Appendix

It is assumed that the ground consists of a number, n, of parallel layers of different materials. The nth layer overlies a half-space or a rigid foundation, which is identified as 'layer' number (n + 1). For the jth layer the material constants are: elastic modulus, E_j , Poisson ratio, v_j , density, ρ_j , loss factor, η_j and layer thickness, h_j . Each layer is only subjected to external forces on the boundaries, and the stress, deformation and displacement of each are all zero at the initial state. Thus, the stresses at the bottom of the jth layer with those at the top can be expressed as (Sheng et al., 1999)

$$\bar{\mathbf{s}}_{j1} = \mathrm{e}^{\alpha_{j1}h_j} \mathbf{A}_{j1} \mathbf{A}_{j0}^{-1} \bar{\mathbf{s}}_{j0} \tag{1}$$

where \bar{s}_{j0} is the (Fourier transformed) state vector containing displacements and stresses of the top interface of the *j*th layer, and \bar{s}_{j1} is the corresponding vector for the bottom; $e^{\alpha_{j1}h_j}A_{j1}A_{j0}^{-1}$ is the transformed matrix of a single layer, and A_{j0} , A_{j1} are 6×6 dynamic flexibility matrices dependent on wavenumber k_x and k_y , frequency Ω and material parameters. For the special case of $k_x = 0$, the detailed expressions for A_{j0} , A_{j1} and other formulae can be found in (Sheng et al., 1999). For the case of $k_x \neq 0$, the matrices are given as follows.

$$(1) \omega = 0$$

$$(1$$

where

$$\begin{aligned} a_{1j} &= \left[\frac{\mathrm{i}(\mu_j + \lambda_j)k_x h_j}{2\mu_j \alpha_{j1}} \quad 1 \quad 0 \quad \frac{\mathrm{i}(\mu_j + \lambda_j)k_x h_j}{2\mu_j \alpha_{j1}} \quad 1 \quad 0 \right] \\ a_{2j} &= \left[\frac{\mathrm{i}(\mu_j + \lambda_j)k_y h_j}{2\mu_j \alpha_{j1}} \quad 0 \quad 1 \quad \frac{\mathrm{i}(\mu_j + \lambda_j)k_y h_j}{2\mu_j \alpha_{j1}} \quad 0 \quad 1 \right] \\ a_{3j} &= \left[\left(\frac{3\mu_j + \lambda_j}{2\mu_j \alpha_{j1}} - \frac{\mu_j + \lambda_j}{2\mu_j} \right) \quad -\frac{\mathrm{i}k_x}{\alpha_{j1}} \quad -\frac{\mathrm{i}k_y}{\alpha_{j1}} \quad \left(-\frac{3\mu_j + \lambda_j}{2\mu_j \alpha_{j1}} - \frac{\mu_j + \lambda_j}{2\mu_j} \right) \quad \frac{\mathrm{i}k_x}{\alpha_{j1}} \quad \frac{\mathrm{i}k_y}{\alpha_{j1}} \right] \\ a_{4j} &= \left[\mathrm{i}k_x \left(-\lambda_j h_j - \mu_j h_j + \frac{\mu_j}{\alpha_{j1}} \right) \quad \mu_j \left(\frac{k_x^2}{\alpha_{j1}} + \alpha_{j1} \right) \quad \frac{k_x k_y \mu_j}{\alpha_{j1}} \quad \mathrm{i}k_x \left(-\lambda_j h_j - \mu_j h_j - \frac{\mu_j}{\alpha_{j1}} \right) \quad \mu_j \left(\frac{k_y^2}{\alpha_{j1}} + \alpha_{j1} \right) \right] \\ a_{5j} &= \left[\mathrm{i}k_y \left(-\lambda_j h_j - \mu_j h_j + \frac{\mu_j}{\alpha_{j1}} \right) \quad \frac{k_x k_y \mu_j}{\alpha_{j1}} \quad \mu_j \left(\frac{k_y^2}{\alpha_{j1}} + \alpha_{j1} \right) \quad \mathrm{i}k_y \left(-\lambda_j h_j - \mu_j h_j - \frac{\mu_j}{\alpha_{j1}} \right) \right] \\ a_{6j} &= \left[(\lambda_j + 2\mu_j) - \alpha_{j1} h_j (\lambda_j + \mu_j) \quad -2\mathrm{i}\mu_j k_x \quad -2\mathrm{i}\mu_j k_y \quad (\lambda_j + 2\mu_j) + \alpha_{j1} h_j (\lambda_j + \mu_j) \quad -2\mathrm{i}\mu_j k_x \quad -2\mathrm{i}\mu_j k_y \right] \end{aligned}$$

