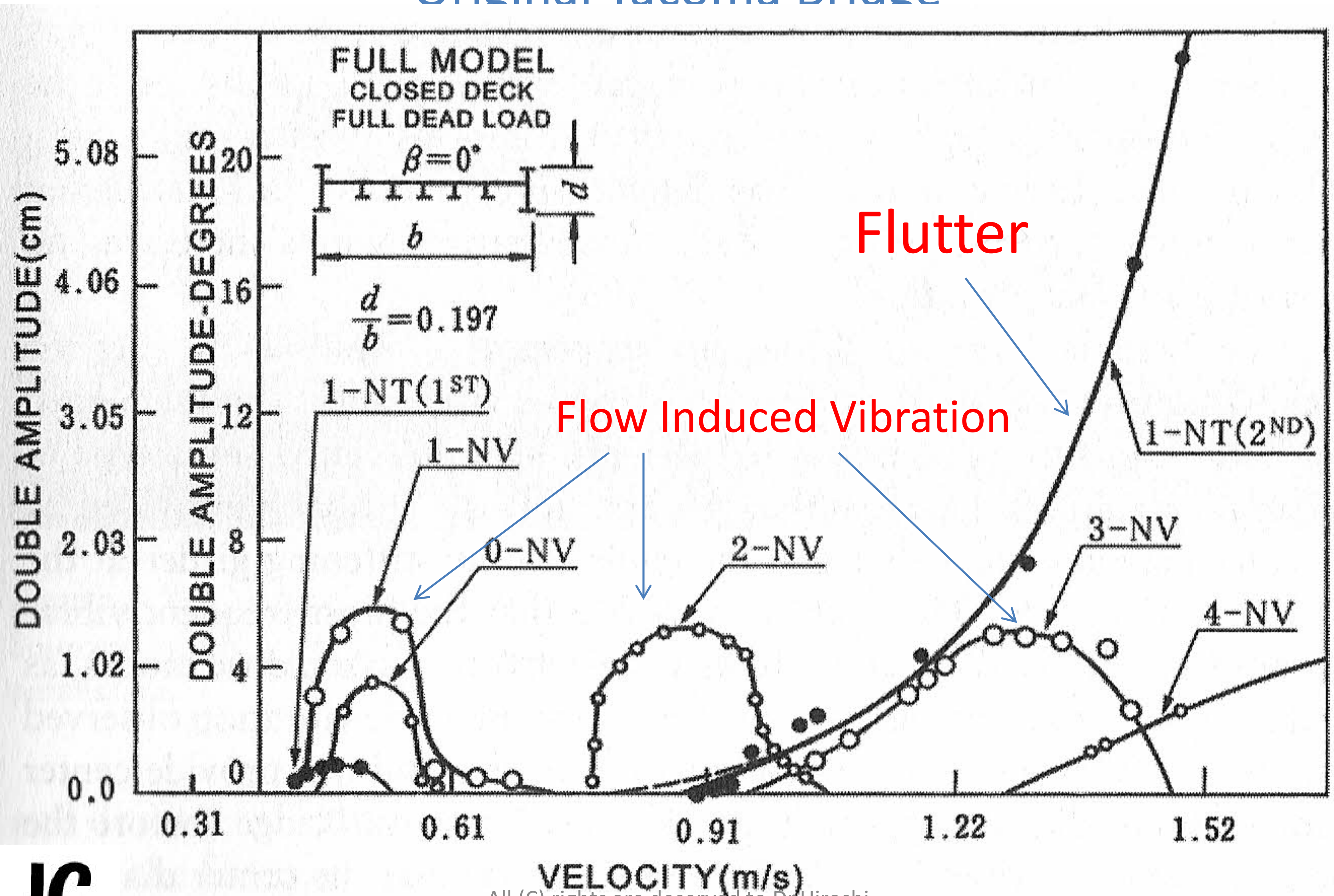
Results of Wind Tunnel Tests of Original Tacoma Bridge



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The results of wind tunnel tests

- !-NT(2^{nd}) Ucr = 0.99 m/s x √50
  = 7.0 m/s …… Proto-Type

▪ f_{model} = 1.44 Hz

$f_{proto\text{-}type}$ = 1.44/ √50

= 0.20 Hz …… The same value of observation

■ 2.20 m/s x √50 = 15.6 m/s

Original Tacoma Bridge was collapsed at ■.

Conclusion

- The cause of the collapse of original Tacoma Narrow Bridge was flutter.
- Prof.R.H.Scalan made clear it by using aero-dynamic theory.
- Flutter is destructive phenomena, therefore we must check that it will not occur below wind design speed.

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