

## CHAPTER 4. BRIDGE DESIGN

### 4.1 DESIGN CONDITIONS

#### 4.1.1 Design Standard

The bridge design standard of the Project, including Bago River Bridge with the on-ramp bridge and flyover, complies with the JSHB. However, the calculations of the live load and the collision force were referred to the AASHTO LRFD Design Standard as a conventional bridge design load in Myanmar. Natural conditions related to the criteria such as meteorological issues were considered independently in this section.

##### 4.1.1.1 Seismic Force and Design

The Bago River Bridge and flyover were designed based on the JSHB. Although, seismic design would be a different issue because the return period of the strong earthquakes in Myanmar is much longer than that of Japan. If the same design methods are applied to the design of the Project, then the bearing force will be excessive.

The application of the seismic coefficient method is deemed to be suitable for the seismic design of the Project. However, multiple seismic performance shall be defined if a stronger earthquake than the expected occurs.

Table 4.1.1 Seismic Performance Level

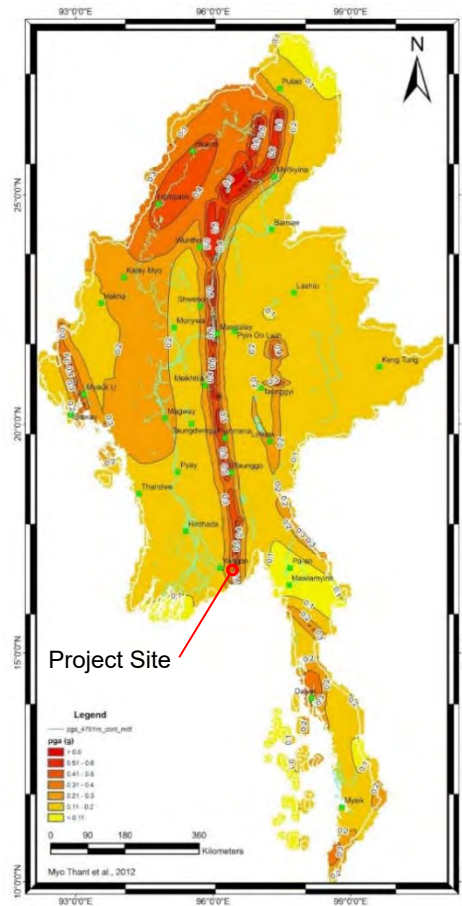
Seismic Performance Level 1	Possible maximum seismic force during service period The bridge is expected to have no damage caused by the earthquake.
Seismic Performance Level 2	Very few chances The bridge is not expected to collapse.

*Source: JICA Study Team*

#### (1) Design Horizontal Ground Acceleration (Seismic Coefficient)

The design horizontal ground acceleration for seismic performance level 1 around the project site is set to 0.30 from the Peak Ground Acceleration map made by the Myanmar Earthquake Committee (“Seismic Hazards Assessment for Myanmar”, Myo Thant et al., 2012), which reflects a 475-year return period.

For seismic performance level 2, the design horizontal ground acceleration is set as 0.45, 1.5 times larger than the abovementioned value, because the Myanmar Building Code 2012 uses the same multiplication factor for the maximum considered earthquake.



Source: Seismic Hazards Assessment for Myanmar, Myo Thant et al., 2012

Figure 4.1.1 Peak Ground Acceleration Map (475-year return period)

**(2) Required Seismic Performance and Seismic Design**

To meet the seismic performance defined in Item (1) above, the seismic design shown in Table 4.1.2 below was conducted.

Table 4.1.2 Relationship Between Seismic Performance and Seismic Design

	Seismic Performance 1	Seismic Performance 2
Seismic coefficient	$k_{h1} = 0.30$	$k_{h2} = 1.5 \times k_{h1} = 1.5 \times 0.3 = 0.45$
Superstructure	Design to verify if unbreakable	Expect not to be unbreakable by safety factor and ductility
Substructure	Design to verify if unbreakable	Expect not to be unbreakable by safety factor and ductility
Bearing	Design to verify if unbreakable	(no design if other anti-collapse structure is installed)
Anti-collapse structure	(no design)	Design to verify if unbreakable
Expansion joint	Design to verify function	(no design)

Source: JICA Study Team

In the table, the “anti-collapse structure” was assumed to be the structure which connects the superstructure and substructure, and was expected not to break due to the level 2 seismic force, so that the superstructure will not collapse as well. Anchor bars on the substructure and bearings that are designed based on level 2 seismic coefficient are deemed as anti-collapse structures.

### (3) Other Issues for Seismic Design

Seating length and bearing edge distance will be secured in accordance with the JSHB regulations. Reinforcement of superstructures and substructures will consider ductility and robustness.

#### 4.1.1.2 Collision Force by Vessel

Collision force is calculated based on AASHTO.

##### (1) Design Vessel

The largest vessel running in Bago River is a barge ship with specifications indicated below, as researched by the Directorate of Water Resources and Improvement of River Systems (DWIR).

Size: 65.5 m x 15.9 m x 3.0 m (barge vessel)

Deadweight tonnage: 1,118 tons

Maximum vessel speed: 10 knot (5.14 m/s)

Draught height was assumed as 2.2 m by general barge ship with similar size.

##### (2) Impact Speed was Calculated based on the AASHTO LRFD 3.14.6.

###### 3.14.6—Design Collision Velocity

The design collision velocity may be determined as specified in Figure 3.14.6-1, for which:

- $V$  = design impact velocity (ft/s)
- $V_T$  = typical vessel transit velocity in the channel under normal environmental conditions but not taken to be less than  $V_{MIN}$  (ft/s)
- $V_{MIN}$  = minimum design impact velocity taken as not less than the yearly mean current velocity for the bridge location (ft/s)
- $X$  = distance to face of pier from centerline of channel (ft)
- $X_C$  = distance to edge of channel (ft)
- $X_L$  = distance equal to 3.0 times the length overall of the design vessel (ft)

The length overall,  $LOA$ , for barge tows shall be taken as the total length of the tow plus the length of the tug/tow boat.

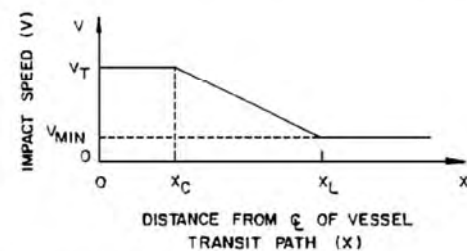
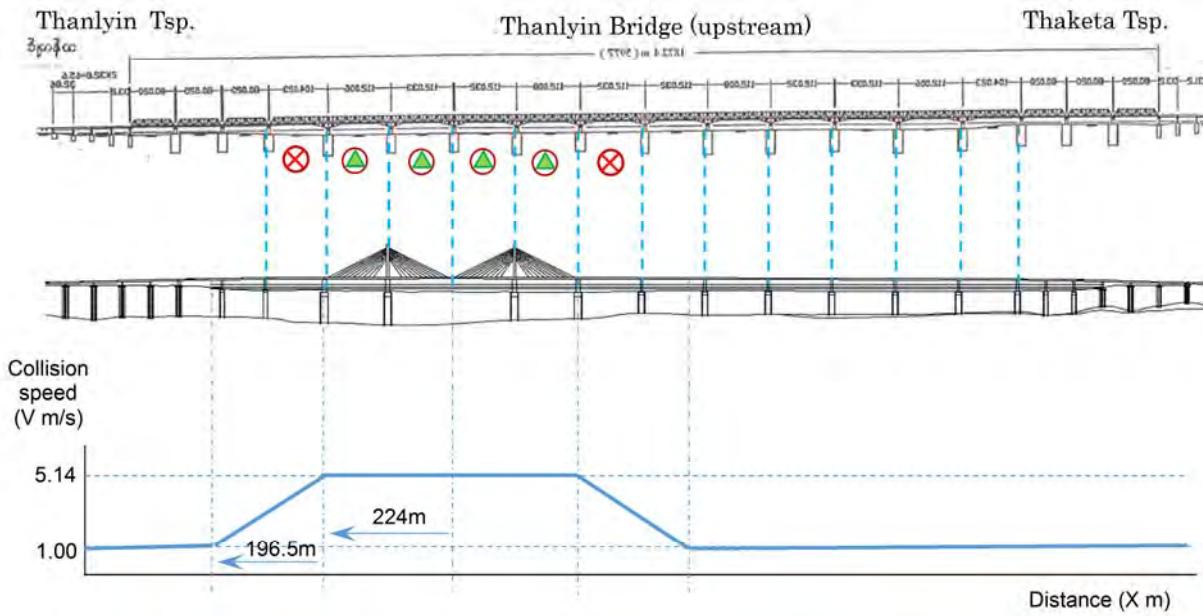


Figure 3.14.6-1—Design Collision Velocity Distribution

Source: AASHTO LRFD

Figure 4.1.2 Definition of Impact Speed



Source: JICA Study Team

Figure 4.1.3 Configuration of Impact Speed on Bago River

Table 4.1.3 Impact Speed for the Pier

Pier	Impact Speed (V)	Remarks
P10, P11, P12, P13	5.14 m/s	Maximum vessel speed
P6	1.34 m/s	
P7	2.95 m/s	
P14	1.84 m/s	
P6, P15-P21	1.00 m/s	Mean current speed

Source: JICA Study Team

It is noted that the depth of the river at Pier P5 and P22 is shallow for running the vessel, and that these piers will not affect the collision force. In other words, P5 and P22 were not designed with a collision force.

**(3) Collision Force was Calculated based on the AASHTO LRFD 3.14.11.**

**3.14.11—Barge Collision Force on Pier**

For the purpose of Article 3.14, the standard hopper barge shall be taken as an inland river barge with:

- width = 35.0 ft
- length = 195.0 ft
- depth = 12.0 ft
- empty draft = 1.7 ft
- loaded draft = 8.7 ft
- DWT = 1,700 tons

The collision impact force on a pier for a standard hopper barge shall be taken as:

- If  $a_B < 0.34$  then:  

$$P_B = 4,112a_B \quad (3.14.11-1)$$

- If  $a_B \geq 0.34$  then:  

$$P_B = 1,349 + 110a_B \quad (3.14.11-2)$$

where:

- $P_B$  = equivalent static barge impact force (kip)
- $a_B$  = barge bow damage length specified in Eq. 3.14.12-1 (ft)

**C3.14.11**

There is less reported data on impact forces resulting from barge collisions than from ship collision. The barge collision impact forces determined by Eqs. 3.14.11-1 and 3.14.11-2 were developed from research conducted by Meir-Dornberg (1983) in West Germany. Meir-Dornberg's study included dynamic loading with a pendulum hammer on barge bottom models in scale 1:4.5, static loading on one bottom model in scale 1:6, and numerical analysis. The results for the standard European Barge, Type IIa, which has a similar bow to the standard hopper barge in the United States, are shown in Figure C3.14.11-1 for barge deformation and impact loading. No significant difference was found between the static and dynamic forces measured during the study. Typical barge tow impact forces using Eqs. 3.14.11-1 and 3.14.11-2 are shown in Figure C3.14.11-2.

where:

- $E_B$  = deformation energy (kip-ft)
- $\bar{P}_B$  = average equivalent static barge impact force resulting from the study (kip)

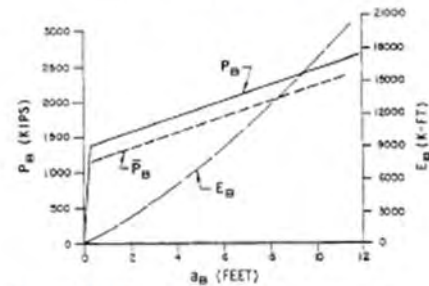


Figure C3.14.11-1—Barge Impact Force, Deformation Energy, and Damage Length Data

Source: AASHTO LRFD

Figure 4.1.4 Collision Force on Piers by Barge Ship

Table 4.1.4 Impact force to the pier

Pier	Impact Speed (m/s)	Impact Speed (ft/s)	KE (kip-ft)	aB (ft)	P <sub>B</sub> (kip)	P <sub>B</sub> (kN)
P9, P10, P11, P12	5.14	16.9	11,4333	7.51	2,175	9,658
P7	2.08	6.8	1,872	1.56	1,521	6,752
P8	3.60	11.8	5,608	4.18	1,809	8,032
P13	1.84	6.0	1,465	1.24	1,486	6,595
P6, P14-P21	1.00	3.3	433	0.38	1,391	6,175

Source: JICA Study Team

Impact force  $P_B$  has 100% effect on the transverse direction to the bridge, and 50% on the longitudinal direction.

**(4) Water Level and Impact Height**

As shown in Figure 4-5, impact force affects the pier from the Mean High Water level (MHW = +3.18 m) with 0.8 m (barge height from water surface).

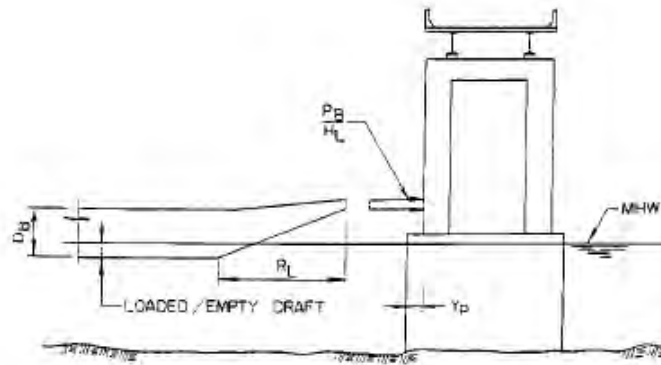


Figure 3.14.14.1-3—Barge Impact Force on Pier

Source: AASHTO LRFD

Figure 4.1.5 Impact Height of Barge Ship

Table 4.1.5 Impact Force and Height

Pier		P5,P6	P7	P8	P9,P10, P11,P12	P13	P14,P15,P16,P17,P18, P19,P20,P21,P22
Impact force (kN)	Trans.	6,175	6,752	8,032	9,658	6,595	6,175
	Long.	3,088	3,376	4,016	4,829	3,298	3,088
Impact height (m)		3.98	3.98	3.98	3.98	3.98	3.98

Source: JICA Study Team

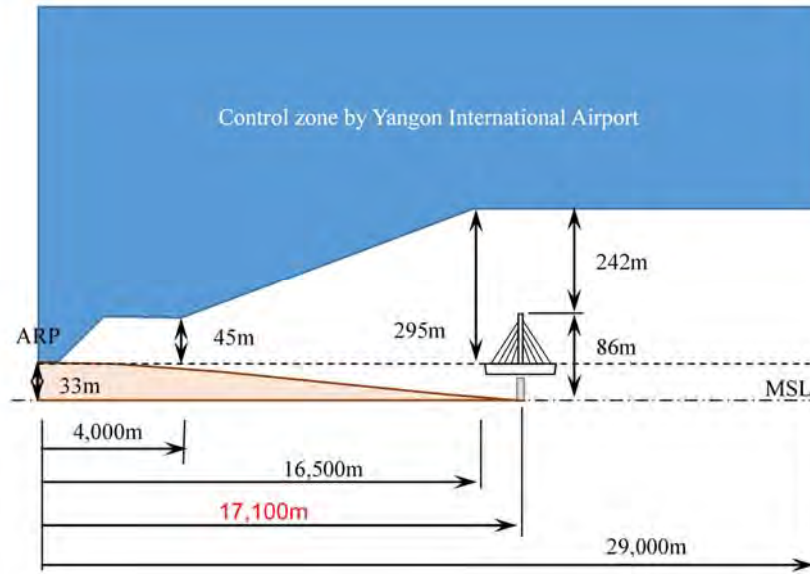
#### 4.1.1.3 Verification Study of Flight Track

Since the construction site of the Bago River Bridge is slightly near the Yangon International Airport, and the pylon of the cable-stayed bridge is high, clearance between flight track and pylon was verified.

##### (1) Condition of Verification

- The Airport Reference Point (ARP) was assumed to exist at the center of the landing field.
- The distance between the ARP of the airport and P12 (pylon of the cable-stayed bridge) was measured on a web-based map service.
- Control zone of the airport was assumed to be the same as the definition of the International Civil Aviation Organization (ICAO).

**(2) Result**



Source: JICA Study Team

Figure 4.1.6 Control Zone by ICAO and Bago River Bridge Pylon

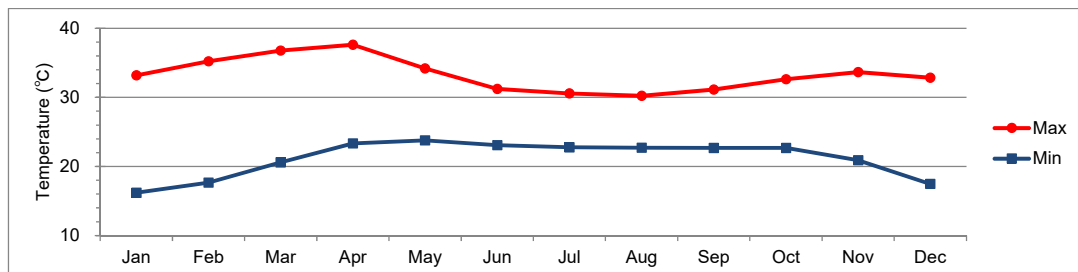
Pier P12 was allocated at 17.1 km from the ARP. The area farther than 16.5 km was assigned as the “outer horizontal plane”, in which general structures should secure a height of less than 295 m.

ARP is from 33 m above MSL, while the P12 pylon is 86 m above MSL. This means that the pylon leaves 242 m under the control zone ( $295 + 33 - 86 = 242$ ). If the high crane exceeds several meters above the top of the pylon, then there is an ample height allowance above the pylon.

It is noted that ICAO regulates to install the Aircraft Warning Light for high structures from 200 ft to 650 ft (60 m to 200 m). Since the pylon has an 86 m height, then the Aircraft Warning Light is installed at the top of the pylon.

**4.1.1.4 Meteorological Conditions in Yangon**

**(1) Temperature**

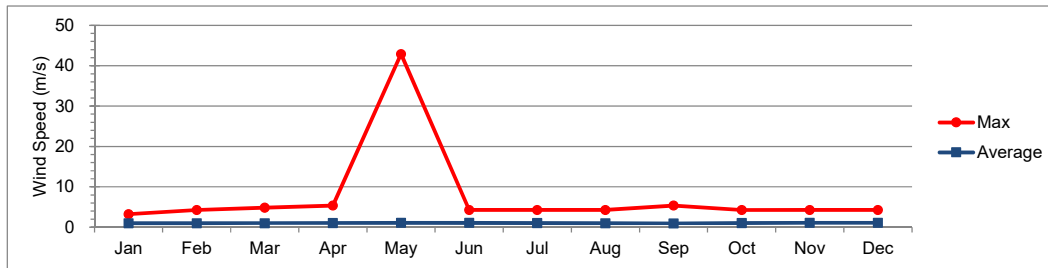


Source: DMH

Figure 4.1.7 Monthly Average Temperature at Kaba-Aye Station in Yangon (1991 to 2015)

Monthly average temperature is from 39.2 to 11.3 °C. For the design temperature change, reference temperature is set at 25 °C and was assigned with a rise-fall ratio of 15 degrees.

**(2) Wind**



Source: DMH

Figure 4.1.8 Maximum and Average Wind Speed at Kaba-Aye Station in Yangon (1991 to 2015)

Fastest recorded wind speed in Yangon was 96.5 mph (42.9 m/s) by Cyclone Nargis that descended on 27 April 2008. The MOC assigned the design wind speed for bridges in Yangon region as 100 mph (44.4 m/s).

