

b, INTERSECTION CH.14450 B ACCESS ROAD .

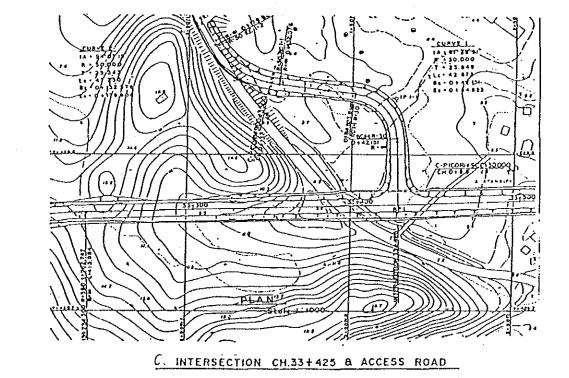
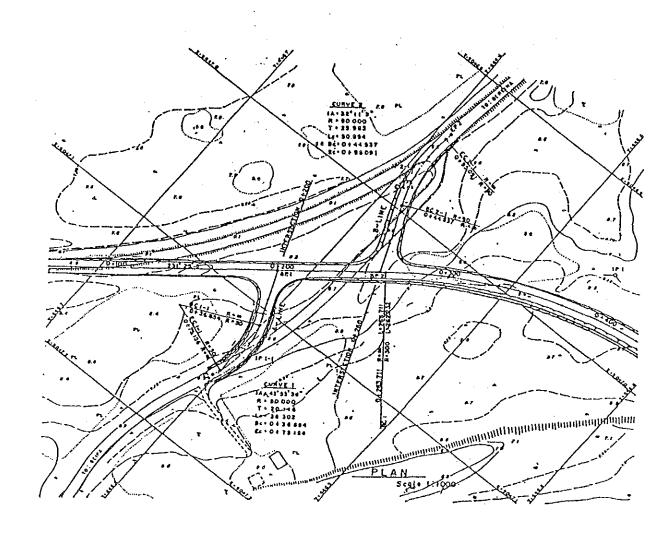
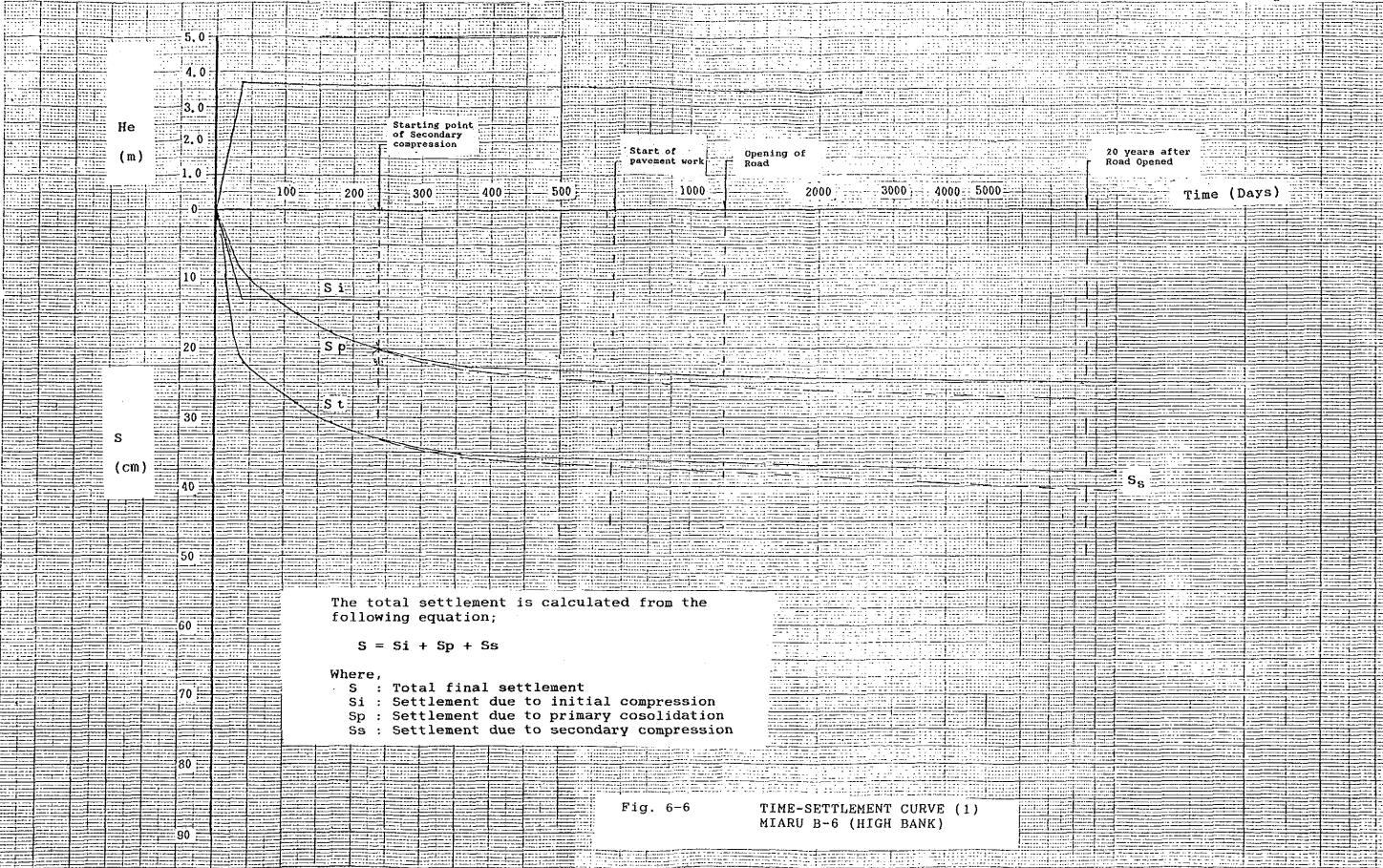
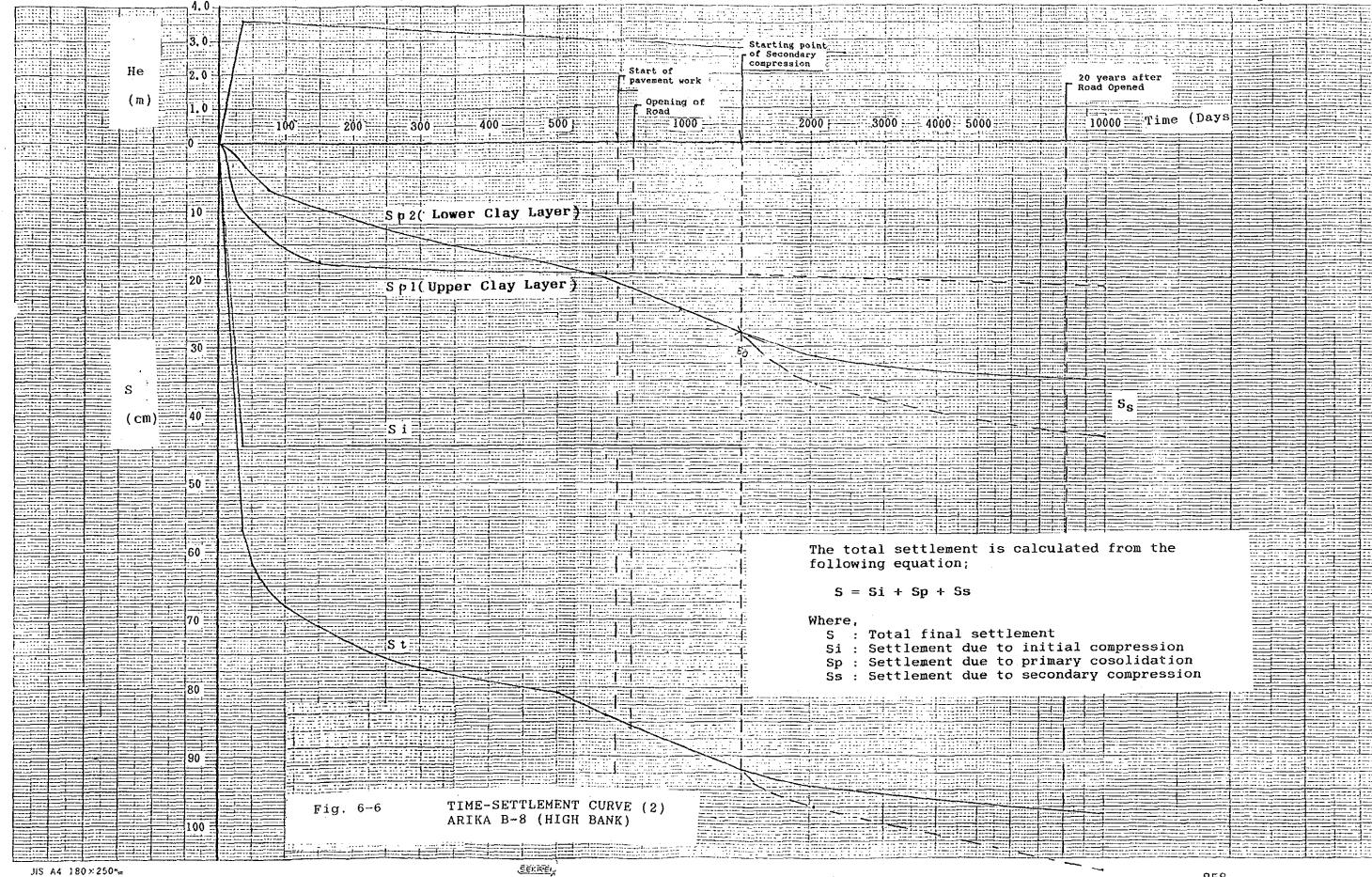


