

Considerations on optimum combination of safety and economy

Autor(en): **Frangopol, Dan / Rondal, Jacques**

Objektyp: **Article**

Zeitschrift: **IABSE congress report = Rapport du congrès AIPC = IVBH
Kongressbericht**

Band (Jahr): **10 (1976)**

PDF erstellt am: **21.09.2024**

Persistenter Link: <https://doi.org/10.5169/seals-10498>

Nutzungsbedingungen

Die ETH-Bibliothek ist Anbieterin der digitalisierten Zeitschriften. Sie besitzt keine Urheberrechte an den Inhalten der Zeitschriften. Die Rechte liegen in der Regel bei den Herausgebern.

Die auf der Plattform e-periodica veröffentlichten Dokumente stehen für nicht-kommerzielle Zwecke in Lehre und Forschung sowie für die private Nutzung frei zur Verfügung. Einzelne Dateien oder Ausdrucke aus diesem Angebot können zusammen mit diesen Nutzungsbedingungen und den korrekten Herkunftsbezeichnungen weitergegeben werden.

Das Veröffentlichen von Bildern in Print- und Online-Publikationen ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. Die systematische Speicherung von Teilen des elektronischen Angebots auf anderen Servern bedarf ebenfalls des schriftlichen Einverständnisses der Rechteinhaber.

Haftungsausschluss

Alle Angaben erfolgen ohne Gewähr für Vollständigkeit oder Richtigkeit. Es wird keine Haftung übernommen für Schäden durch die Verwendung von Informationen aus diesem Online-Angebot oder durch das Fehlen von Informationen. Dies gilt auch für Inhalte Dritter, die über dieses Angebot zugänglich sind.

Considerations on Optimum Combination of Safety and Economy

Considérations sur le meilleur compromis entre sécurité et économie

Betrachtungen über den besten Kompromiss zwischen Sicherheit und Wirtschaftlichkeit

DAN FRANGOPOL
Assistant
Institute of Civil Engineering
Bucharest, Rumania

JACQUES RONDAL
Assistant
Institute of Civil Engineering
Liège, Belgium

The report [1] has served to emphasize that engineering design requires methods and concepts of probability. The process of selecting the probability of failure of a structure to achieve a stated objective (e.g. make minimum the total expected cost of the structure) is known as probabilistic optimum based-design [7].

The goal of this discussion is to show that a few useful conclusions can be found in the safety-economy optimization process.

In order to evaluate the total expected cost of a structure C_t , the initial cost C_i , the cost of failure C_f and the probability of failure P_f are to be calculated first. Optimum probabilistic design requires the minimization of C_t :

$$C_t = C_i + C_f \cdot P_f \quad (1)$$

The central safety factor of a structure is very nearly a linear function of $\text{colog}_{10} P_f$ [2], [3], [6] :

$$\theta = \alpha_1 \cdot \text{colog}_{10} P_f + \alpha_2, \quad (2)$$

where α_1 is the increment of central safety factor required to reduce P_f by a factor of 10, and α_2 is a positive constant.

On the other hand, the initial cost C_i may be taken as a linear function of θ [2], [5], [8] :

$$C_i = \gamma_1 \cdot \theta + \gamma_2 = \beta_1 \cdot \text{colog}_{10} P_f + \beta_2, \quad (3)$$

where $\gamma_1, \gamma_2, \beta_2 = \alpha_2 \gamma_1 + \gamma_2$ are constants coefficients and β_1 is the increment of the initial cost required to reduce P_f by a factor of 10.

Since the cost of failure C_f is generally independent of the initial cost,

equating the derivative of the total cost to zero gives the optimum probability of failure

$$P_{f_{op}} = \frac{\beta_1}{C_f \cdot \ln 10} \quad (4)$$

and the optimum expected total cost

$$C_{t_{op}} = \beta_1 \cdot \text{colog}_{10} \frac{\beta_1}{C_f \cdot \ln 10} + \frac{\beta_1}{\ln 10} + \beta_2 \quad (5)$$

Therefore the expression for the excess cost ΔC_t (overdesign or underdesign) is the following :

$$\Delta C_t = C_t - C_{t_{op}} = \beta_1 \left(\log_{10} \frac{P_{f_{op}}}{P_f} + \frac{1}{\ln 10} \frac{P_f - P_{f_{op}}}{P_{f_{op}}} \right). \quad (6)$$

Assuming $P_{f_{op}} = 10^{-4}$, a plot of $\Delta C_t / \beta_1$ as a function of P_f is shown in figure 1.

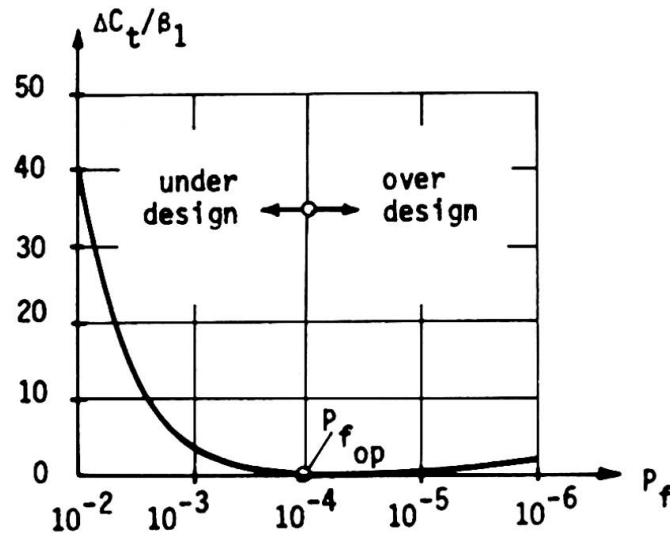


Figure 1 - Excess cost.