**(3) Rainfall Intensity**

Return Period (Probability) (Year, %)	Dairy Rainfall: R <sub>24</sub> (mm/day)	Rainfall intensity each rainfall duration (mm/hr): It = R <sub>24</sub> /24*(24/t) <sup>m</sup> , m=2/3												
		24 hour	24	12	8	6	3	2	1.5	1	0.75	0.5	0.333	0.167
Kaba Aye	1,440 min.	1,440	720	480	360	180	120	90	60	45	30	20	10	
2 50.0%	112.9	4.7	7.5	9.8	11.9	18.8	24.7	29.9	39.1	47.4	62.1	81.4	129.2	
3 33.3%	130.1	5.4	8.6	11.3	13.7	21.7	28.4	34.4	45.1	54.6	71.6	93.8	148.9	
5 20.0%	152.1	6.3	10.1	13.2	16.0	25.4	33.2	40.2	52.7	63.9	83.7	109.7	174.1	
10 10.0%	184.3	7.7	12.2	16.0	19.4	30.7	40.3	48.8	63.9	77.4	101.4	132.9	211.0	
20 5.0%	220.4	9.2	14.6	19.1	23.1	36.7	48.1	58.3	76.4	92.6	121.3	158.9	252.3	
25 4.0%	233.0	9.7	15.4	20.2	24.5	38.8	50.9	61.6	80.8	97.9	128.2	168.0	266.7	
30 3.33%	243.7	10.2	16.1	21.1	25.6	40.6	53.2	64.5	84.5	102.3	134.1	175.7	279.0	
50 2.0%	275.5	11.5	18.2	23.9	28.9	45.9	60.2	72.9	95.5	115.7	151.6	198.7	315.4	
80 1.25%	307.3	12.8	20.3	26.6	32.3	51.2	67.1	81.3	106.5	129.1	169.1	221.6	351.8	
100 1.0%	323.4	13.5	21.4	28.0	34.0	53.9	70.6	85.6	112.1	135.8	178.0	233.2	370.2	
150 0.667%	354.1	14.8	23.4	30.7	37.2	59.0	77.3	93.7	122.8	148.7	194.9	255.4	405.3	
200 0.5%	377.1	15.7	24.9	32.7	39.6	62.9	82.4	99.8	130.7	158.4	207.5	271.9	431.7	
300 0.33%	411.4	17.1	27.2	35.7	43.2	68.6	89.8	108.8	142.6	172.8	226.4	296.7	470.9	
400 0.25%	436.9	18.2	28.9	37.9	45.9	72.8	95.4	115.6	151.5	183.5	240.4	315.1	500.1	
500 0.2%	457.5	19.1	30.3	39.7	48.0	76.3	99.9	121.0	158.6	192.1	251.8	329.9	523.7	

Source: JICA Study Team based on DMH

Figure 4.1.9 Rainfall Intensity at Kaba-Aye Station in Yangon (1968 to 2015)

For the design of drainage, a 10-minute rainfall intensity with three-year return period was used. In Yangon, 149 mm/h is the design rainfall intensity.

**4.1.2 Materials to be Used**

Materials to be used for the Project are based on the Japanese Industrial Standard (JIS) since JSHB is based on JIS, and is applied to the design of the bridge.

However, “equivalent” materials and/or products will be allowed in the technical specifications for the international procurement.



### 4.1.3 Conditions of Design Load and Load Combination

The design load is mentioned in the design criteria.

### 4.1.4 Concept of Comparative Study for Structure Optimization

In the F/S and Supplemental Survey, general bridge and structural types were selected for the determination of the project scope and scale. In this basic design (B/D), design items were examined and considered for the optimization of the structural types.

Table 4.1.6 Contents of the Comparative Study

Item	Design Issue
Steel cable-stayed bridge	Height of the pylon
	Cross section of the girder (girder depth, bracket, rib, etc.)
	Type of the pylon (reverse-Y, H, single)
	Arrangement of the stayed cable
	Numbers of the cable
	Types of the cable
	Supporting condition and bearing types
	Shape of the pier
	Shape of the SPSP
Steel box girder	Cross section of the girder (girder depth, bracket, rib, etc.)
	Substructure
	Foundation
	Bridge accessories
PC box girder (span by span erection method)	Bridge length
	Span arrangement
	Superstructure
	Substructure
	Foundation
	Bridge accessories
On-ramp bridge	Span arrangement and bridge length
	Superstructure
	Erection method
	Main girder
	Substructure
	Foundation
	Bridge accessories
Flyover	Bridge length
	Span arrangement
	Superstructure
	Foundation

Source: JICA Study Team

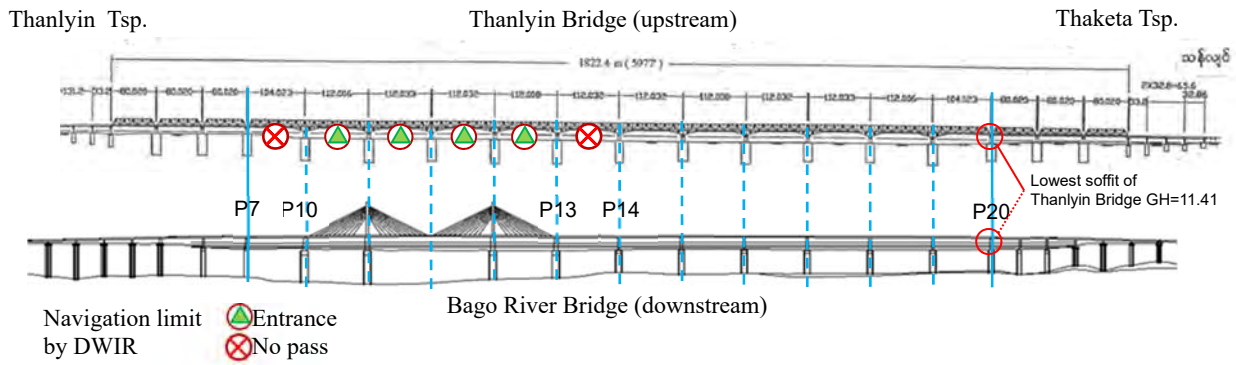
### 4.1.5 Span Arrangement in River Bridge Section

In consideration of the hydrological advantage and safety for the vessel, the pier arrangement of Bago River Bridge was allocated on the line-of-sight of the existing Thanlyin Bridge. Although Bago River is relatively shallow, middle-class vessel runs through the abyss near the Thanlyin side assigned by DWIR.

Four spans with green triangular signs indicated in Figure 4.1.10 are the current navigation route, which

was designed to allocate space for the cable-stayed bridge for the new Bago River Bridge. Even though “no pass” was allocated for the other spans, the same span length is allocated for more than 100 m of the span of Thanlyin Bridge.

Navigation height is determined by the lowest soffit of Thanlyin Bridge at the P20 pier location of Bago River Bridge where the vertical alignment is lowest at navigation channel.



Source: JICA Study Team

Figure 4.1.10 Pier Arrangement of Bago River Bridge

#### 4.1.6 Design Conditions for the Bridge Design

The design conditions are shown in the tables found in the next few pages.

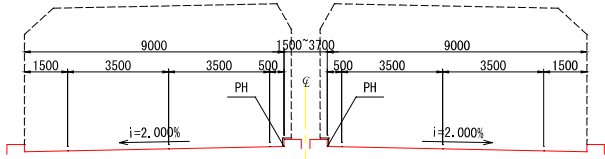
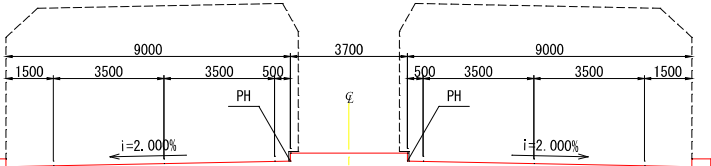
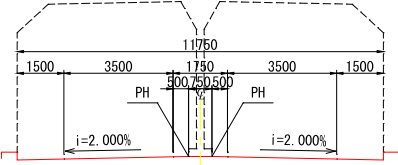
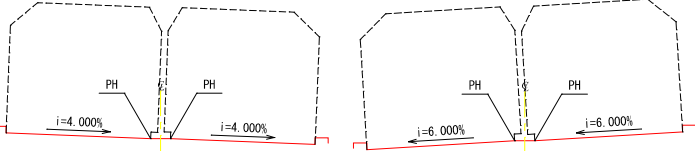
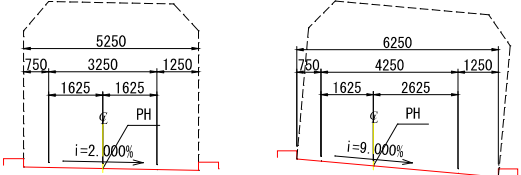
Table 4.1.7 General Conditions

Item	Design Conditions		Remark	
Design objective	Construction of new bridges and improvement of Thanlyin Chin Kat Road			
	Project length	3,644.341 m		
	River bridge	Length		2031.000 m
		Superstructure		Steel cable-stayed bridge 448.000 m
				Steel box girder bridge 1,033.000 m (257 m, 776 m)
				PC box girder Bridge 550.000 m (250 m, 300 m)
	Substructure	Wall pier, hammerhead pier, reverse-T abutment		
	Foundation	Steel pipe sheet pile (SPSP), cast-in-situ pile		
	Flyover	Length		602.000 m
		Superstructure		Steel box girder bridge 180.000 m
				Steel I girder bridge 122.000 m
				PC I girder bridge 300.000 m (60 m, 180 m, 60 m)
	Substructure	Hammerhead pier, reverse-T abutment		
	Foundation	Cast-in-situ pile		
	On-ramp bridge	Length		115.200 m
Superstructure		PC I girder bridge 115.200 m		
Substructure		Hammerhead pier, reverse-T abutment		
Foundation		Cast-in-situ pile		
Road improvement	Approach road			
	Thanlyin side 357 m, Thaketa side 430 m			
	Arterial road	834.341 m		
Intersection	Star City intersection, Shukinthar intersection, Yadanar intersection			
Toll collection	Thaketa side (both northbound and southbound)			
Bridge name	Bago River Bridge			
Line name	Thanlyin Chin Kat Road			
Road design standards	Specifications for Road Design (Japan), June 2015, Japan Road Association (JRA) AASHTO A Policy on Geometric Design of Highways and Streets, 6th Edition (2011) for vertical clearance 5.0 m ASEAN Highway standard for traffic lane width 3.5 m Road Design Criteria in Myanmar, Department of Highway, Ministry of Construction (2015) for general reference			
Structural design standards	AASHTO LRFD Bridge Design 7th Edition (2014) for calculations of live load and collision force Specifications for Highway Bridge, March 2012, JRA Specifications for Earthwork for Road, June 2009, JRA Guidelines for Road Embankment, April 2010, JRA Guidelines for Road Retention, July 2012, JRA Guidelines for Soft Soil Treatment, August 2012, JRA Guidelines for Design of Pile Foundations, March 2015, JRA Guidelines for Construction of Steel Pipe Pile Foundations, December 1997, JRA Other Relevant Standards and/or Documents			

Source: JICA Study Team

Table 4.1.8 Road Design Conditions

Item	Design conditions						Remark
Road classification	Bago River Bridge Flyover On-ramp Improvement of Thanlyin Chin Kat Road					Equivalent to Class 2-1 Equivalent to Class 4-1 Equivalent to Class C Equivalent to Class 4-1	Based on Japanese Road Structure Ordinance
Design speed	Bago River Bridge, Flyover On-ramp Thanlyin Chin Kat Road					60 km/h 30 km/h 40 km/h	
Design traffic volume	Bago River Bridge 44,356 vehicle/day (northbound 25,352 v/d, southbound 19,004 v/d) Trucks 6,173 vehicle/day (northbound 2,829 v/d, southbound 3,344 v/d) Flyover 21,723 vehicle/day (northbound 12,061 v/d, southbound 9,662 v/d) Trucks 3,639 vehicle/day (northbound 1,549 v/d, southbound 2,090 v/d)						Supplemental survey results, YUTRA Master Plan Case, 2035 time point
Planar road alignments	Bago River Bridge to Flyover						
	SP	1	2	3	4	5	
	0+000.000	0+024.970	0+076.170	0+161.513	0+212.713	0+521.900	
	R= $\infty$	A=160	R=-500	A=160	R= $\infty$	R=-2000	
	6	7	8	9	10	11	
	0+857.522	2+627.420	2+680.992	2+724.080	2+777.651	2+782.486	
	R= $\infty$	A=150	R=-420	A=150	R= $\infty$	A=130	
	12	13	14	EP			
	2+835.298	2+961.571	3+014.383	3+644.341			
	R=320	A=130	R= $\infty$	-			
	On-ramp						
	SP	1	2	3	4	5	
	0+000.000	0+004.472	0+058.045	0+105.007	0+148.111	0+367.483	
	R= $\infty$	R=-140	R= $\infty$	A=50	R=-58	A=50	
6	7	EP					
0+410.587	0+535.778	0+643.083					
R= $\infty$	R=-1000	-					
Profiles	Bago River Bridge to Flyover						
	0+0.000	0+228.000	0+700.000	1+88.000	2+140.000	2+517.727	
	5.695	5.467	17.267	18.431	15.275	5.832	
	-0.100	2.500	0.300	-0.300	-2.500	3.000	
	2+830.000	2+960.000	3+160.000	3+475.000	3+500.000		
	15.200	15.850	14.420	4.970	4.895		
	0.500	-0.715	-3.000	-0.300	-		
	On-ramp						
	0+0.000	0+150.000	0.329.942	0+490.000	0+540.000		
	4.470	4.470	5.010	13.780	14.878		
level	0.300	5.479	2.197	-			
Cant	Bago River Bridge 2% crossfall (Max. 4% camber) Flyover 2% crossfall (Max. 6% camber) On-ramp 2% camber (Max. 9% camber)						

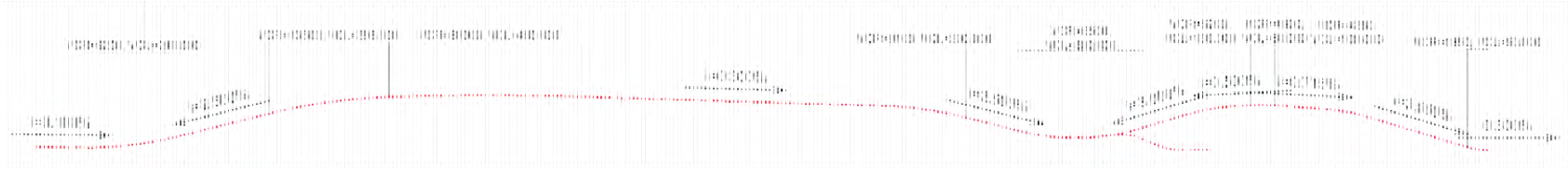
<p>Cross section</p>	<p>Bago River Bridge (PC box girder and Steel box girder)</p>  <p>Bago River Bridge (Steel cable-stayed bridge)</p>  <p>Flyover (crossfall, 4% camber and 6% camber)</p>   <p>On-ramp (2% camber and 9% camber)</p> 	
<p>Widening</p>	<p>Bago River Bridge no widening but median                  Flyover no widening                  On-ramp 1.00 m widening at R = 58 section</p>	

Source: JICA Study Team



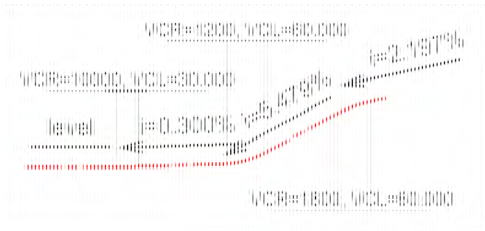
Source: JICA Study Team

Figure 4.1.12 Planar Alignment



Source: JICA Study Team

Figure 4.1.13 Vertical Alignment (Main Road)



Source: JICA Study Team

Figure 4.1.11 Vertical Alignment (On-ramp)

Table 4.1.9 River Conditions

Item	Design Conditions				Remark				
River name	Bago River								
Navigation	Pier P10 to P13 will be the navigation after construction. Pier P7 to P20 will also be the navigation in the future.				Agreement with DWIR				
Clearance	Vertical height and width shall be secured between Pier P7 to P20 as Thanlyin Bridge				Agreement with DWIR				
Design discharge	16,169 m <sup>3</sup> /s (100-year return period)								
Design high water level (HWL)	Load combination	Supposition	Water level (MSL +m)	River flow (m/s)					
	Normal	Full/low tide of spring tide	+3.18 / -2.39	0					
	Wind	Highest HWL	+4.99	0					
	Collision at navigation span	Full tide of spring tide	+3.18	0					
	Collision at side span	Maximum river flow at flood of 100year return period	+2.53	1.19					
	Earthquake	Normal water level	+0.29	0.60					
	During construction	5year return period	+4.34	0.65					
Design riverbed and scouring depth		P6	P7	P8	P9	P10			
	Riverbed height	0.41	-3.59	-5.35	-4.82	-4.55			
	Foundation height	-2.48	-6.38	-6.34	-6.35	-9.10			
	Maximum scouring depth	-3.41	-8.91	-9.42	-9.31	-11.27			
		P11	P12	P13	P14	P15	P16	P17	P18
		-5.41	-7.96	-8.02	-6.28	-5.09	-5.26	-6.70	-6.99
		-9.10	-9.10	-9.10	-8.06	-8.06	-8.06	-8.06	-8.06
		-12.13	-13.67	-13.48	-11.43	-10.84	-10.36	-9.70	-10.00
		P19	P20	P21	P22	P23	P24	P25	
		-6.88	-6.55	-6.15	-4.61	-0.05	4.11	4.04	
		-8.06	-7.28	-7.55	-7.59	-2.39	3.73	3.78	
		-9.78	-9.53	-8.56	-7.48	-2.07	3.98	3.92	
		Half of the maximum scouring depth is used for the seismic design of substructures and foundations.							
	Reference height	Benchmark survey result at Monkey Point MSL = CDL + 2.814 m All the height in the Project will be expressed as the height from MSL							

Source: JICA Study Team

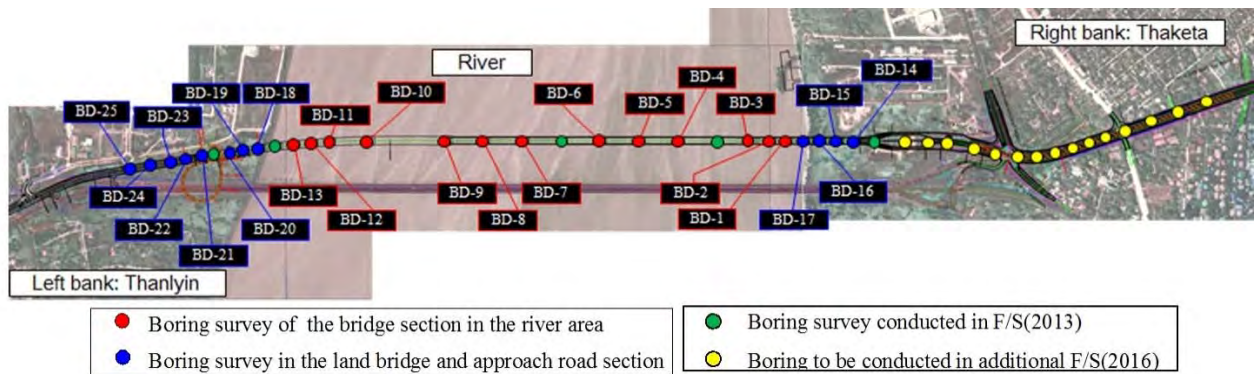
Table 4.1.10 Soil Conditions

Item	Design Conditions								Remark
Survey outlines	Shown in Figure 4.1.15								
Profile	Shown in Figure 4.1.14								
Design soil parameters	1. Thanlyin side (A1 to P6 and On-ramp bridge)								
	No.	Soil name	N-value	Unit weight (kN/m <sup>3</sup> )			Internal friction angle	Cohesive strength	Deformation Modulus
				$\gamma_t$	$\gamma_{sat}$	$\gamma'$	$\phi$ (°)	c (kN/m <sup>2</sup> )	$E_{50}$ (kN/m <sup>2</sup> )
	1	Filled Soil	1	18.0	18.0	8.0	-	6	700
	2	CLAY-I	1	17.5	17.5	7.5	-	15	900
	3	Sandy CLAY-I	3	17.5	17.5	7.5	-	15	2,000
	4	Silty CLAY-I	15	16.5	17.5	7.5	33	-	6,000
	5	Clayey SAND-A	3	17.0	18.0	8.0	28	-	1,200
	6	CLAY-AII	5	17.5	17.5	7.5	-	30	3,200
	7	Clayey SAND-B	17	17.0	18.0	8.0	33	-	11,900
	8	CLAY-AIII	7	17.6	17.6	7.6	-	42	4,900
	9	Clayey SAND-C	20	17.0	18.0	8.0	32	-	14,000
	10	Clayey SAND-I	22	17.0	18.0	8.0	31	-	15,400
	11	Clayey SAND-II	50	19.0	20.0	10.0	34	-	35,000
	2. Riverbed (P7 to P22)								
	No.	Soil name	N-value	Unit weight (kN/m <sup>3</sup> )			Internal friction angle	Cohesive strength	Deformation Modulus
				$\gamma_t$	$\gamma_{sat}$	$\gamma'$	$\phi$ (°)	c (kN/m <sup>2</sup> )	$E_{50}$ (kN/m <sup>2</sup> )
	1	River sediments	3	17.0	18.0	8.0	29	-	1,200
	2	CLAY-I	1	17.5	17.5	7.5	-	10	900
	3	Clayey SAND-A	3	17.5	18.5	8.5	28	-	1,200
	4	Silty SAND-I	13	17.0	18.0	8.0	33	-	5,200
	5	Sandy CLAY-II	9	17.5	17.5	7.5	-	54	6,300
	6	CLAY-AII	7	17.5	17.5	7.5	-	42	4,900
	7	Clayey SAND-B	13	17.0	18.0	8.0	32	-	9,100
	8	Silty SAND-A	25	17.0	18.0	8.0	33	-	17,500
	9	CLAY-AIII	18	18.0	18.0	8.0	-	108	12,600
	10	Clayey SAND-C	20	17.0	18.0	8.0	33	-	14,000
	11	Silty SAND-II	30	17.0	18.0	8.0	34	-	21,000
	12	Clayey SAND-I	35	19.0	20.0	10.0	34	-	24,500
	13	Clayey SAND-II	50	19.0	20.0	10.0	35	-	35,000
	3. Thaketa side (P23 to A2)								
	No.	Soil name	N-value	Unit weight (kN/m <sup>3</sup> )			Internal friction angle	Cohesive strength	Deformation Modulus
				$\gamma_t$	$\gamma_{sat}$	$\gamma'$	$\phi$ (°)	c (kN/m <sup>2</sup> )	$E_{50}$ (kN/m <sup>2</sup> )
	1	Filled Soil	3	19.0	20.0	10.0	-	18	2,100
	2	CLAY-I	1	17.5	17.5	7.5	-	15	900
	3	Silty SAND-I	13	17.0	18.0	8.0	33	-	6,500
	4	Sandy SILT	5	17.0	17.0	7.0	-	30	3,500
	5	Silty SAND-II	25	17.0	18.0	8.0	35	-	17,500
	6	Clayey SAND-I	30	17.0	18.0	8.0	34	-	21,000
	7	Clayey SAND-II	50	19.0	20.0	10.0	35	-	35,000
	4. Flyover bridge								
	No.	Soil name	N-value	Unit weight (kN/m <sup>3</sup> )			Internal friction angle	Cohesive strength	Deformation Modulus
$\gamma_t$				$\gamma_{sat}$	$\gamma'$	$\phi$ (°)	c (kN/m <sup>2</sup> )	$E_{50}$ (kN/m <sup>2</sup> )	
1	Filled Soil	4	18.0	18.0	8.0	-	24	1,300	
2	CLAY-I	4	18.0	18.0	8.0	-	24	1,300	
3	Silty SAND-I	10	18.0	18.0	8.0	32	-	5,000	
4	Sandy SILT	8	17.0	17.0	7.0	-	48	5,600	
5	Silty SAND-II	22	17.0	19.0	9.0	33	-	15,400	
6	CLAY-II	21	18.0	18.0	8.0	-	126	14,700	
7	Clayey SAND-I	35	17.0	19.0	9.0	33	-	24,500	
8	CLAY-III	35	18.0	18.0	8.0	-	210	24,500	
9	Clayey SAND-II	50	19.0	19.0	9.0	37	-	35,000	
10	CLAY-IV	50	18.0	18.0	8.0	-	300	35,000	