Fig. 6-4 MAIN INTERSECTIONS OF THE PROJECT ROAD

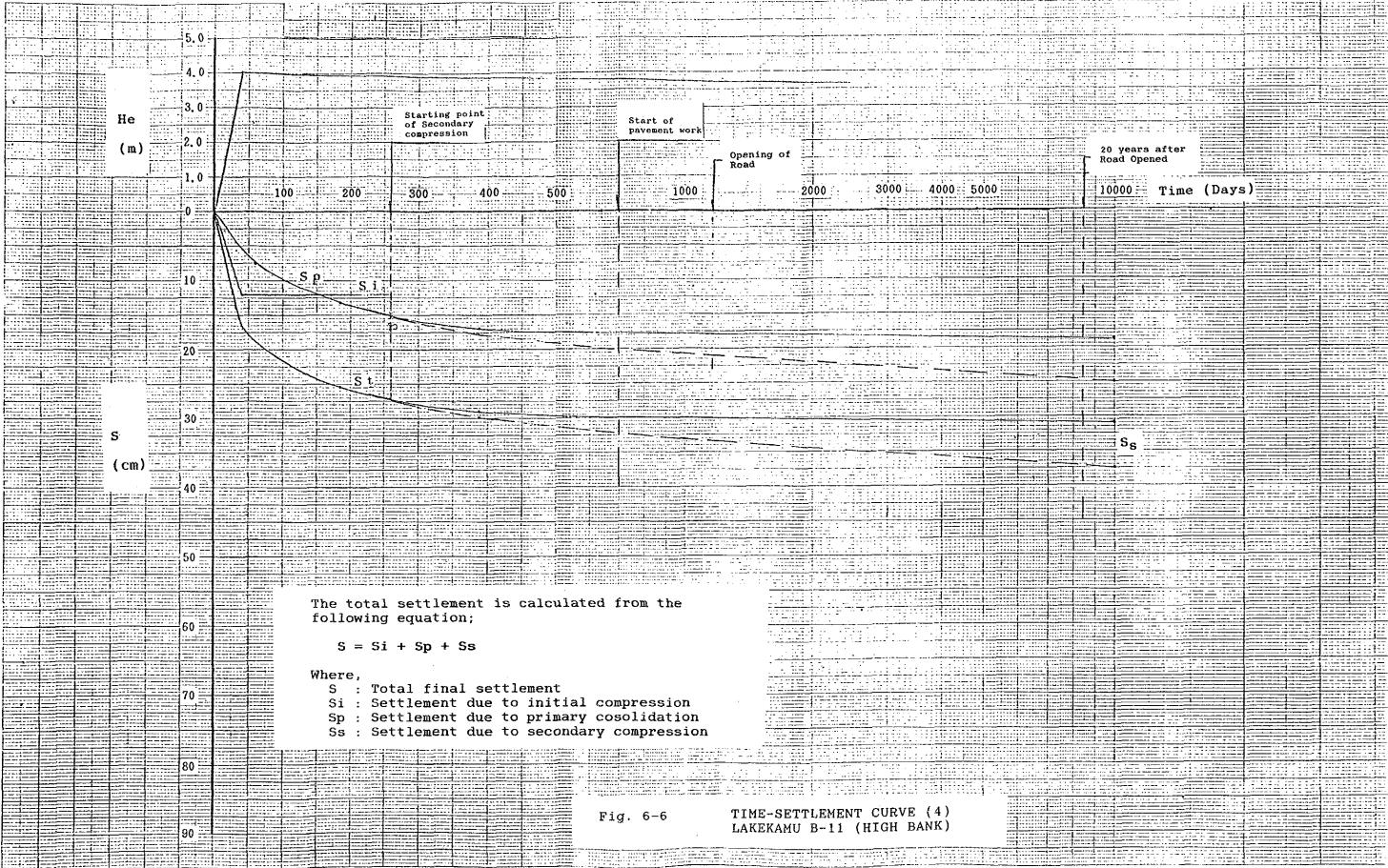


Q. INTERSECTION CHO1200 & CHO1260 AND ACCESS ROADS'

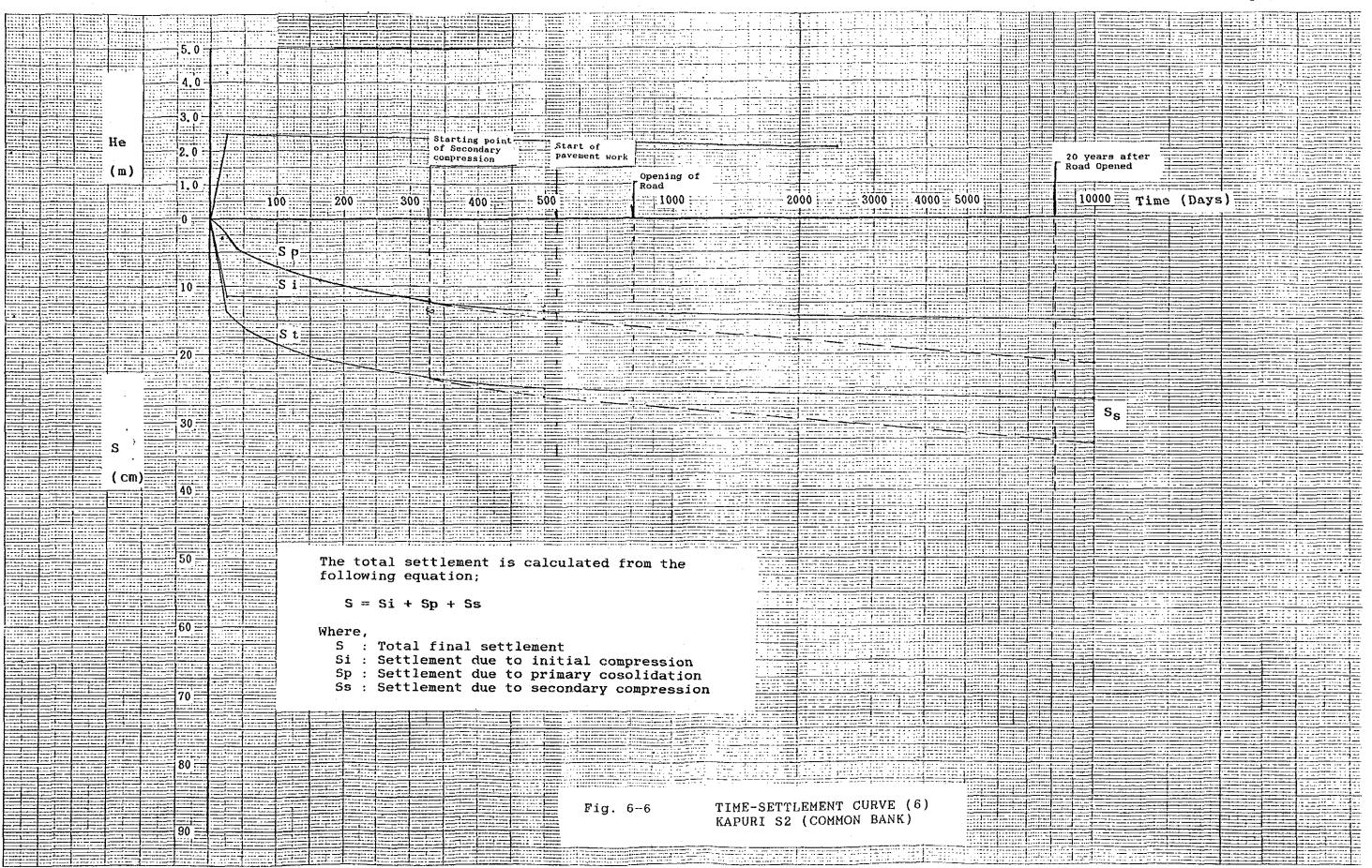


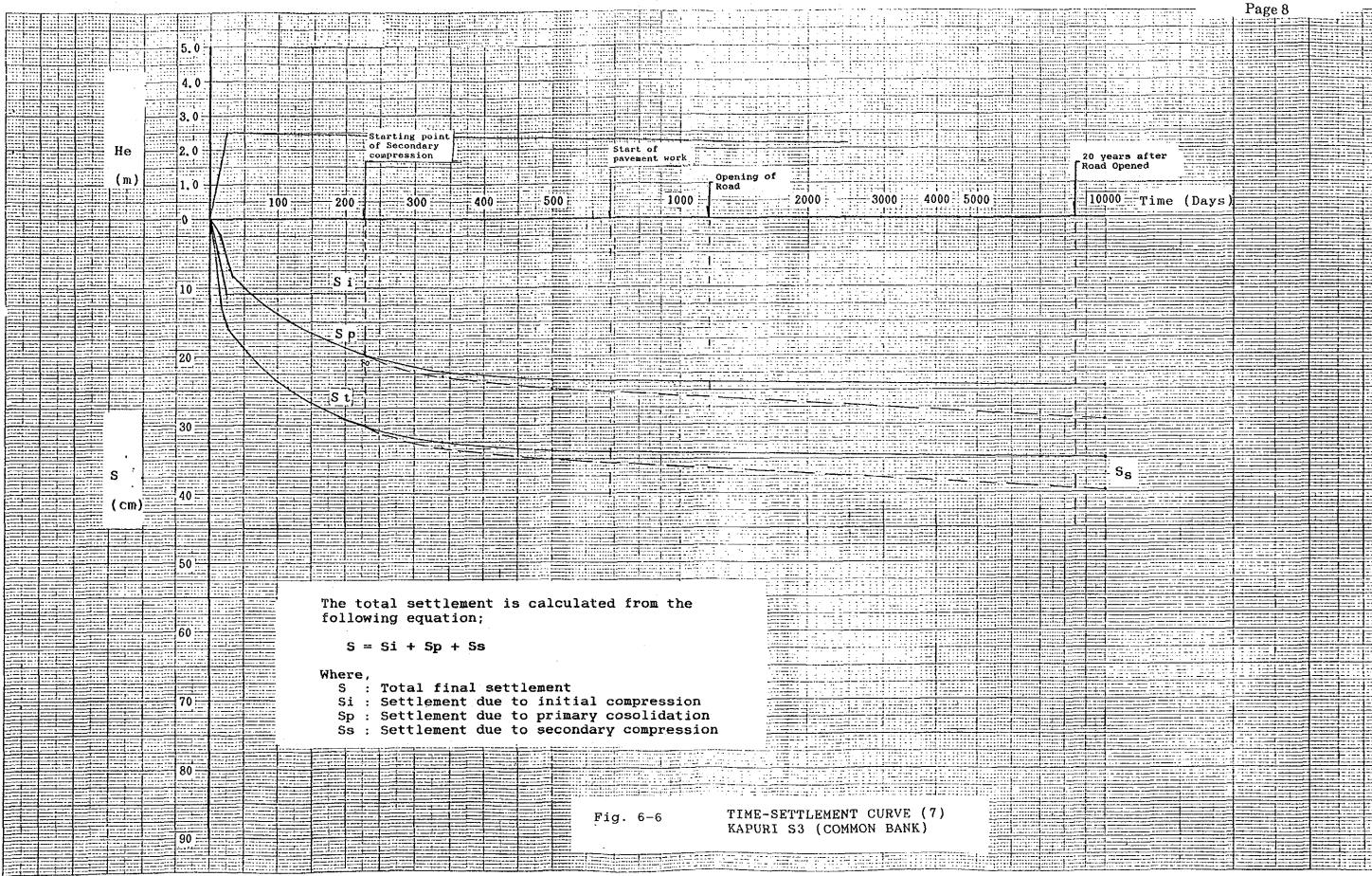


Page 4 Starting point of Secondary 20 years after Road Opened Нe compression pavement work. Opening of (m) 4000 5000 1000 (cm) 60 The total settlement is calculated from the following equation; S = Si + Sp + SsWhere, S : Total final settlement Si : Settlement due to initial compression Sp : Settlement due to primary cosolidation Ss : Settlement due to secondary compression TIME-SETTLEMENT CURVE (3) Fig. 6-6 KAPURI B-9 (HIGH BANK)