It then follows that :

- For the same absolute value of the safety difference

$$D = \text{colog}_{10} P_f - \text{colog}_{10} P_{f_{op}} \quad (7)$$

the underdesign is more expensive than the overdesign ;

- In the region of overdesign, the excess cost is quite insensitive to the P_f variation ;
- In the region of underdesign, the excess cost is very sensitive to the P_f variation.

In the eventuality that damage occurs, the loss C_f (costs of the building, potential loss of human lives and industrial damage caused by the failure) can be expressed as f times the cost C_i [5].

The value of f gives a good indication of the magnitude of the damage that is caused by failure.

The optimum expected total cost (5) is a linear function of $\log_{10} f$ [4] :

$$C_{top} = \beta_1 \cdot \log_{10} f + a \quad (8)$$

where

$$a = \beta_1 \cdot \text{colog}_{10} \frac{\beta_1}{C_i \cdot \ln 10} + \frac{\beta_1}{\ln 10} + \beta_2 .$$

A graph of C_{top} as a function of $\log_{10} f$ is given in Figure 2.

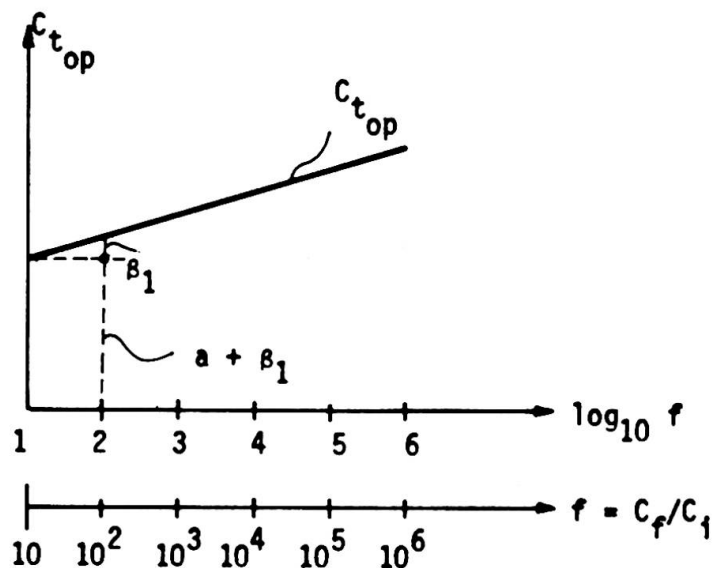


Figure 2 - Sensitivity of the optimal solution.

The foregoing considerations should permit a rational combination of safety and economy, in order to reach a satisfactory approach of an optimum solution.

REFERENCES.

- [1] DICKE, D. : Achievement of Safety and Economy in Design and Construction. Introductory Report, 10th Congress, IABSE, Tokyo, Sept. 1976, pp.17 - 24.
- [2] FRANGOPOL, D. : Discussion sur l'optimisation probabiliste des constructions. La sécurité des constructions. Editions Eyrolles, Paris, 1976. pp. 360 - 362.
- [3] FRANGOPOL, D., RONDAL, J. and NGUYEN, D.H.: Reliability analysis and optimum probability-based design of plastic structures. IUTAM, 14th International Congress, Delft, Sept. 1976.
- [4] FRANGOPOL, D. ; Etude probabiliste de la sécurité des constructions. Doctoral Thesis, University of Liège, 1976.

- |5| LIGTENBERG, F.K. : What safety Margin is necessary in a Structure ? Discussion N° 5, Technical Committee N° 10, ASCE-IABSE International Conference on Planning and design of tall buildings. Vol. DS, Lehigh University, August, 1972, pp. 437 - 442.
- |6| LIND, N.C. and DAVENPORT, A.G. : Towards Practical application of structural reliability theory. Paper SP 31-3, Probabilistic design of reinforced concrete buildings, Detroit 1972, pp. 63 - 110.
- |7| MOSES, F.: Approaches to structural reliability and optimisation. SM Study N° 1, University of Waterloo, Ontario, 1969.
- |8| SANDI, H. : Contributions to the theory of structural design. (Thesis in Roumanian), Institute of civil engineering, Bucharest, 1966.

SUMMARY

Several independent attempts are made to evaluate an optimal value for the probability of failure and for the expected total cost. The sensitivity of the optimal solution to the magnitude of the damage that is caused by failure is also analysed.

RESUME

Plusieurs tentatives indépendantes sont faites pour obtenir la valeur optimale de la probabilité de ruine et du coût total attendu. La sensibilité de la solution optimale par rapport à l'importance du dommage causé par la ruine est également analysée.

ZUSAMMENFASSUNG

Verschiedene unabhängige Untersuchungen werden gemacht, um den optimalen Wert der Versagenswahrscheinlichkeit mit bezug auf die zu erwartenden Totalkosten festzulegen. Die Abhängigkeit der optimalen Lösung von der durch den Bruch verursachten Schadengröße wird auch analysiert.