

Zeitschrift: IABSE reports = Rapports AIPC = IVBH Berichte
Band: 83 (1999)

Artikel: Dynamical load factor for highway bridge decks with pavement irregularities
Autor: Santos da Silva, José Guilherme
DOI: <https://doi.org/10.5169/seals-62887>

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: 02.04.2026

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



Dynamical Load Factor for Highway Bridge Decks with Pavement Irregularities

José Guilherme SANTOS DA SILVA
Visitor Professor
UERJ/FEN/MECAN
Rio de Janeiro, Brazil

José Guilherme Santos da Silva, born 1965, received his D.Sc. degree in civil engineering-structures from PUC-Rio. His research interests include structural dynamics and solid mechanics.

Summary

Since long time the dynamical actions of moving vehicles on bridge decks have been present in structural engineering concerns. In the last few decades the scientific community has started a continuous effort on the study of the dynamical effects on bridge superstructures due to the vehicle traffic on irregular pavement surfaces. In design practice, most of the technical recommendations use a dynamical load factor applied to the vehicle static effects to take into account all the dynamical actions. One presents now the results of a study to verify the extension of the dynamical effects, displacement and stresses, on highway bridge decks, due to vehicles crossing on the rough pavement surface defined by a probabilistic model.

Keywords: bridge structural dynamics, highway bridges, bridge pavement roughness.

Abstract

Since the late 80's, many efforts have been taken to study the dynamical effects on highway bridge decks due to the interaction of the vehicle suspension flexibility with the irregular pavement surface. Several studies have made evident that such effects are much more important than those for a smooth vehicle movement on the bridge [1,2,3,4].

In design practice, the displacements and stresses of the dynamic actions are taken in account, in general, by means of a dynamical load factor (DLF) applied to the static effects of the moving vehicles. In most of the countries, including in Brazil, the code recommendations propose formulas to evaluate the DLF based only on the bridge span length.

In addition to these points, field reports say that some bridges have been submitted to excitation levels, under usual traffic conditions, which have deteriorated their service conditions and structure durability; this can be an indication of under conservative DLF. So, it is desirable to have the problem parameters quantitatively evaluated to better estimate their participation in the structure disruption and to review quantitatively the definition of the DLF for lower quality pavement surfaces.

This ensemble of papers that have been published since then made evident that the dynamic effects produced by the oscillation of the vehicle vs. rough pavement interaction force is a main factor in establishing the DLF value [4,5,6,7,8,9].

In this work one considers a probabilistic definition for the pavement irregular profile and a mathematical structural model which includes the interaction between the dynamical properties of the vehicle with those of the bridge. The moving load is formed by an infinite train of similar

vehicles regularly spaced and running at constant speed, in such way to obtain steady-state mean maximum response quantities of the bridge deck, which are necessary to a fatigue analysis of the deck material; one also considers the generation of a number of pavement surface profiles sufficiently large to sustain a statistical treatment of the results [4,5,8,9].

This analysis methodology is applied to reinforced concrete beam decks, continuous on several supports, with overhangs and with constant box cross section and one observes the node displacements and member stresses where the maxima occurs. A parametric study is developed and one concludes proposing a review on the evaluation of the DLF and on qualitative and quantitative aspects of the problem and the attitudes concerned with bridge design and maintenance.

The main point in this work is the magnitude of dynamical effects relatively to the static values. The roughness of an excellent pavement surface produces response quantities, displacements and stresses to as the bridge deck, that can reach magnitudes to the same order of those due to the static effect of a train of vehicles long enough to load all the bridge. These magnitudes are many times greater than that due to the load mobility alone [10].

References

- [1] Ramalho, F. N. M. and Roehl, J. L., “Ações Dinâmicas em Pontes Rodoviárias com Defeitos na Pista”, X CILAMCE, Iberian Latin-American Conference on Computational Methods in Engineering, 1989.
- [2] Sedlacek, G. and Drosner, St., “Dynamik bei Brücken”, Baustatik Baupraxis, Universität. Hannover, 1990.
- [3] Wang, T. L. and Huang, D., “Cable-Stayed Bridge Vibrations due to Road Surface Roughness”, *ASCE, J. Struc. Engr.*, Vol. 118, n.º 5, pp.1354-1374, 1992.
- [4] Silva, J.G.S., “Análise Dinâmica Não-Determinística de Tabuleiros de Pontes Rodoviárias com Irregularidades Superficiais”, D.Sc. Thesis, Departamento de Engenharia Civil, PUC-Rio, 1996.
- [5] Silva, J.G.S. and Roehl, J.L., “Dynamical Analysis of Bridge Decks with Irregular Pavement Surface Defined by a Profile Spectral Density”, XVII CILAMCE, Iberian Latin-American Conference on Computational Methods in Engineering, 1996.
- [6] Silva, J.G.S.; Roehl, J.L., “Probabilistic Formulation for the Analysis of Bridge Decks with Irregular Pavement Surface”, VII DINAME, International Conference on Dynamic Problems in Mechanics, 1997.
- [7] Calçada, R.; Cunha, A., “Stochastic Modeling of the Dynamic Behavior of Bridges under Traffic Loads”, IV WCCM, Fourth World Congress on Computational Mechanics, 1998.
- [8] Silva, J.G.S.; Roehl, J.L., “Ações Dinâmicas em Tabuleiros de Pontes Rodoviárias Provenientes das Irregularidades do Pavimento”, III SIMMEC, 3^o Simpósio Mineiro de Mecânica Computacional, In portuguese, 1998.
- [9] Silva, J.G.S.; Roehl, J.L., “Parametric Study of Highway Bridge Decks with Irregular Pavement Surface”, PACAM VI, VI Pan American Congress of Applied Mechanics and VIII DINAME, International Conference on Dynamic Problems in Mechanics, 1999.
- [10] Silva, J.G.S.; Roehl, J.L., “Dynamical Actions on Bridge Decks due to a Train of Vehicles”, IV WCCM, Fourth World Congress on Computational Mechanics, 1998.