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Expert System for Maintenance and Rehabilitation of Concrete Bridges

Système expert pour la maintenance et la restauration de ponts en béton

Expertensystem für Unterhaltung und Sanierung von Betonbrücken

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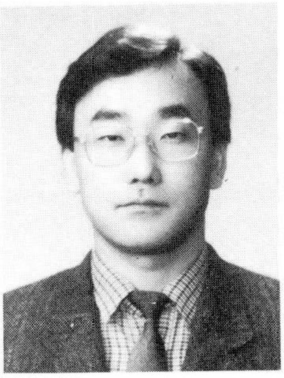

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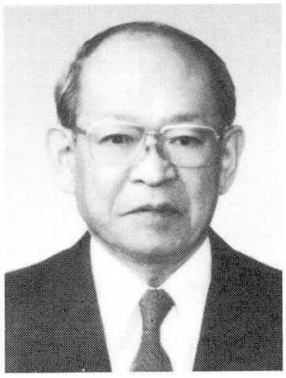

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SUMMARY
The present paper aims to introduce a newly developed expert system which is capable not only of various inferences and judgements for maintenance but also of output of consultation results on repair and rehabilitation techniques. Moreover, its application to some reinforced concrete T-beam bridges in service is also considered. For the construction of the knowledge base including the subjective information related to bridge rating, a concept of the basic probability according to the Dempster & Shafer's theory was adopted to deal with it. The final results produced by this system are considered to be represented by five elements expressed by linguistic expressions with the fuzziness value which is the degree of subjective uncertainty.

RESUME
Cet article décrit un système expert, de type base de connaissance, pour la détermination de l'aptitude à l'utilisation de ponts en béton. Le présent système applique les concepts des probabilités de base selon la théorie de Dempster et Shafer pour tenir compte des informations subjectives relatives à l'évaluation du pont. Les rèsultats finaux obtenus avec ca système sont considérés comme étant présentés avec cinq éléments exprimés par des expressions linguistiques avec une valeur vague qui est la degré d'incertitude subjective.

ZUSAMMENFASSUNG
Diese Abhandlung beschreibt ein wissensbasiertes Expertensystem für die Wartbarkeitsbewertung von Betonbrücken. Das vorliegende System verwendet die Konzepte der grundlegenden Wahrscheinlichkeit nach der Theorie von Dempster & Schäfer zur Handhabung der mit der Brückenbewertung zusammenhängenden Informationen. Für die durch dieses System erhaltenen Endergebnisse wird angenommen, dass sie mit fünf Elementen dargerstellt werden, die durch sprachliche Ausdrücke zusammen mit dem Verschwommenheitswert, dem Grad der subjektiven Ungewissheit, ausgedrückt werden.

1. INTRODUCTION

The necessity of developing a computer-aided bridge rating system has been pointed out for maintenance, diagnosis, repair and rehabilitation of existing bridges. There are multiple processes of damage with a number of damage factors in existing bridges in service. The major part of bridge rating which is the kernel of bridge maintenance system has been constructed based on the subjective judgment of experts in the related fields. By considering that there is a lack of experts in the increasing field of bridge maintenance and for the exact diagnosis of bridge conditions, the systematization of bridge rating including the subjective information of bridge engineers such as professional experience, knowledge on bridge rating, etc. has become an important problem.

In this paper, an expert system for serviceability rating of concrete bridges (Bridge Rating Expert System) is developed based on a combination of several components which are the knowledge base including the subjective information related to the rating, the inference engine, the data reference module, the calculation module, the explanation module, the knowledge acquisition module and the I/O module. The computer system and main language which is used in the expert system are the PC-9801VX41 personal computer made by NEC Corporation, Japan and PROLOG and C languages, respectively.

For the construction of the knowledge base including the subjective information related to the rating, it is an unavoidable problem in dealing with subjective informations which cannot be allotted binary codes such as true or false. As a remedy to this problem, a concept of the basic probability according to the Dempster & Shafer's theory is introduced in the present system. The upper probabilities in the Dempster & Shafer's theory to introduce experiences and knowledge accumulated into the knowledge base are obtained through questionnaires sent out to bridge experts.

The results of the rating at the final stage produced by this system are considered to be represented by five elements expressed by the linguistic expressions "safe" "slightly safe" "moderate" "slightly danger" "danger" with the fuzziness value which is the degree of subjective uncertainty.

A few concrete bridges on which field data have been collected are analyzed to demonstrate the applicability of this expert system. Through the application to the deteriorated reinforced concrete bridge girders and slabs, reasonable results are obtained by inference with the expert system.

2. SYSTEM DESCRIPTION

The Bridge Rating Expert System is a newly developed microcomputer knowledge-based system which is capable of various inference and judgment. The general feature of this expert system is illustrated in Fig.1. As shown in Fig.1, the expert system consists of seven main components: the knowledge base system, the inference engine, the data reference module, the calculation module, the explanation module, the knowledge acquisition module and the I/O module.

