This objective of this dissertation is to develop a comprehensive Structural Identification (Stâ€“Id) framework with damage for bridge type structures by using cameras and computer vision technologies. The traditional Stâ€“Id frameworks rely on using conventional sensors. In this study, the collected input and output data employed in the Stâ€“Id system are acquired by series of visionâ€“based measurements. The following novelties are proposed, developed and demonstrated in this project: a) vehicle load (input) modeling using computer vision, b) bridge response (output) using full nonâ€“contact approach using video/image processing, c) imageâ€“based structural identification using inputâ€“output measurements and new damage indicators. The input (loading) data due vehicles such as vehicle weights and vehicle locations on the bridges, are estimated by employing computer vision algorithms (detection, classification, and localization of objects) based on the video images of vehicles. Meanwhile, the output data as structural displacements are also obtained by defining and tracking image keyâ€“points of measurement locations. Subsequently, the input and output data sets are analyzed to construct novelâ€“points of measurement locations. The main research significance is the first time development of algorithms that transform the measured video images into a form that is highly damageâ€“sensitive/changeâ€“sensitive for bridge assessment within the context of Structural Identification with input and output characterization. The study exploits the unique attributes of computer vision systems, where the signal is continuous in space. This requires new adaptations and transformations that can handle computer vision data/signals that are continuous in space, i.e., a signal with an infinite number of inputs in the space domain for structural engineering applications. This research will significantly advance current sensorâ€“based structural health monitoring with computerâ€“vision techniques, leading to practical applications for damage detection of complex structures with a novel approach. By using computer vision algorithms and cameras as special sensors for structural health monitoring, this study proposes a significant breakthrough in bridge monitoring through which certain type of data that could not be collected by conventional sensors such as vehicle loads and location, can be obtained practically and accurately.

Major: Civil Engineering

Educational Career:
Bachelor's of Structural Engineering, BS, 1999, National University of Civil Engineering, Hanoi, Vietnam
Master's of Civil Engineering, MS, 2004, University of Florida

Committee in Charge:
F. Necati Catbas, Chair, Civil, Environmental, and Construction Engineering
Kevin R. Mackie, Member
Amr Oloufa, Member
Mubarak Shah, Member
Ricardo Zaurin, Member

Approved for distribution by F. Necati Catbas, Committee Chair, on January 9, 2016.

The public is welcome to attend.