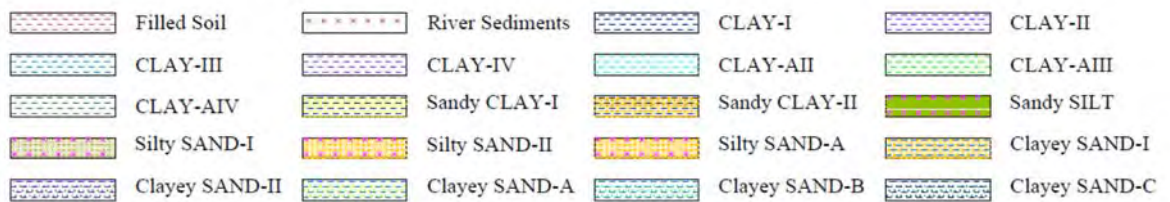
Bearing layer	Stable sand layer of more than 30 SPT value or clay layer of more than 20 SPT value	
Liquefaction	Considered	
Regional subsidence	Not considered in the Project	

Source: JICA Study Team



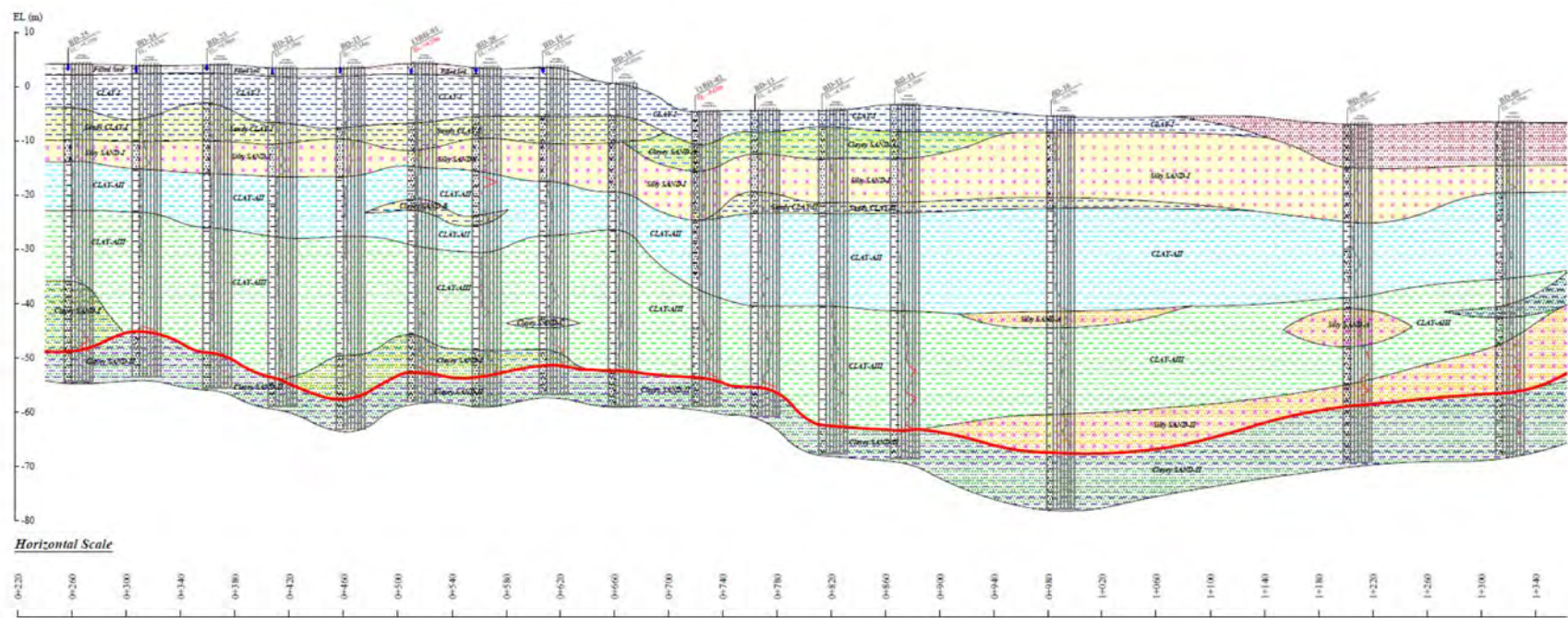
Source: JICA Study Team

Figure 4.1.14 Survey Points



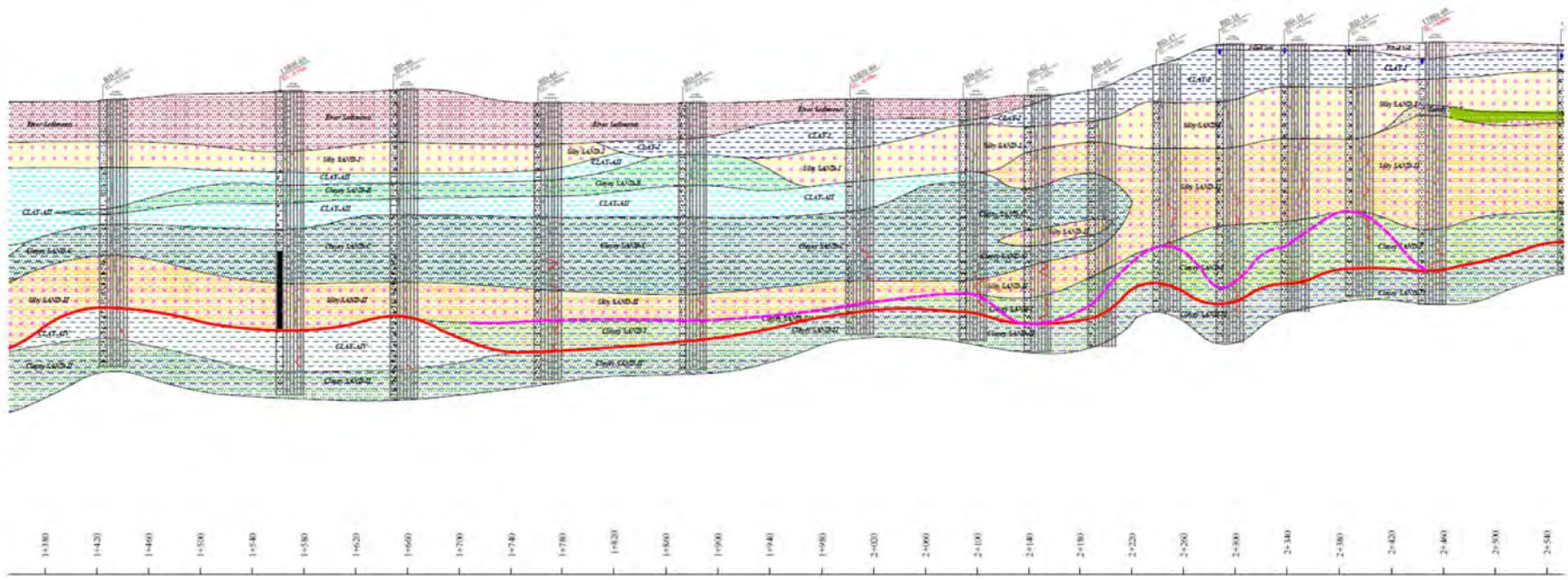
Source: JICA Study Team

Figure 4.1.15 Legend of the Borehole Log



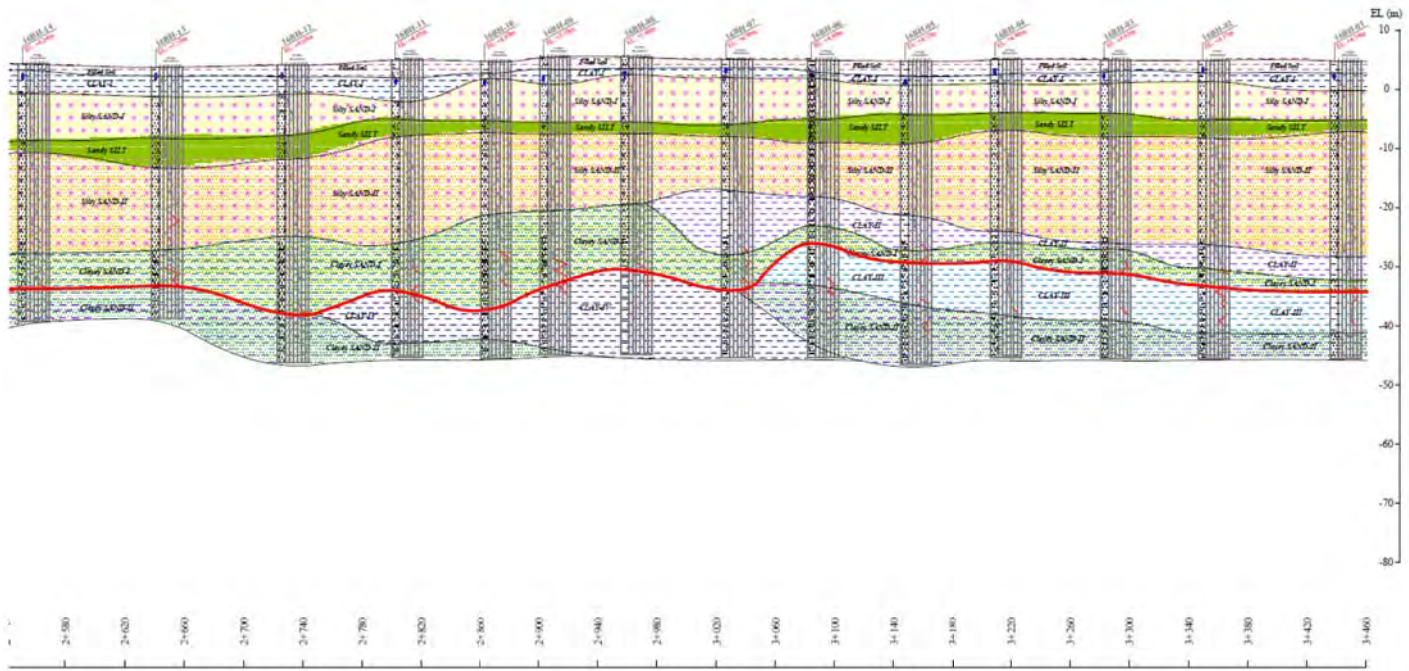
Source

Figure 4.1.16 Profile of Soil Layer at Left Bank (Thanlyin)



Source: JICA Study Team

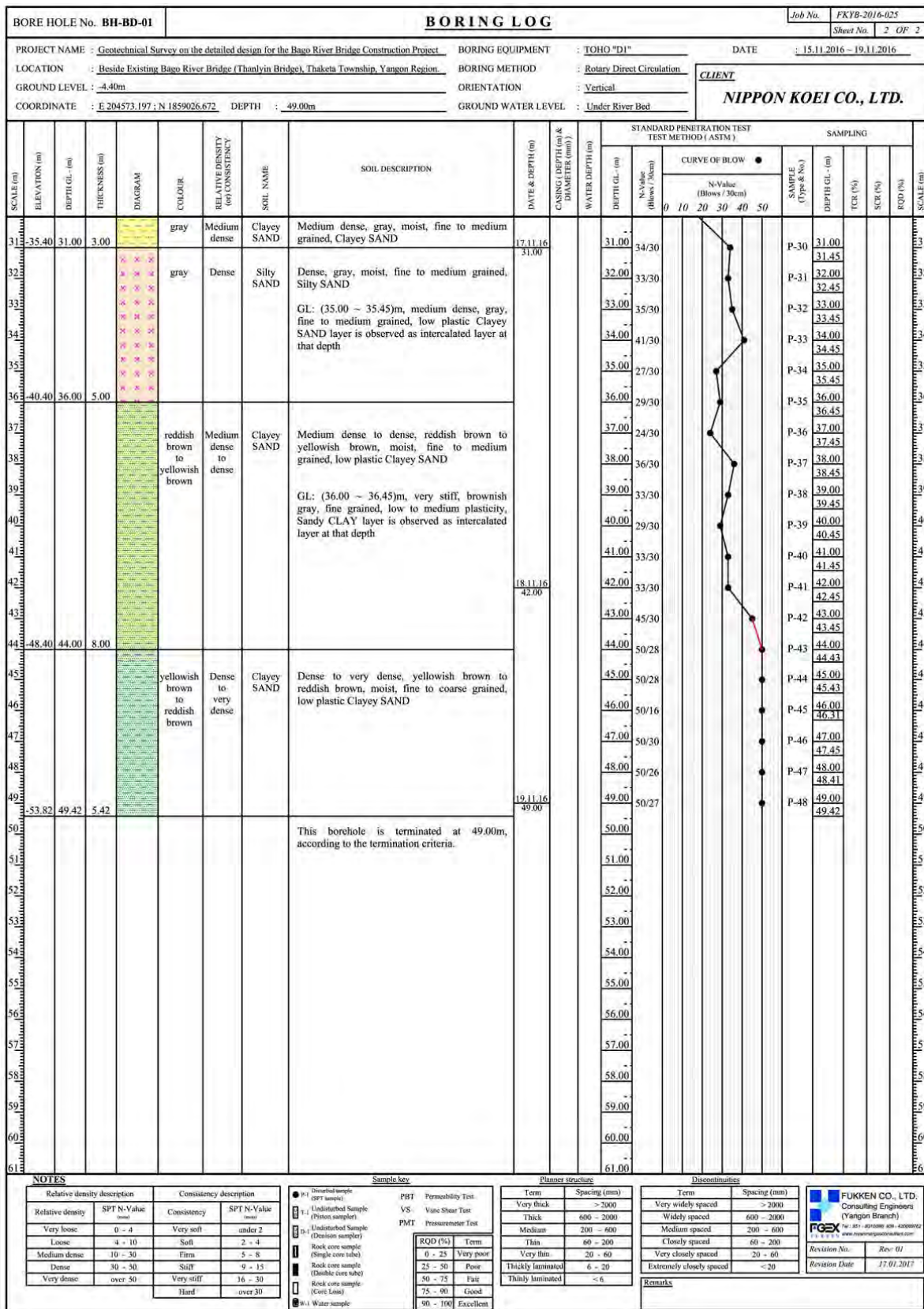
Figure 4.1.17 Profile of Soil Layer in Bago River



Source: JICA Study Team

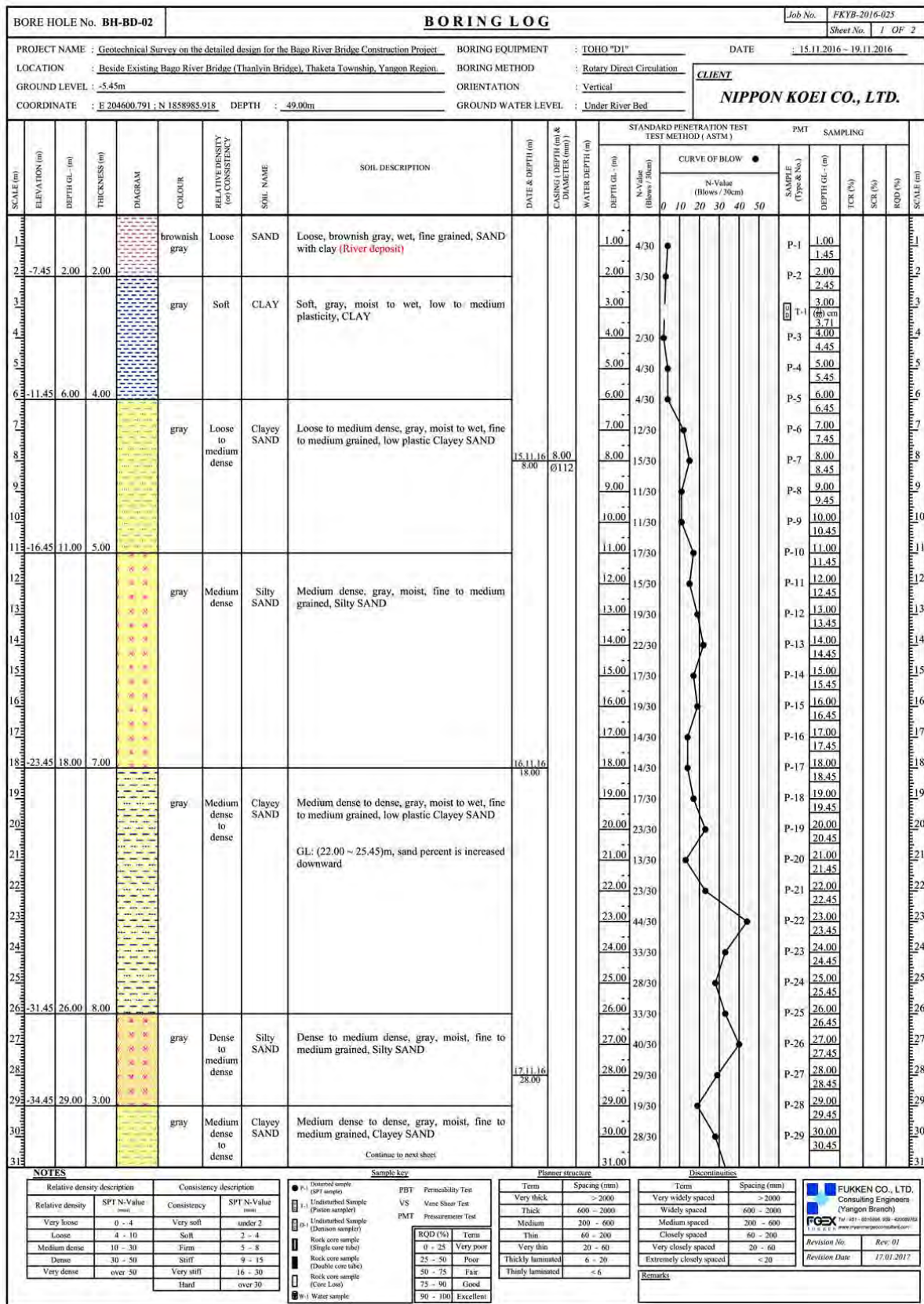
Figure 4.1.18 Profile of Soil Layer at Right Bank (Thaketa)





