



饱和黏弹性半空间中摩擦桩的竖向振动

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摘要:为深入了解饱和黏弹性半空间地基中摩擦桩的竖向振动特性,基于 Boer 多孔介质理论,考虑激振频率对摩擦桩桩底土体动刚度的影响,采用平面应变模型并结合桩土接触面的混合边值条件,推导出求解得了饱和黏弹性半空间地基中摩擦桩的竖向动力阻抗模型公式和桩顶速度时域响应解并验证了其合理性。进一步通过参数化对比分析探讨了桩基埋深比和土体渗透系数对所得竖向动力阻抗和桩顶速度时域响应的影响规律。解析推导得出的对应竖向动力阻抗模型公式和桩顶速度时域响应解,丰富了桩基动力学的理论,可为相关工程实践提供参考和理论支持。

关键词:摩擦桩; 竖向振动; 饱和黏弹性半空间; Boer 多孔介质理论

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Vertical vibration of friction pile in saturated viscoelastic half-space

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Abstract: Analytical solutions of vertical dynamic impedance and velocity response at pile cap for vibration of friction pile in saturated viscoelastic half-space foundation were obtained and verified by considering plain strain model and mixed boundary condition of pile-soil interface as well as effect of excitation frequency based on Boer's porous medium theory for a deeper comprehension of its vertical vibration characteristics. Furthermore, effects of pile depth ratio and permeability coefficient on vertical dynamic impedance and velocity response at pile cap were discussed by parametric comparative analyses. The solutions and results of vertical dynamic impedance and velocity response at pile cap derived diversified the theories of pile dynamics and provided technical references and theoretical support for related engineering practice.

Key words: friction pile; vertical vibration; saturated viscoelastic half-space; Boer's porous medium theory

摩擦桩是一种广泛应用的桩基础形式,由于桩周土层多为固液两相耦合的饱和和多孔介质,因此,饱和地基中摩擦桩振动问题一直以来都是学术界和工

程界的研究热点^[1-9]。目前,诸多学者已围绕饱和地基中摩擦桩振动问题进行了研究,并取得了较为丰富的成果。李强等^[10-11]在三维轴对称条件下,通过

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求解 Biot 动力固结方程,得出单层饱和弹性土阻抗因子解析公式和摩擦桩竖向振动解,并对桩周剪应力分布、桩顶频率和时域响应进行了参数化分析,同时探讨了渗透力、土层厚度、土层底部反力系数、桩土模量比对土层阻抗的影响。王桂敏等^[12]通过建立单层弹性饱和土中桩竖向振动简化模型,基于 Biot 理论和一维杆件理论,得出了桩土耦合振动频域解析解,并分析了桩竖向振动特性的主要影响因素。程泽海等^[13]考虑沉桩过程中桩周土受到扰动产生的软化和硬化现象,建立了饱和弹性地基中径向分区桩竖向振动简化模型,得到了桩竖向振动频域解析解和时域半解析解。丁选明等^[14]建立了轴对称饱和地基中现浇薄壁管桩纵向振动简化模型,分析了桩周土和桩芯土阻尼系数对桩顶速度导纳和动力阻抗的影响。上述已有研究成果均是基于 Biot 动力控制方程展开,但 Edelman 等^[15]指出了 Biot 动力控制方程中质量守恒方程和动量守恒方程存在一定局限性和不足,认为 Biot 理论本质上是一种工程描述方法。在此基础上,Boer 等人^[16-17]提出了同时满足质量守恒定律和热动力学定律等物理公理的多孔介质理论,相比 Biot 理论其推导更加严密,且合理性和准确性已在相关研究中得到验证^[15-17]。而后,刘林超等^[18]基于 Boer 多孔介质理论采用势函数法研究了饱和土中端承桩的竖向耦合振动问题。此外,在前述关于摩擦桩的研究成果中所采用的桩底土层动刚度均是常数,并未考虑土层动刚度随激振频率的变化关系,而文献^[19-20]通过研究表明激振频率对基底土层动刚度具有显著影响。