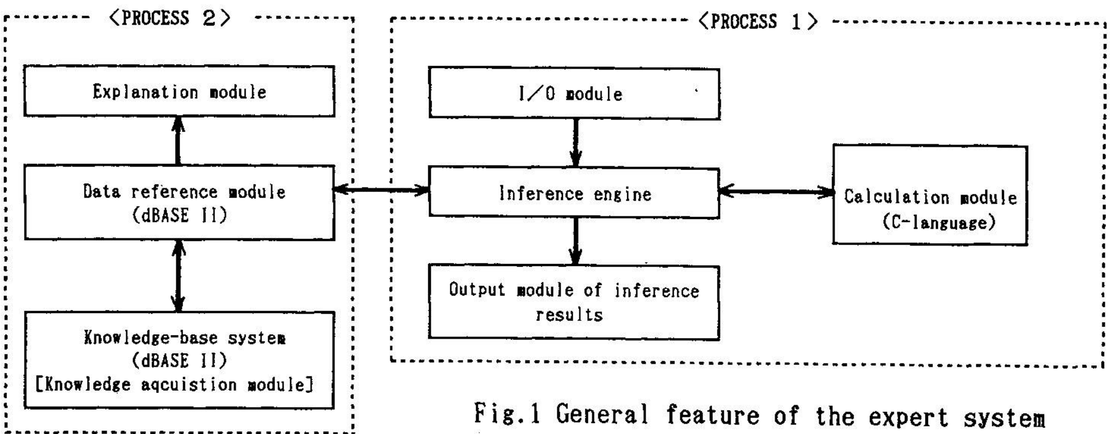

Fig.1 General feature of the expert system

2.1 Establishment of Rating Process and Treatment of Subjective Information

To develop a practical knowledge-based expert system for serviceability rating of concrete bridges, it is necessary not only to establish a diagnostic process model that can capture most of the available information about bridge rating but also have a rule in dealing with subjective information of bridge engineers such as professional experience, knowledge on bridge rating, etc.

In order to construct a diagnostic process model in the knowledge processor of the inference engine, the relations among causes of deterioration of structural serviceability (judgment factors) are represented by a global hierarchical form which has serviceability for slabs and main girders, respectively as the final goal. As an example, Fig.2(a)&(b) illustrates a part of the hierarchy structure of rating process at the final stage and a sub stage for main girders. This means that the serviceability of a main girder(final goal) is evaluated by a combination of "load carrying capability" and "durability" which are the two highest sub goals(Fig.2(a)). The "degree of flexural cracks" which is one of the lower sub goals is evaluated with a combination of "degree of water leakage and free lime deposition", "degree of freezing and thawing action", "degree of corrosion progress of reinforcing bars", "corrosion level of reinforcing bars" and "degree of cracking" which are the five goals involving the evaluated results from eleven basic factors(Fig.2(b)). The hierarchy structure consists of 11 sub goals, 23 goals and 34 basic factors for slabs and 10 sub goals, 17 goals and 30 basic factors for main girders. On the other hand, in order to develop a rule in dealing with subjective information of bridge engineers, a concept of the basic probability according to the Dempster & Shafer's theory is introduced in the knowledge base of the Bridge Rating Expert System. The upper probabilities in the Dempster & Shafer's theory[1] to introduce experiences and knowledge accumulated into the knowledge base are obtained through questionnaires consisting more than 400 questions concerning both slab and girder sent out to bridge experts[2]. The knowledge base consists of general facts, a set of production rules for storing the empirical knowledge and a series of knowledge fields which is in the form : [<series of basic factors>, <series of conditions>, <series of basic probability; m({x})>, <series of message number corresponding to the explanation module>].

In determining the value of the above-mentioned basic probabilities, m({x}), it is deemed effective to base on opinions extracted from questionnaires sent out to bridge rating experts as the bridge engineer's knowledge is considered to be transferred to the knowledge base of the expert system. Considering the case when a group of bridge experts make a diagnosis on a structure, the scattering of individual diagnosis may be regarded as the fuzziness of diagnosis by the group, which may be measured quantitatively by the standard deviation in the case of numerical estimation of the specified factor of a target structure. As an example, the questionnaire has a format in which each item is rated with points ranging between 0 to 100 and the following marks were added as notes:

25 : danger(possible necessity of repairs or strengthening)
75 : safe (nothing to be anxious about)
50 : moderate (middle of the two values above)

The questionnaire consists of a series of more than 400 questions which corresponded to the hierarchy structure of rating process for both slab and main girder. By using the average value and the standard deviation obtained by questionnaire results on each item, the soundness of a bridge, $\mu(x)$, will be given by the following equations:

$$\mu(x)=\exp[-\{(x-x_{ave})/\sigma_L\}^2] \qquad (x \leqq x_{ave})$$
$$\mu(x)=\exp[-\{(x-x_{ave})/\sigma_R\}^2] \qquad (x \geqq x_{ave}) \qquad (1)$$

where, x_{ave} is the average value, σ_L is the standard deviation of left side and σ_R is the standard deviation of right side.