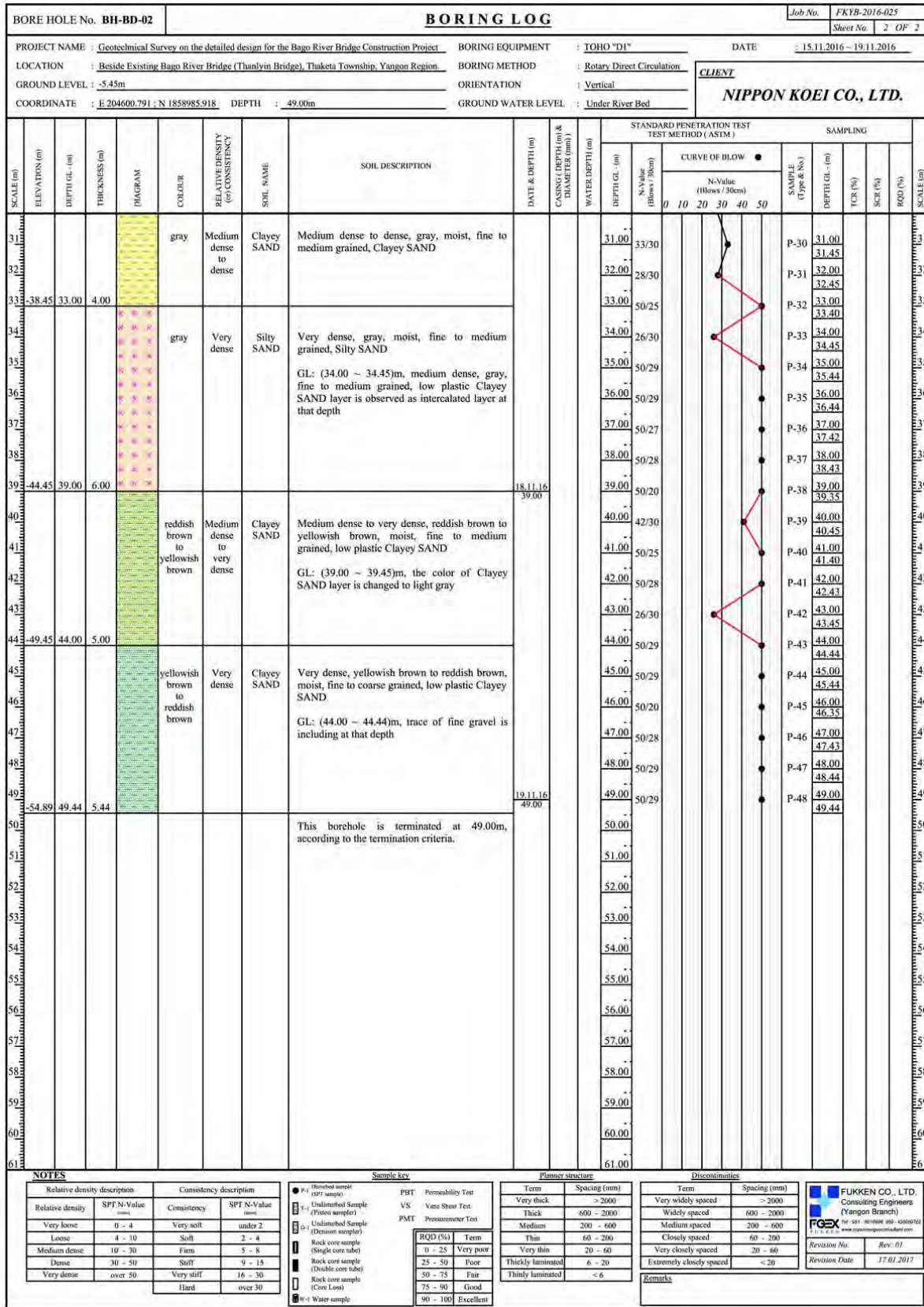
Source: JICA Study Team

Figure 4.1.20 Boring log BH-BD-01 (2)



Source: JICA Study Team

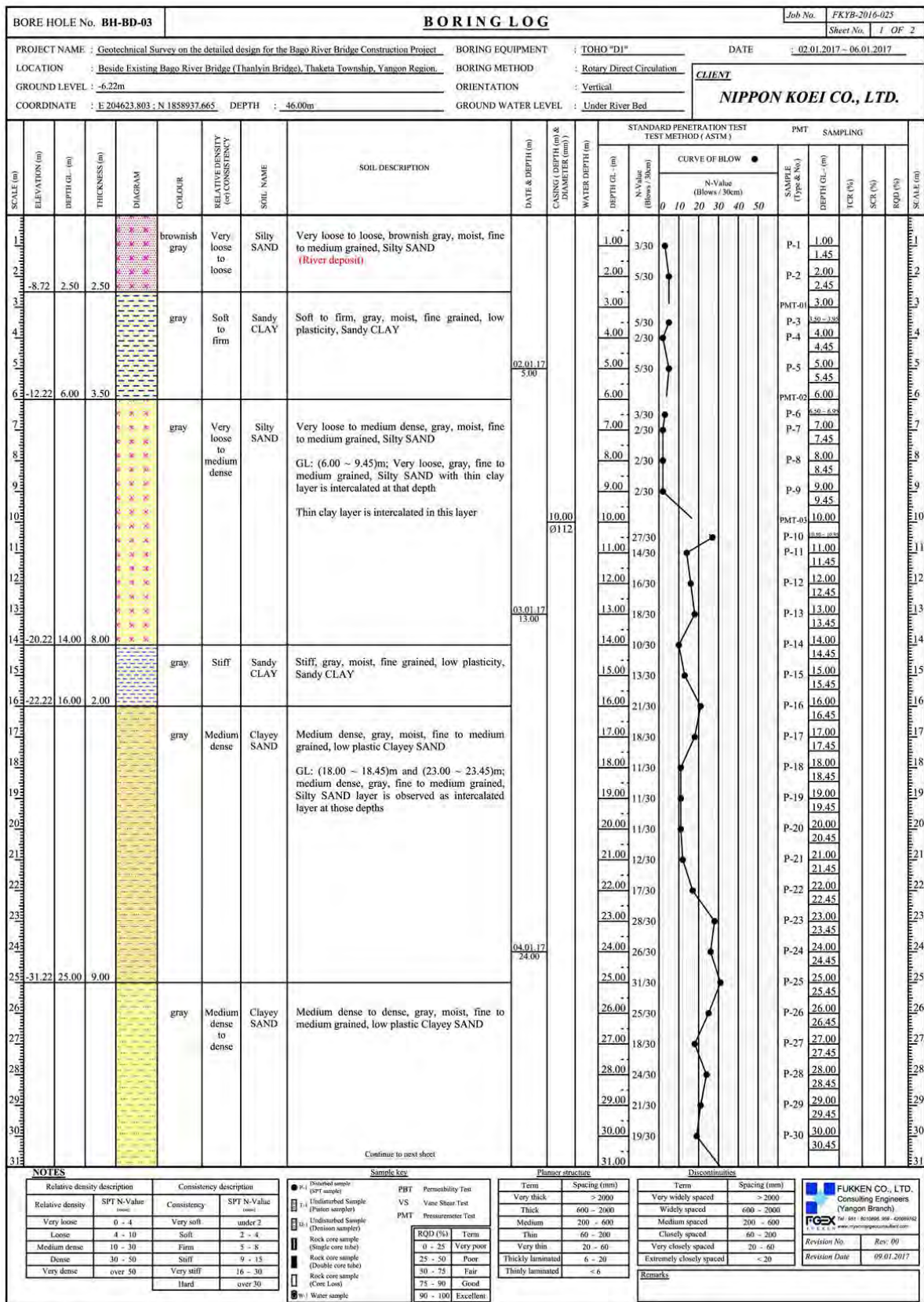
Figure 4.1.21 Boring log BH-BD-02 (1)



Source: JICA Study Team

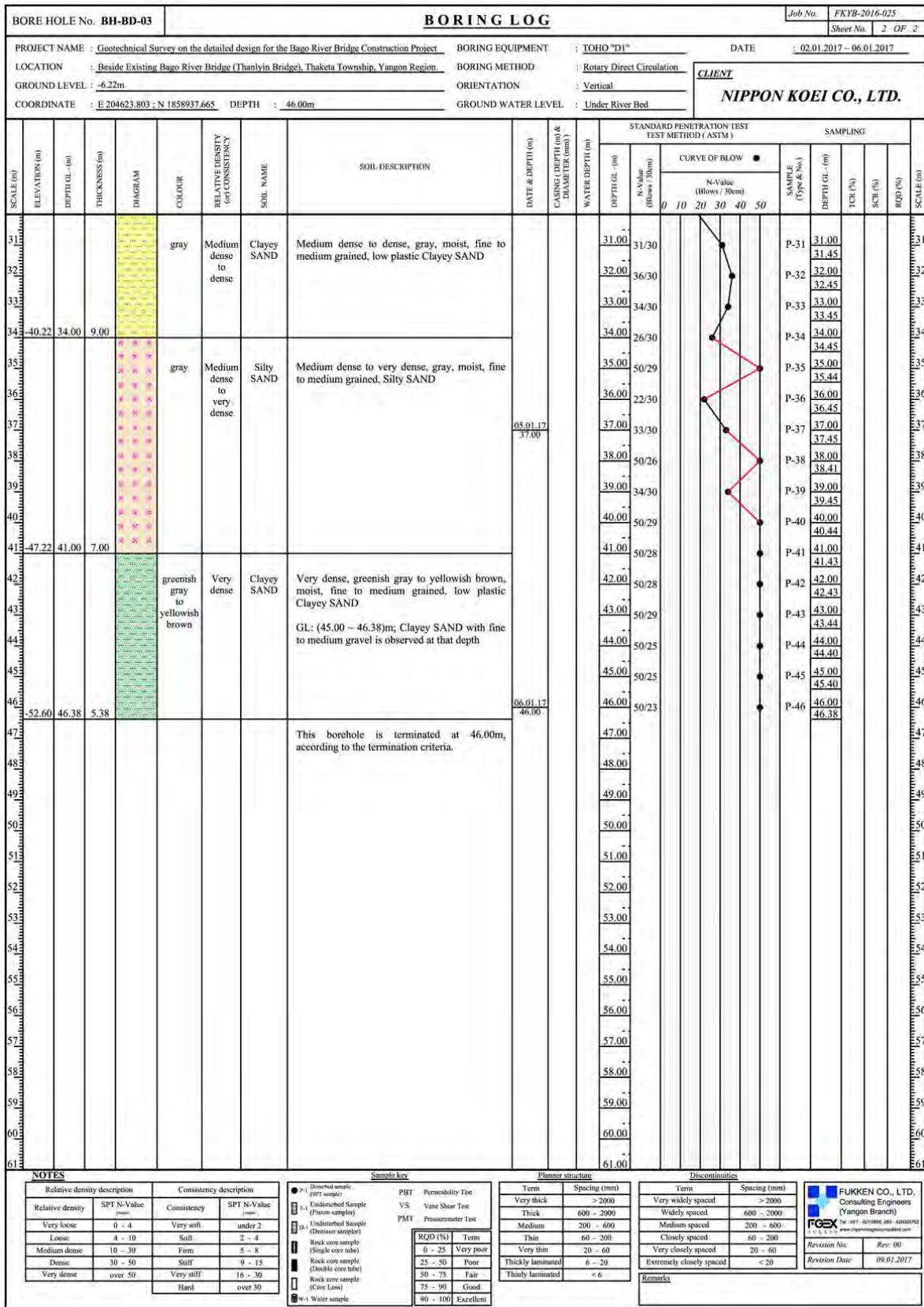
Figure 4.1.22 Boring log BH-BD-02 (2)





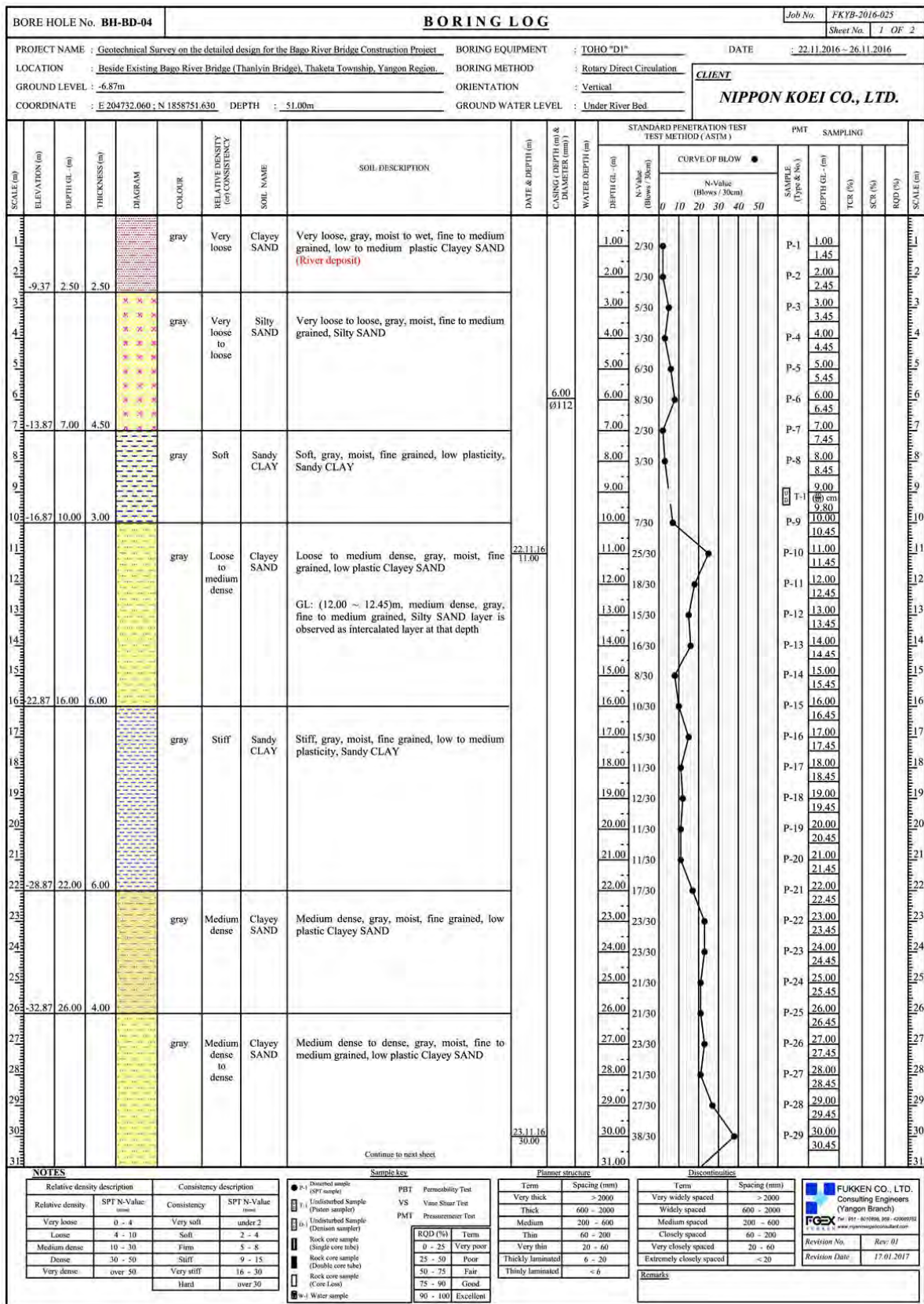
Source: JICA Study Team

Figure 4.1.23 Boring log BH-BD-03 (1)



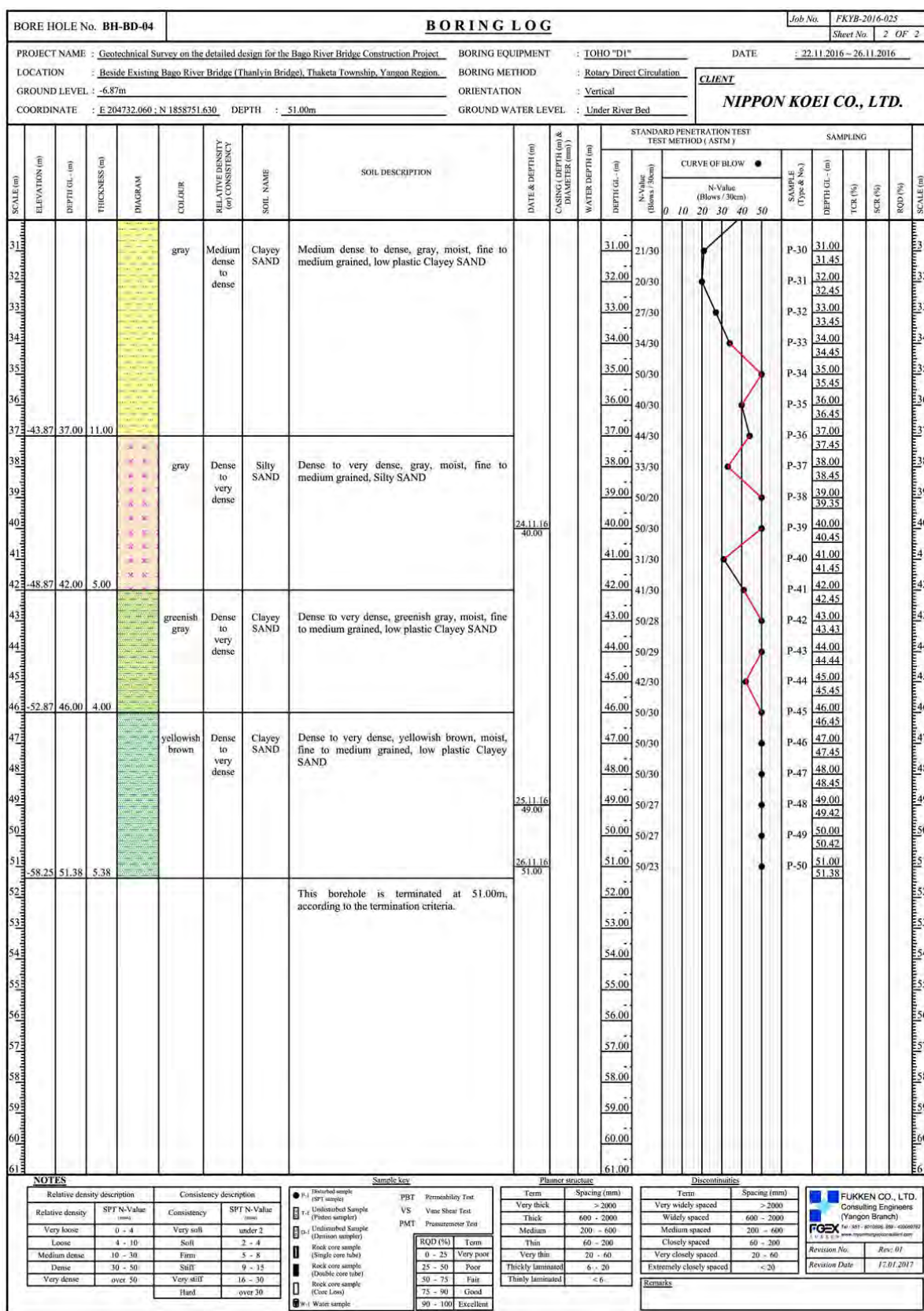
Source: JICA Study Team

Figure 4.1.24 Boring log BH-BD-03 (2)