为此,本文将基于 Boer 多孔介质动力控制方程,考虑激振频率对摩擦桩桩底土层动刚度的影响,采用平面应变模型并结合桩土接触面的混合边值条件,推导求解相关方程组得出饱和黏弹性半空间地基中摩擦桩的竖向动力阻抗公式,进而通过 Fourier 逆变换得到半正弦脉冲波作用下桩顶的速度时域响应解,在此基础上进一步分析激振频率、桩基础埋深、饱和土渗透系数对摩擦桩竖向振动特性的影响规律。

1 饱和黏弹性半空间中摩擦单桩桩顶竖向动力阻抗及速度时域响应推导与求解

基于 Boer^[16-17]理论,饱和黏弹性地基土体的动力控制方程为

$$(\lambda^s + \mu^s) \text{grad div } U_s + \mu^s \text{div grad } U_s - n^l \text{grad } p - \rho^s \dot{U}_s + S_v (\dot{U}_l - \dot{U}_s) = 0 \quad (1)$$

$$-n^l \text{grad } p - \rho^l \dot{U}_l - S_v (\dot{U}_l - \dot{U}_s) = 0 \quad (2)$$

$$\text{div}(n^s \dot{U}_s + n^l \dot{U}_l) = 0 \quad (3)$$

式中: λ^s, μ^s 为土骨架复 Lamé 常数; n^s 为土骨架体积率; n^l 为孔液体积率,且 $n^s + n^l = 1$; ρ^s, ρ^l 分别为土骨架和孔液密度; S_v 为固液耦合系数; U_s, U_l 分别为土骨架和孔液位移向量; \dot{U}_s, \dot{U}_l 分别为土骨架和孔液速度向量; \ddot{U}_s, \ddot{U}_l 分别为土骨架和孔液加速度向量; p 为孔隙液相压力。并且

$$G = \frac{E}{2(1+\nu)}, \mu^s = G(1+i\eta), \lambda^s = \frac{2\nu}{1-2\nu} \mu^s,$$

$$S_v = \frac{(n^l)^2 \gamma^{LR}}{k^l}, U = (u, v, w), \text{grad} = \left(\frac{\partial}{\partial r}, \frac{1}{r} \frac{\partial}{\partial \theta}, \frac{\partial}{\partial z} \right), \text{div } U = \frac{\partial u}{\partial r} + \frac{1}{r} \frac{\partial v}{\partial \theta} + \frac{\partial w}{\partial z} + \frac{u}{r}.$$

式中: η 为土体黏滞阻尼系数; ν 为土体泊松比; E 为土体弹性模量; γ^{LR} 为流体真实比重; k^l 为土体 Darcy 渗透系数。

所建立的饱和土桩动力相互作用计算模型如图 1 所示。在竖向谐和激振力 $p(t) = P e^{i\omega t}$ (i 为虚数单位, $i = \sqrt{-1}$) 作用下桩土系统将做谐和振动,有 $w_s = W_s e^{i\omega t}, w_l = W_l e^{i\omega t}$ 。则 $\frac{\partial w_s}{\partial t} = i\omega W_s e^{i\omega t}, \frac{\partial^2 w_s}{\partial t^2} = -\omega^2 W_s e^{i\omega t}$ 。综合考虑饱和黏弹性半空间地基的轴对称性及平面应变条件,则土骨架和孔液位移与坐标 θ 及 z 无关,仅为坐标 r 的函数。将上述条件代入式(1)~(3)中整理可得

$$\mu^s \left(\frac{\partial^2 W_s}{\partial r^2} + \frac{1}{r} \frac{\partial W_s}{\partial r} \right) + \omega^2 \rho^s W_s + i\omega S_v (W_l - W_s) = 0 \quad (4)$$

$$(i\omega S_v - \rho^l \omega^2) W_l = i\omega S_v W_s \quad (5)$$

联立上式可推得

$$\frac{\partial^2 W_s}{\partial r^2} + \frac{1}{r} \frac{\partial W_s}{\partial r} - q^2 W_s = 0 \quad (6)$$

$$\text{其中 } q^2 = \frac{i\omega S_v + \frac{\omega S_v^2}{iS_v - \rho^l \omega} - \omega^2 \rho^s}{\mu^s}$$

