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monajemi_m@yahoo.com :

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mehdi_zare@yahoo.fr :

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M.P.E

M.P.E

O.B.E, M.D.E

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(O.B.E)% (M.D.E)% (M.P.E)% / (

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Mw= ,

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:(*Subsurface Rupture Width*) -

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(*R* < *Km*) :

	$\frac{Mw}{Zare()}$	<i>Amax</i>	$\frac{Mw}{Zare()}$	<i>Amax</i>	$\frac{Mw}{W \& C}$	<i>Amax</i>	<i>Mw-Nor</i>	<i>Amax</i>
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	/		/		/		/	

$$W\&C = , + , .Log(LZare), (\sigma_{Mw} = \cdot, \uparrow A) - ()$$

$$Zare(-): Mw = , .Ln((, Or ,)LF) + , , Nowroozi : Ms = , +LogL$$

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							<i>Mw(max)</i>
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	<i>Mmax</i>	<i>Mmin</i>	β	γ
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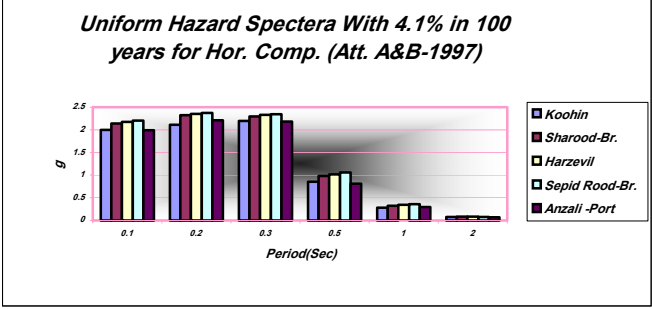
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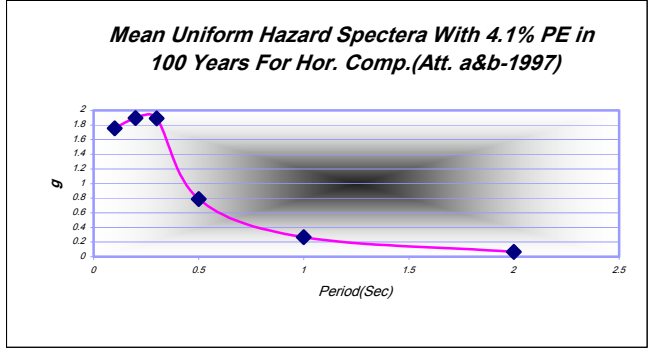
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<i>Title</i>	<i>Longitude</i>	<i>Latitude</i>	<i>H.M.P.E-</i>	<i>H.M.D.E-</i>	<i>H.O.B.E-</i>	<i>V.M.P.E-</i>	<i>V.M.D.E-</i>	<i>V.O.B.E-</i>	<i>H.P.G.D (Final)</i>	<i>V.P.G.D (Final)</i>
<i>Tunnel A - 108+200</i>	/	/	/	/	/	/	/	/	20,1	29,1
<i>Tunnel B - 108+920</i>	/	/	/	/	/	/	/	/	20,2	29,1
<i>Tunnel C - 109+812</i>	/	/	/	/	/	/	/	/	20,2	29,9
<i>Tunnel D - 112+200</i>	/	/	/	/	/	/	/	/	20,4	20,0
<i>Tunnel E - 118+000</i>	/	/	/	/	/	/	/	/	27,0	20,4
<i>Tunnel F - 118+700</i>	/	/	/	/	/	/	/	/	20,9	20,4
<i>Tunnel G - 119+912</i>	/	/	/	/	/	/	/	/	20,9	20,2
<i>Tunnel H - 126+220</i>	/	/	/	/	/	/	/	/	20,2	20,0
<i>Tunnel I - 132+980</i>	/	/	/	/	/	/	/	/	24,0	28,9
<i>Tunnel J - 132+890</i>	/	/	/	/	/	/	/	/	22,8	28,8
<i>Tunnel K - 137+770</i>	/	/	/	/	/	/	/	/	22,7	28,7
<i>Brj. A - 110+900</i>	/	/	/	/	/	/	/	/	27,1	21,2
<i>Brj. B - 116+110</i>	/	/	/	/	/	/	/	/	24,2	29,1
<i>Brj. C - 124+730</i>	/	/	/	/	/	/	/	/	20,7	20,1
<i>Brj. D - 138+120</i>	/	/	/	/	/	/	/	/	22,7	28,0-22
<i>Max.:</i>			/	/	/	/	/	/		
<i>Standard Division :</i>			/	/	/	/	/	/		
<i>Max.+Standard Division :</i>			0,68	0,44	0,29	0,36	0,23	0,10		