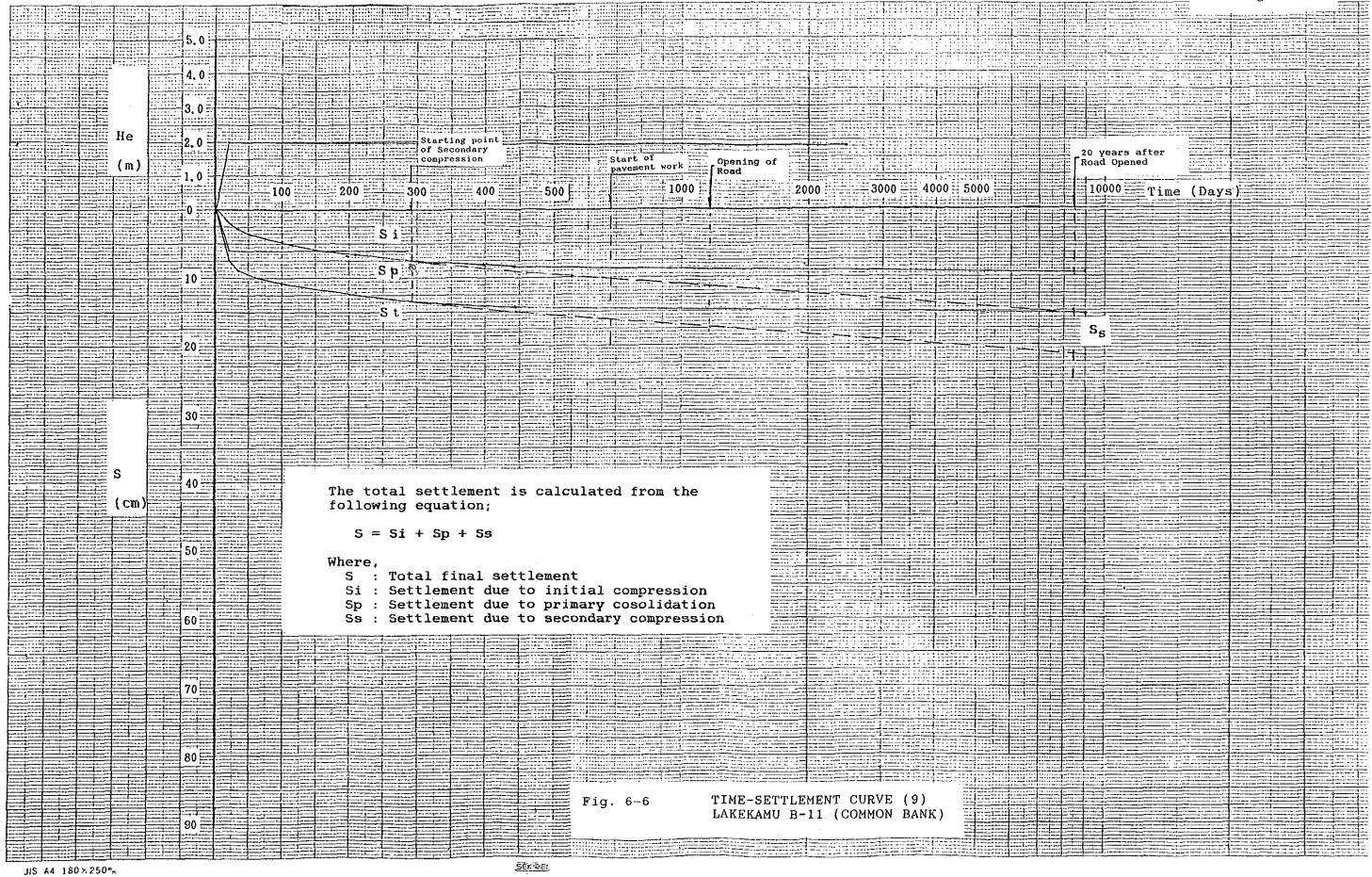


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	Where, S: Total final settlement	
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80	TIME SPECIEMENT CURVE (5)	
80	Fig. 6-6 TIME-SETTLEMENT CURVE (5) TAURI B-14 (HGIH BANK)	
90	Fig. 6-6 TIME-SETTLEMENT CURVE (5) TAURI B-14 (HGIH BANK)	