解该方程得

$$W_s = AI_0(qr) + BK_0(qr) \quad (7)$$

式中: A, B 为方程未知系数,可进一步由桩土系统边界条件求得。

根据饱和黏弹性半空间地基无限远处位移为零的边界条件可知 $A = 0$ 。另外,在桩土接触面处位移满足

$$w_s(r_0, t) = w_0 e^{i\omega t} \quad (8)$$

所以有

$$B = \frac{w_0}{K_0(qr_0)} \quad (9)$$

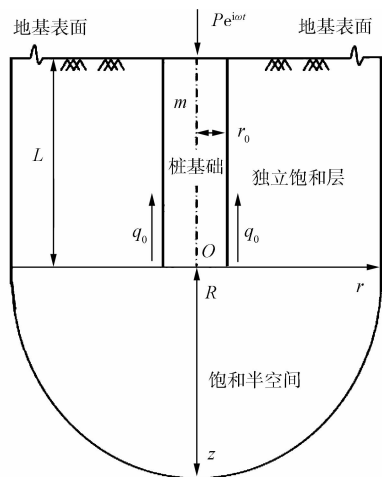


图 1 力学模型与坐标系

Fig. 1 Mechanics model and coordinate system

则

$$\omega_s = \frac{\omega_0}{K_0(qr_0)} K_0(qr) e^{i\omega t} \quad (10)$$

桩周剪应力为

$$\tau_{rz} |_{r=r_0} = \mu^s \frac{\partial \omega_s}{\partial r} |_{r=r_0} = -\frac{\omega_0 \mu^s q}{K_0(qr_0)} K_1(qr) e^{i\omega t} \quad (11)$$

沿桩周对剪应力积分可得到土体对桩基的作用力为

$$q_0 = 2\pi r_0 \frac{\omega_0 \mu^s q}{K_0(qr_0)} K_1(qr) e^{i\omega t} = K_s \omega_0 e^{i\omega t} \quad (12)$$

式中: $K_s = \frac{2\pi r_0 \mu^s q}{K_0(qr_0)} K_1(qr)$, 为桩侧土复刚度。

建立桩基动力平衡方程为

$$\bar{m} \frac{\partial^2 w_p(z,t)}{\partial t^2} - E_p A_p \frac{\partial^2 w_p(z,t)}{\partial z^2} + K_s w_p(z,t) = 0 \quad (13)$$

式中: $\bar{m} = \rho_p A_p$; ρ_p 为桩基密度; A_p 为桩基横截面积; E_p 为桩基弹性模量; $w_p(z,t)$ 为桩基竖向振动位移。

$$\text{采用分离变量法有 } w_p(z,t) = W_p e^{i\omega t} \quad (14)$$

则有

$$\frac{\partial^2 W_p}{\partial z^2} + b W_p = 0 \quad (15)$$

$$\text{式中: } b = \frac{\bar{m}\omega^2 - K_s}{E_p A_p}$$

解该方程可得

$$W_p = A_1 \cos(\Lambda z) + B_1 \sin(\Lambda z) \quad (16)$$

$$\text{式中: } \Lambda = \sqrt{\frac{\bar{m}\omega^2 - K_s}{E_p A_p}}$$

根据桩土系统边界条件,在桩头处有

$$\frac{\partial W_p}{\partial z} \Big|_{z=0} = \frac{P}{E_p A_p} \quad (17)$$

桩底反力由半空间理论^[21]计算得出

$$R = -Gr_0 K_b W_p(L) \quad (18)$$

式中: $K_b = \frac{4}{1-\nu} \int_0^1 \Phi(x) dx$, 而 $\Phi(x)$ 满足

$$\Phi(x) + \frac{1}{\pi} \int_0^1 F(x,y) \Phi(y) dy = 1 \quad (19)$$

式(19)为第二类 Fredholm 积分方程,可通过数值方法求解得到 $\Phi(x)$ 。方程中

$$F(x,y) = 2 \int_0^\infty H(\xi) \cos(\xi x) \cos(\xi y) d\xi,$$

$$H(\xi) = \frac{\xi f(\xi)}{\nu - 1},$$

$$f(\xi) = \frac{c_{41} - c_{21} c_{32} - \frac{\xi}{s} D_4}{\lambda^* \xi c_{31} - (\lambda^* + 2) q c_{41} + 2\xi c_{21} c_{32} + 2\xi D_4},$$