Furthermore, the results of bridge rating are considered to be represented by five elements expressed by the linguistic expressions "safe", "slightly safe", "moderate", "slightly danger" and "danger", each of which is symbolized by **a**, **b**, **c**, **d** and **e**. The upper probability which reflects the element to those linguistic expressions is characterized by the soundness of a bridge as follows:

$$p^*(\{a\})=\mu(25)/\alpha,\quad p^*(\{b\})=\mu(37.5)/\alpha,$$
$$p^*(\{c\})=\mu(50)/\alpha,\quad p^*(\{d\})=\mu(62.5)/\alpha,\quad p^*(\{e\})=\mu(75)/\alpha \qquad (2)$$

where, p^* is the normalized basic(upper) probability and $\alpha=\max\{\mu(25), \mu(37.5), \mu(50), \mu(62.5), \mu(75)\}$

Fig.3 illustrates the relationship between the soundness of a bridge and the upper probability. When the average value, X_{ave} is greater than 75 points and less than 25 points, $\mu(x)=1.0$ is assigned to the upper probability for "safe" and to the upper probability for "danger", respectively.

The 15 kinds of basic probabilities can be obtained by solving the following equations which were formed based on the properties of basic probability:

$$\begin{aligned}
&m(\{a\})+m(\{a,b\})+m(\{a,b,c\})+m(\{a,b,c,d\})+m(\{a,b,c,d,e\})=p^*(\{a\})\\
&m(\{b\})+m(\{a,b\})+m(\{b,c\})+m(\{a,b,c\})+m(\{b,c,d\})\\
&\qquad +m(\{a,b,c,d\})+m(\{b,c,d,e\})+m(\{a,b,c,d,e\})=p^*(\{b\})\\
&m(\{c\})+m(\{b,c\})+m(\{c,d\})+m(\{a,b,c\})+m(\{b,c,d\})+m(\{c,d,e\})\\
&\qquad +m(\{a,b,c,d\})+m(\{b,c,d,e\})+m(\{a,b,c,d,e\})=p^*(\{c\})\\
&m(\{d\})+m(\{c,d\})+m(\{d,e\})+m(\{b,c,d\})+m(\{c,d,e\})\\
&\qquad +m(\{a,b,c,d\})+m(\{b,c,d,e\})+m(\{a,b,c,d,e\})=p^*(\{d\})\\
&m(\{e\})+m(\{d,e\})+m(\{c,d,e\})+m(\{b,c,d,e\})+m(\{a,b,c,d,e\})=p^*(\{e\})\\
&m(\{a\})+m(\{b\})+m(\{c\})+m(\{d\})+m(\{e\})+m(\{a,b\})+m(\{b,c\})\\
&\qquad +m(\{c,d\})+m(\{d,e\})+m(\{a,b,c\})+m(\{b,c,d\})+m(\{c,d,e\})\\
&\qquad\qquad +m(\{a,b,c,d\})+m(\{b,c,d,e\})+m(\{a,b,c,d,e\})=1.0
\end{aligned} \tag{3}$$

Table 1 shows an example of calculation results of basic probability based on some items of the questionnaires.

In the rating process of structural serviceability conformed to the hierarchy structure, the combination of some basic probabilities retrieved from the series of knowledge fields are performed in each level of goal and sub goal. To unify the basic probability, the Dempster's rule of combination[1] is expressed as the following equation:

$$m(A_k)=\frac{\sum_{A_{1i}\cap A_{2j}=A_k} m_1(A_{1i})\cdot m_2(A_{2j})}{1-\sum_{A_{1i}\cap A_{2j}=\phi} m_1(A_{1i})\cdot m_2(A_{2j})} \quad (\text{where, } A_k\neq\phi) \tag{4}$$

And, the rating at the final stage will be performed by selecting the element a_i which corresponds to the maximum estimated value $M(a_i)$ given by the following equation and then the judgment is given on the screen display of the system:

$$M(a_i)=\sum_{a_i\in A_k}\frac{m(A_k)}{N(A_k)} \quad (i=1,2,\cdots n) \tag{5}$$

where, $m(A_k)$ is the basic probability for the set A_k and $N(A_k)$ is the number of elements in a set A_k.
Furthermore, since it may be considered that the degree of fuzziness is larger when a large mass of basic probability is able to move in a wider range, the fuzziness, F, of the assessment will be given by the following equation:

$$\begin{aligned} F&=\sum_{A_k} m(A_k)\cdot s(A_k)=\sum_{A_k} m(A_k)\cdot[\{N(A_k)-1\}\cdot dx]\\ &=\sum_{A_k} m(A_k)\cdot[\{N(A_k)-1\}/(n-1)]\end{aligned} \tag{6}$$

where, $s(A_k)$ is the allotted movable distance for the basic probability of a set A_k and $dx=1/(n-1)$ is the distance between adjacent elements on the abscissa.

2.2 Flow of Inference

Both forward and backward reasoning are used as the inference engine in the present expert system shown in Fig.1. The flow of reasoning in the inference engine of the expert system is shown in Fig.4[3]. The inference is performed separately on the slab and the main girder of a target bridge aiming at the diagnosis of the serviceability as a final goal along the flow of Fig.4. Therefore, two kinds of knowledge-base system are prepared for slabs and main girders, and are read immediately before diagnosis starts.

