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## Natural Frequencies and Mode Shapes of the Bridge over the Kocher-Valley

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The measuring method used to detect natural frequencies and modes is based on the excitation of the considered building by traffic, wind and natural microtremors. Any motion of a building can be considered as a sum of a large number of natural modes, vibrating with distinct amplitudes and at different frequencies, the natural frequencies. It is possible to detect these frequencies and modes by recording time-history-signals of the points of interest in the building for a sufficient period of time. These signals have to be processed by a spectrum analyzer, which computes transfer functions and spectral densities of the signals in the frequency domain and makes it possible to determine natural frequencies and to calculate corresponding mode shapes.

The advantage of this method is that no artificial excitation is necessary, so that measurements can be performed on completed buildings in full use without any damage and without having to interrupt work, as well as on structures in any stage of completion. It is of utmost importance to be able to check calculations of the vibration behaviour in order to ensure the earthquake resistance of the structure.

The mechanical model for the calculation of vibration characteristics concentrates masses and moments of inertia at the tops of the 8 pillars. Considering the different bearings, there remain 31 degrees of freedom for the whole system. The mass matrix was gained by a proper estimation of the contributing parts of pillars and girder. The stiffness matrix for the chosen degrees of freedom was calculated accurately by methods common in building statics. Three versions were calculated: Version 1 considered only the mass of the girder, version 2 in addition the pillar masses and the moments of inertia, version 3 contained the influence of axial forces in the pillars.

The measuring method presented here was found reliable not only in the presented example of a large bridge which is a comparatively rigid structure with very low natural frequencies, but also in several highrise buildings and in the very rigid structure of a nuclear power plant. This is of main interest for the earthquake resistance of buildings. Another application of this method could be to monitor prestressed concrete bridges. An eventual loss of stiffness would influence the natural frequencies as well as the mode shapes of the structure; see the inserted beam example. This loss of stiffness can be detected by using periodical measurements with the presented method which allows the determination of the natural frequencies with great accuracy.

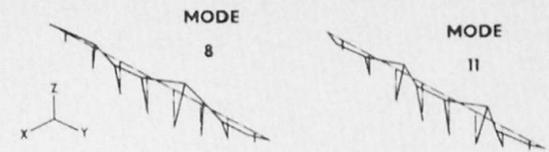
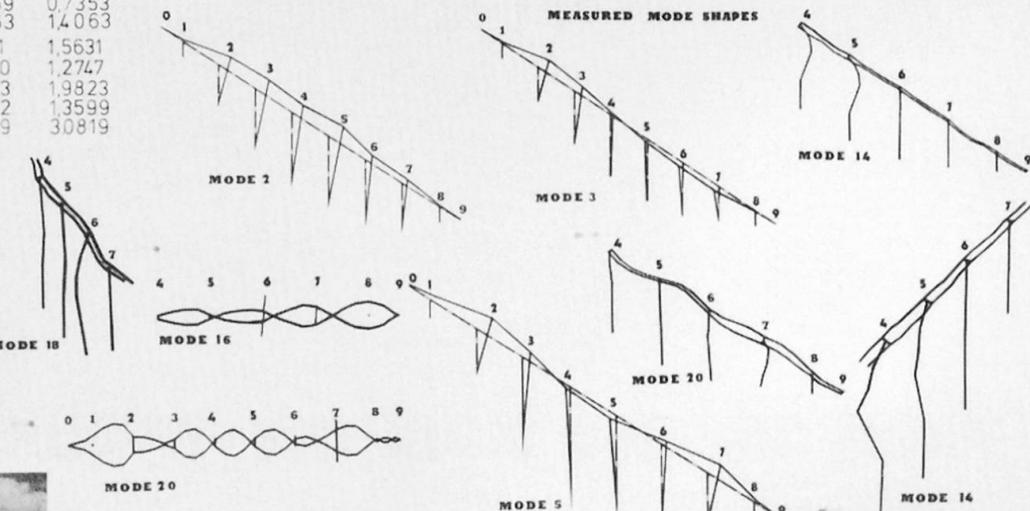
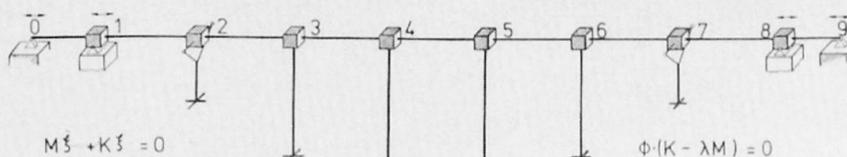
The authors wish to express their appreciation to the Autobahnamt Baden-Württemberg, Stuttgart, for providing assistance with measurements and calculations, as well as to: Mr. A. Barske, Mr. K. H. Beyer, Mr. S. K. Chen, Mrs. C. Gurr-Beyer, Mr. L. Roth and Mr. W. Stöcklin, who assisted with the measurements. Many thanks to Hewlett-Packard, Richmond B.C., for lending us a HP 5423A Modal Analyzer.

1. Luz, E., Gurr, S., "Measurements and Calculations of Natural Frequencies and Coupled Bending-Torsion Modes of Highrise Buildings", Proc. 7th World Conference on Earthquake Engineering, Istanbul 1980, Vol. 7, P. 437-440.
2. Luz, E., Gurr-Beyer, C., Stöcklin, W., "Experimental Investigations of Natural Frequencies and Modes of the HDR Nuclear Power Plant by Means of Microtremor Excitation", Proc. 8th World Conference on Earthquake Engineering, San Francisco 1984, Vol. VI, P. 977-984.

# MEASURED AND CALCULATED MODE SHAPES OF THE KOCHER-BRIDGE

		FREQUENCIES [HZ]		
		CALCULATED		
MEASURED	MODE NO	Version1	Version2	Version3
	1	0,078		
	1A	0,117	0,1384	0,1291
	2	0,172		
	2A	0,203	0,2261	0,2050
	3	0,281	0,3083	0,2868
	5	0,453	0,3993	0,3812
	8	0,672	0,5424	0,5208
	11	0,938	0,7693	0,7359
	14	1,22	1,4063	1,4063
	15	1,37		1,5631
	16	1,58	1,2931	1,2750
	18	1,72		1,9823
	19	1,97	1,4248	1,3602
	20	2,31		3,0819

LUMPED-MASS METHOD



PRELIMINARY TEST  
LOSS OF STIFFNESS DETECTED BY  
MEASURING OF MODE SHAPES

5600

STATE I "UNCRACKED" STATE

STATE II "CRACKED" STATE

MODE	MEASURED	PRESENT	FINAL	180	125
25	50	24			
28	25,8	172			
31	85	22			

