

Zeitschrift: IABSE reports = Rapports AIPC = IVBH Berichte
Band: 60 (1990)

Artikel: Reliability prediction for steel concrete composite bridges
Autor: Novozhilova, N. / Bistrov, V.
DOI: <https://doi.org/10.5169/seals-46510>

Nutzungsbedingungen

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften auf E-Periodica. Sie besitzt keine Urheberrechte an den Zeitschriften und ist nicht verantwortlich für deren Inhalte. Die Rechte liegen in der Regel bei den Herausgebern beziehungsweise den externen Rechteinhabern. Das Veröffentlichen von Bildern in Print- und Online-Publikationen sowie auf Social Media-Kanälen oder Webseiten ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. [Mehr erfahren](#)

Conditions d'utilisation

L'ETH Library est le fournisseur des revues numérisées. Elle ne détient aucun droit d'auteur sur les revues et n'est pas responsable de leur contenu. En règle générale, les droits sont détenus par les éditeurs ou les détenteurs de droits externes. La reproduction d'images dans des publications imprimées ou en ligne ainsi que sur des canaux de médias sociaux ou des sites web n'est autorisée qu'avec l'accord préalable des détenteurs des droits. [En savoir plus](#)

Terms of use

The ETH Library is the provider of the digitised journals. It does not own any copyrights to the journals and is not responsible for their content. The rights usually lie with the publishers or the external rights holders. Publishing images in print and online publications, as well as on social media channels or websites, is only permitted with the prior consent of the rights holders. [Find out more](#)

Download PDF: 11.02.2026

ETH-Bibliothek Zürich, E-Periodica, <https://www.e-periodica.ch>

Reliability Prediction for Steel Concrete Composite Bridges

Diagnostic de la fiabilité des ponts mixtes acier-béton

Sicherheitsprognose von Brücken in Verbundbauweise

N. NOVOZHILOVA

Professor
Leningrad, USSR



N. Novozhilova, born 1924, graduated from the Novosibirsk transport engineering institute. She was the chief of reliability laboratory at the Leningrad bridge research institute till 1978, then the chief of the bridges section in Leningrad building-engineering institute, since 1989 she is a professor.

V. BISTROV

Cand. Eng. Sc.
Leningrad, USSR



V. Bistrov, born 1938, graduated from the Leningrad building-engineering institute, then worked as an engineer in the field of bridge construction and tunnels, since 1969 he was involved in problems of improvement of steel concrete bridges and their reliability. In 1989 he was elected the chief of the bridges section in Leningrad building-engineering institute.

SUMMARY

The paper considers the spectrum of unstationary loading by applying live testing and operating loads to steel concrete composite continuous girders of highway bridges. The article interprets theoretically some experimental laws obtained. The analysis of the actual stress-strain state was done and the key details which are responsible for the bridge structures fatigue failure and reliability were established.

RÉSUMÉ

On a examiné les spectres du chargement non stationnaire des travées continues de ponts-routes de type mixte acier-béton, par mise en place des charges de service et des surcharges d'essai. On donne une interprétation de quelques lois expérimentales en découlant. On a présenté l'analyse de l'état réel des contraintes et des déformations; on a en outre établi les données-clés responsables de la fiabilité et de la rupture à la fatigue des structures de pont.

ZUSAMMENFASSUNG

Das Spektrum der beweglichen Lasten auf Durchlaufträger in Verbundbauweise bei Autobahnbrücken wird behandelt. Einige Versuchsresultate werden theoretisch begründet. Die vorhandenen Spannungen und Dehnungen, welche für die Ermüdungssicherheit massgebend sind, werden ermittelt.



A considerable number (more than 110 units) of operated steel concrete composite bridges with continuous girders and the free beams within span-length range from 33 to 147 metres were tested in field and their stressed-strained state was investigated by using of theoretical-design methods realized by means of electronic computers. It resulted in the most dangerous members and the "key details" which are responsible for structure's fatigue failure and reliability were established.

Those structure's characteristics depends on the properties of materials, the types of joints, the design standards and the quality of work. Above mentioned bridge structures were designed in according to the USSR normative documents and standard projects which have been applying for 1950-1990 years. Some of them were adapted to the particular local conditions.