In the flow of inferences shown in Fig.4, the forward reasoning process will continue until the arrival at the data item(basic factor) stage, for which the advanced inferences are difficult to perform. For example, an answer of "yes" or "no" for the deposition of free lime in reinforced concrete bridges halts any further inference. For such items(basic factors), suitable basic probabilities are assigned as an opinion from a series of knowledge fields and are joined

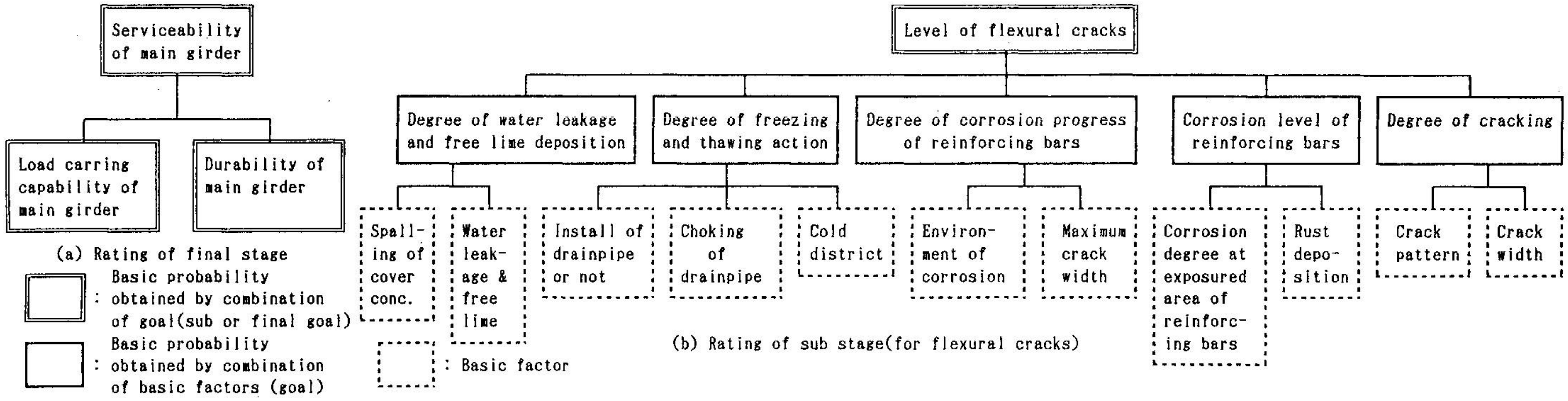

Fig.2 Example of hierarchy structure of rating process (for main girder)

Table 1 An example of calculation results of basic probability based on questionnaires

Case	Average score X_{ave}	Standard deviation σ_R σ_L	Basic probability														
			a	b	c	d	e	a,b	b,c	c,d	d,e	a,b,c	b,c,d	c,d,e	a,b, c,d	b,c, d,e	a,b,c, d,e
1	25.227	27.707 18.103	0.178	0.0	0.0	0.0	0.0	0.372	0.0	0.0	0.0	0.286	0.0	0.0	0.124	0.0	0.040
2	38.095	23.393 13.683	0.0	0.227	0.0	0.0	0.0	0.0	0.375	0.0	0.0	0.061	0.0	0.0	0.254	0.0	0.083
3	42.105	27.873 19.317	0.0	0.023	0.0	0.0	0.0	0.0	0.357	0.0	0.0	0.0	0.136	0.0	0.220	0.0	0.263
4	54.348	22.287 17.308	0.0	0.0	0.068	0.0	0.0	0.0	0.0	0.480	0.0	0.0	0.0	0.038	0.0	0.353	0.060
5	56.667	19.847 20.757	0.0	0.0	0.0	0.017	0.0	0.0	0.0	0.519	0.0	0.0	0.0	0.0	0.0	0.358	0.106

together at each goal. When all data reaches this state, forward reasoning will be followed by backward reasoning. The basic probability is given in a set of production rules for storing the empirical knowledge according to the results of questionnaires or to the subjective judgment on them. During backward reasoning, the lower sub goal, which is necessary for inference of the higher sub goals pre-set previously, is retrieved, and the assigned basic probabilities are calculated and combined, and next asserted as a new fact clause. At the same time, using the new basic probabilities obtained from the higher sub goal, the estimated values for "safe", "slightly safe", "moderate", "slightly danger" and "danger" with the fuzziness value which is the degree of subjective uncertainty are calculated and picked out as outputs. Finally, the serviceability of a target bridge, which is set as a final goal, is diagnosed basing on the combination of the two highest sub goals, namely the "durability" and the "load carrying capability", and is picked out.