$$D_4 = s \frac{2q c_{31} - 2\xi c_{21} c_{32}}{\xi^2 + s^2}, c_{21} = \frac{D_2}{D_3},$$

$$c_{31} = \xi \frac{\lambda^* + 1 - c_{21}(1 + D_1)}{a_0^2 + \rho^* a_0^2 D_1 + D_3},$$

$$c_{32} = \frac{-\xi(1 + D_1)}{a_0^2(1 + \rho^* D_1)},$$

$$c_{41} = \frac{\xi c_{31} - 1}{q}, q = \sqrt{\xi^2 + D_3},$$

$$s = \sqrt{\xi^2 - a_0^2(1 + \rho^* D_1)}, D_2 = \frac{1 + D_1}{D_1} \rho^* a_0^2,$$

$$D_3 = \frac{\rho^* / D_1 + 2\rho^* - 1}{\lambda^* + 2} a_0^2, D_1 = \frac{n^l \rho^* a_0}{ib^* n^l - \rho^* a_0}$$

$$a_0 = \sqrt{\frac{\rho}{G} r_0 \omega}, \rho^* = \frac{\rho^l}{\rho}, b^* = \frac{b}{\sqrt{\rho G}}, \lambda^* = \frac{\lambda^s}{G},$$

$$b = \frac{n^l \rho^l g}{k^l}, \rho = n^s \rho^s + n^l \rho^l.$$

设桩的内力以拉为正,则有

$$N(z) = E_p A_p \frac{dW_p(z)}{dz} \quad (20)$$

桩底内力等于半空间的反力,于是有

$$R = -N(z) \quad (21)$$

综合式(17)和(21)所述边界条件求解可得

$$B_1 = \frac{P}{\Lambda E_p A_p},$$

$$A_1 = \frac{P[\cos(\Lambda L) - a \sin(\Lambda L)]}{\Lambda E_p A_p [\sin(\Lambda L) + a \cos(\Lambda L)]} \quad (22)$$

$$\text{式中: } a = \frac{Gr_0 K_b}{\Lambda E_p A_p}$$

桩顶的动力阻抗可定义为

$$K_z = \frac{P}{w_p} \Big|_{z=0} = \frac{P}{A_1} \quad (23)$$

即

$$K_z = \frac{\Delta E_p A_p [\sin(\Delta L) + a \cos(\Delta L)]}{\cos(\Delta L) - a \sin(\Delta L)} \quad (24)$$

则有

$$K_z = k_w + ic_w \quad (25)$$

定义单桩竖向动力阻抗因子为

$$f_{z1} = \frac{k_w}{E_p A_p}, f_{z2} = \frac{c_w}{E_p A_p} \quad (26)$$

由此可得桩顶速度响应函数为

$$H(\omega) = \frac{i\omega}{K_z(\omega)} \quad (27)$$

将其无量纲化为

$$H'(\bar{\omega}) = \frac{H(\omega) E_p A_p}{V_p} \quad (28)$$

在基桩低应变动测时,可将桩顶荷载简化为半正弦脉冲激励,即

$$q(t) = Q_{\max} \sin \frac{\pi t}{T} \quad (29)$$

式中: $t \in (0, T)$; T 为脉冲宽度。

根据 Fourier 逆变换的性质,通过对桩顶激励与桩顶速度频域响应函数的 Fourier 逆变换进行卷积可得桩顶时域半解析解表达式为

$$V(t) = q(t) \times IFT(H(\omega)) = IFT(Q(\omega) \cdot H(\omega)) \quad (30)$$

