## Appendix 2. Comparison of Results

Research Paper	Accuracy	F1 Score	$R^2$	MAE	Notes
Machine learning and soft voting ensemble classifica-	0.79 (ANN), 0.79 (SVM),	-	-	-	Homogeneous data (RCC bridges) yielded better accuracies for models like RF (0.83) and CatBoost
tion for earthquake-induced damage to bridges [1]	0.76 (RF), 0.80 (Ensem-				(0.81) compared to the mixed database.
M 1: 1 : 1 1 11 1: C	ble)	0.70			
Machine learning-based collapse prediction for post- earthquake damaged RC columns under subsequent	0.82	0.76	-	-	SHAP analysis identified axial compression ratio and other structural performance factors as critical for collapse prediction.
earthquakes [2]					icai foi conapse prediction.
VHXLA: A post-earthquake damage prediction	0.9996 (combination of	0.945 (com-	_	_	The VHXLA model significantly outperforms other models in prediction accuracy and F1 scores
method for high-speed railway track-bridge system	models)	bination of			for sliding layers and fixed bearings, demonstrating superior predictive ability for seismic damage.
using VMD and hybrid neural network [3]	,	models)			The inclusion of VMD decomposition, HT transformation, and the attention mechanism in the
		,			VHXLA model enhances its performance compared to simpler models like LSTM or Xception.
Seismic damage state predictions of reinforced con-	0.95 (4-story, 90 stacks),	-	-	-	The proposed LSTM model effectively generalized across different ductile frame heights (4-, 8-,
crete structures using stacked long short-term mem-	0.93 (8-story, 90 stacks),				and 12-story frames), providing reliable post-earthquake damage predictions.
ory neural networks [4]	0.96 (12-story, 90 and 150				
	stacks)		0.04= (	0.01 ( ) 0.70 ( )	
Seismic response prediction and fragility assessment	-	-	$>0.847 (y_2, y_3)$	$0.61 (y_1), 0.53 (y_4)$	RF, XGBoost, and Light GBM consistently outperform Lasso, ANN, and SVR in both regression
of high-speed railway bridges using machine learning technology [5]					performance and error metrics.
Post-earthquake seismic capacity estimation of rein-	_	_	0.736 (DT),	3.284* (DT), 4.896*	The ensemble model (RF) had lower $R^2$ and higher SMAPE, underperforming compared to DT.
forced concrete bridge piers using machine learning			0.730 (D1), 0.277 (KNN),	(KNN), 5.873*	Simpler models (LR, RR, Lasso) also showed significantly lower predictive accuracy and precision
techniques [6]			0.166 (Lasso	(Lasso), $5.201*$	compared to complex models like DT, KNN, and ANN.
100			regression),	(ANN), 4.946* (SVM	
			0.153 (Linear	regression), 6.002*	
			regression),	(Linear regression),	
			0.162 (Ridge	5.935* (Ridge regres-	
			regression),	sion), $6.464*$ (RF); *	
			0.146 (SVM re-	- SMAPE (Symmet-	
			gression), 0.179	ric Mean Absolute	
			(ANN), 0.121	Percentage Error) is	
			(RF)	provided as a related	
Deep autoencoder architecture for bridge damage as-	Effective damage detec-		_	error metric. distributions shift sig-	Minimal MAE for undamaged states. Sensitivity to stiffness reduction (5-30%). Performs well
sessment using responses from several vehicles [7]	tion even with random	_	_	nificantly as damage	under varying conditions.
sessificité dising responses from several venicles [1]	traffic, though severity			severity increases	under varying conditions.
	quantification is slightly			beverity increases	
	impacted by random traf-				
	fic contributions.				
Automated location of steel truss bridge damage us-	0.73 (CNN3), 0.75	-	-	-	CNNs are clearly superior to 1NN-DTW models for both damage location and severity assessment.
ing machine learning and raw strain sensor data [8]	(CNN4), 0.56 (1NN-				Damage Severity Assessment is more challenging, with all models achieving lower accuracies com-
	DTW)	0.055.40			pared to damage location.
Seismic damage identification of high arch dams	0.79316 (optimal)	0.85749			
based on an unsupervised deep learning approach [9]		(dropout ratio = 0.35)			
Application of machine learning in seismic fragility	_	- 14010 - 0.33)	0.78 - 0.97	< 0.12* (ANN, 0.31 for	Support vector regression (SVR), Ridge regression, AdaBoost, and Random forest also performed
assessment of bridges with SMA-restrained rocking			(ANN), 0.76	Max. ED link damage	well, but the $R^2$ values were generally slightly lower than those of the neural networks.
columns [10]			- 0.96 (SVR),	factor), $< 0.16^*$ (SVR,	and the state of t
. 1			0.72 - 0.95	0.35 for Max. ED	
			(Ridge), 0.76	link damage factor), <	
			- 0.96 (Ad-	0.18* (Ridge, $0.41$ for	
			aBoost), 0.78 -	Max. ED link damage	
			0.95 (RF)	factor), $< 0.21^*$ (Ad-	
				aBoost, 0.27 for Max.	
				ED link damage fac-	
				tor), $< 0.18*$ (RF, 0.32	
				for Max. ED link dam-	
				age factor), * - Mean Squared Error (MSE)	
				squared Error (MSE)	