

SIMULATION OF PAVEMENT DEFORMATIONS FOR DIFFERENT APPROACH SLABS CONCEPT CONSTRUCTED ON BATU PANAT SOFT CLAY (BPSC)

MOHD NAZRIN MOHD DAUD

UNIVERSITI TUN HUSSEIN ONN MALAYSIA

PERPUSTAKAAN UTHM



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**SIMULATION OF PAVEMENT DEFORMATIONS FOR
DIFFERENT APPROACH SLABS CONCEPT CONSTRUCTED
ON BATU PAHAT SOFT CLAY (BPSC)**

MOHD NAZRIN MOHD DAUD

This dissertation is submitted as a fulfilment of the requirements for the award of
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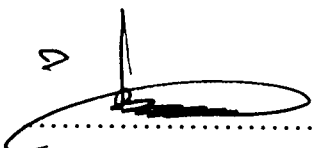
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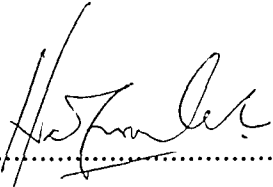
: ASSOC. PROF. DR. MOHD IDRUS B. MOHD MASIRIN

Date

: 10.5.2007

PROF. Madya DR. MOHD IDRUS HJ. MOHD MASIRIN
Timbalan Dekan (Penyelidikan & Pembangunan)
Fakulti Kejuruteraan Awam & Alam Sekitar
Universiti Tun Hussein Onn Malaysia

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*Special dedication to my beloved father and mother,
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*May Allah S.W.T, The Almighty bless our every living days,
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ABSTRACT

Depression or bump that occurs between end of bridge approach slab and road pavement interface always arises a great concern among motorists. The occurrence of the bump that motorist feel as they leaves or approaches the bridge is caused by the differential settlement problem. This problem becomes more apparent particularly over soft soil condition such in Batu Pahat district. Currently, there is no guideline and specification provided by the Public Work Department in designing a proper bridge approach model, which has exceptional transition toward road pavement. The current conventional model used in many projects was reported to be less effective since the problem is still noticeable and it requires regular maintenance work when the problem reappears recurrently. Practically, it is clear that the problem is still unresolved and this is due to the complexity of the design problem itself that merge the structural and geotechnical perspectives in design. The studies on simulation modelling for approach slab and road pavement design also have been rare. It is essential since such design analysis, which is based on numerical analysis, could have advantages in providing preliminary expected outcomes for the modelling purpose. In conjunction to this matter, the modelling of several approach slab and road pavement concepts have been successfully conducted to verify the result expectancies using this approach in order to provide better understanding on the recurrent problem.

Keywords: bump, bridge approach slab, differential settlement, soft soil, simulation modelling

ABSTRAK

Ketidakteraturan permukaan atau 'bonggol' yang berlaku di antara muka hujung papak julur bagi jambatan dan jalan raya kerap kali mengundang kebimbangan pengguna jalan raya. Kejadian tersebut yang dirasakan oleh pengguna jalan raya apabila menuju atau melewati jambatan adalah diakibatkan oleh masalah perbezaan pemendapan yang berlaku. Masalah tersebut menjadi lebih jelas apabila melibatkan pembinaan di kawasan tanah lembut seperti di daerah Batu Pahat. Pada ketika ini tiada garis panduan mahupun spesifikasi yang disediakan oleh Jabatan Kerja Raya dalam mereka bentuk papak julur yang mampu menangani permasalahan tersebut. Model konvensional yang digunapakai pada ketika ini dilaporkan kurang efektif kerana permasalahan ini masih berulang serta memerlukan kerja penyelenggaraan yang kerap. Secara praktikalnya adalah jelas bahawa permasalahan ini masih belum dapat diselesaikan dan ini adalah disebabkan oleh kesukaran yang dialami ketika mereka bentuk model di mana ia melibatkan gabungan pemahaman daripada sudut kejuruteraan struktur dan geoteknik. Manakala kajian kaedah simulasi dalam hal ini adalah jarang dilakukan dan tidak meluas. Analisis seperti ini yang melibatkan analisis elemen terhingga adalah berguna dan mempunyai kelebihan dalam menyediakan platform rekabentuk awal. Berikutan ini, rekabentuk beberapa konsep papak julur bagi jambatan dan seksyen jalan raya telah dijalankan dengan jayanya dalam penyelidikan simulasi ini bagi menjelaskan jangkaan keputusan terhadap kajian, seterusnya memperolehi pemahaman yang lebih terhadap permasalahan yang berulang ini.

Kata kunci: bonggol, papak julur bagi jambatan, perbezaan mendapan, tanah lembut, simulasi

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LIST OF SYMBOLS

AASHTO	American Association of State Highway and Transportation Officials
CBR	California Bearing Ratio
CD	Consolidated Drained Test
CU	Consolidated Undrained Test
DVL	Digital Video Logger
FWD	Falling Weight Deflectometer
EPS	Expanded Polystyrene
ESAL	Equivalent Standard Load
GCL	Geosynthetic Clay Liner
GPR	Ground Penetrating Radar
HPU	Highway Planning Unit
LaDOTD	Louisiana Department of Transportation Development
NDT	Non-Destructive Test
NYDOT	New York Department of Transportation
PSI	Present Serviceability Index
PWD	Public Work Department
σ	normal stress
σ'	effective normal stress
σ_3	confining pressure
E	modulus of elasticity
ϕ	friction angle
$\Delta\sigma$	deviator stress
u	pore pressure
C	cohesion
C_c	coefficient of consolidation
C_α	coefficient of secondary compression

f	yield function
\bar{f}	function of the stress state
κ^*	modified swelling/ recompression index
λ^*	modified compression index
P_p	pre-consolidation stress
t_0	time at which creep is assumed to commence
t_1	time
e_0	initial void ratio
e_1	void ratio
s	shear stress
μ^*	modified creep index
ν	Poission Ratio
ψ	dilatancy angle

CHAPTER I

INTRODUCTION

1.1 Problem Statement

The concrete bridge found in Parit Karjo, Batu Pahat is constructed on deep foundation pile which is structurally stable and sound. Construction of pavement and bridge under soft soil circumstance is always linked to the differential settlement problems between bridge abutments and roadway ends. Though, bridge approach slab is provided to span across any difference in level due to settlement between the bridge approach and the roadway ends. The long span concrete slab certainly will provide smoother transition at the end of the roadways to the approach bridge. Thus, providing better comfortability and rideability to commuters and road-users.

The occurrence of settlement for road pavements-bridge interface sections will be noticeably when there is a sudden change of joint level between the ends of paved roadway and constructed bridge approach slab. Undoubtedly, this will affect the rideability quality or factor of the roadway in the long run. This complaint involves a 'bump' that motorists feel as they are leaving or approaching the bridge. The only alternative available now is rehabilitation or remedial work that is to