The serviceability resources for the bridges can be estimated most completely by assessing of unstationary load effect with dynamic components selected out and studying of operating loading conditions. But this estimation also depends on spatial working of wide bridges either on features of bridge deck constructions.

It has been established in our previous studies [1...4] that particular attention should be given to the most dangerous parts of construction such as the steel beam lower flange within zones of assembly joints, the upper flange extended within zones with negative values of bending moments for continuous girders and also the zones with variable signs of efforts (fig.1,e,2-2). The reinforced concrete slab in these zones of composite bridge arouses an especial interest for it's working and for a stressed-state of reinforcement. The efforts in slab members can be increased considerably because of rough carriage way, impact factors of expansion joints and others.

In spite of the fact that theoretical and experimental data confirming a considerable safety margin for standard reinforced concrete slabs from static loads was obtained recently, it is the slab which often determines the serviceability resources for absolute majority of composite bridges [1,2]. This fact is explained by not only concrete slab working together steel beam, but also by its working under local loading. Besides that the slab is subjected various environmental effects during its lifetime protecting the steel girders from this effect or taking it easier.

The results obtained by testing of two continuous composite girders of big bridge across the river Shelon built in 1963 are shown in diagram of stress probability density. (fig.1...3). She places of installations electric resistance gauges are marked with letter "D" in diagram.

The girders with riveted and welded joints made with $R_{yN}=350$ MPa steel adjointed the slab made of concrete B 30 except zones above the piers by means of stiff connectors. The thickness of slab varies from 0,14 to 0,21 metres.

7 heavy trucks "CAMAZ"-5511" weighing from 190 to 192 kN were used as a testing load. They moved in columns in according to the test programm with velocities $V=5,56 + 16$ m/s. with intervals between them from 30 to 100 metres.

The rough surface of carriage way was simulated in order to obtain the frequency of stress distribution. Unevenness was created