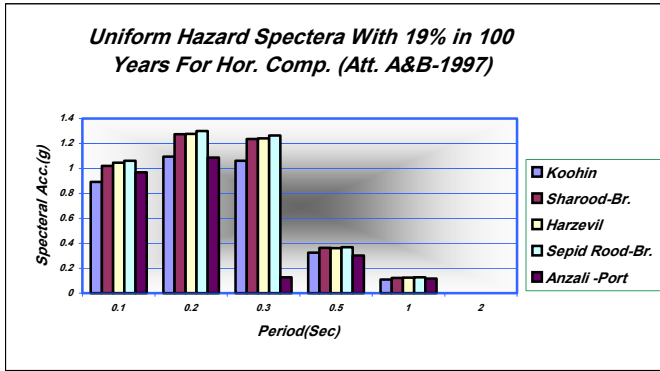
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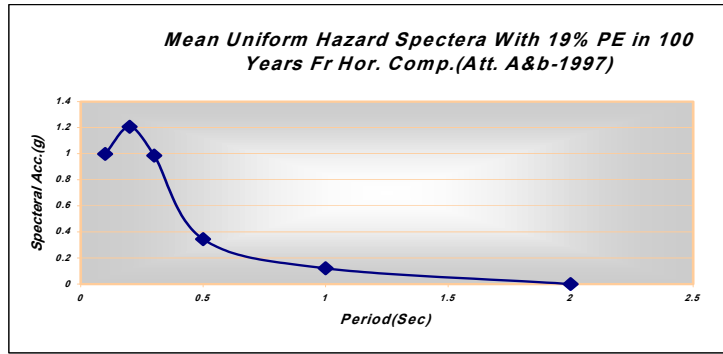
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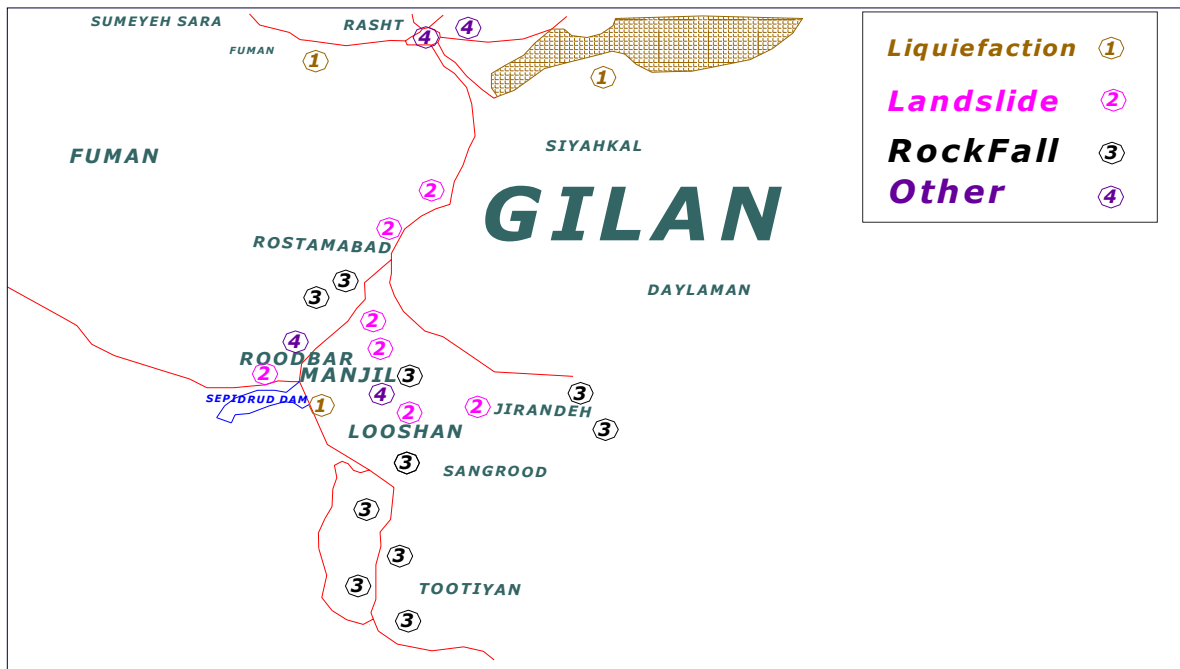
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[7] Imperial College of Science, Technology and Medicine. Department of Civil & Environmental Engineering London, SW7 2BU, U.K. A comprehensive worldwide summary of strong-motion attenuation relationships for peak ground acceleration and spectral ordination (1979-2000) Oct. 2002 pp 103-118

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