NONLINEAR FINITE ELEMENT ANALYSIS OF INTEGRAL BRIDGE INCLUDING FOUNDATION SOIL INTERACTION (WINKLER ANALOGY)

MOHAMMAD SOFFI BIN MD. NOH

MASTER OF SCIENCE
FACULTY OF ENGINEERING
UNIVERSITI PUTRA MALAYSIA

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By

MOHAMMAD SOFFI BIN MD. NOH

GS 15733

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APPROVAL SHEET

This project attached here, entitled " **NONLINEAR FINITE ELEMENT ANALYSIS OF INTEGRAL BRIDGE INCLUDING FOUNDATION SOIL INTERACTION (WINKLER ANALOGY)** " prepared and submitted by **MOHAMMAD SOFFI BIN MD. NOH (GS 15733)** in partial fulfillment of the requirements for the Degree in Master of Science in Structural Engineering and Construction is hereby approved.

.... Date: 10/1/07

Supervisor

(ASSOC. PROF. DR. JAMALODIN NOORZAEI)

Department of Civil Engineering, UPM

.... Date: 10/1/07

Panel Examiner

(ASSOC. PROF. DR. MOHD SALEH JAAFAR)

Department of Civil Engineering, UPM

.... Date: 10/1

Panel Examiner

(ASSOC. PROF. DR. MOHD. RAZALI B. ABDUL KADIR)

Department of Civil Engineering, UPM

DECLARATION

I hereby declare that the thesis is based on my original work except for quotations and citations which have been duly acknowledged. I also declare that it has not been previously or concurrently submitted for any other degree at UPM or other institutions.

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MOHAMMAD SOFFI BIN MD NOH

Date : 10/01/2007

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analysis was carried out, which are Winkler's spring analysis, linear analysis and nonlinear analysis. The results show that, the soil nonlinearity has significant effect on the results, where the displacement which obtained form nonlinear analysis is much higher than that obtained from linear analysis and spring analysis.

ABSTRACT

Bridges without expansion joints are called "integral bridges." Eliminating joints from bridges crates concerns for the piles and the abutments of integral bridges because the abutments and the piles are subjected to temperature-induced lateral loads. This kind of bridges are becoming very popular due to different aspects such as good response under seismic loading, low initial costs, elimination of bearings, and less maintenance. However, the main issue related to the analysis of this type of structures is dealing with the soil-structure interaction of the abutment walls and the supporting piles.

This study describes the implementation of a two dimensional finite element model of integral bridge system which explicitly incorporates the nonlinear soil response. The superstructure members have been represented by means of three-noded isoperimetric beam elements with three degree of freedom per node which take into account the effect of transverse shear deformation.

The soil mass is idealized by eight noded isoperimetric quadrilateral element at near field and five noded isoperimetric infinite element to simulate the far field behavior of the soil media. The nonlinearity of the soil mass has been represented by using the Duncan and Chang approach. In order to study the behavior of integral bridge under varies loading condition including the effect of temperature load, three type of

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CHAPTER 1

1.0 INTRODUCTION

1.1 Introduction of Bridge Structure

Bridge structure built to provide ready passage over natural or artificial obstacles, or under another passageway. Bridges serve highways, railways, canals, aqueducts, utility pipelines, and pedestrian walkways. In many jurisdictions, bridges are defined as those structures spanning an arbitrary minimum distance, generally about 10–20 ft (3–6 m); shorter structures are classified as culverts or tunnels. In addition, natural formations eroded into bridge like form are often called bridges. This article covers only bridges providing conventional transportation passageways.

Bridges generally are considered to be composed of three separate parts: substructure, superstructure, and deck. The substructure or foundation of a bridge consists of the piers and abutments which carry the superimposed load of the superstructure to the underlying soil or rock. The superstructure is that portion of a bridge or trestle lying above the piers and abutments. The deck or flooring is supported on the bridge superstructure; it carries and is in direct contact with the traffic for which passage is provided.

Bridges are classified in several ways. Thus, according to the use they serve, they may be termed railway, highway, canal, aqueduct, utility pipeline, or pedestrian bridges. If they are classified by the materials of which they are constructed (principally the superstructure), they are called steel, concrete, timber, stone, or aluminum bridges. Deck bridges carry the deck on the very top of the superstructure. Through bridges carry the deck within the superstructure. The type of structural action is denoted by the application of terms such as truss, arch, suspension, stringer or girder, stayed-girder, composite construction, hybrid girder, continuous, cantilever, or orthotropic (steel deck plate).

Bridge designs differ in the way they support loads. These loads include the weight of the bridges themselves, the weight of the material used to build the bridges, and the weight and stresses of the vehicles crossing them. There are basically eight common bridge designs: beam, cantilever, arch, truss, suspension, cable-stayed, movable, and floating bridges. Combination bridges may incorporate two or more of the above designs into a bridge. Each design differs in appearance, construction methods and materials used, and overall expense. Some designs are better for long spans. Beam bridges typically span the shortest distances, while suspension and cable-stayed bridges span the greatest distances.

1.2 Design Selection of Bridge

Engineers must consider several factors when designing a bridge. They consider the distance to be crossed and the feature, such as a river, valley, or other transportation routes, to be crossed. Engineers must anticipate the type of traffic and the amount of load the bridge will have to carry and the minimum span and height required for traffic traveling across and under the bridge. Temperature, environmental conditions, and the physical nature of the building site (such as the geometry of the approaches, the strength of the ground, and the depth to firm bedrock) also determine the best bridge design for a particular situation.

Once engineers have the data they need in order to design a bridge, they create a work plan for constructing it. Factors to be considered include availability of materials, equipment, and trained labor; availability of workshop facilities; and local transportation to the site. These factors, in combination with the funding and time available for bridge design and construction, are the major requirements and constraints on design decisions for a particular site.

1.3 Nature of Problem

A bridge should be designed such that it is safe, aesthetically pleasing, and economical. Prior to the 1960s, almost every bridge in the world was built with expansion joints and bearings. These traditional expansion joint/bearing systems has been found to perform more or less as intended conceptually but at the cost of being a high maintenance item, especially for relatively short-span bridges. The primary problem is the corrosion and other physical deterioration of the bridge bearings that occurs with time. They required considerable maintenance, which undermined the economical operation of the bridges. Therefore, integral bridges have been found to outperform jointed bridges, decreasing maintenance costs, and enhancing the life expectancy of the superstructures. Integral abutment and joint-less bridges cost less to construct and require less maintenance then equivalent bridges with expansion joints and bearings.

Because of the increased use of integral bridge, there is now greater awareness of and interest in their post-construction, in-service problems. Fundamentally, these problems are due to a complex soil structure interaction mechanism involving relative movement between the bridge (more specifically, its abutments) and adjacent retained soil. Because this movement is the result of natural, seasonal thermal variations, it is inherent in all integral bridges.

The main issue related to the analysis of integral abutment bridge is dealing with the soil-structure interaction of the abutment walls and the supporting piles. The behavior of the structural components including the piles can either be linear or nonlinear depending on the amount of the applied forces. The behavior of the soil on the other hand is nonlinear. Therefore, the analysis of integral bridge should take into account the nonlinearity of soil behind the abutment and the piles foundation.