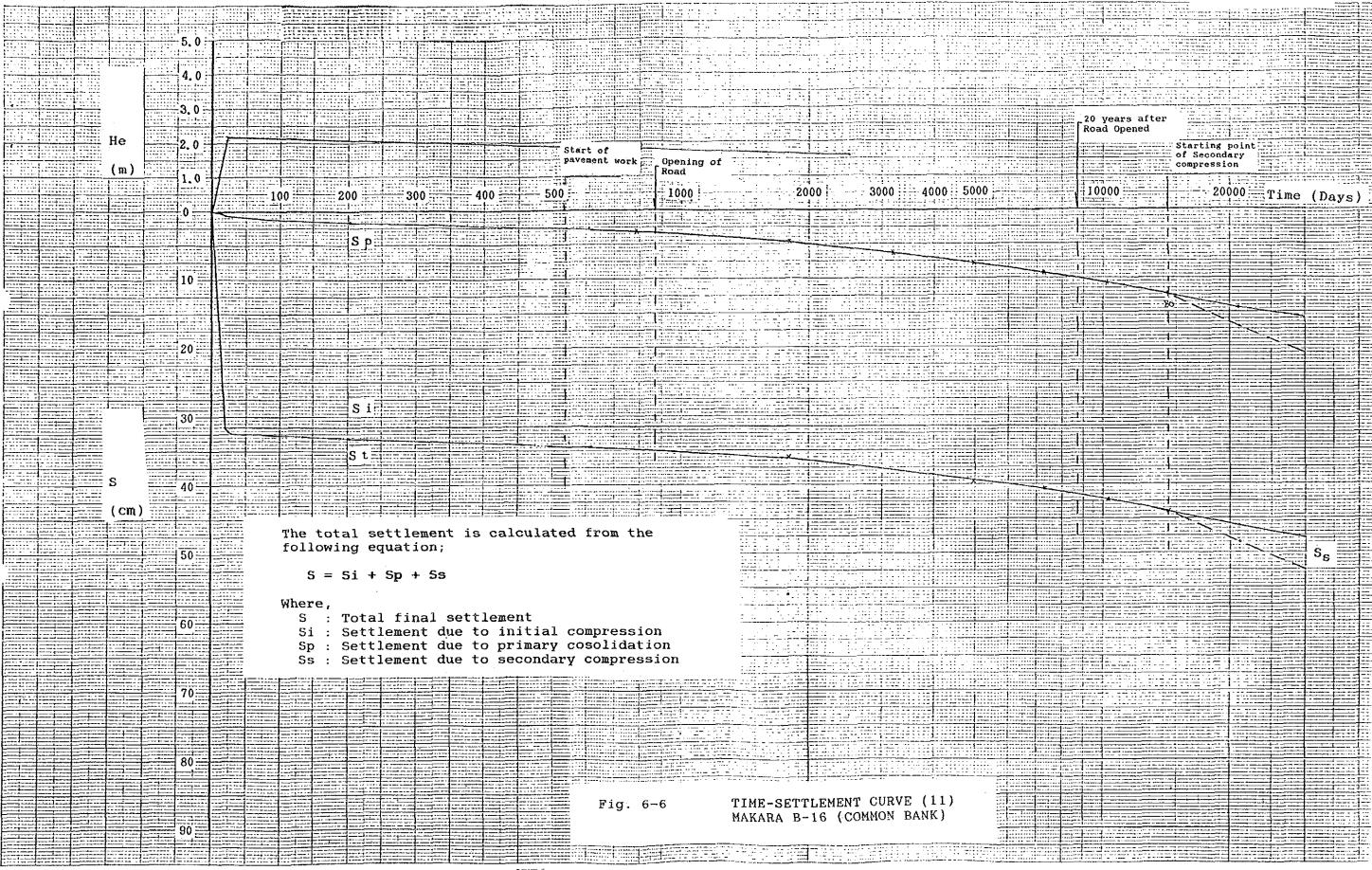




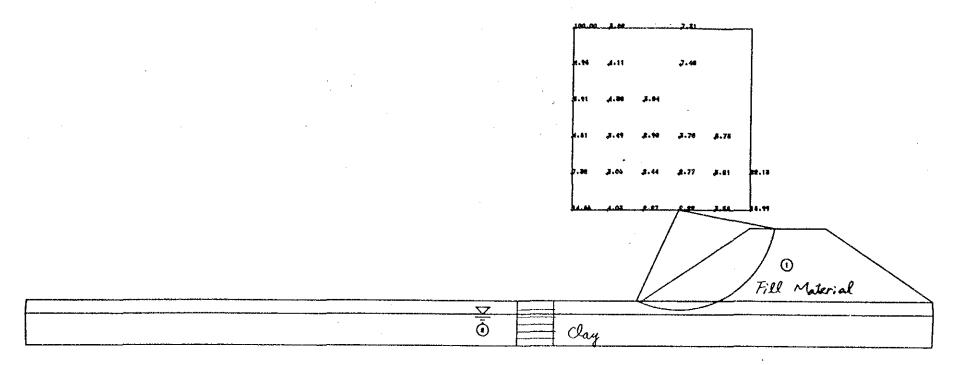
		Page 9
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80	Where, S: Total final settlement Si: Settlement due to initial compression Sp: Settlement due to primary cosolidation Ss: Settlement due to secondary compression  Fig. 6-6  TIME-SETTLEMENT CURVE (8) KAPURI S4 (COMMON BANK)	
	Fig. 6.6 TIME-SETTLEMENT CURVE (8)	
90	KAPURI S4 (COMMON BANK)	



10				Page 11
He				
He   3.0	5.0			
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He			of Secondary	
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The total settlement is calculated from the following equation:  S = Si + Sp + Ss  Where, S : Total final settlement Si : Settlement due to initial compression Sp : Settlement due to primary cosolidation Sp : Settlement due to secondary compression Sp : Settlement due to secondary compression Fig. 6-6  Time-Settlement Curve (10) TAURI B-14 (COMMON BANK)	40			
The total settlement is calculated from the following equation:  S = Si + Sp + Ss  Where, S : Total final settlement Si: Settlement due to initial compression Sp: Settlement due to primary cosolidation Ss : Settlement due to secondary compression  Fig. 6-6  Time-settlement Curve (10) Tauri B-14 (COMMON BANK)				
following equation;  S = Si + Sp + Ss  Where, S : Total final settlement Si : Settlement due to initial compression Sp : Settlement due to primary cosolidation Ss : Settlement due to secondary compression  70  Fig. 6-6  Time-settlement curve (10) Tauri B-14 (COMMON BANK)	50	The total settlement is calculated from the		S <sub>S</sub>
S = Si + Sp + Ss  Where, S : Total final settlement Si : Settlement due to initial compression Sp : Settlement due to primary cosolidation Ss : Settlement due to secondary compression  Fig. 6-6  TIME-SETTLEMENT CURVE (10) TAURI B-14 (COMMON BANK)		following equation;		
Where, S: Total final settlement Si: Settlement due to initial compression Sp: Settlement due to primary cosolidation Ss: Settlement due to secondary compression  Fig. 6-6  Time-settlement Curve (10) Tauri B-14 (COMMON BANK)		S = Si + Sp + Ss		
S: Total final settlement Si: Settlement due to initial compression Sp: Settlement due to primary cosolidation Ss: Settlement due to secondary compression  70  80  Fig. 6-6  TIME-SETTLEMENT CURVE (10) TAURI B-14 (COMMON BANK)	60	Where,		
Sp: Settlement due to primary cosolidation Ss: Settlement due to secondary compression  80  Fig. 6-6  TIME-SETTLEMENT CURVE (10) TAURI B-14 (COMMON BANK)		S : Total final settlement Si : Settlement due to initial compression		
70		Sp : Settlement due to primary cosolidation Ss : Settlement due to secondary compression		
80 Fig. 6-6 TIME-SETTLEMENT CURVE (10) TAURI B-14 (COMMON BANK)	70			
80 Fig. 6-6 TIME-SETTLEMENT CURVE (10) TAURI B-14 (COMMON BANK)				
Fig. 6-6  TAURI B-14 (COMMON BANK)				
Fig. 6-6 TIME-SETTLEMENT CURVE (10) TAURI B-14 (COMMON BANK)	80			
TAURI B-14 (COMMON BANK)		Fig. 6-6	FIME-SETTLEMENT CURVE (10)	
The state of the s	90		TAURI B-14 (COMMON BANK)	

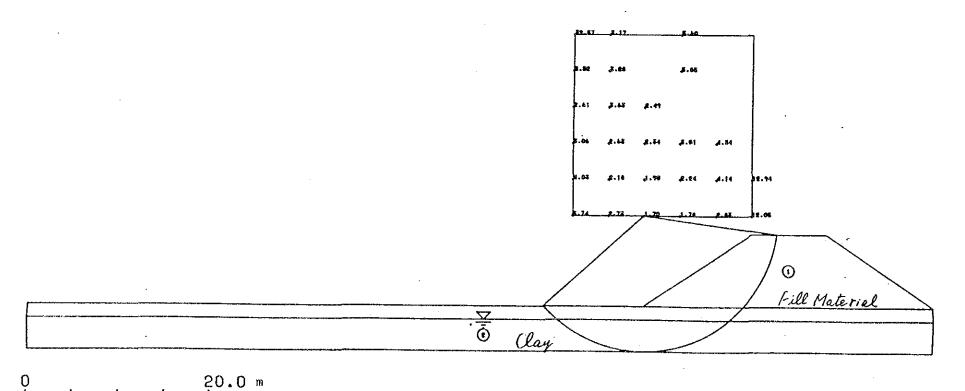


APPENDIX 3 Page 13 Starting point of Secondary compression Road Opened (m) 1.0 500 40 -The total settlement is calculated from the following equation; S = Si + Sp + SsWhere, S : Total final settlement Si : Settlement due to initial compression Sp : Settlement due to primary cosolidation Ss : Settlement due to secondary compression TIME-SETTLEMENT CURVE (12) Fig. 6-6 SAPPAHARO B-17 (COMMON BANK)



