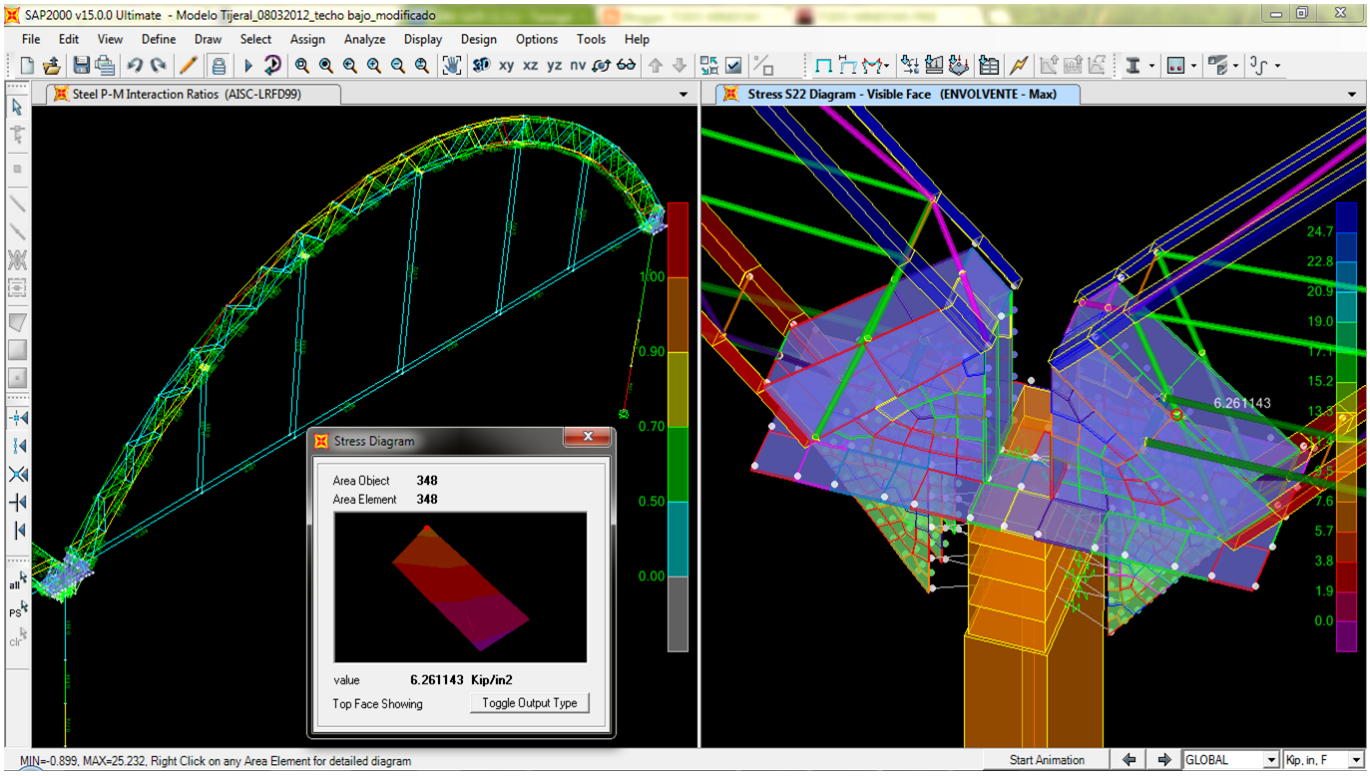
Csi Bridge V15 Crack Download



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In the model, the small vertical deflections of the precast segments of the I-beam bridge that are used to attach the precast segments are neglected. This model can be used to estimate the seismic requirements of such bridges in order to examine whether seismic strengthening is required. For the precast I-beam bridge of Japanese Design Condition I~1~ (Japanese Design Institute, [2018](#jmi12995-bib-0001){ref-type="ref"}), the shear force resisting the lateral force acting on the bridge in an

earthquake is modelled. This model can be applied to several types of double-bearing bents, but has the assumption that the precast segments of the bridge are vertical and remain as is during the earthquake. The model shows that the longitudinal motion of the I-beams and precast segments needs to be taken into account to understand the response of the bridge. However, it assumes that a girder bridge has no vertical deflections. The segment's longitudinal deflections are small, so that the vertical deflections of the precast segments can be neglected. When the vertical deflections of the precast segments are neglected, the load that is acting on the bridge surface becomes an equivalent live load in the model. In this case, the equivalent load is greater in the bridge girder, which may affect the model's estimation of the seismic performance of the bridge. The relation between the lateral force and the shear force resisting the lateral force in the model is the same as that for a monolithic concrete bridge. For the I-beam bridge of Japanese Design Condition I~1~, the vertical displacements of the precast segments are 0.024 mm and 0.16 mm at peak ground acceleration (PGA) of 1 and 2 g, respectively, which are in the order of the design limit. The shear force resisting the lateral force is 0.15% of the live load. The proportions are 10 and 30 times greater than those of the concrete bridge. These vertical displacements increase with the PGA. The increase in the shear force resisting the lateral force is 6 times greater than that of the concrete bridge, and the proportion of the shear force resisting the lateral force increases with the PGA. The Japanese Design Institute has a design guidebook for the live load of the Japanese Design Condition I~1~, but this does not include a design guidebook for the seismic performance. Moreover, the effect of vertical displacements of the pre 82157476af