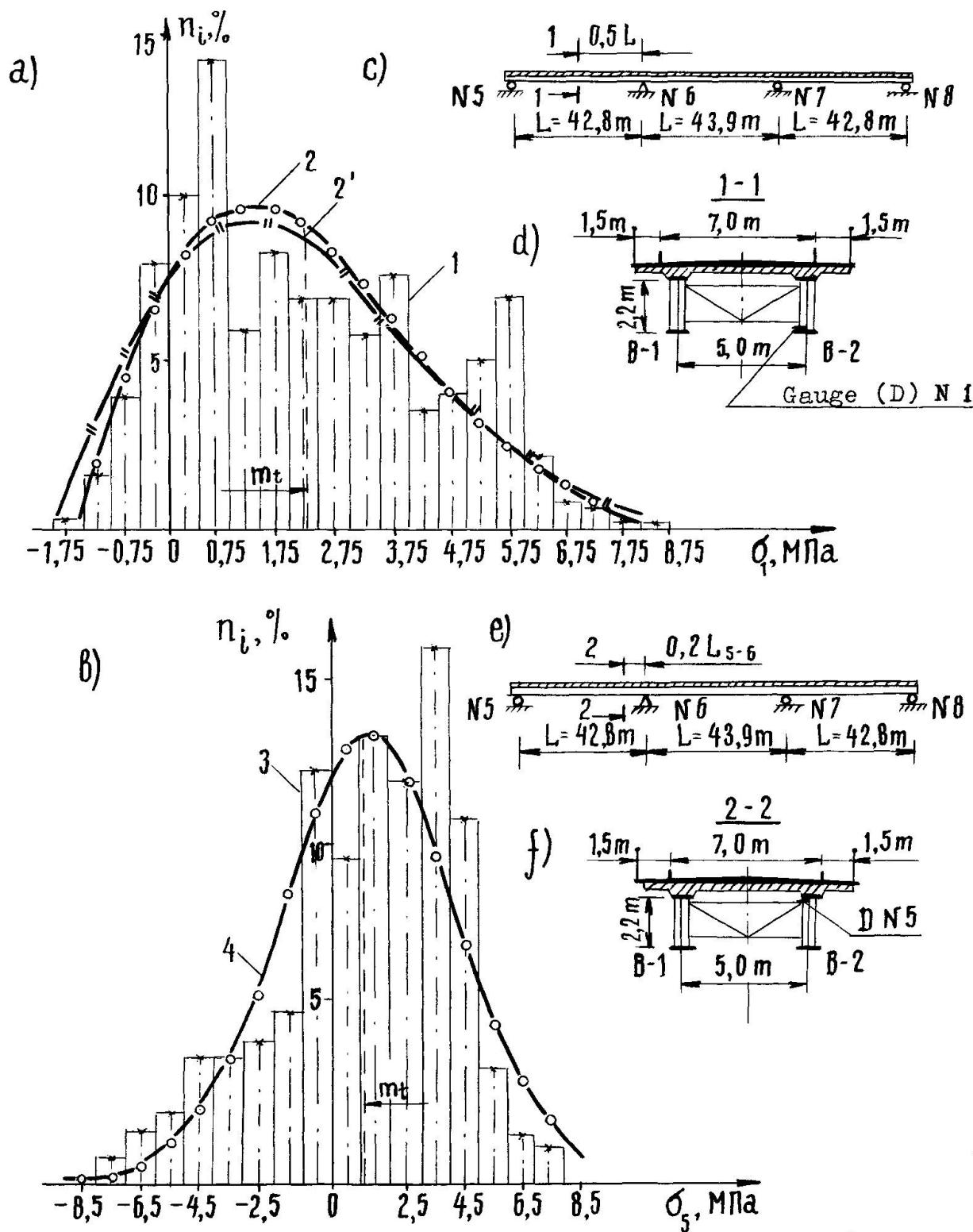


Fig. 1. The diagrams of stress probability density (σ_i) in the lower (a, section 1-1) and upper (b, 2-2) flanges of the bridge girder: 1,3 - in according to the experimental data; 2, 2', 4- the theoretical curves for the distribution Vaybull, Relay laws and normal; c,e and d,f - the diagrams and cross-section of structures.



by means of placing wooden planks 150x50 mm. Besides the currents of transit transport passing across the bridge in operating order were used also as a dynamic load.

The live load accounted for 88% for the design load and caused the maximum deflection equal 34 mm (1/1260). The constructive corrections for stresses from static load for considered sections didn't exceed the value equal one.

The oscillograms were treated by means of electronic analyser F-014. The obtained data were stored on computer to establish their probability characteristics. The dynamic characteristics of composite girders according to various velocities V (5,56-16 m/s) were established. The dynamic coefficient ($1+M$) varies from 1,26 to 1,80; the free oscillation frequency ω_0 from 2,87 to 3,33 Hz; the repetition time of free oscillation from 0,348 to 0,298 s; the logarithmic decrement of attenuation δ from 0,50 to 0,65.