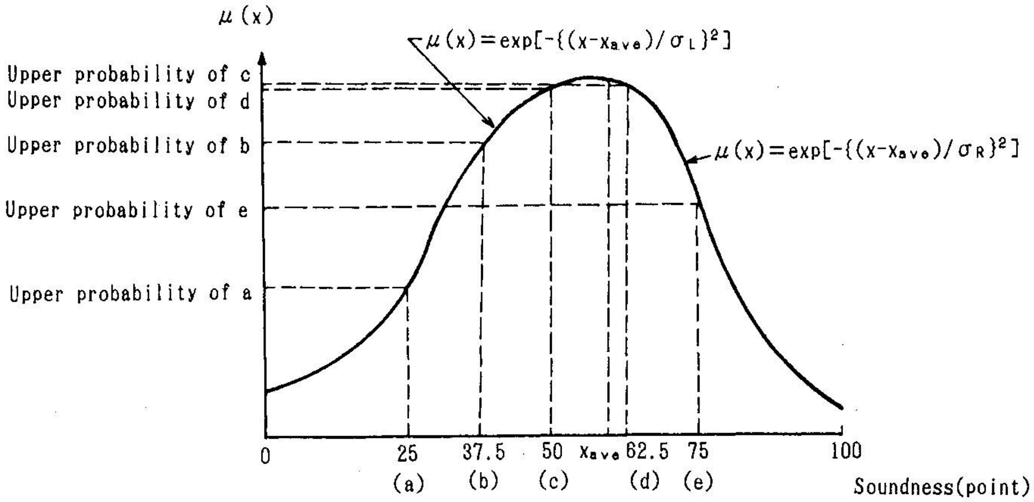

Fig.3 Relationship between soundness of bridge and upper probability

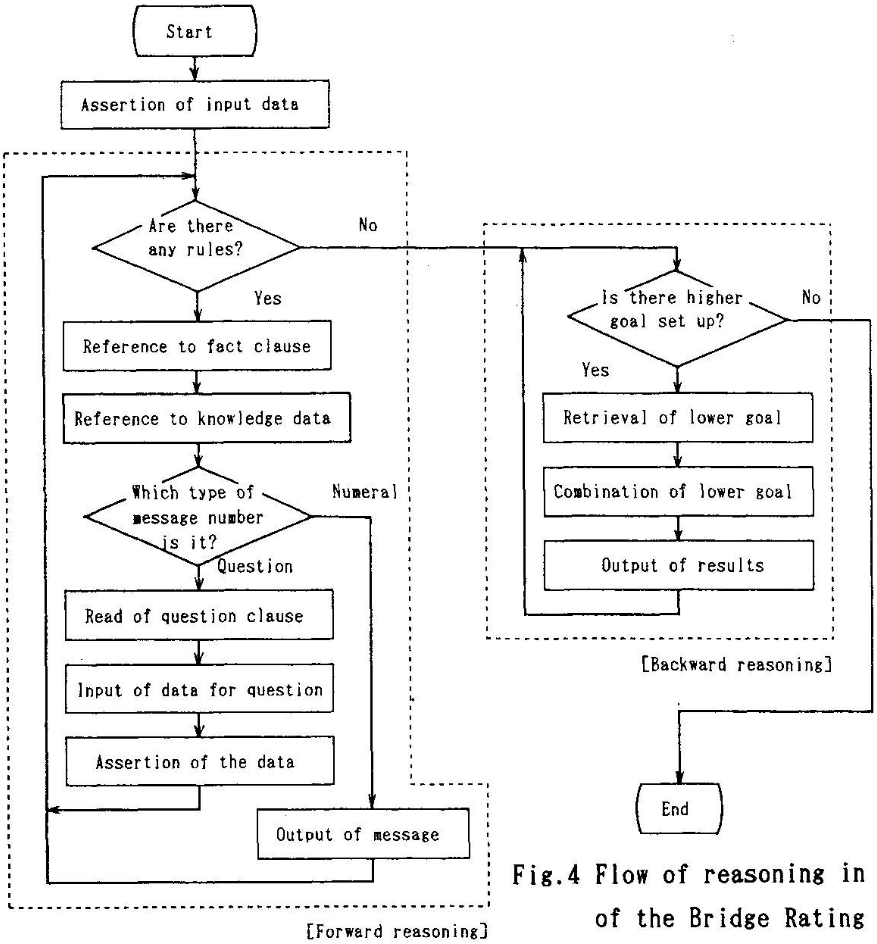

Fig.4 Flow of reasoning in inference engine of the Bridge Rating Expert System

3.APPLICATION OF EXPERT SYSTEM TO ACTUAL BRIDGE RATING

The Bridge Rating Expert System is verified for its effectiveness through the field testing on three kinds of reinforced concrete T-beam bridges[4].

3.1 Summary of Field Test Results

Three national highway bridges, Sakurabashi(constructed in 1933), Maenobashi(constructed in 1931) and Taitabashi(constructed in 1950), were selected for verification of the inference results because these bridges were about 40 and over 50 years old which is considered to be the design service life for concrete bridges. Table 2 shows the outline of the tested bridges.

3.1.1 Sakurabashi Bridge

Field observations show that the surfaces of each main girder were in poor condition where progressive deterioration due to cracks, spalls, water leakage, and free lime was observed. Especially, not only bending cracks but also shear cracks were found on side surfaces around the support. The maximum crack width of those cracks was more than 1.4mm. It was confirmed by means of the System Identification Method[4,5] on beam deflection under static test loading that the safety factors for shear failure of the main girder was lower than that of bending failure.