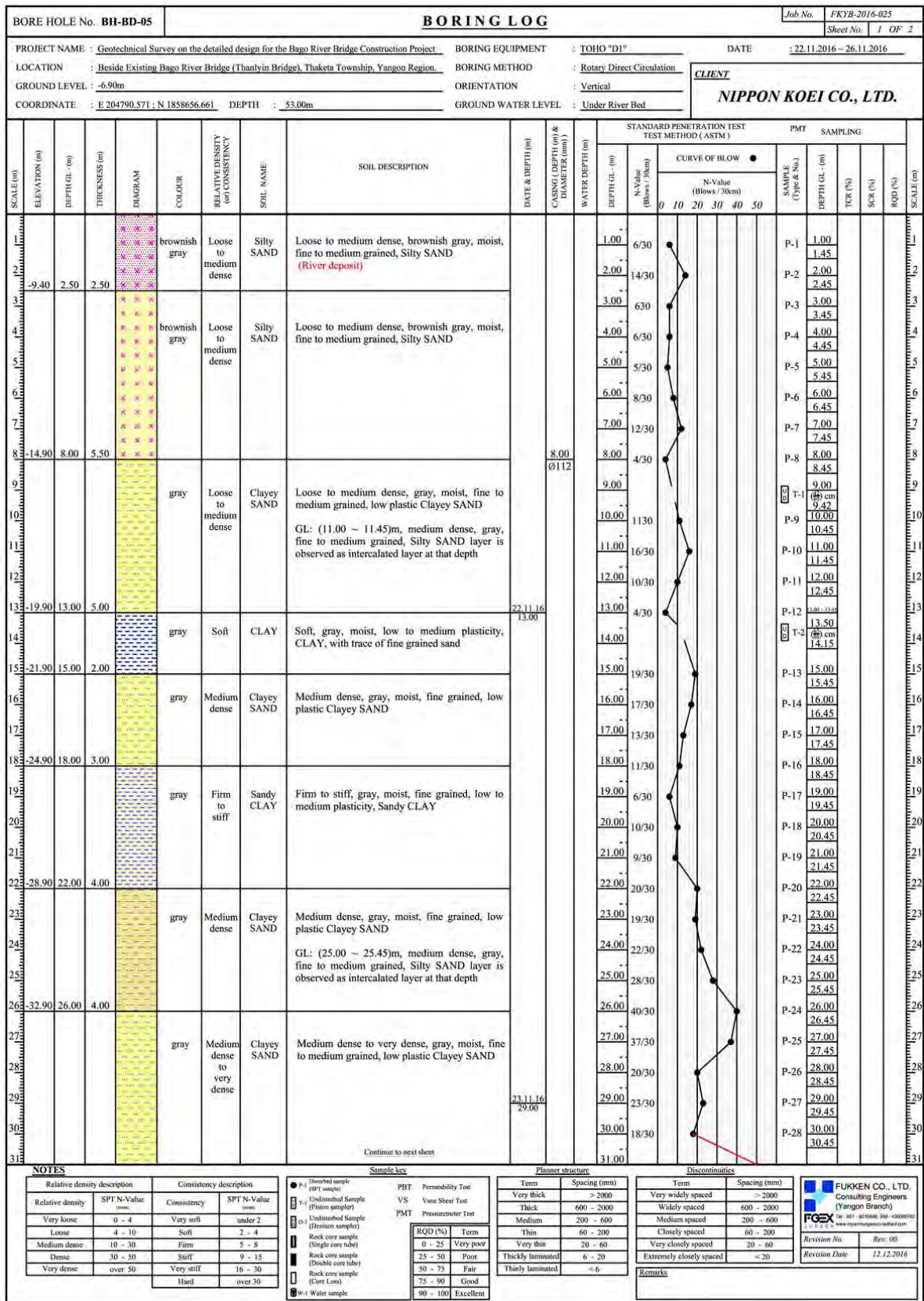
Source: JICA Study Team

Figure 4.1.25 Boring log BH-BD-04 (1)



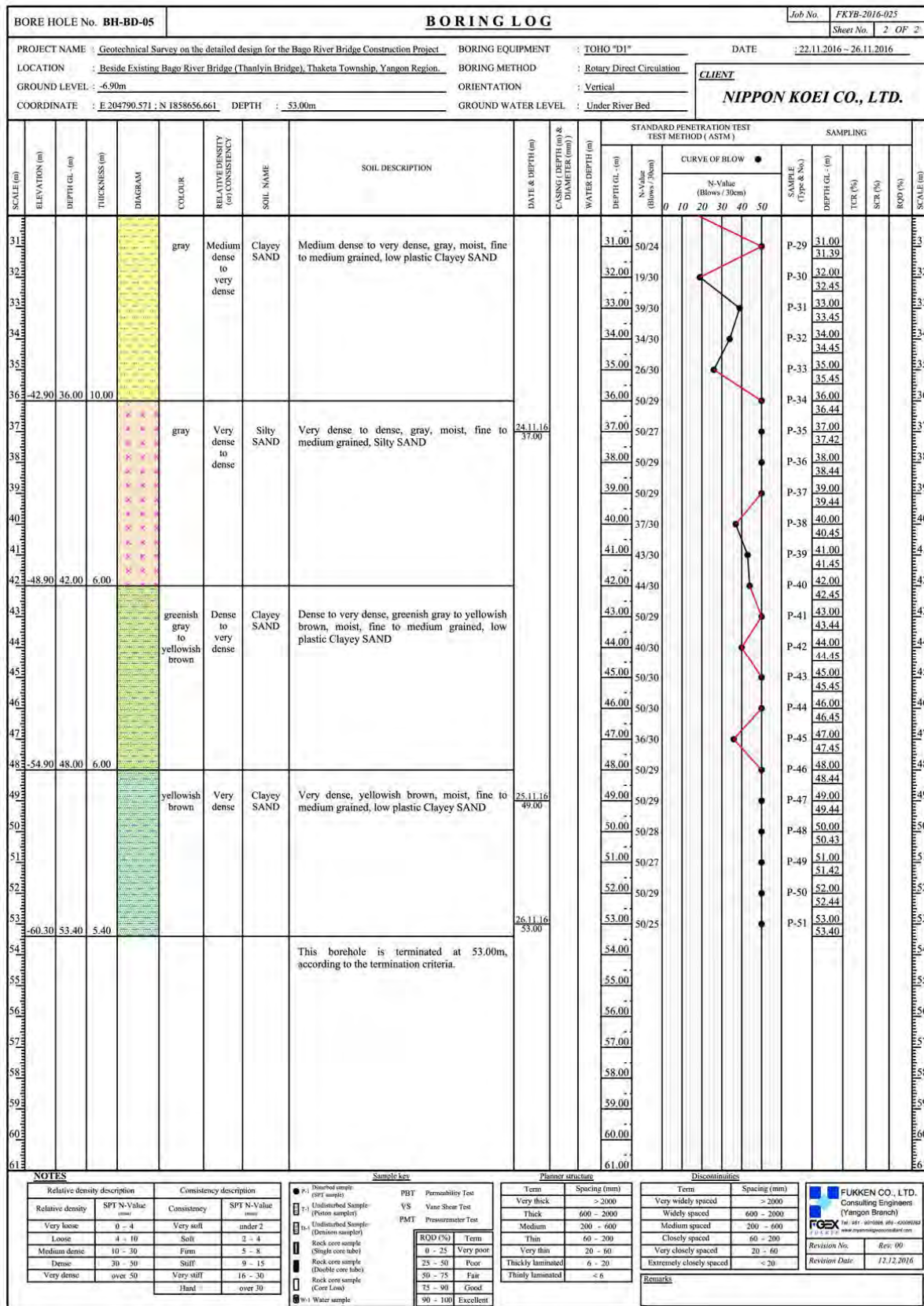
Source: JICA Study Team

Figure 4.1.26 Boring log BH-BD-04 (2)



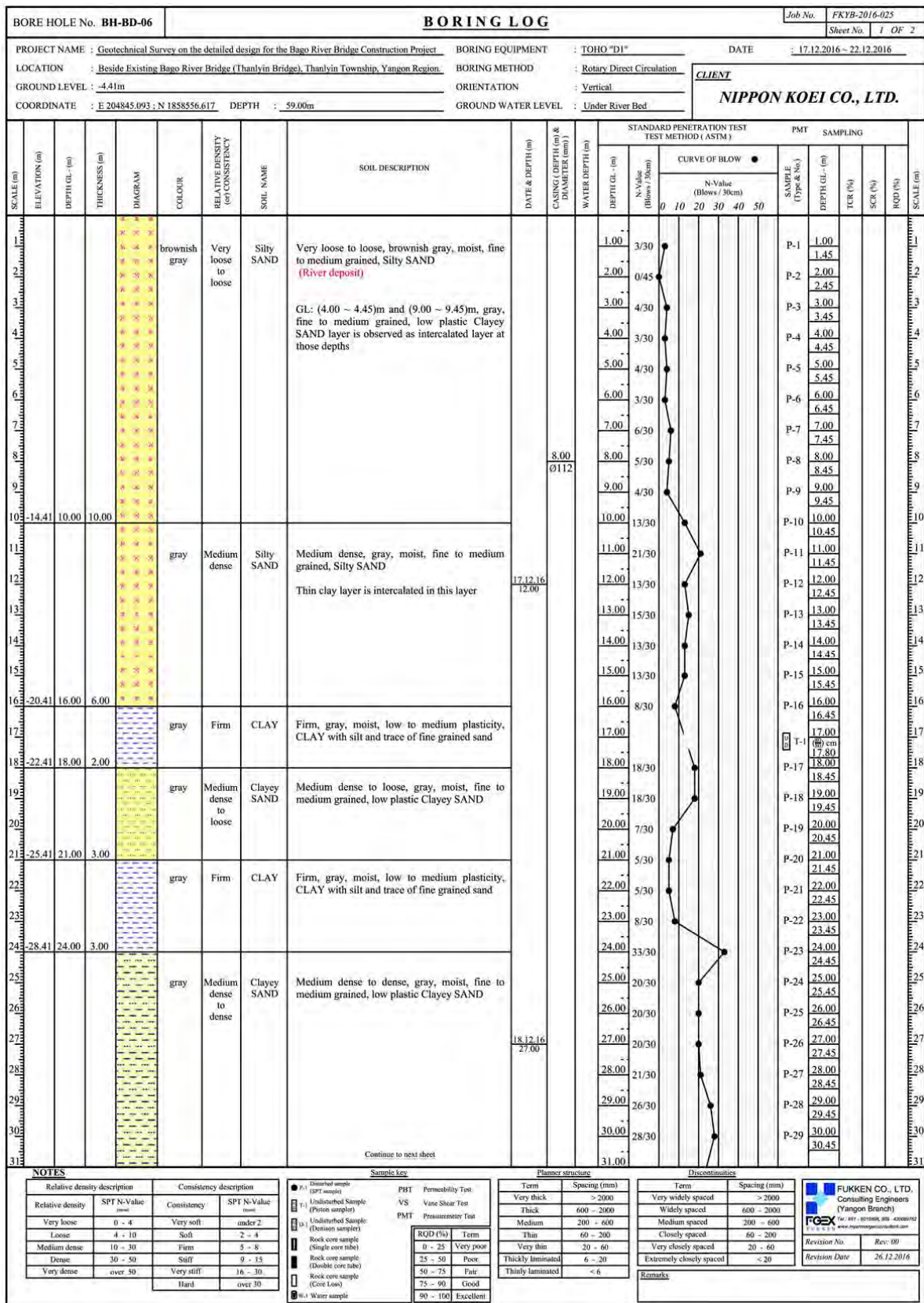
Source: JICA Study Team

Figure 4.1.27 Boring log BH-BD-05 (1)



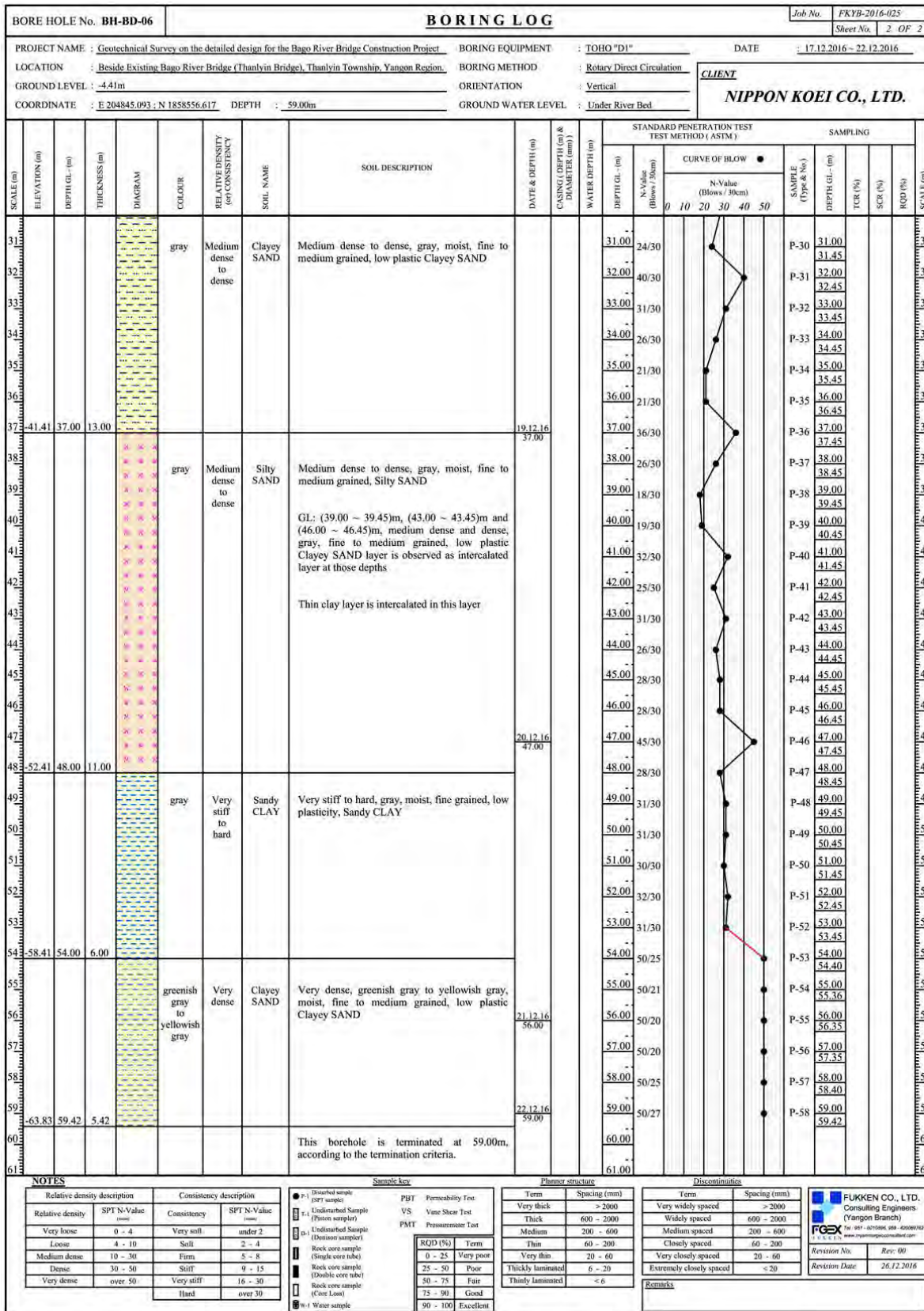
Source: JICA Study Team

Figure 4.1.28 Boring log BH-BD-05 (2)



Source: JICA Study Team

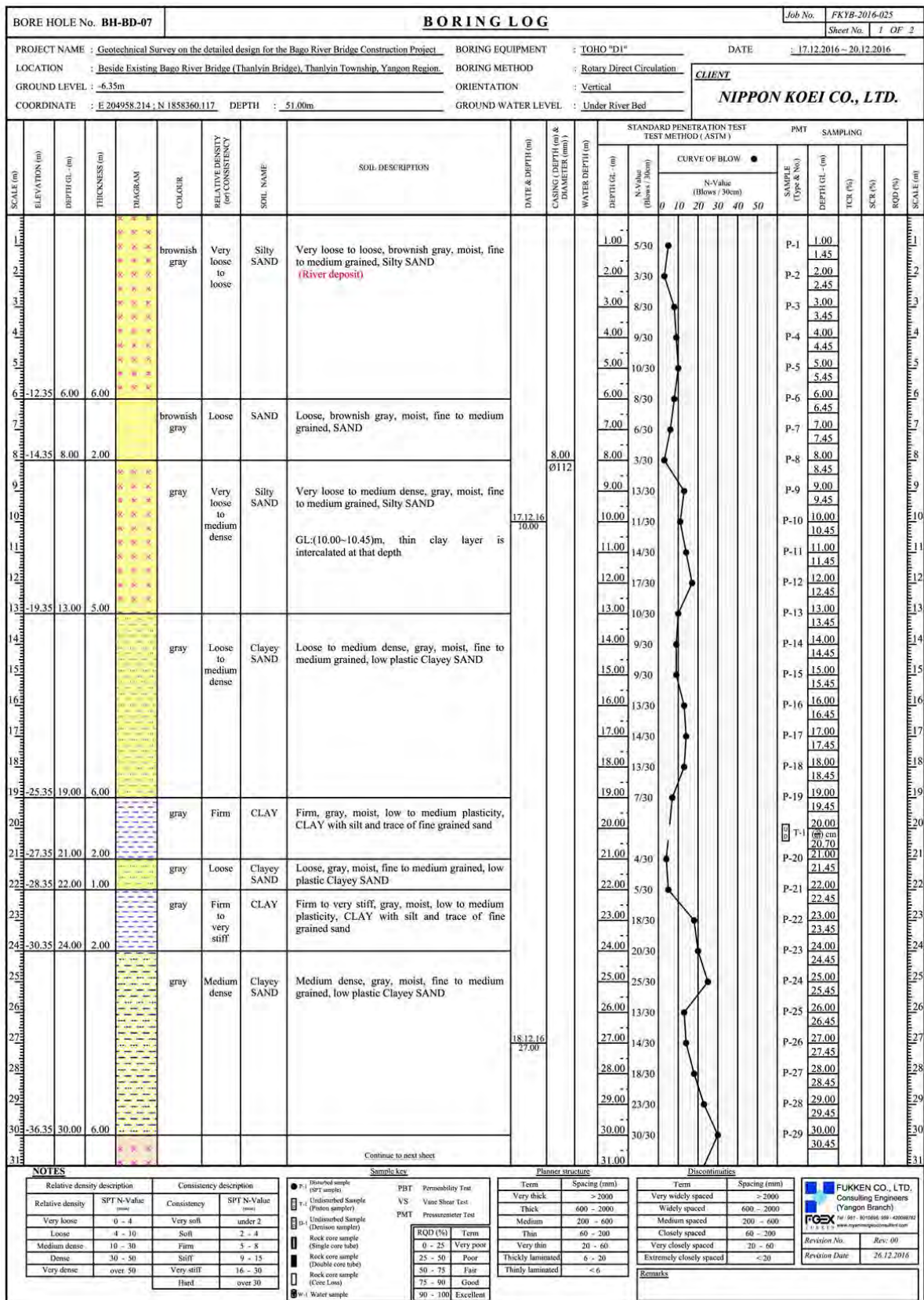
Figure 4.1.29 Boring log BH-BD-06 (1)



Source: JICA Study Team

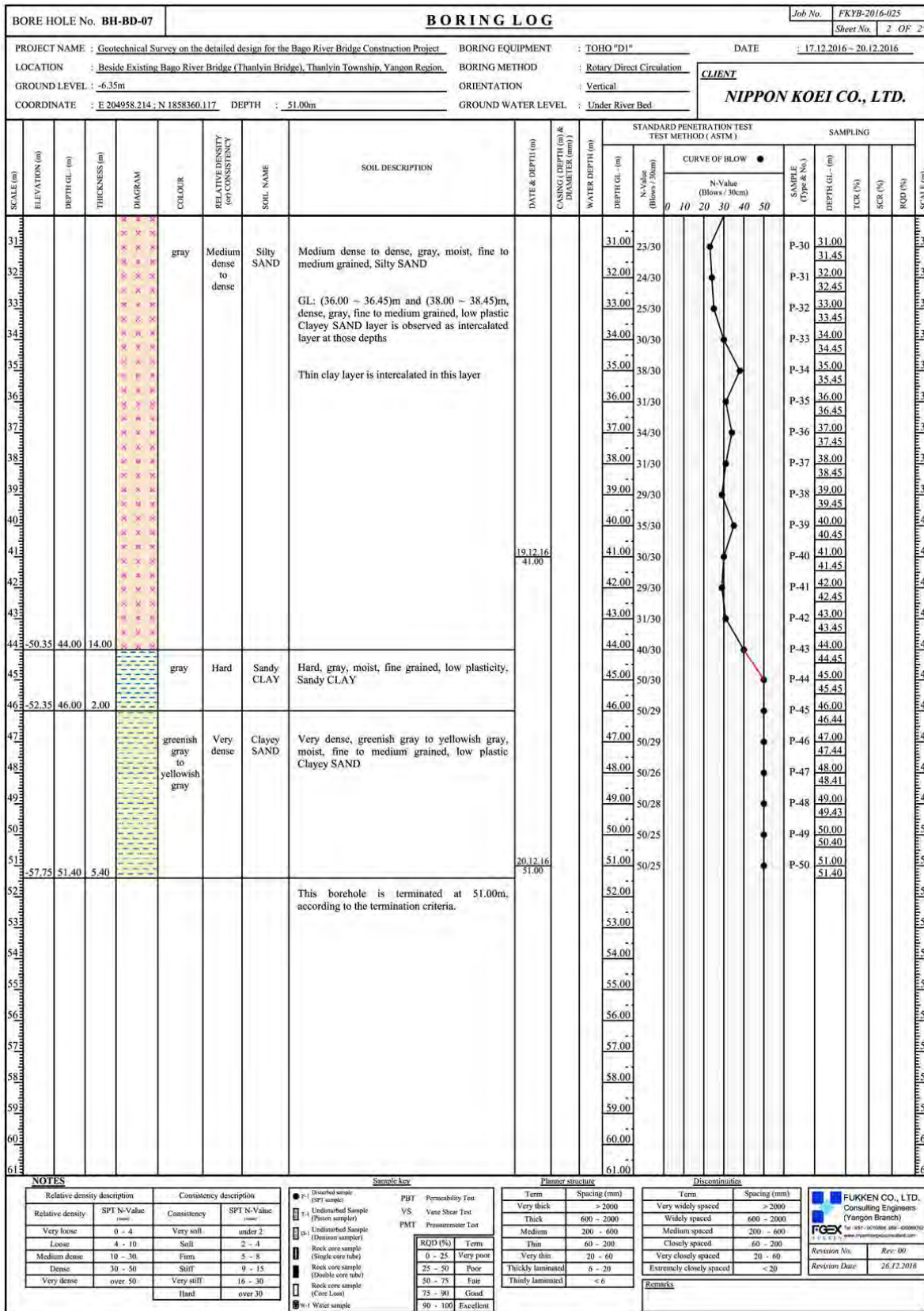
Figure 4.1.30 Boring log BH-BD-06 (2)