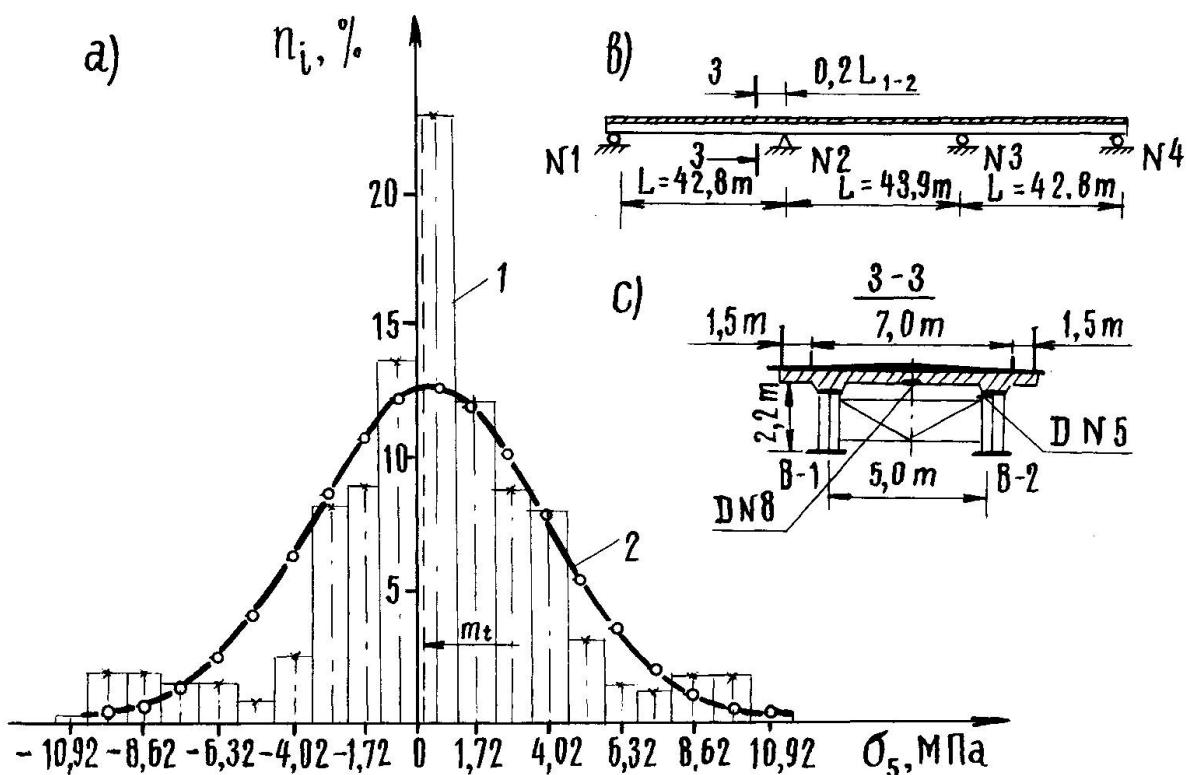
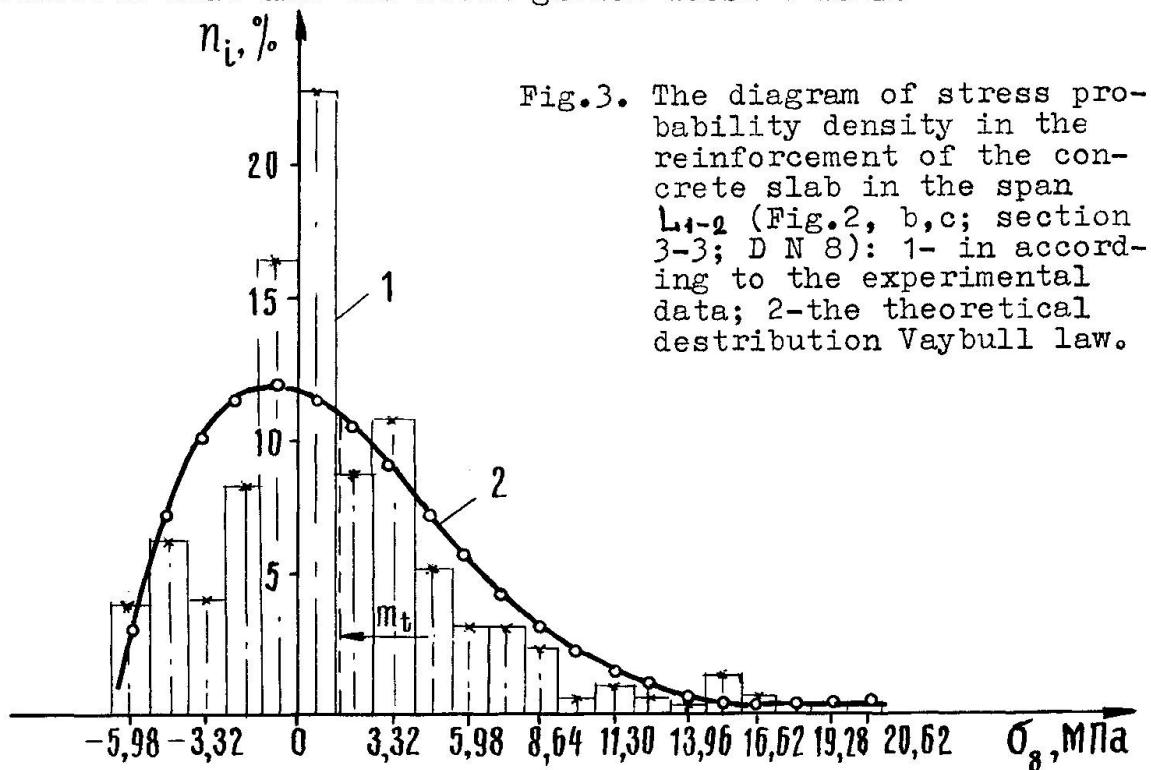


Fig.2. The diagram of stress probability density (n_i) in the upper flange of the bridge girder B - 2 in the span L_{1-2} (section 3-3): 1 - in according to the experimental data; 2 - the theoretical distribution normal law.