(2)
$$\omega \neq 0$$

$$\mathbf{A}_{j0} = \begin{bmatrix} \frac{\mathrm{i}k_{x}}{\xi_{j1}^{2}} & 1 & 0 & -\frac{\mathrm{i}k_{x}}{\xi_{j1}^{2}} & 1 & 0 \\ \frac{\mathrm{i}k_{y}}{\xi_{j1}^{2}} & 0 & 1 & -\frac{\mathrm{i}k_{y}}{\xi_{j1}^{2}} & 0 & 1 \\ -\frac{\alpha_{j1}}{\xi_{j1}^{2}} & -\frac{\mathrm{i}k_{x}}{\alpha_{j2}} & -\frac{\mathrm{i}k_{y}}{\alpha_{j2}} & \frac{\alpha_{j1}}{\xi_{j1}^{2}} & \frac{\mathrm{i}k_{x}}{\alpha_{j2}} & \frac{\mathrm{i}k_{y}}{\alpha_{j2}} \\ -\frac{2\mathrm{i}\mu_{j}k_{x}\alpha_{j1}}{\xi_{j1}^{2}} & \frac{\mu_{j}(k_{x}^{2} + \alpha_{j2}^{2})}{\alpha_{j2}} & \frac{\mu_{j}k_{x}k_{y}}{\alpha_{j2}} & \frac{2\mathrm{i}\mu_{j}k_{x}\alpha_{j1}}{\xi_{j1}^{2}} & -\frac{\mu_{j}(k_{x}^{2} + \alpha_{j2}^{2})}{\alpha_{j2}} & -\frac{\mu_{j}k_{x}k_{y}}{\alpha_{j2}} \\ -\frac{2\mathrm{i}\mu_{j}k_{y}\alpha_{j1}}{\xi_{j1}^{2}} & \frac{\mu_{j}k_{x}k_{y}}{\alpha_{j2}} & \frac{\mu_{j}(k_{y}^{2} + \alpha_{j2}^{2})}{\alpha_{j2}} & \frac{2\mathrm{i}\mu_{j}k_{y}\alpha_{j1}}{\xi_{j1}^{2}} & -\frac{\mu_{j}(k_{x}^{2} + \alpha_{j2}^{2})}{\alpha_{j2}} \\ \lambda_{j} - \frac{2\mu_{j}\alpha_{j1}^{2}}{\xi_{j1}^{2}} & -2\mathrm{i}\mu_{j}k_{x} & -2\mathrm{i}\mu_{j}k_{y} & \lambda_{j} - \frac{2\mu_{j}\alpha_{j1}^{2}}{\xi_{j1}^{2}} & -2\mathrm{i}\mu_{j}k_{x} & -2\mathrm{i}\mu_{j}k_{y} \end{bmatrix}$$

$$\mathbf{A}_{j1} = \mathbf{A}_{j0} \begin{bmatrix} 1 & \mathrm{e}^{(\alpha_{j2} - \alpha_{j1})h_{j}} & \mathrm{e}^{(\alpha_{j2} - \alpha_{j1})h_{j}} \\ & \mathrm{e}^{-(\alpha_{j2} + \alpha_{j1})h_{j}} & \mathrm{e}^{-(\alpha_{j2} + \alpha_{j1})h_{j}} \end{bmatrix}$$

$$(5)$$

where

$$\lambda_{j} = \frac{v_{j}E_{j}[1 + i\eta_{j}\operatorname{sgn}(\Omega)]}{(1 + v_{j})(1 - 2v_{j})}, \mu_{j} = \frac{E_{j}[1 + i\eta_{j}\operatorname{sgn}(\Omega)]}{2(1 + v_{j})}$$
$$c_{j1} = \sqrt{\frac{(\lambda_{j} + 2\mu_{j})}{\rho_{j}}}, c_{j2} = \sqrt{\frac{\mu_{j}}{\rho_{j}}}$$
$$\xi_{j1}^{2} = \frac{\Omega^{2}}{c_{j1}^{2}}, \xi_{j2}^{2} = \frac{\Omega^{2}}{c_{j2}^{2}}$$
$$\alpha_{j1}^{2} = k_{x}^{2} + k_{y}^{2} - \xi_{j1}^{2}, \alpha_{j2}^{2} = k_{x}^{2} + k_{y}^{2} - \xi_{j2}^{2}$$

where k_y denotes the wavenumber in the *y*-direction, rad/m; λ_j and μ_j denote the Lame constants of the *j*th layer, respectively; c_{j1} and c_{j2} denote the compression wave velocity and shear wave velocity of the *j*th layer, respectively, and the corresponding wavenumbers are ξ_{j1} and ξ_{j2} .

