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a particular acoustic waveforms of a random crack in concrete bridge have been investigated. the data collection of the crack acoustic waveform was realized through the excitation of the crack by a hammer, both by multi-sensor instruments and by theoretical models. the main features of the waveforms are then described. the most important finding in this work is that the harmonic components and interharmonics of a random crack are not symmetric with respect to the initial crack opening. instead, the harmonic components show a tendency to increase, while the interharmonics decrease. the results also suggest that the waveforms are not fully random: the shape of a crack is not totally unpredictable. finally, the results are compared with the data collected by other authors. in order to evaluate the capacity of lvd and gpr in detecting the crack movement, the measured displacements are compared with the expected displacement due to a crack. the expected displacement can be easily evaluated by means of a model. in particular, a static model of the monitored building (fig. 3) was used to simulate the crack pattern. this model allows one to predict the crack pattern at the end of the monitoring period. in this case study, the initial crack is located at point a. the crack propagates along the x-axis (direction 1), while the crack length is set to 0.2m. at the end of the monitoring period, the crack pattern is characterized by two different cracks, namely, the crack at the end of the monitored area (point b) and the crack at the end of the final region (point c). the model allows one to evaluate the expected crack pattern at the end of the monitoring period. in this case, the expected crack pattern is defined by the following location, crack direction and crack length: b, x-axis, 0.2m; c, x-axis, 0.

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gpr is a geophysical method that allows us to perform subsurface prospection aimed at detecting and localizing hidden objects and anomalies (conyers 2013 ; goodman and piro 2013). in the field of structural assessment, gpr is a proper tool to gather information about structural elements, such as the presence of inner reinforcement elements and material layers (krysinski and hugenschmidt 2015 ; diamanti et al. 2017 ; prez et al. 2018). in addition, gpr allows the imaging of cracks, voids and inner anomalies, which might endanger the conservation and the integrity of the structure (solla et al. 2011 ; catapano et al. 2017 ; masini and soldovieri 2017). furthermore, gpr allows a check of the effectiveness of previous restoration works (masini et al. 2010 ; leucci et al. 2011). in this paper, we have presented the results of a simulation of the temperature field and the temperature effect of prestressed concrete beam bridge under sunshine load. it was found that the temperature curve of each point inside and outside the beam is consistent with that of the ambient temperature, but it has some hysteresis. the temperature stress distribution of the beam body calculated by using the temperature gradient in the current code is approximately the same as the measured value. the top and bottom plates are compressed, and the web plate produces large tensile stress. in this paper, we have presented an application of the lvd and gpr for the diagnosis and monitoring of a crack located in the cross-hall of the loggia at consoli palace in gubbio, italy. lvd recorded data related to the amplitude of the crack during 1 year of observation, starting from july 2017, and the main outcome was that the opening behaviour of the crack followed a concave parabolic trend in time, with maximum value equal to 0.3mm. in addition, the correlation of the displacement trend with temperature allowed us to infer that the observed crack amplitude changes were due to the seasonal climate changes that caused a material contraction, which reached its maximum value with the lowest seasonal temperature value. this result, thus, suggests that temperature monitoring during structural assessment and maintenance may represent a relevant tool for crack monitoring and diagnosis. 5ec8ef588b

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