ATERIA	LCOHESION	FRICTION	W(WET)	W(SAT)	W(SUB)
	(T/m <sup>x</sup> )	(DEG)	(T/m)	(T/m <sup>8</sup> )	(T/m <sup>3</sup> )
1	2.80	28.00	1.80	1.90	0.90
2	4.50	0.00	1.73	1.80	0.80
ACCEL	ERATION O	F EARTHQ	UAKE	0.1	00

. MINIMUM	SAFETY FACTOR (N	IORHAL)
NORMAL	2.223	
SEISHIC	1.764	



SCALE=1/400

Fig.	6 - 7	STABILITY	ANALVSIS	/1
~ - ~ .	~ 1	OTUDINITI	AIVALISIS	4 1

MATERIAL	COHESION	FRICTION	W(WET)	W(SAT)	W(SUB)
<u></u>	(T/m <sup>z</sup> )	(DEG)	(T/m )	(T/m <sup>®</sup> )	(T/m <sup>3</sup> )
1	2.80	28.00	1.80	1.90	0.90
2	4.50	0.00	1.73	1.80	0.80
ACCELERATION OF EARTHQUAKE				0.1	00

MUNINIM .	SAFETY FACTOR	(SEISMIC)
NORMAL	2.271	
SEISMIC	1.701	

#### PNG TRANS ISLAND HIGHWAY MIARU RIVER B6 S T A B I L I T Y A N A L Y S I S

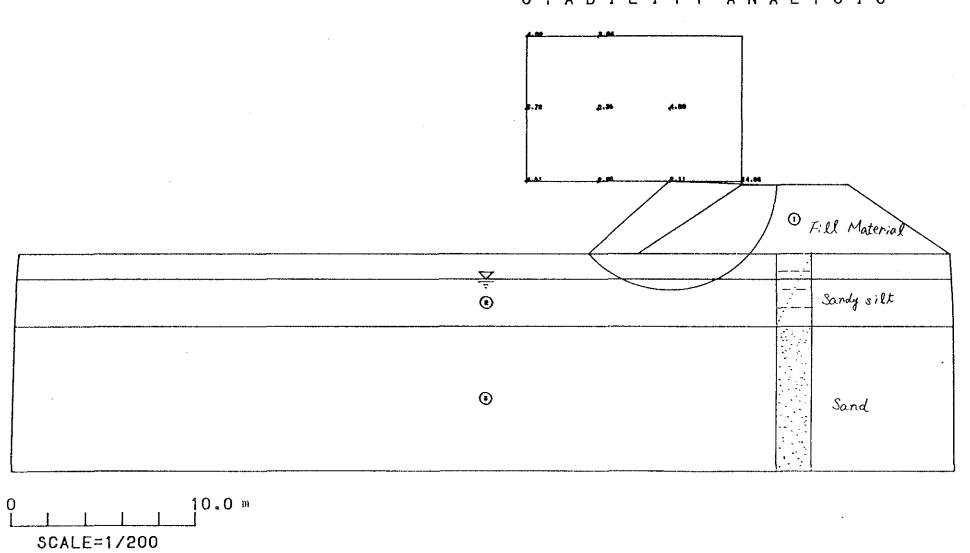
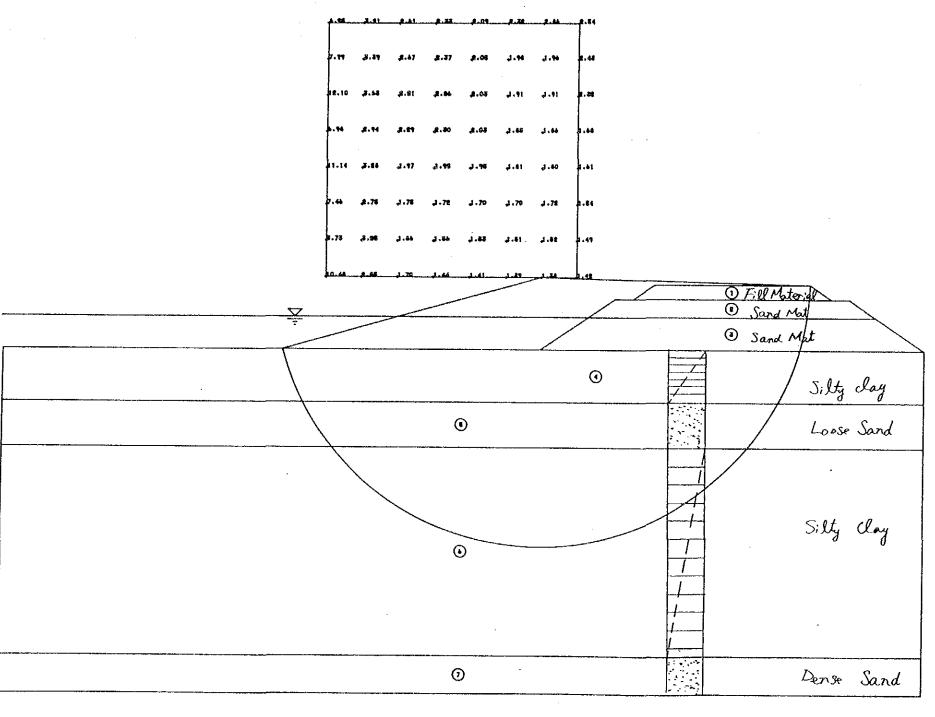


Fig. 6-7 STABILITY ANALYSIS (2)

ATERIA	LCOHESTON	FRICTION	M(MEI)	W(SAT)	W(SUB)
	(T/m <sup>e</sup> )	(DEG)	(T/m <sup>®</sup> )	(T/m <sup>3</sup> )	(T/m <sup>4</sup> )
1	2.80	28.00	1.80	1.90	0.90
5	1.20	9.00	1.70	1.70	0.70
3	0.00	28.00	1.90	1.90	0.90

MUMINIM	SAFETY	FACTOR	(NORMAL)	
NORMAL	5	-109		
SEISMIC				

# PNG TRANS ISLAND HIGHWAY ALIKA SWAMP S T A B I L I T Y A N A L Y S I S



0					10.0 m
<u></u>					
	SCA	LE=	1/20	00	

Fig. 6-7 STABILITY ANALYSIS (3)