无量纲后化为

$$V' = \frac{V(t) \rho_p V_p A_p}{Q_{\max}} = \frac{1}{2} \int_{-\infty}^{\infty} H'(\bar{\omega}) \frac{\bar{T}}{\pi^2 - \bar{T}^2 \bar{\omega}^2} (1 + e^{-i\bar{T}\bar{\omega}}) e^{i\bar{\omega} \bar{d}} d\bar{\omega} \quad (31)$$

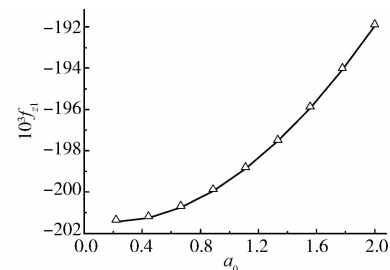
式中: $\bar{\omega} = T_c \omega$ 为无量纲频率; \bar{T} 为无量纲脉冲宽度因子, $\bar{T} = T/T_c$, $T_c = L/V_p$, $V_p = \sqrt{\frac{E_p}{\rho_p}}$; \bar{t} 为无量纲时间,且有 $\bar{t} = t/T_c$ 。

2 数值算例分析

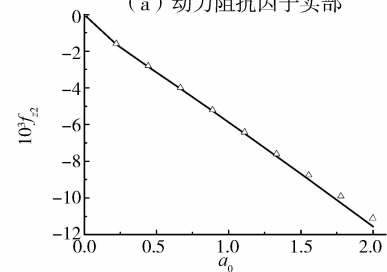
为了验证本文所推导饱和黏弹性半空间中摩擦桩竖向动力阻抗因子模型的正确性,将本文结果退化为桩底为刚性基岩支承时的解与文献[22]中相应端承桩解随无量纲激振频率 a_0 的变化曲线进行了比较分析,如图2所示。从图中可以看出,本文与文献[22]中对应动力阻抗因子曲线吻合较好,从而在一定程度上反映了本文所推导计算模型的合理性与正确性。

数值算例基于图1所示力学模型与坐标系统,采用前述求解验证的饱和黏弹性半空间中摩擦桩竖向动力阻抗模型,具体土层参数取值为:土体剪切模量 $G=19.7$ MPa,泊松比 $\nu=0.2$,土体孔隙率 $n^l=0.4$,土体密度 $\rho^s=1800$ kg/m³,孔液密度 $\rho^l=$

1000 kg/m³。桩基弹性模量 $E_p=20$ GPa,密度 $\rho_p=2500$ kg/m³。无量纲激振频率 a_0 范围取为 $0 < a_0 \leq 5$;为了分析和说明方便,设桩基埋深比 $l=L/r_0$ ($r_0=0.25$ m),分别取为 10, 20, 40;无量纲渗透系数 $K'=k^l/k_0$ ($k_0=9 \times 10^{-7}$ m/s),分别取为 1、10、100。这样可通过分别变化桩基埋深比、无量纲渗透系数进行相关物理量的变参数分析。



(a) 动力阻抗因子实部



(b) 动力阻抗因子虚部

注: — 本文结果 △ 文献结果^[22]

图2 桩顶退化竖向动力阻抗因子随无量纲激振频率变化曲线对比情况

Fig. 2 Comparison of reduced dynamic impedance factor at pile cap against excitation frequency

图3所示为不同埋深比对应的桩顶动力阻抗及速度时域响应随激振频率的变化情况。由图可见,激振频率对桩顶动力阻抗有显著影响。随着激振频率的增大,动力阻抗实部曲线随激振频率呈现波动变化,且埋深比越大,此波动变化的变异性越强。相应地,动力阻抗虚部绝对值基本随激振频率呈增大趋势。其对应的埋深比越小,波动变化变异性越明显。从桩顶速度时域响应变化曲线可以看出,桩基在振动过程中伴随着应力波反射现象,且桩基埋深比越大,相应的波反射现象出现时间越滞后,且二次反射幅值显著减小,反映了振动在传播过程中伴随着的能量耗散现象。