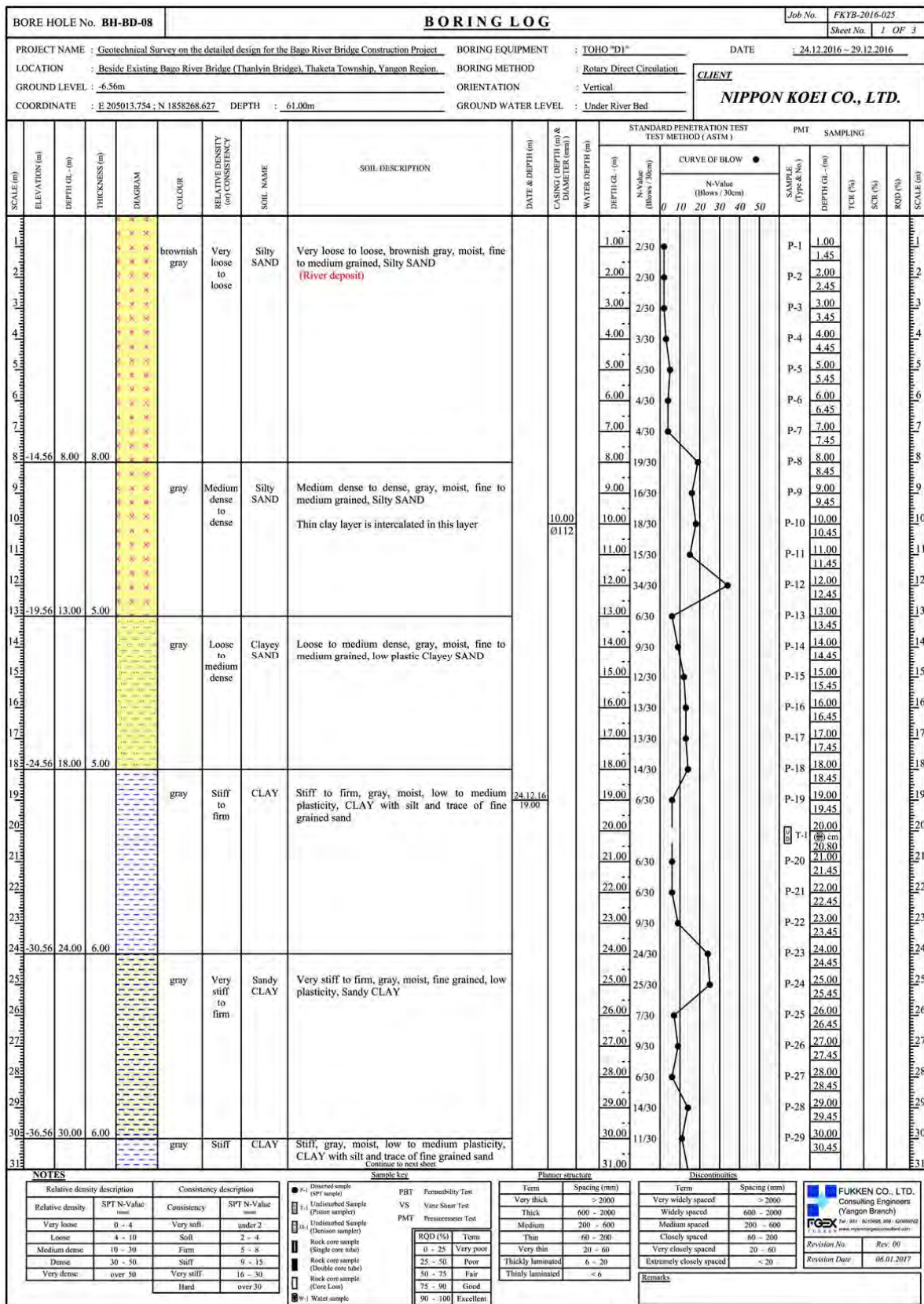
Source: JICA Study Team

Figure 4.1.31 Boring log BH-BD-07 (1)



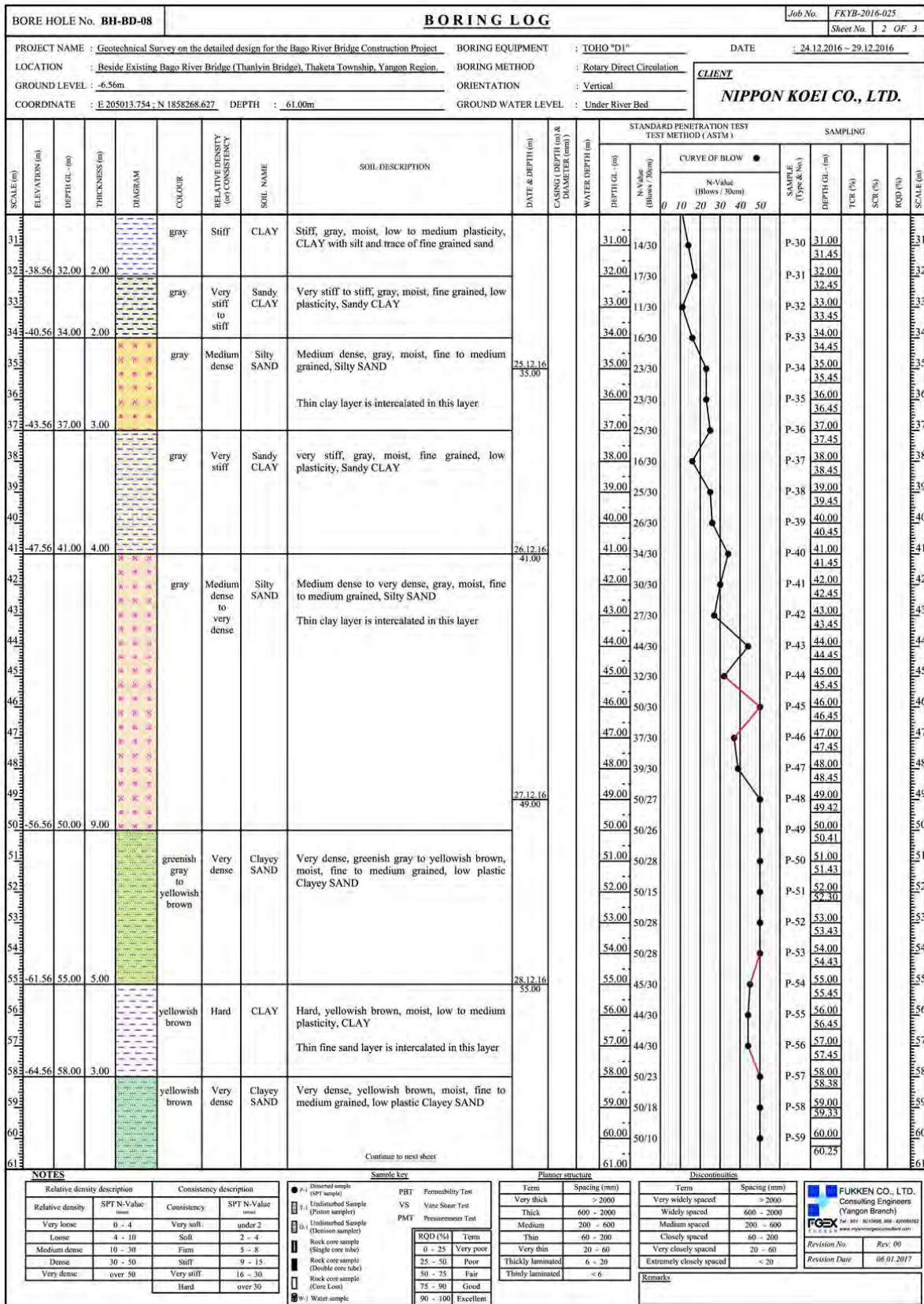
Source: JICA Study Team

Figure 4.1.32 Boring log BH-BD-07 (2)



Source: JICA Study Team

Figure 4.1.33 Boring log BH-BD-08 (1)



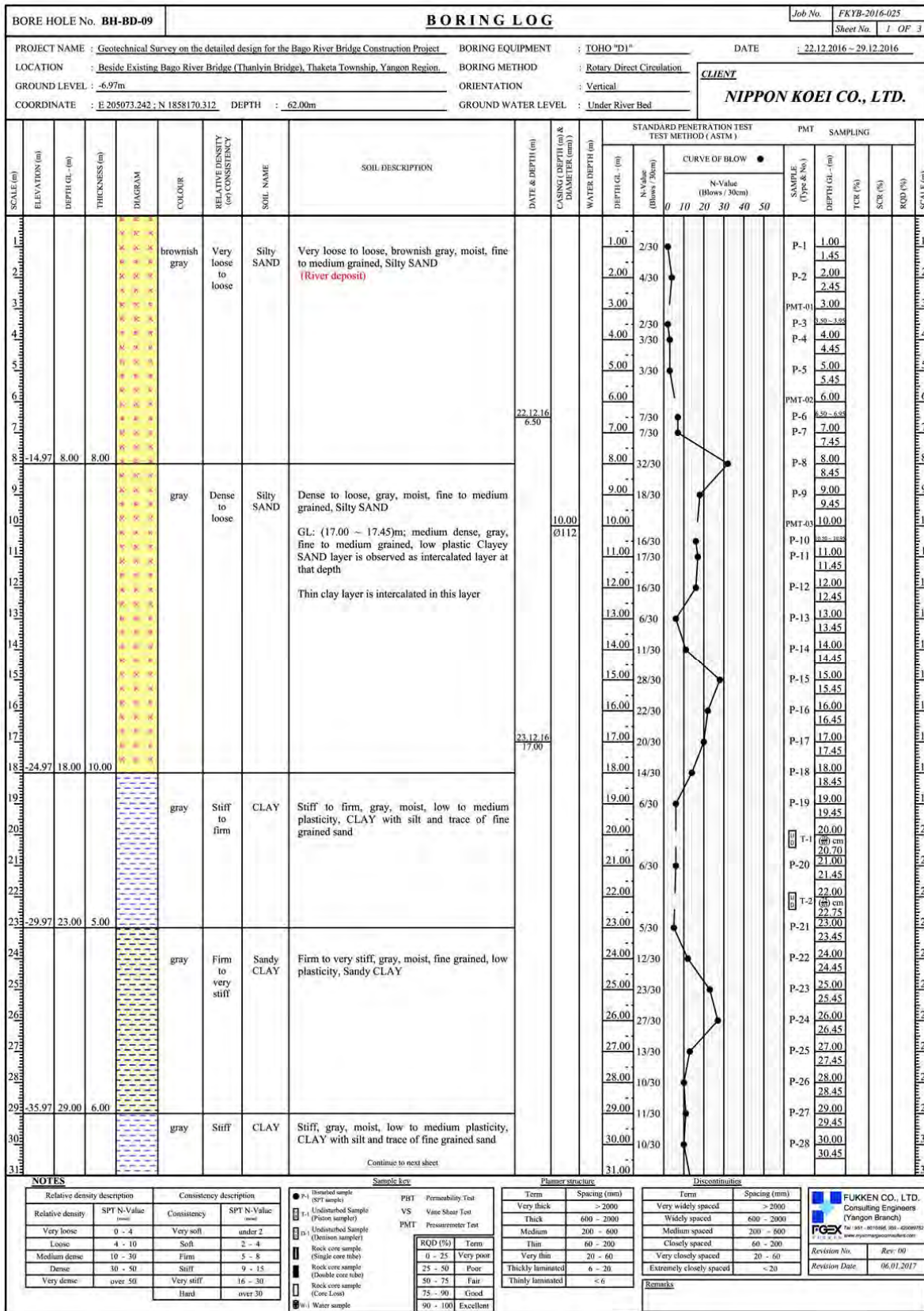
Source: JICA Study Team

Figure 4.1.34 Boring log BH-BD-08 (2)

BORE HOLE No. <b>BH-BD-08</b>		<b>BORING LOG</b>						Job No. <b>FKYB-2016-025</b>																
								Sheet No. <b>3 OF 3</b>																
PROJECT NAME : <b>Geotechnical Survey on the detailed design for the Bago River Bridge Construction Project</b>				BORING EQUIPMENT : <b>TOHO "D1"</b>		DATE : <b>24.12.2016 - 29.12.2016</b>																		
LOCATION : <b>Beside Existing Bago River Bridge (Thanlyin Bridge), Thaketa Township, Yangon Region</b>				BORING METHOD : <b>Rotary Direct Circulation</b>		<b>CLIENT</b> <b>NIPPON KOEI CO., LTD.</b>																		
GROUND LEVEL : <b>-6.56m</b>				ORIENTATION : <b>Vertical</b>																				
COORDINATE : <b>E 205013.754 ; N 1858268.627</b> DEPTH : <b>61.00m</b>				GROUND WATER LEVEL : <b>Under River Bed</b>																				
SCALE (m)	ELEVATION (m)	DEPTH (GL - (m))	THICKNESS (m)	DIAGRAM	COLOUR	RELATIVE DENSITY (or) CONSISTENCY	SOIL NAME	SOIL DESCRIPTION	DATE & DEPTH (m)	CASING DEPTH (m) & DIAMETER (mm)	WATER DEPTH (m)	STANDARD PENETRATION TEST TEST METHOD (ASTM)					SAMPLING							
												DEPTH (m)	N-Value (Blows / 30cm)	CURVE OF BLOW				SAMPLE (Type & No.)	DEPTH (m)	TCR (%)	SCR (%)	RQD (%)		
												0	10	20	30	40	50							
61	-67.86	61.30	3.30		yellowish brown	Very dense	Clayey SAND	Very dense, yellowish brown, moist, fine to medium grained, low plastic Clayey SAND	29.12.16 61.00			61.00	50/15						P-60	61.00				
62								This borehole is terminated at 61.00m, according to the termination criteria.				62.00												
63												63.00												
64												64.00												
65												65.00												
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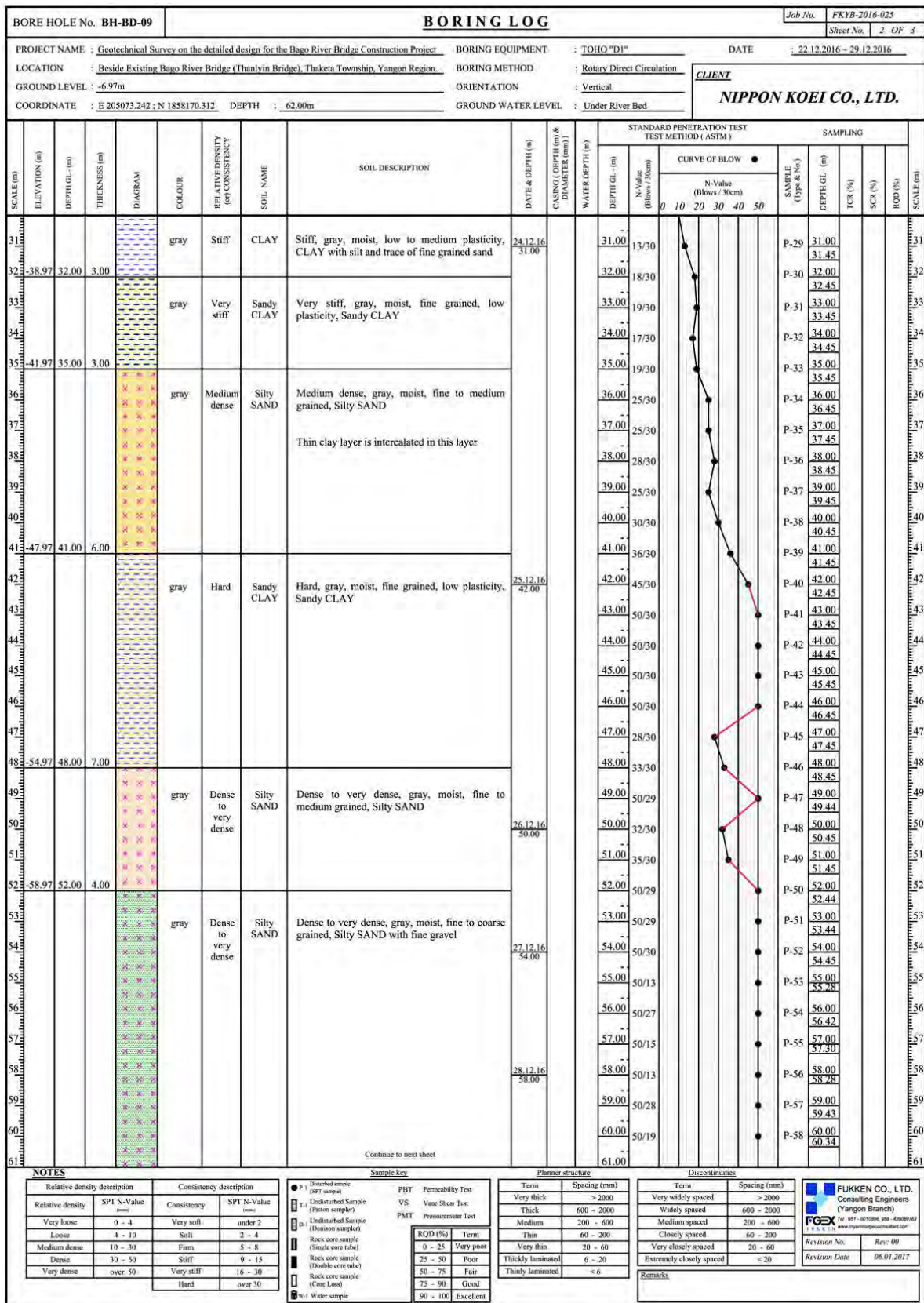
Source: JICA Study Team

Figure 4.1.35 Boring log BH-BD-08 (3)



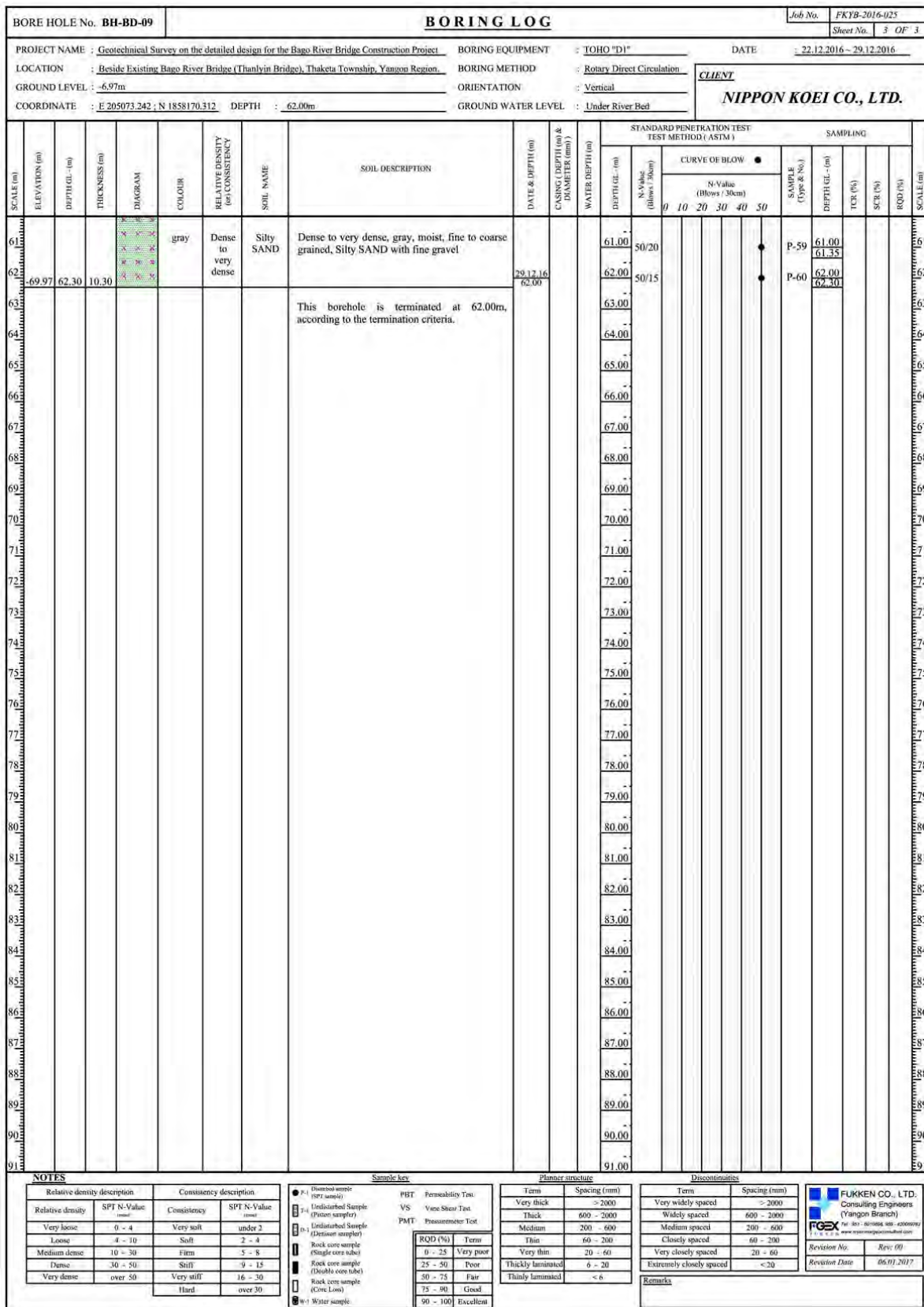
Source: JICA Study Team

Figure 4.1.36 Boring log BH-BD-09 (1)