As it was the velocity 5,56 m/s, that caused the maximum stresses, the represented diagrams describes, the truck passage both along the upstream part (fig.1) and along two parts (fig.2) of carriage way with velocity 5,56 m/s mainly. The maximum measured tensile stresses in the lower flange of the girder B-2 in the span L_{5-6} from the testing load (fig.1,a) don't exceed 9 MPa. The mathematical expectation of approximative curve $m_t = 2,35$ MPa; the standard deviation $\sigma_t = 2,13$ MPa; while the maximum stress from the design static load in this section totals 215,5 MPa. In fact the stresses in that section change from 224 to 214 MPa with the asymmetry cycle coefficient $p = 0,90 \dots 0,95$.

The upper flange within section 3-3 shown in fig.2B works practically in symmetrical cycle both from the column of testing load (fig.1,b) and from the current of transit traffic loads (fig.2,a). The measured stresses can be approximated by the law of normal distribution, but the stress amplitude from transit traffic was greater and equal $\pm 10,925$ MPa. It resulted in the strong asymmetry cycle coefficient equal $=-0,40$ taking into account the load in the most dangerous case.

It can be derived from the represented studies, that various loading considerably influences the upper flange work in the zone with negative values of bending moments for continuous composite girders especially when the connection between the reinforced concrete slab and the steel girder doesn't work.



The obtained stress distribution in the extended slab reinforcement for section 3-3 is shown in fig.3. There was used the same load as for the girder upper flange. The asymmetry experimental diagram is approximated by Vaybull distribution low with the mathematical expectation $m_t = 1,49$ MPa and the standard deviation $\sigma_t = 4,61$ MPa. It shows high-stressed slab work under dynamic local loading. The tensile stresses in the reinforcement from the permanent load were equal 11,9 MPa while they were changed from 32,5 to 5,9 MPa from live load. The coefficient $\beta = 0,18$ is close to the pulsating cycle which is unfavourable for the reinforced concrete structure fatigue. It is the value of coefficient which causes the most rapid loss of the slab safety margin inspite of the fact that the stresses in the reinforcement don't amount to the fatigue limit.

It can be pointed out that the considered analysis results of composite girders reliability correspond to an average statistical structure and don't take into account both the real values of the stress concentration coefficient β for joints and the possibility of their increasing because of some defects. This correc-



tion was provided by carefull monitoring and surveillance of every individual considered structure.

The serviceability resources estimation for the composite girder can be established by using the formula T/T_e expressed in cycle units [3]. However the approximation law should be corrected as this formula was derived by means of the law of normal stress distribution.

$$\frac{T}{T_e} = \frac{N_o e^{b\sigma_o}}{\sqrt{2\pi} b \sigma_t e^{0.5(b\sigma_t)^2} [\Phi(\sigma_{max}/\sigma_t - b\sigma_t) + \Phi(b\sigma_t)] + 1} \quad (1)$$

where $\Phi(\sigma) = 1/\sqrt{2\pi} \int_0^\sigma e^{-u^2/2} du$ - the Laplas function calculated by the tables;

σ_t - the standard deviation of the stress distribution probability curve;

N_o, b, σ_o - the experimental parameters depending on the joint type and the durability of steel, for example for the assembly joint of the girder flange $N \leq 0,886 \times 10^6$ cycles; $b=0,296$; $\sigma_o=187,0$ MPa;

σ_{max} - the maximum stress, MPa;

T_e - the effective repetition time for the process with the appointed frequency ω is equal $T_e = 2\pi/\omega$.

1. Bistrov V.A. The improvement of the structures and designs of the steel concrete composite bridges.- L.: The Leningrad University publishing house, 1987. -185 p.
2. Novozhylova N.I., Bistrov V.A., Shaykevich V.L. The reliability prediction for the steel and composite bridge structures: the educational textbook. L.:LISI, 1989.-36 p.
3. Novozhylova N.I. The metal fatigue of the bridge structures and the methods of its calculation: the educational textbook. L.: LISI, 1985.-36 p.
4. Bistrov V.A. The loading regimes of the steel concrete composite highway bridges with the aim of estimation of its reliability // The problems of bridge structures reliability: The science works collection. L., 1984. p.16-23.