MATERIAL	COHESION	FRICTION	W(WET)	W(SAT)	W(SUB)
	(T/m <sup>*</sup> )	(DEG)	(T/m <sup>3</sup> )	(T/m <sup>3</sup> )	(T/m <sup>3</sup> )
1	2.80	28.00	1.80	1.90	0.90
5	0.00	30.00	1.65	1.70	0.70
3	0.00	27.00	1.65	1.70	0.70
4	2.00	0.00	1.75	1.75	0.75
5	0.00	27.00	1.82	1.82	0.82
6	3.50	0.00	1.75	1.75	0.75
7	0.00	37.00	1.90	1.90	0.90
ACCELE	ACCELERATION OF EARTHQUAKE				00

MINIMUM	SAFETY	FACTOR	(N	ORMAL)
NORMAL	1.	384		
SEISMIC	0.	923		

# PNG TRANS ISLAND HIGHWAY KAPURI RIVER B9 S T A B I L I T Y A N A L Y S I S

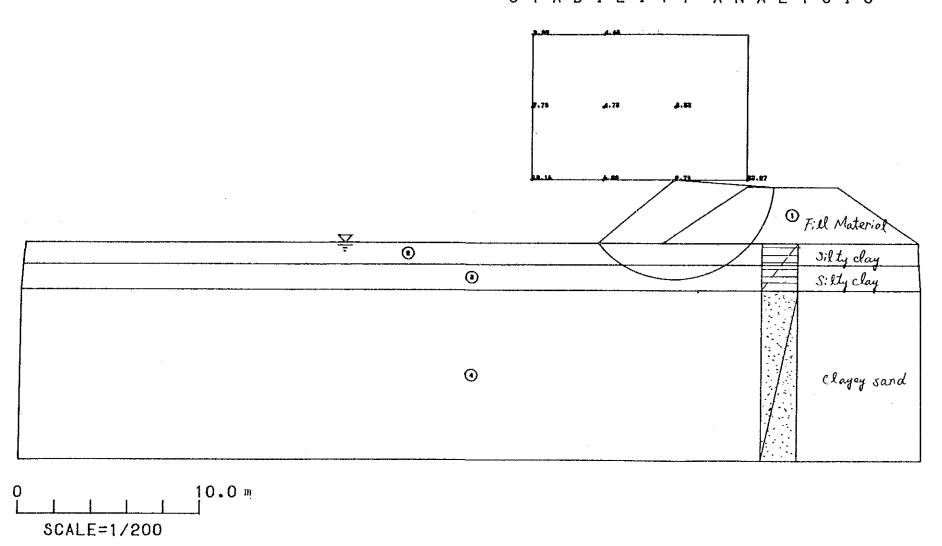


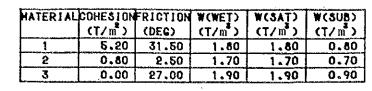
Fig.	6-7	STABILITY	ANALYSIS (4)
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MATERIAL	COHESION	FRICTION (DEC)	W(WET)	₩(SAT) (T/m³)	W(SUB)
1	5.20	31.50	1.80	1.90	0.90
5	0.60	6.00	1.50	1.50	0.50
3	1.10	6.00	1.70	1.70	0.70
4	2.00	32.50	1.90	1.90	0.90

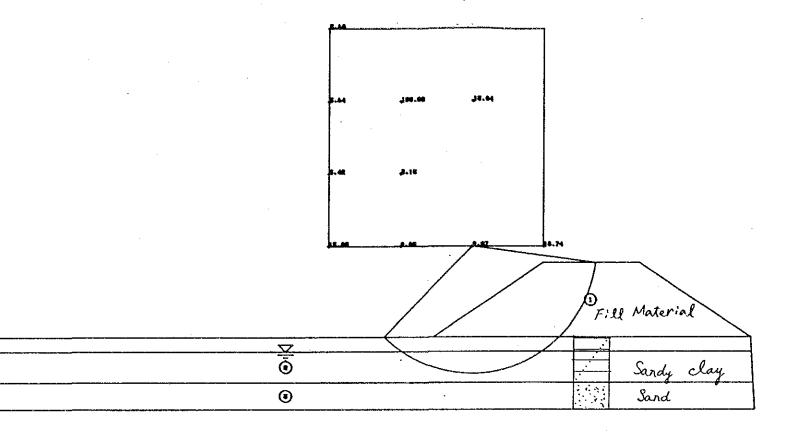
HININU	SAFETY	FACTOR	(N	DRMAL)
NORHAL	2.	788		
SEISHIC				

APPENDIX 3

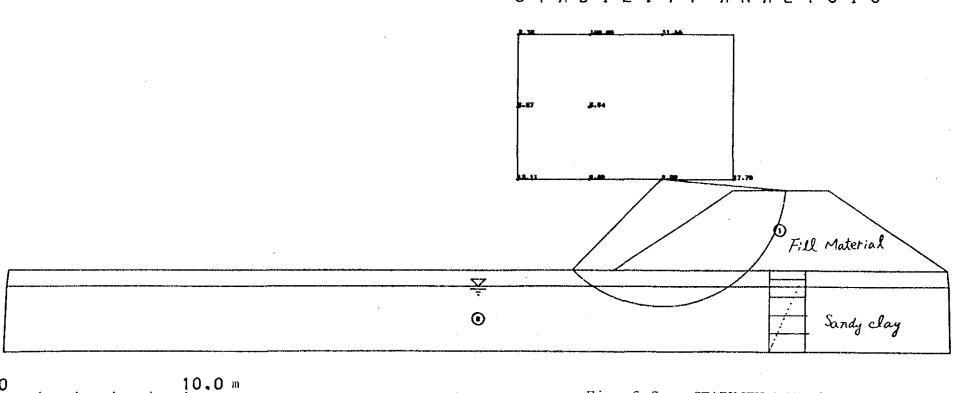
Page 18



HUMINIM	SAFETY FACTOR	(NORMAL)
NORMAL	2.073	
SEISHIC		



PNG TRANS ISLAND HIGHWAY TAURI RIVER B13 STABILITY ANALYSIS



SCALE=1/200

Fig. 6-7 STABILITY ANALYSIS (5)