Source: JICA Study Team

Figure 4.1.37 Boring log BH-BD-09 (2)



Source: JICA Study Team

Figure 4.1.38 Boring log BH-BD-09 (3)



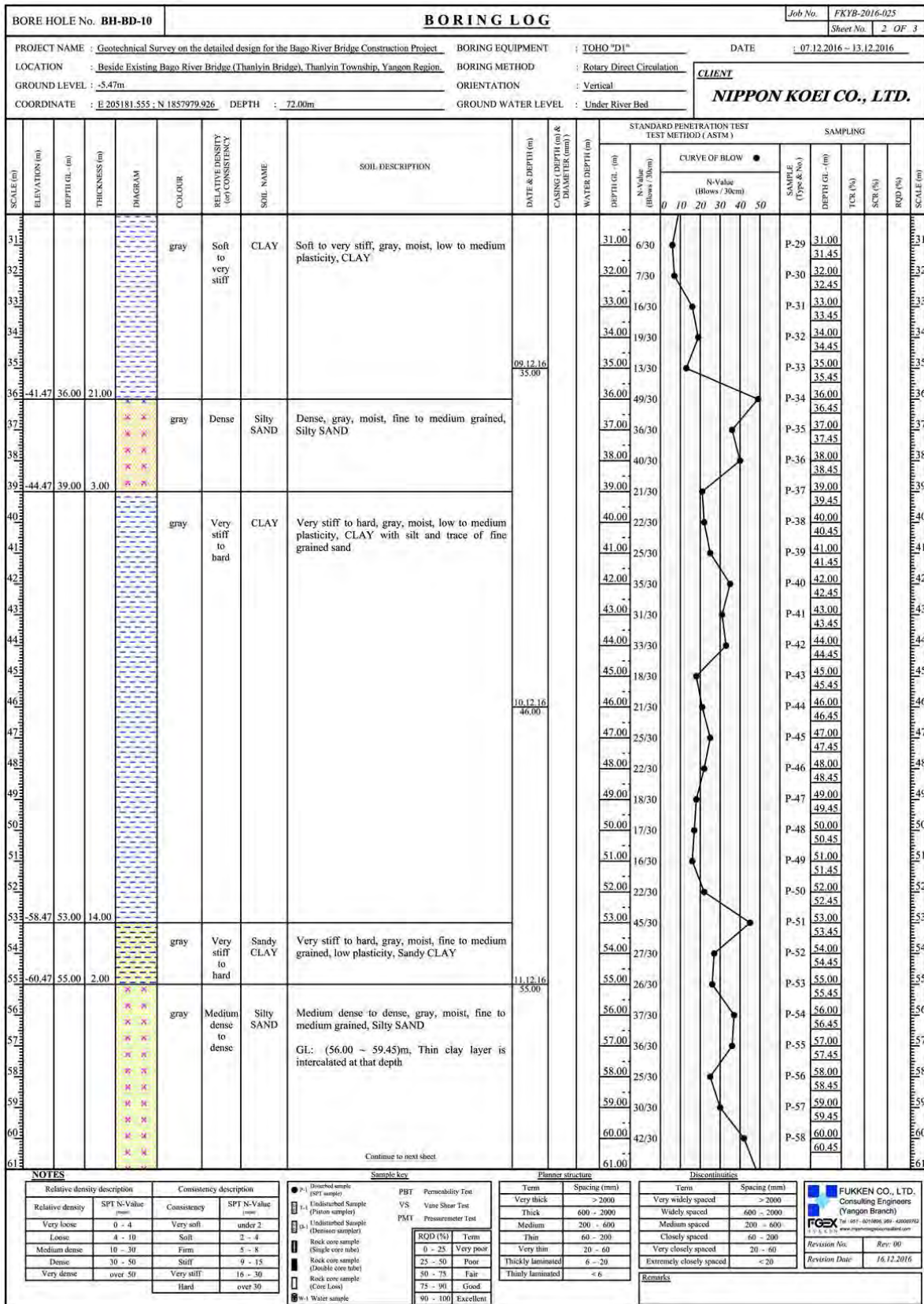
<b>BORE HOLE No. BH-BD-10</b>										<b>BORING LOG</b>										Job No. <b>FKYB-2016-025</b>				
																				Sheet No. <b>1 OF 3</b>				
PROJECT NAME : Geotechnical Survey on the detailed design for the Bago River Bridge Construction Project										BORING EQUIPMENT : TOHO "D1"										DATE : 07.12.2016 – 13.12.2016				
LOCATION : Beside Existing Bago River Bridge (Thanlyin Bridge), Thanlyin Township, Yangon Region										BORING METHOD : Rotary Direct Circulation										<b>CLIENT</b>				
GROUND LEVEL : -5.47m										ORIENTATION : Vertical										<b>NIPPON KOEI CO., LTD.</b>				
COORDINATE : E 205181.555 ; N 1857979.926										DEPTH : 72.00m										GROUND WATER LEVEL : Under River Bed				
SCALE (m)	ELEVATION (m)	DEPTH (GL - m)	THICKNESS (m)	DIAGRAM	COLOUR	RELATIVE DENSITY (or CONSISTENCY)	SOIL NAME	SOIL DESCRIPTION	DATE & DEPTH (m)	CASING (DEPTH (m) & DIAMETER (mm))	STANDARD PENETRATION TEST TEST METHOD (ASTM)										SAMPLING			
											WATER DEPTH (m)	DEPTH (m)	N-Value (Blows / 30cm)	CURVE OF BLOW					SAMPLE (Type & No.)	DEPTH (GL - m)	TCR (%)	SER (%)	RQD (%)	SCALE (m)
														0	10	20	30	40						
	-12.47	7.00	7.00		brown to gray	Very soft to firm	CLAY	Very soft to firm, brown to gray, wet to moist, low to medium plasticity, CLAY with silt, with trace of fine grained sand.	07.12.16 6.50		1.00	1/30					P-1	1.00						
					gray	Loose to medium dense	Silty SAND	Loose to medium dense, gray, moist, fine to medium grained, Silty SAND		10.00 Ø112	2.00	1/30					P-2	2.00						
					gray	Soft to very stiff	CLAY	Soft to very stiff, gray, moist, low to medium plasticity, CLAY	08.12.16 16.00		3.00	1/30					PMT-01	3.00						
											4.00	2/30					P-3	4.00	3.90 - 3.98					
											5.00	5/30					P-4	4.00	4.45					
											6.00	5/30					P-5	5.00	5.45					
											7.00	5/30					PMT-02	6.00	6.00	6.00 - 6.08				
											8.00	5/30					P-6	7.00	7.45					
											9.00	5/30					P-7	7.00	7.45					
											10.00	5/30					P-8	8.00	8.45					
											11.00	10/30					P-9	9.00	9.45					
											12.00	10/30					PMT-03	10.00	10.00	9.90 - 10.02				
											13.00	13/30					P-10	11.00	11.45					
											14.00	14/30					P-11	11.00	11.45					
											15.00	16/30					P-12	12.00	12.45					
											16.00	21/30					P-13	13.00	13.45					
											17.00	22/30					P-14	14.00	14.45					
											18.00	23/30					P-15	15.00	15.45					
	-20.47	15.00	8.00								19.00	7/30					P-16	16.00	16.45					
											20.00	7/30					P-17	17.00	17.70					
											21.00	4/30					P-18	18.00	18.45					
											22.00	9/30					P-19	20.00	20.45					
											23.00	5/30					P-20	21.00	21.45					
											24.00	6/30					P-21	22.00	22.45					
											25.00	5/30					P-22	23.00	23.45					
											26.00	7/30					P-23	24.00	24.70					
											27.00	8/30					P-24	25.00	25.45					
											28.00	10/30					P-25	26.00	26.45					
											29.00	8/30					P-26	27.00	27.45					
											30.00	8/30					P-27	28.00	28.45					
											31.00	8/30					P-28	29.00	29.45					
												9/30					P-28	30.00	30.45					

<b>NOTES</b> Relative density description Very loose 0 - 4 Loose 4 - 10 Medium dense 10 - 30 Dense 30 - 50 Very dense over 50		Consistency description Very soft under 2 Soft 2 - 4 Firm 5 - 8 Stiff 9 - 15 Very stiff 16 - 30 Hard over 30		<b>Sample key</b> P-1 Disturbed sample (SPT sampler) F-1 Undisturbed Sample (Piston sampler) D-1 Undisturbed Sample (Dresson sampler) Rock core sample (Single core tube) Rock core sample (Double core tube) Rock core sample (Core Loss) W-1 Water sample				PBT Permeability Test VS Vane Shear Test PMT Pressuremeter Test RQD (%) Term 0 - 25 Very poor 25 - 50 Poor 50 - 75 Fair 75 - 90 Good 90 - 100 Excellent				Planner structure Term Spacing (mm) Very thick > 2000 Thick 600 - 2000 Medium 200 - 600 Thin 60 - 200 Very thin 20 - 60 Thickly laminated 6 - 20 Thinly laminated < 6				Discontinuities Term Spacing (mm) Very widely spaced > 2000 Widely spaced 600 - 2000 Medium spaced 200 - 600 Closely spaced 60 - 200 Very closely spaced 20 - 60 Extremely closely spaced < 20				<b>FUKKEN CO., LTD.</b> Consulting Engineers (Yangon Branch) Revision No. Rev: 00 Revision Date 16.12.2016			
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Source: JICA Study Team

Figure 4.1.39 Boring log BH-BD-10 (1)



Source: JICA Study Team

Figure 4.1.40 Boring log BH-BD-10 (2)

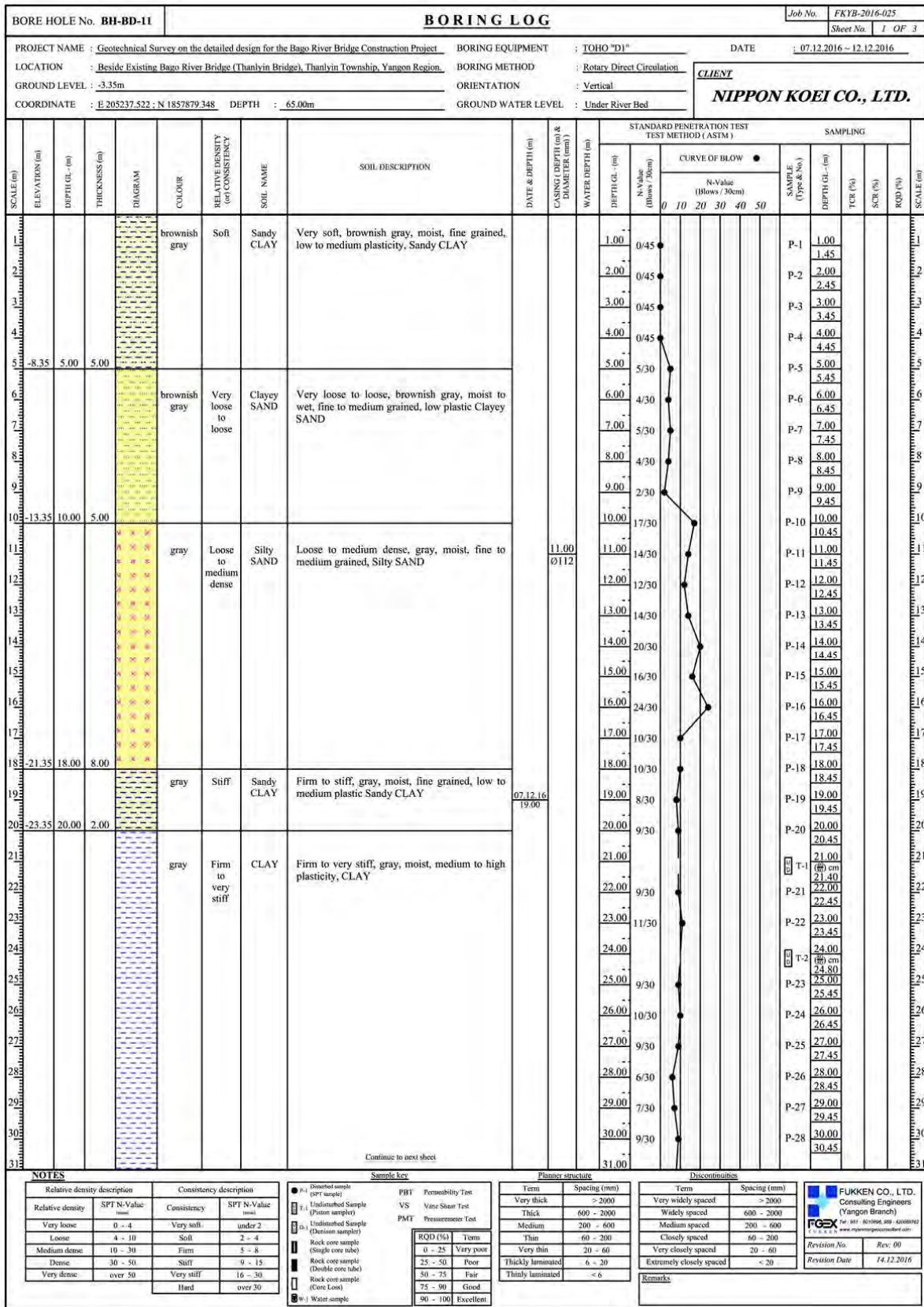
BORE HOLE No. <b>BH-BD-10</b>										<b>BORING LOG</b>										Job No. <b>FKYB-2016-025</b>		
PROJECT NAME : Geotechnical Survey on the detailed design for the Bago River Bridge Construction Project										BORING EQUIPMENT : TOHO "D1"										DATE : 07.12.2016 ~ 13.12.2016		
LOCATION : Beside Existing Bago River Bridge (Thanlyin Bridge), Thanlyin Township, Yangon Region										BORING METHOD : Rotary Direct Circulation										<b>CLIENT</b> <b>NIPPON KOEI CO., LTD.</b>		
GROUND LEVEL : -5.47m										ORIENTATION : Vertical												
COORDINATE : E 205181.555 ; N 1857979.926 DEPTH : 72.00m										GROUND WATER LEVEL : Under River Bed												
SCALE (m)	ELEVATION (m)	DEPTH (GL - (m))	THICKNESS (m)	DIAGRAM	COLOUR	RELATIVE DENSITY (opt CONSISTENCY)	SOIL NAME	SOIL DESCRIPTION	DATE & DEPTH (m)	CASING (DEPTH (m) & DIAMETER (mm))	STANDARD PENETRATION TEST TEST METHOD (ASTM)					SAMPLING				SCALE (m)		
											DEPTH (m)	N-Value (Blows / 30cm)	CURVE OF BLOW				SAMPLE (Type & No.)	DEPTH (m)	TCR (%)		SCR (%)	RQD (%)
61.00	-	-	-	gray	Medium dense to dense	Silty SAND	Medium dense to dense, gray, moist, fine to medium grained, Silty SAND GL: (56.00 ~ 59.45)m, Thin clay layer is intercalated at that depth	13.12.16 64.00	50/30	48/30	61.00	61.45	61.00	61.45	P-59	61.00	61.45				61	
62.00	-67.47	62.00	7.00								62.00	62.45	62.00	62.45	P-60	62.00	62.45				62	
63.00				yellowish brown to reddish brown	Very dense	Clayey SAND	Very dense, yellowish brown to reddish brown, moist, fine to medium grained, low plastic Clayey SAND				63.00	63.43	63.00	63.43	P-61	63.00	63.43				63	
64.00											64.00	64.37	64.00	64.37	P-62	64.00	64.37				64	
65.00											65.00	65.35	65.00	65.35	P-63	65.00	65.35				65	
66.00											66.00	66.31	66.00	66.31	P-64	66.00	66.31				66	
67.00											67.00	67.41	67.00	67.41	P-65	67.00	67.41				67	
68.00											68.00	68.40	68.00	68.40	P-66	68.00	68.40				68	
69.00											69.00	69.35	69.00	69.35	P-67	69.00	69.35				69	
70.00											70.00	70.37	70.00	70.37	P-68	70.00	70.37				70	
71.00											71.00	71.36	71.00	71.36	P-69	71.00	71.36				71	
72.00	-77.80	72.33	10.33					13.12.16 72.00			72.00	72.33	72.00	72.33	P-70	72.00	72.33				72	
73.00							This borehole is terminated at 72.00m, according to the termination criteria.				73.00										73	
74.00											74.00										74	
75.00											75.00											75
76.00											76.00											76
77.00											77.00											77
78.00											78.00											78
79.00											79.00											79
80.00											80.00											80
81.00											81.00											81
82.00											82.00											82
83.00											83.00											83
84.00											84.00											84
85.00											85.00											85
86.00											86.00											86
87.00											87.00											87
88.00											88.00											88
89.00											89.00											89
90.00											90.00											90
91.00											91.00											91

NOTES		Sample key		Plunger structure		Discontinuity	
Relative density description	Consistency description	● P-1 (SPT sample)	PBT Permeability Test	Very thick	Spacing (mm)	Very widely spaced	Spacing (mm)
Very loose	Very soft	○ G-1 (Undisturbed Sample (Piston sampler))	VS Vane Shear Test	Thick	> 2000	Widely spaced	> 2000
Loose	Soft	○ G-1 (Disturbed Sample)	PMT Proctorometer Test	Medium	400 ~ 2000	Medium spaced	400 ~ 2000
Medium dense	Firm	□ Rock core sample (Single core tube)		Thin	60 ~ 200	Closely spaced	60 ~ 200
Dense	Stiff	□ Rock core sample (Double core tube)		Very thin	20 ~ 60	Very closely spaced	20 ~ 60
Very dense	Very stiff	□ Rock core sample (Core-Loss)		Thickly laminated	6 ~ 20	Extremely closely spaced	< 20
	Hard	□ Water sample		Thinly laminated	< 6	Remarks	
	over 30						