3.1.2 Maenobashi Bridge

Through superficial inspection of the main girders and slabs, cracks were not found unless approached closely, and factors affecting serious deterioration in durability and load carrying capability, such as the deposition of free lime and spalling of cover concrete were not observed throughout the structure except a few exposures of reinforcements. The bottom surface cracks of the slabs had a characteristic of being unidirectionally spread out with a maximum crack width of less than 0.1mm. On the other hand, bending cracks were found on the surfaces of each main girder and were generally less than 0.2mm in the maximum crack width. It was confirmed that the safety factors for the main girders for bending failure was smaller than of shear failure. Taking these into account, it was inferred that the girders and slabs were still in relatively sound condition which is similar to the superficial inspection results, namely, the soundness of Maenobashi bridge was judged as being approximately between "moderate" and "safe" with a small scattering. Material tests performed in a laboratory after the bridge site testing showed that the carbonation depth from the surface had an average value of 6.45cm. This figure shows that the durability of Maenobashi bridge is seriously low and special care has to be taken to check the increase of corrosion rate of the reinforced bars at cracked portions of the beams even though the bridge is not located in a corrosive environment.

3.1.3 Taitabashi Bridge

The bridge was located with the downstream surface facing the open sea. A progressive deterioration in the bottom surface cracks of slabs due to reinforcing bar corrosion was found during field observations. This assumption was based on the fact that a few rust deposition and free lime were observed on cracks throughout the structure. The maximum crack width in slabs was generally less than 0.3mm. And also, on the main girders, not only bending cracks but also corrosion cracks were noticed especially on the downstream surface. The maximum

Table 2 Outline of tested bridges

Bridge Name	Sakurabashi Bridge	Maenobashi Bridge	Taitabashi Bridge
Location	Mikazuki-cho,Sayou,Hyogo	Tanto-cho,Izushi,Hyogo	Hamasaka,Mikata,Hyogo
Route	Route 179	Route 426	Route 178
Total length	21.84m	45.80m	49.00m
Span	2@10.9m	5@9.16m	5@9.80m
Width	6.75m	5.50m	5.50m
Construction	1933(repaired in 1968)	1931	1950
Applied spec.	1926 Edition(2nd class)	1926 Edition(2nd class)	1939 Edition(2nd)
Bridge type	5 RC-T simple beams	4 RC-T simple beams	3 RC-T simple beams

crack width of those cracks was about 1.0mm. However, it must be noted that the bending effect was more dominant than the shear effect from the safety factor point of view. From these consideration, it was inferred that the girders and slabs were slightly danger condition, namely, the soundness of Taitabashi Bridge was judged as being approximately between "moderate" and "danger". The results of material test for concrete cores show that the compressive strength, the modulus of elasticity and the carbonation depth had an average value of $156 kgf/cm^2$, $1.14 \times 10^5 kgf/cm^2$ and 3.65cm, respectively.

3.2 Rating by Expert System and Discussions

The Bridge Rating Expert System is used to diagnose the three bridges described above. As an example, Table 3 shows the description of the bridge which is the initial input data(basic factor) for Taitabashi bridge to the expert system. Table 4 shows an example of a dialog between the expert system and a user extracted from the intermediate stage of the diagnosis of reinforced concrete T-beams(main girders) in Taitabashi bridge. The first question produced by the expert system side to the user concerns the present state of cracks caused in main girders. In the case of Taitabashi bridge, the answer is chosen as "flexural crack", "corrosion crack", "bond crack" according to the observed eminent crack modes in the bridge. Generally speaking, the so-called menu format was adopted where the user selects an answer from prepared multiple-choice suggestions. The following question is on the flexural cracks on which the observation from the most severely cracked girder was chosen as input. The feature of the cracks pointed out in this case are generally unidirectionally spread out, which leads to the answer "3rd stage" out of a choice of 8 stages presented in a menu format. For the input of a maximum crack width of "1.0mm", which surpasses well above the allowable limit, the system recommends that the cracks be repaired. In the following step, the target of questions is directed to the "condition of cracks along the flexural crack", and answers concerning the severe deterioration around the bottom and both side surfaces are required: "Are there any water leak and free lime deposited? " or "Are there any spalling of cover concrete ?". The answers for these are "considerably occurred" and "slightly occurred", respectively. Based on the answer for level of spalling, a further question is produced by the expert system: "What degree of reinforcement corrosion is there". By answering "severely corroded", the questions on the flexural cracks comes to an end.

In the next steps, the target of questions is moved forward from "corrosion crack" to " bond crack", and the answers are requested to be prepared on the same manner as that of flexural crack. When all questions are filled up the data(basic factors), and the assigned basic probabilities are combined, the inference results with the inferred causes at the final goal and each sub goal are listed on the screen display through the forward and backward reasoning as shown in Table 5(a)-(c).