References

- Alves Costa P, Calçada R and Silva Cardoso A. (2012) Track–ground vibrations induced by railway traffic: In-situ measurements and validation of a 2.5D FEM-BEM model. *Soil Dynamics and Earthquake Engineering* 32: 111-128.
- Andersen L and Nielsen SRK. (2003) Boundary element analysis of the steady-state response of an elastic half-space to a moving force on its surface. *Engineering Analysis with Boundary Elements* 27: 23-38.
- Bian X, Chen Y and Hu T. (2008) Numerical simulation of high-speed train induced ground vibrations using 2.5D finite element approach. *Science in China Series G: Physics, Mechanics and Astronomy* 51: 632-650.
- Bian X, Jiang H, Chang C, et al. (2015) Track and ground vibrations generated by high-speed train running on ballastless railway with excitation of vertical track irregularities. *Soil Dynamics and Earthquake Engineering* 76: 29-43.
- Connolly DP, Costa PA, Kouroussis G, et al. (2015) Large scale international testing of railway ground vibrations across Europe. *Soil Dynamics and Earthquake Engineering* 71: 1-12.
- Feng Q, Lei X and Lian S. (2013) A dynamic model of ground for high-speed railway with track random irregularities. *Journal of Vibration Engineering* 26: 927-934. (in Chinese)
- François S, Schevenels M, Galvín P, et al. (2010) A 2.5D coupled FE–BE methodology for the dynamic interaction between longitudinally invariant structures and a layered halfspace. *Computer*

Methods in Applied Mechanics and Engineering 199: 1536-1548.

- Galvín P, Romero A and Domínguez J. (2010) Fully three-dimensional analysis of high-speed traintrack-soil-structure dynamic interaction. *Journal of Sound and Vibration* 329: 5147-5163.
- Ghangale D, Romeu J, Arcos R, et al. (2018) Study of the validity of a rectangular strip track/soil coupling in railway semi-analytical prediction models. *Numerical Methods in Geotechnical Engineering IX, Volume 1: Proceedings of the 9th European Conference on Numerical Methods in Geotechnical Engineering (NUMGE 2018), June 25-27, 2018, Porto, Portugal.* CRC Press, 407.
- Gong W, Zhu Z, Liu Y, et al. (2020) Running safety assessment of a train traversing a three-tower cable-stayed bridge under spatially varying ground motion. *Railway Engineering Science*:1-15.
- Huang DM, Zhu LD and Chen W. (2015) Covariance proper transformation-based pseudo excitation algorithm and simplified SRSS method for the response of high-rise building subject to windinduced multi-excitation. *Engineering Structures* 100: 425-441.
- Hung H-H, Kuo J and Yang Y-B. (2001) Reduction of train-induced vibrations on adjacent buildings. *Structural Engineering and Mechanics* 11: 503-518.
- Hunt H. (1991) Stochastic modelling of traffic-induced ground vibration. Journal of Sound and Vibration 144: 53-70.
- Knothe K and Wu Y. (1998) Receptance behaviour of railway track and subgrade. *Archive of Applied Mechanics* 68: 457-470.
- Lei X and Zhang B. (2011) Analysis of dynamic behavior for slab track of high-speed railway based on vehicle and track elements. *Journal of Transportation Engineering* 137: 227-240.
- Li Y-C, Feng S-J, Chen H-X, et al. (2019) Random vibration of train-track-ground system with a poroelastic interlayer in the subsoil. *Soil Dynamics and Earthquake Engineering* 120: 1-11.