ATERIAL	COHESION (T/m²)	FRICTION (DEG)	W(WET)	W(SAT)	W(SUB)
1	5.20	31.50	1.80	1.90	0.90
2	1.50	6.00	1.60	1.60	0.60

MUMINIM	SAFETY FACTOR	(NORHAL)
NORHAL	2.522	
SEISHIC		

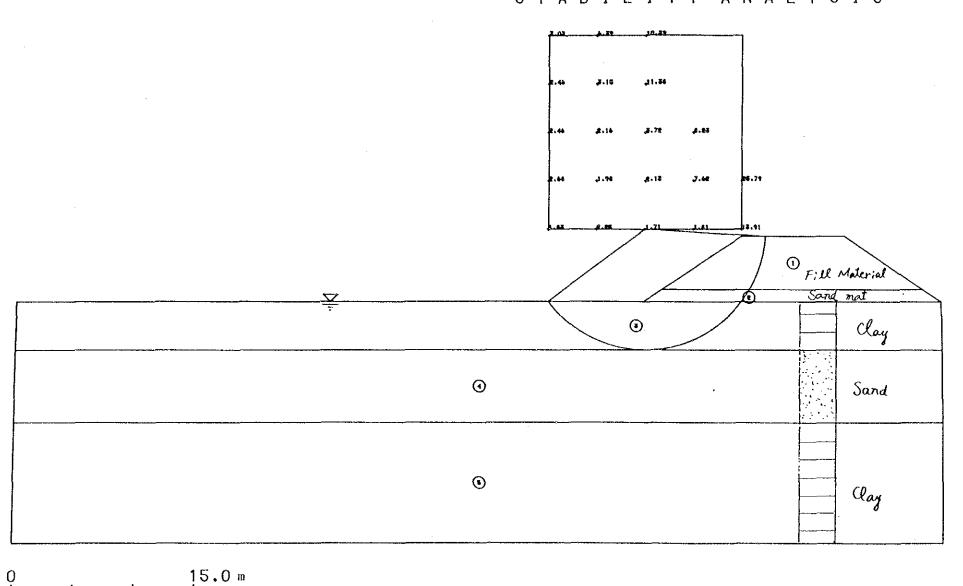
0.90

0.70

0.90

0.70

#### PNG TRANS ISLAND HIGHWAY MAKARA RIVER B15 STABILITY ANALYSIS



SCALE=1/300

1.705		
	1	

MATERIAL COHESION FRICTION W(WET) W(SAT) W(SUB)
(T/m²) (DEG) (T/m³) (T/m³)

1.80 1.90

1.90

1.70

1.90

1.70

1.65

1.70

1.90

1.70

5.20 31.50

0.00 30.00

0.00 24.00

7.00

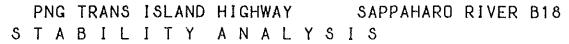
0.00

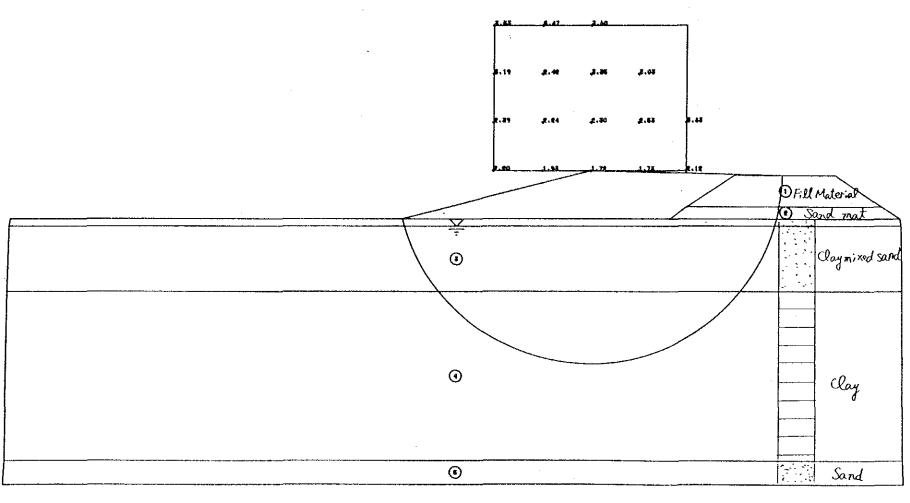
MINIMUM SAFETY FACTOR (NORMAL)

1.00

1.50

STABILITY ANALYSIS (6)





0			15.0 m
<u> </u>			
;	SCALE=1	/300	1

Fig. 6-6 STABILITY ANALYSIS (7)

MATERIAL	COHESION (T/m²)	FRICTION (DEG)	W(WET) (T/m)	W(SAT)	W(SUB)
1	5.20	31.50	1.80	1.90	0.90
2	0.00	30.00	1.65	1.90	0.90
3.	0.00	24.00	1.90	1.90	0.90
4	1.10	0.00	1.70	1.70	0.70
5	0.00	27.00	1.90	1.90	0.90

MUMINIM	SAFETY FACTOR	(NORMAL)
NORMAL	1.717	
SEISMIC		



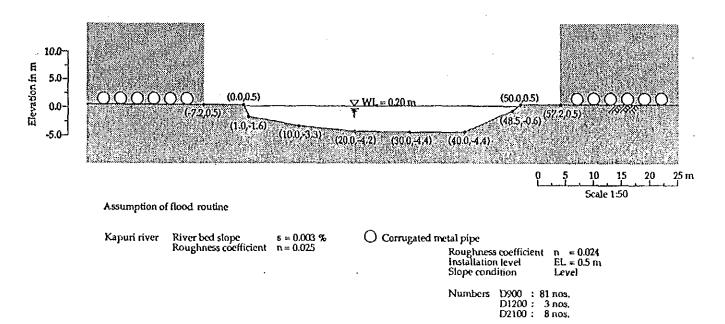


Fig. 6-12 ASSUMPTION FOR FLOOD ROUTIN

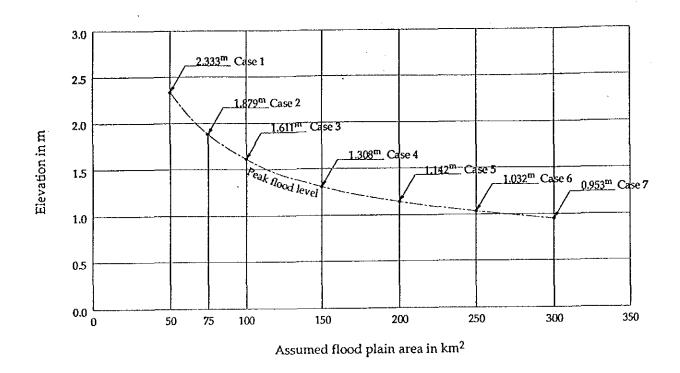


Fig. 6-13 RELATIONSHIP BETWEEN ASSUMED FLOOD PLAIN AREA AND PEAK FLOOD LEVEL AT BRIDGE

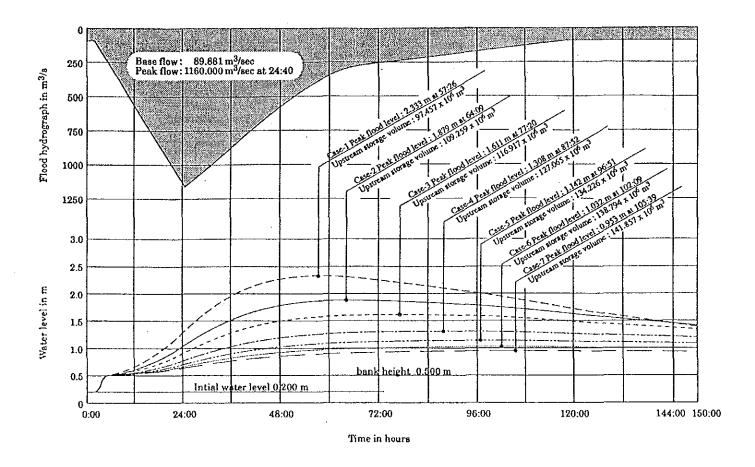


Fig. 6-14 TRACE OF WATER LEVEL AT KAPURI RIVER BRIDGE SITE