From these tables, the "slab serviceability" as the final goal inferred from the "load carrying capability" and the "durability" is estimated to be support of the

Table 3 An example of initial input data for Taitabashi bridge to the expert system

Bridge name	Taitabashi	Location	Harbor and seaside zone,
Total length	49 m		Cold district
Width	5.2 m	Widening of bridge	Span 1: carried out
Number of main girder	3 girders		Span 2: not carried out
Span of main girder	9.8m		Span 3: not carried out
Span of slab	1.575 m	Slope of approach	Gentle
Thickness of slab	Span 1: 14.6 cm	Traffic signal near approach	None
	Span 2: 16.7 cm	Crack or caving of	Span 1: present
	Span 3: 15.5 cm	road surface	Span 2: none
Bridge Age	38 years old		Span 3: none
Bridge type	Simple beam	Flatness of road surface	Almost flat
Cross section	T type	Traffic volume	Large
Size of cross section	Large	Percent of large-sized truck	Little
Supporting condition	Simple support	Vibration	Small
Differential settlement	None	Handrail	Small cross section
Applied specification	1939	Cross beam	.Present
Bridge grade	2nd grade	Drainpipe	None
		Forming of honeycomb & popout	Occured partly

element(see Eq.(2)) of "slightly safe" for Maenobashi bridge and "moderate" for Taitabashi bridge. On the other hand, the "girder serviceability" is estimated to be support of the element of "slightly danger" for Sakurabashi bridge, "moderate" for Maenobashi bridge and "slightly danger" for Taitabashi bridge. To illustrate further, we investigate and analyze the estimated values at the sub goals(judgment factors) where the items related to the deterioration of serviceability along the rating process for main girder are as follow: The estimated results for the "flexural crack", "shear crack" and "corrosion crack" in Sakurabashi bridge are support of the element of "slightly danger" and "danger". Then, such estimation affects those for the "whole damage of main girder(element value=0.93)", and the "load carrying capability" and the "durability", which are the highest sub goals and the "girder serviceability" which is the final goal are estimated to be support of the element of "slightly danger(element value=1.0)" without "fuzziness"(see Table 5(a)). On the contrary, for Maenobashi bridge, the estimated results for all judgment factors except for "service condition" have a tendency to support the element of "slightly safe" and "moderate". Then, the "load carrying capability" and the "durability" are estimated to be support of the element of "slightly safe"(see Table 5(b)). Finally, for Taitabashi bridge, the judgment factors except for "design", "execution of work" and "service condition" are estimated to be support of the element of "slightly danger" and "danger". Because such estimation affects those for the abovementioned three factors, both the "load carrying capability" and the "durability" are estimated to be support of the element of "slightly danger (element value=1.0)" without "fuzziness"(see Table 5(c)). These conclusions coincide well with the results obtained through the field testing[4].

Table 4 An example of dialog between the Bridge Rating Expert System and user (for main girder of Taitabashi bridge)

Question and explanation from the Bridge Rating Expert System	Answer from user
What kind of cracks are there in main girders?	Frexural crack Corrosion crack Bond crack
[C: Vertical cracks are inferred as caused by bending moment]	
What level is the bending cracks?	3rd stage; a few cracks
What is the maximum crack width?	1.0 mm
[C: Cracks over 0.3mm wide are recommended to be repaired]	
Are there any water leakage & free lime near the cracks?	Occurred considerably
Are there any spalling of cover concrete near the cracks?	Occurred slightly
What degree of reinforcement corrosion is there near the cracks?	Severely corroded
What level is the corrosion cracks?	3rd stage; a few cracks
[C: Horizontal cracks parallel to longitudinal direction are inferred as caused by volume expansion of steel corrosion]	
What is the maximum crack width?	0.5 mm
[C: Cracks over 0.3mm width are recommended to be repaired]	
Are there any water leakage & free lime near the cracks?	Occurred considerably
Are there any spalling of cover concrete near the cracks?	Occurred moderately
What degree of reinforcement corrosion is there near the cracks?	No exposure of steel
Are there any rust deposition?	Nothing
What level is the bond cracks?	3rd stage; a few cracks
[C: Small diagonal cracks along reinforcement sometimes occur when steel ratio is relatively large and round bars are used]	
What is the maximum crack width?	0.5 mm
[C: Cracks over 0.3mm width are recommended to be repaired]	
Are there any water leakage & free lime near the cracks?	Occurred considerably
Are there any spalling of cover concrete near the cracks?	Occurred moderately
What degree of reinforcement corrosion is there near the cracks?	No exposure of reinforcing bars
Are there any rust deposition?	Nothing

Table 5(a) Inference results for Sakurabashi bridge

	Judgement factor	safe	slightly safe	moderate	slightly danger	danger	fuzziness
Main girder	Design	0.132	0.313	0.437	0.115	0.003	0.466
	Execution of work	0.049	0.445	0.478	0.028	0.000	0.245
	Service condition	0.345	0.549	0.105	0.002	0.000	0.159
	Flexural crack	0.000	0.000	0.030	0.890	0.081	0.008
	Shear crack	0.000	0.000	0.000	0.081	0.919	0.002
	Corrosion crack	0.000	0.000	0.008	0.748	0.244	0.034
	Whole damage	0.000	0.000	0.000	0.929	0.071	0.000
	Load carrying capa.	0.000	0.000	0.000	1.000	0.000	0.000
	Durability	0.000	0.000	0.000	1.000	0.000	0.000
	Serviceability	0.000	0.000	0.000	1.000	0.000	0.000