图4所示为不同地基土渗透系数对应的桩顶动力阻抗及速度时域响应随激振频率的变化情况。由图可见,渗透系数变化对桩顶动力阻抗实部及虚部随激振频率变化曲线的影响均很小,仅在高频阶段,实部曲线波动极值随渗透系数的增大而略有小幅增大。另外,地基土渗透系数变化对桩顶速度响应随

无量纲时间的变化曲线基本上没有影响。

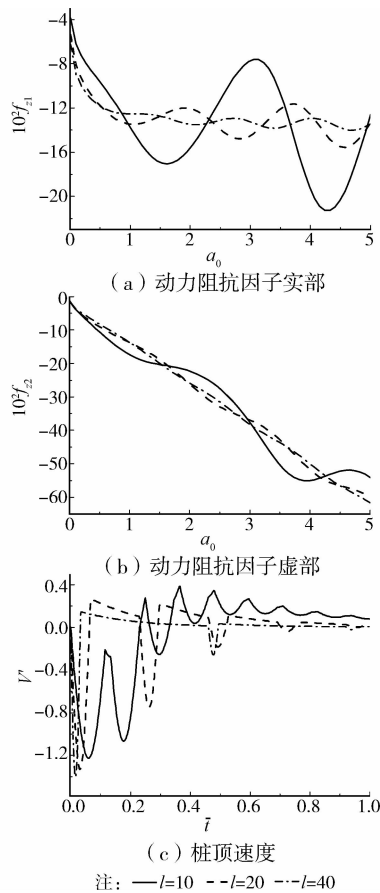


图 3 桩基动力特性随埋深比的变化

Fig. 3 Dynamic impedance characteristics of pile cap versus burial depth ratio

3 结论

基于 Boer 多孔介质理论,考虑了激振频率对摩擦桩桩底土层动刚度的影响,采用平面应变模型并结合桩土接触面的混合边值条件,求解验证得出了饱和黏弹性半空间地基中摩擦桩的竖向动力阻抗模型公式和桩顶速度时域响应解,通过进一步计算分析表明:

1)随着激振频率的增大,桩顶动力阻抗实部曲线随激振频率呈现波动变化,且埋深比越大,此波动变化的变异性越强。动力阻抗虚部绝对值基本随激振频率呈增大趋势,且埋深比越小,波动变化变异性越明显,同时应力波反射现象也越显著。

2)地基土渗透系数变化对桩顶动力阻抗实部及虚部随激振频率变化曲线的影响均很小,仅在高频阶段,实部曲线波动极值随渗透系数的增大而略有小幅增大;而渗透系数变化对桩顶速度时域响应曲线基本上没有影响。

3)基于解析推导提出的饱和黏弹性半空间地基

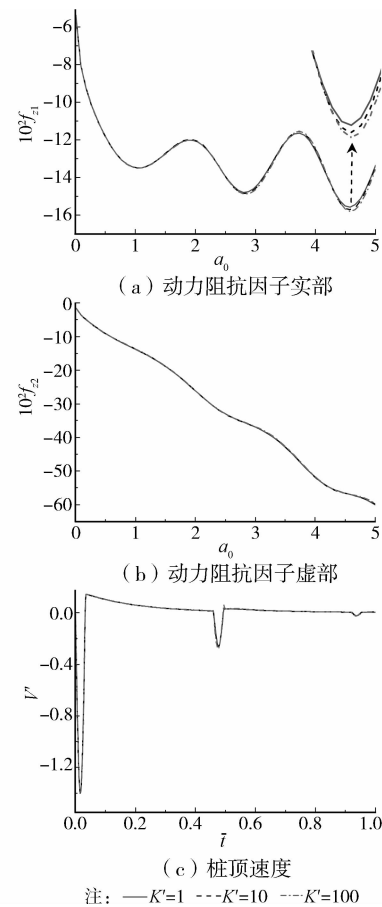


图 4 桩基动力特性随地基渗透系数的变化

Fig. 4 Dynamic impedance characteristics of pile cap versus permeability coefficient of soil

中摩擦桩的竖向动力阻抗模型公式和桩顶速度时域响应解具有良好的合理性,丰富了桩基动力学的理论,可为具体工程应用提供参考和理论支持。

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