- Lin J, Zhao Y and Zhang Y. (2001) Accurate and highly efficient algorithms for structural stationary/non-stationary random responses. *Computer Methods in Applied Mechanics and Engineering* 191: 103-111.
- Lombaert G and Degrande G. (2009) Ground-borne vibration due to static and dynamic axle loads of InterCity and high-speed trains. *Journal of Sound and Vibration* 319: 1036-1066.
- Lombaert G, Galvín P, François S, et al. (2014) Quantification of uncertainty in the prediction of railway induced ground vibration due to the use of statistical track unevenness data. *Journal of Sound and Vibration* 333: 4232-4253.
- Lu F, Gao Q, Lin JH, et al. (2006) Non-stationary random ground vibration due to loads moving along a railway track. *Journal of Sound and Vibration* 298: 30-42.
- Ma L, Ouyang H, Sun C, et al. (2019) A curved 2.5D model for simulating dynamic responses of coupled track-tunnel-soil system in curved section due to moving loads. *Journal of Sound and Vibration* 451: 1-31.
- Ma M, Liu W, Qian C, et al. (2016) Study of the train-induced vibration impact on a historic Bell Tower above two spatially overlapping metro lines. *Soil Dynamics and Earthquake Engineering* 81: 58-74.
- Metrikine AV and Vrouwenvelder A. (2000) Surface ground vibration due to a moving train in a tunnel: Two-dimensional model. *Journal of Sound and Vibration* 234: 43-66.
- Rubinstein RY and Kroese DP. (2016) *Simulation and the Monte Carlo method*: John Wiley & Sons. Sheng X, Jones CJC and Petyt M. (1999) Ground vibration generated by a harmonic load acting on a railway track. *Journal of Sound and Vibration* 225: 3-28.
- Sheng X, Jones CJC and Thompson DJ. (2004a) A theoretical model for ground vibration from trains

generated by vertical track irregularities. Journal of Sound and Vibration 272: 937-965.

- Sheng X, Jones CJC and Thompson DJ. (2004b) A theoretical study on the influence of the track on train-induced ground vibration. *Journal of Sound and Vibration* 272: 909-936.
- Sheng X, Jones CJC and Thompson DJ. (2006) Prediction of ground vibration from trains using the wavenumber finite and boundary element methods. *Journal of Sound and Vibration* 293: 575-586.
- Si LT, Zhao Y, Zhang YH, et al. (2016) Random vibration of an elastic half-space subjected to a moving stochastic load. *Computers & Structures* 168: 92-105.
- Thompson DJ, Kouroussis G and Ntotsios E. (2019) Modelling, simulation and evaluation of ground vibration caused by rail vehicles. *Vehicle System Dynamics*: 1-48.
- Verbraken H, Lombaert G and Degrande G. (2011) Verification of an empirical prediction method for railway induced vibrations by means of numerical simulations. *Journal of Sound and Vibration* 330: 1692-1703.
- Wang L, Zhu Z, Bai Y, et al. (2018) A fast random method for three-dimensional analysis of traintrack-soil dynamic interaction. *Soil Dynamics and Earthquake Engineering* 115: 252-262.
- Xia H, Cao YM and De Roeck G. (2010) Theoretical modeling and characteristic analysis of movingtrain induced ground vibrations. *Journal of Sound and Vibration* 329: 819-832.
- Yang YB and Hung HH. (2001) A 2.5 D finite/infinite element approach for modelling visco-elastic bodies subjected to moving loads. *International Journal for Numerical Methods in Engineering* 51: 1317-1336.
- Yang YB, Liang X, Hung H-H, et al. (2017) Comparative study of 2D and 2.5D responses of long underground tunnels to moving train loads. *Soil Dynamics and Earthquake Engineering* 97: 86-100.
 Zhai W, Han Z, Chen Z, et al. (2019) Train–track–bridge dynamic interaction: a state-of-the-art

review. Vehicle System Dynamics: 1-44.

- Zhang D-Y, Jia H-Y, Zheng S-X, et al. (2014) A highly efficient and accurate stochastic seismic analysis approach for structures under tridirectional nonstationary multiple excitations. *Computers & Structures* 145: 23-35.
- Zhu Z, Gong W, Wang L, et al. (2019) Efficient assessment of 3D train-track-bridge interaction combining multi-time-step method and moving track technique. *Engineering Structures* 183: 290-302.
- Zhu Z, Gong W, Wang L, et al. (2017) A hybrid solution for studying vibrations of coupled traintrack-bridge system. *Advances in Structural Engineering* 20: 1699-1711.
- Zhu Z, Gong W, Wang L, et al. (2018a) An efficient multi-time-step method for train-track-bridge interaction. *Computers & Structures* 196: 36-48.
- Zhu Z, Wang L, Yu Z, et al. (2018b) Non-Stationary Random Vibration Analysis of Railway Bridges Under Moving Heavy-Haul Trains. *International Journal of Structural Stability and Dynamics* 18: 1850035.