Table 5(b) Inference results for Maenobashi bridge

	Judgement factor	safe	slightly safe	moderate	slightly danger	danger	fuzziness
Slab	Design	0.032	0.395	0.523	0.049	0.000	0.113
	Execution of work	0.248	0.248	0.248	0.248	0.008	0.760
	Road condition	0.993	0.007	0.000	0.000	0.000	0.003
	Service condition	0.985	0.015	0.000	0.000	0.000	0.003
	The worst slab	0.026	0.459	0.486	0.029	0.000	0.019
	Crack along haunch	0.277	0.581	0.131	0.011	0.000	0.285
	Crack at slab center	0.056	0.319	0.458	0.167	0.000	0.221
	Whole damage	0.007	0.634	0.357	0.001	0.000	0.006
	Load carrying capa.	0.000	0.442	0.558	0.000	0.000	0.001
	Durability	0.808	0.192	0.000	0.000	0.000	0.001
	Serviceability	0.001	0.999	0.000	0.000	0.000	0.000
Main girder	Design	0.132	0.313	0.437	0.115	0.003	0.466
	Execution of work	0.248	0.248	0.248	0.248	0.008	0.760
	Service condition	0.626	0.357	0.018	0.000	0.000	0.196
	Flexural crack	0.138	0.683	0.176	0.003	0.000	0.084
	Corrosion crack	0.001	0.093	0.599	0.306	0.000	0.000
	Whole damage	0.002	0.397	0.594	0.007	0.000	0.022
	Load carrying capa.	0.001	0.675	0.324	0.000	0.000	0.007
	Durability	0.001	0.789	0.210	0.000	0.000	0.003
	Serviceability	0.000	0.000	0.883	0.117	0.000	0.000

Table 5(c) Inference results for Taitabashi bridge

	Judgement factor	safe	slightly safe	moderate	slightly danger	danger	fuzziness
Slab	Design	0.007	0.317	0.605	0.071	0.001	0.068
	Execution of work	0.407	0.495	0.092	0.006	0.000	0.241
	Road condition	0.058	0.199	0.421	0.321	0.001	0.448
	Service condition	0.865	0.134	0.002	0.000	0.000	0.015
	The worst slab	0.000	0.000	0.001	0.515	0.484	0.003
	Crack along haunch	0.002	0.123	0.815	0.060	0.000	0.076
	Crack near support	0.000	0.007	0.173	0.794	0.026	0.068
	Crack at slab center	0.000	0.000	0.001	0.528	0.471	0.004
	Whole damage of slab	0.000	0.000	0.000	1.000	0.000	0.000
	Load carrying capa.	0.000	0.000	0.006	0.994	0.000	0.000
	Durability	0.000	0.000	1.000	0.000	0.000	0.000
	Serviceability	0.000	0.000	1.000	0.000	0.000	0.000
Main girder	Design	0.264	0.479	0.196	0.060	0.002	0.421
	Execution of work	0.049	0.445	0.478	0.028	0.000	0.245
	Service condition	0.511	0.455	0.034	0.000	0.000	0.178
	Flexural crack	0.000	0.000	0.000	0.009	0.991	0.001
	Corrosion crack	0.000	0.000	0.007	0.832	0.161	0.006
	Bond crack	0.000	0.000	0.078	0.915	0.007	0.020
	Whole damage	0.000	0.000	0.000	0.959	0.041	0.000
	Load carrying capa.	0.000	0.000	0.000	1.000	0.000	0.000
	Durability	0.000	0.000	0.000	1.000	0.000	0.000
	Serviceability	0.000	0.000	0.000	1.000	0.000	0.000

According to these inference results(element value and fuzziness) at sub goal and final goal levels, a consultation system for repair and rehabilitation techniques[6] is developed based on a combination of both the Bridge Rating Expert System and the Fuzzy Relational Data Base which deals with the subjective information related to the rating. The data base is divided into two main parts: 1) main girders and floor beams, and 2) reinforced concrete deck slabs. Moreover, each part is divided into three groups of data such as general bridge data, visual inspection and experimental data and also repair and rehabilitation background data. Each group of data includes 31 items such as bridge name, bridge proportion, etc. for general bridge data; 20 items such as crack pattern, corrosion of steel, deflection of girders, dynamic properties of slabs, etc. for visual inspection and experimental data; 11 items such as assessment results, applied repair or strengthening techniques, etc. for repair and rehabilitation background data. This data base has already been used to store the latest information for some 100 bridges and some 200 panels of reinforced concrete slabs in Hyogo Prefecture.

The details of these examinations will be reported in the near future.

4. CONCLUSIONS

By introducing the expert system and constructing the knowledge-base system of experiences and knowledge of experts through questionnaires to them, the systematization of the bridge serviceability diagnosis which is comparatively easy to modify and to renew is shown possible. This can be summarized as follows:

(1) The Bridge Rating Expert System, which is a computer-aided rating system, was newly developed based on a combination of both the hierarchy structure of rating process and the concept of the basic probability according to the Dempster & Shafer's theory which deal with the subjective informations related to the bridge rating for the construction of knowledge base system. And the final results produced by this system are considered to be represented by five elements expressed by linguistic expressions with the fuzziness value which is the degree of subjective uncertainty.

(2) Through the application to a few actual concrete bridges on which field data have been collected, reasonable results were obtained by inference with the system. The certification of the present system will be continued by accumulating data on actual bridges.

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