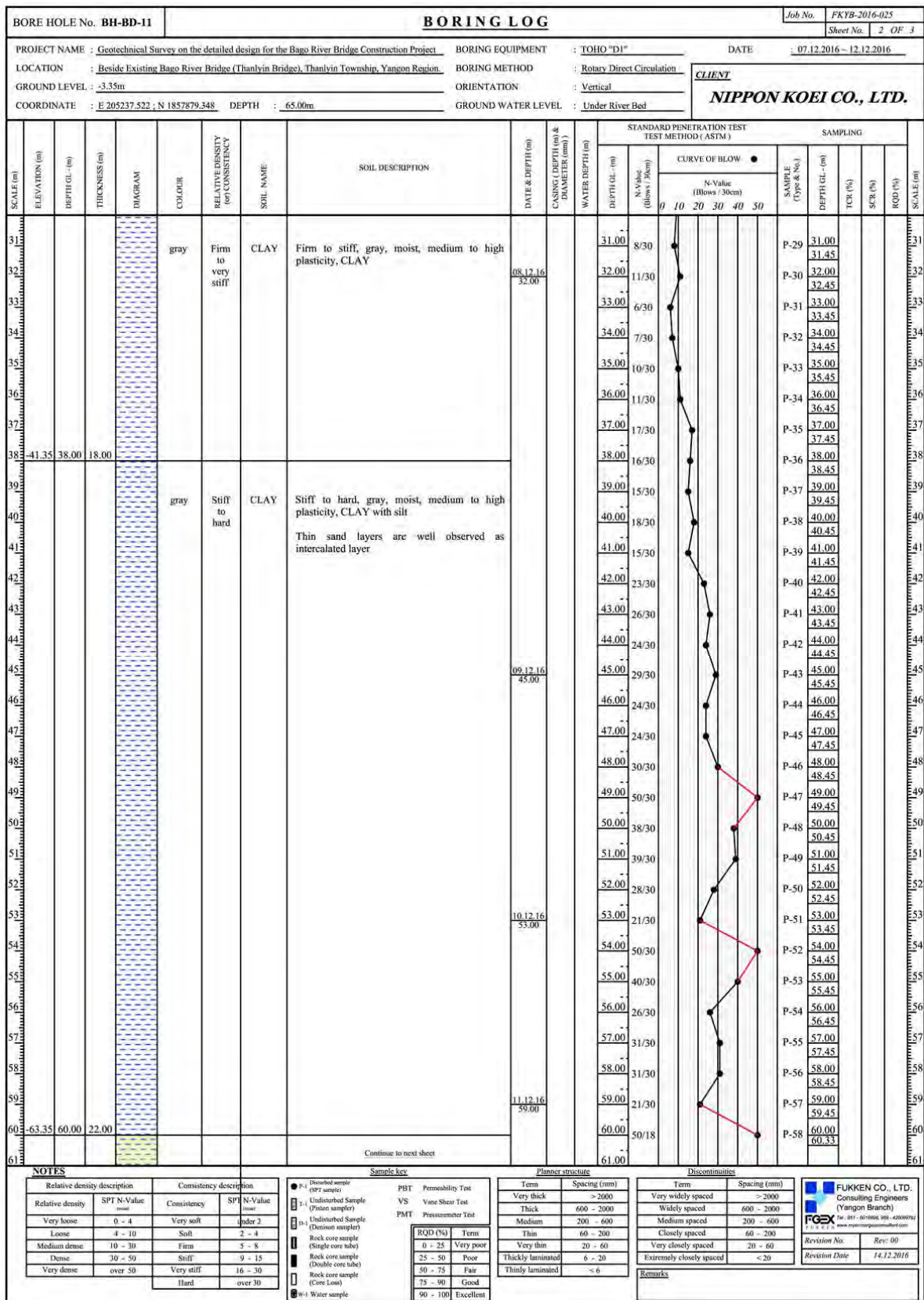
Source: JICA Study Team

Figure 4.1.41 Boring log BH-BD-10 (3)



Source: JICA Study Team

Figure 4.1.42 Boring log BH-BD-11 (1)



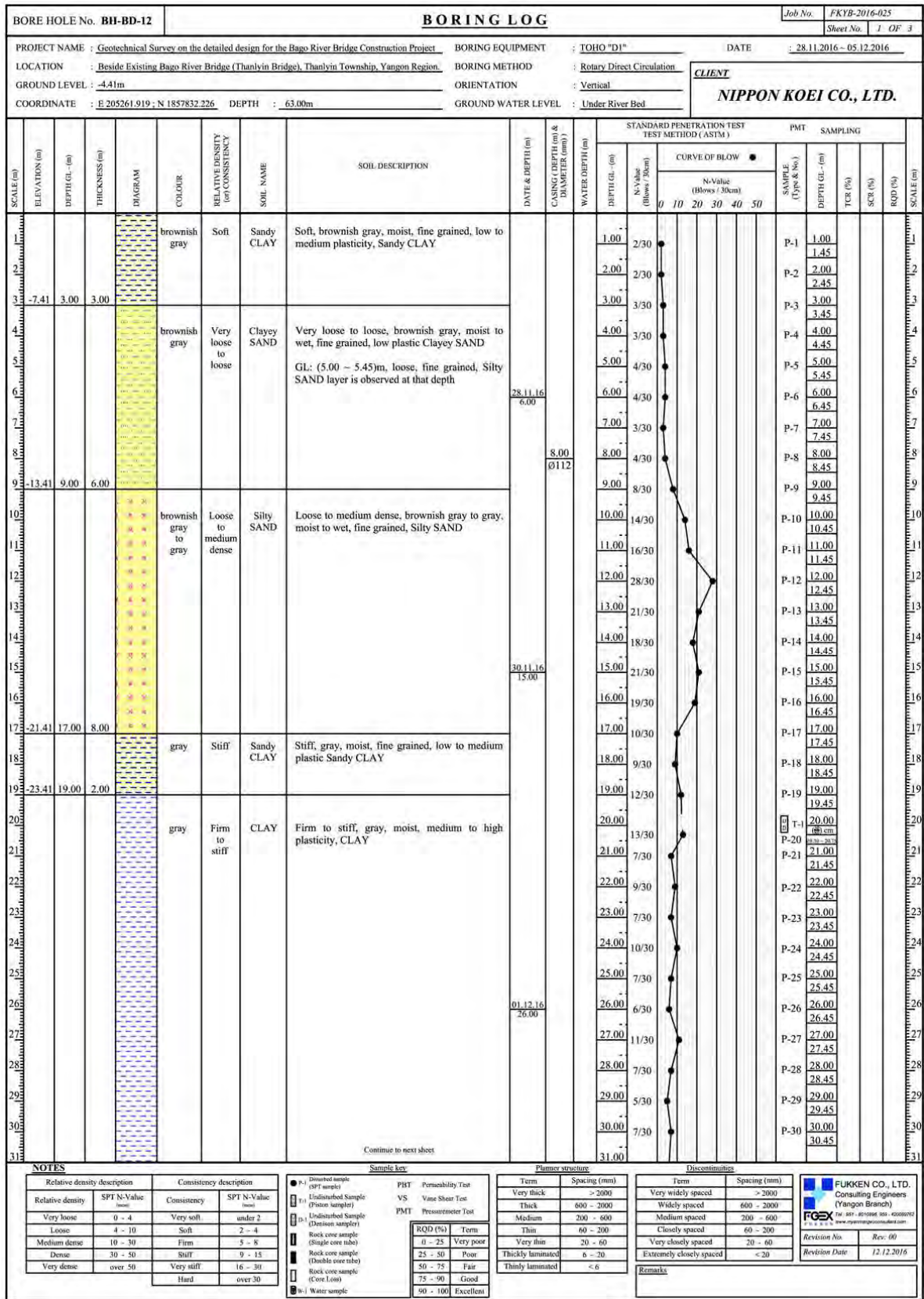
Source: JICA Study Team

Figure 4.1.43 Boring log BH-BD-11 (2)

BORE HOLE No. <b>BH-BD-11</b>		<b>BORING LOG</b>				Job No. <b>FKYB-2016-025</b>																
				Sheet No. <b>3 OF 3</b>																		
PROJECT NAME : <b>Geotechnical Survey on the detailed design for the Bago River Bridge Construction Project</b>			BORING EQUIPMENT : <b>TOHO "D1"</b>		DATE : <b>07.12.2016 - 12.12.2016</b>																	
LOCATION : <b>Beside Existing Bago River Bridge (Thanvin Bridge), Thanvin Township, Yangon Region</b>			BORING METHOD : <b>Rotary Direct Circulation</b>		<b>CLIENT</b> <b>NIPPON KOEI CO., LTD.</b>																	
GROUND LEVEL : <b>-3.35m</b>			ORIENTATION : <b>Vertical</b>																			
COORDINATE : <b>E 205237.522 ; N 1857879.348</b> DEPTH : <b>65.00m</b>			GROUND WATER LEVEL : <b>Under River Bed</b>																			
SCALE (m)	ELEVATION (m)	DEPTH (L) (m)	THICKNESS (m)	DIAGRAM	COLOR	RELATIVE DENSITY (SP consistency)	SOIL NAME	SOIL DESCRIPTION	DATE & DEPTH (m)	CASING DEPTH (m) & DIAMETER (mm)	WATER DEPTH (m)	STANDARD PENETRATION TEST TEST METHOD (ASTM)					SAMPLING				SCALE (m)	
												DEPTH (L) (m)	N-Value (Blows / 30cm)	DEPTH (L) (m)	DEPTH (L) (m)	DEPTH (L) (m)	DEPTH (L) (m)	DEPTH (L) (m)	DEPTH (L) (m)	DEPTH (L) (m)		DEPTH (L) (m)
61	-68.63	65.28	5.28		greenish gray to yellowish gray	Very dense	Clayey SAND	Very dense, greenish gray to yellowish gray, moist, fine to medium grained, low plastic Clayey SAND	12.12.16			61.00	50/20									61
62												62.00	50/20									62
63												63.00	50/20									63
64												64.00	50/22									64
65												65.00	50/13									65
66								This borehole is terminated at 65.00m, according to the termination criteria.				66.00										66
67												67.00										67
68												68.00										68
69												69.00										69
70												70.00										70
71												71.00										71
72												72.00										72
73												73.00										73
74												74.00										74
75												75.00										75
76												76.00										76
77												77.00										77
78												78.00										78
79												79.00										79
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90												90.00										90
91												91.00										91

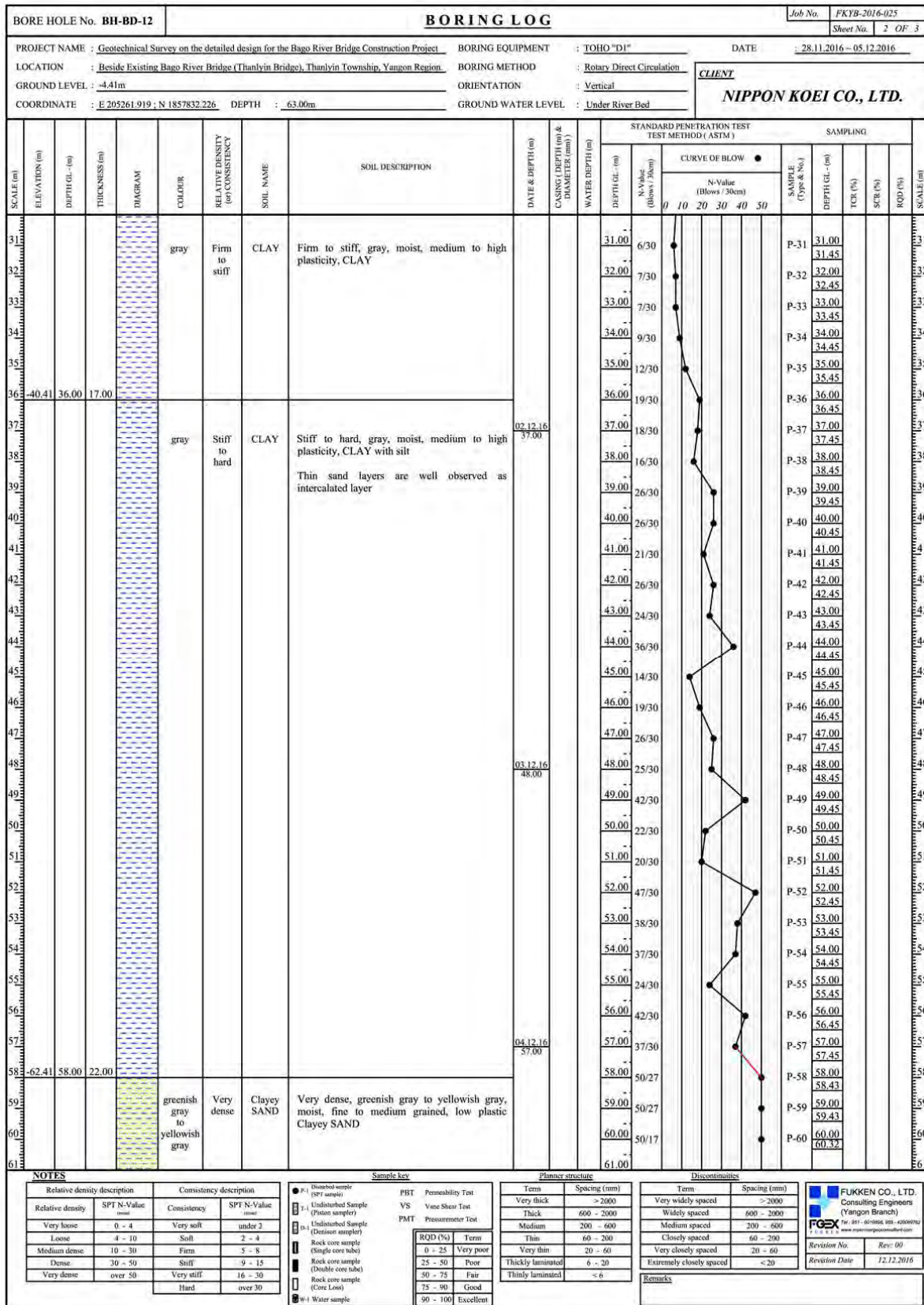
Source: JICA Study Team

Figure 4.1.44 Boring log BH-BD-11 (3)



Source: JICA Study Team

Figure 4.1.45 Boring log BH-BD-12 (1)



Source: JICA Study Team

Figure 4.1.46 Boring log BH-BD-12 (2)



<b>BORE HOLE No. BH-BD-12</b>										<b>BORING LOG</b>										Job No. <b>FKYB-2016-025</b>	
																				Sheet No. <b>3 OF 3</b>	
PROJECT NAME : Geotechnical Survey on the detailed design for the Bago River Bridge Construction Project										BORING EQUIPMENT : TOHO "D1"										DATE : 28.11.2016 - 05.12.2016	
LOCATION : Beside Existing Bago River Bridge (Thanlyin Bridge), Thanlyin Township, Yangon Region										BORING METHOD : Rotary Direct Circulation										<i>CLIENT</i>	
GROUND LEVEL : -4.41m										ORIENTATION : Vertical										<b>NIPPON KOEI CO., LTD.</b>	
COORDINATE : E 205261.919 · N 1857832.226 DEPTH : 63.00m										GROUND WATER LEVEL : Under River Bed											

SCALE (m)	ELEVATION (m)	DEPTH (CL) (m)	THICKNESS (m)	DIAGRAM	COLOUR	RELATIVE DENSITY (%)	CONSISTENCY	SOIL NAME	SOIL DESCRIPTION	DATE & DEPTH (m)	CASING (DEPTH (m) & DIAMETER (mm))	STANDARD PENETRATION TEST TEST METHOD (ASTM)					SAMPLING					SCALE (m)	
												DEPTH (CL) (m)	N-Value (blows / 30cm)	SAMPLE (Ops & No.)	DEPTH (CL) (m)	TCR (%)	SCR (%)	RQD (%)					
																			CURVE OF BLOW				
												0	10	20	30	40	50						
					greenish gray to yellowish gray		Very dense	Clayey SAND	Very dense, greenish gray to yellowish gray, moist, fine to medium grained, low plastic Clayey SAND			61.00	50/15					P-61	61.00 61.30				61
												62.00	50/17					P-62	62.00 62.32				62
												63.00	50/16					P-63	63.00 63.31				63
									This borehole is terminated at 63.00m, according to the termination criteria.			64.00											64
												65.00											65
												66.00											66
												67.00											67
												68.00											68
												69.00											69
												70.00											70
												71.00											71
												72.00											72
												73.00											73
												74.00											74
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												87.00											87
												88.00											88
												89.00											89
												90.00											90
												91.00											91

NOTES		Semi-log		Plastic structure		Discontinuity	
Relative density description	Consistency description	Term	Spacing (mm)	Term	Spacing (mm)		
Very loose 0 - 4	Very soft under 2	Very thick	> 2000	Very widely spaced	> 2000		
Loose 4 - 10	Soft 2 - 4	Thick	600 - 2000	Widely spaced	600 - 2000		
Medium dense 10 - 30	Firm 5 - 8	Medium	200 - 600	Medium spaced	200 - 600		
Dense 30 - 50	Stiff 9 - 15	Thin	60 - 200	Closely spaced	60 - 200		
Very dense over 50	Very stiff 16 - 30	Very thin	20 - 60	Very closely spaced	20 - 60		
	Hard over 30	Thickly laminated	6 - 20	Extremely closely spaced	< 20		
		Thinly laminated	< 6				

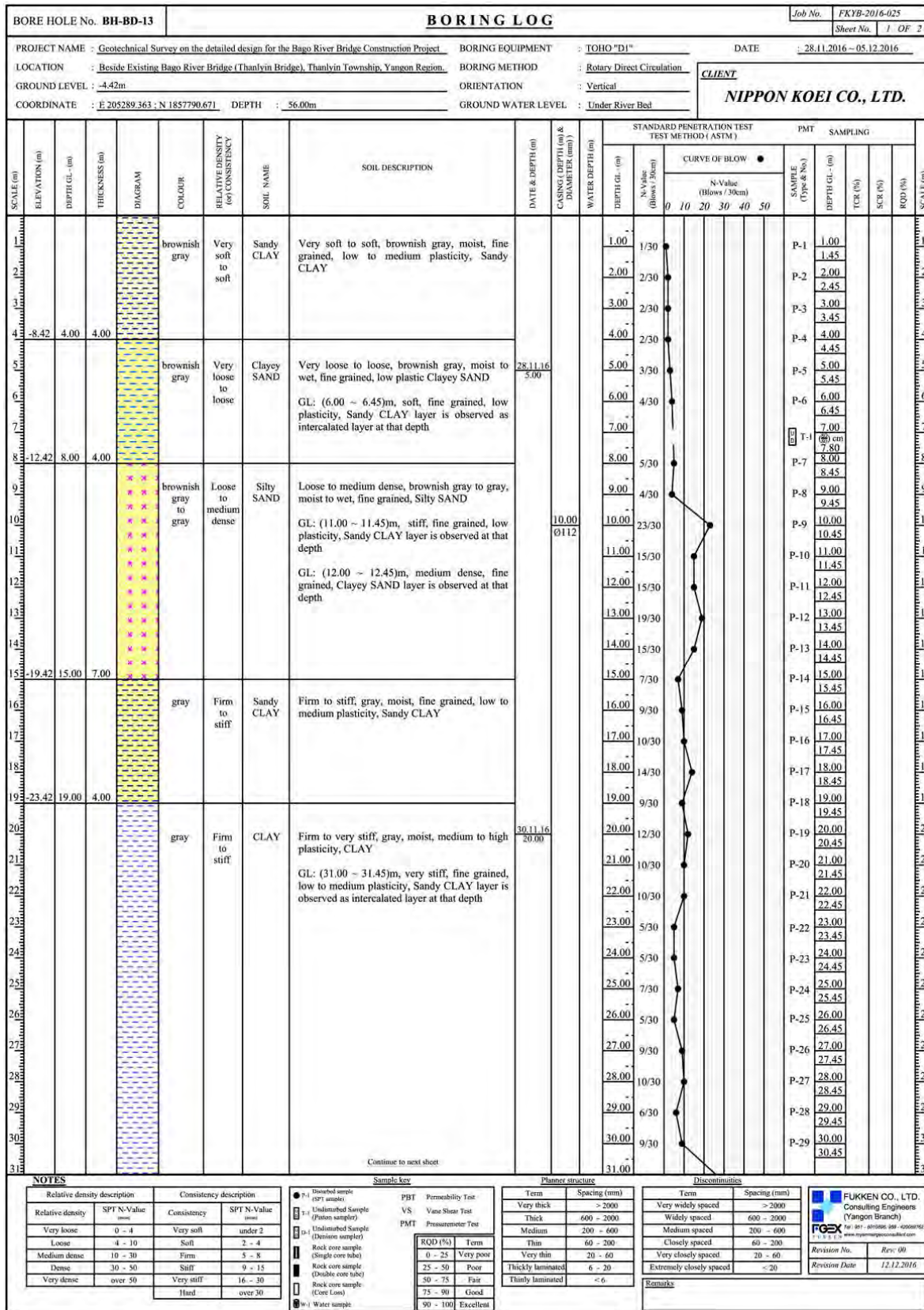
<ul style="list-style-type: none"> <li>● P-1 (Disturbed sample)</li> <li>○ U-1 (Undisturbed Sample - Piston sampler)</li> <li>○ U-2 (Undisturbed Sample - Distortion sampler)</li> <li>■ Rock core sample (Single core tube)</li> <li>■ Rock core sample (Double core tube)</li> <li>■ Rock core sample (Core Loss)</li> <li>■ W-1 Water sample</li> </ul>	<ul style="list-style-type: none"> <li>PBT Permeability Test</li> <li>VS Vane Shear Test</li> <li>PMT Pressuremeter Test</li> </ul>	<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th>RQD (%)</th> <th>Term</th> </tr> <tr> <td>0 - 25</td> <td>Very poor</td> </tr> <tr> <td>25 - 50</td> <td>Poor</td> </tr> <tr> <td>50 - 75</td> <td>Fair</td> </tr> <tr> <td>75 - 90</td> <td>Good</td> </tr> <tr> <td>90 - 100</td> <td>Excellent</td> </tr> </table>	RQD (%)	Term	0 - 25	Very poor	25 - 50	Poor	50 - 75	Fair	75 - 90	Good	90 - 100	Excellent
RQD (%)	Term													
0 - 25	Very poor													
25 - 50	Poor													
50 - 75	Fair													
75 - 90	Good													
90 - 100	Excellent													

<b>FUKKEN CO., LTD.</b> Consulting Engineers (Yangon Branch) <small>TEL: 001-8133888, 091-62000000</small>	
Revision No. _____	Rev. 00
Revision Date: 12.12.2016	
Remarks:	

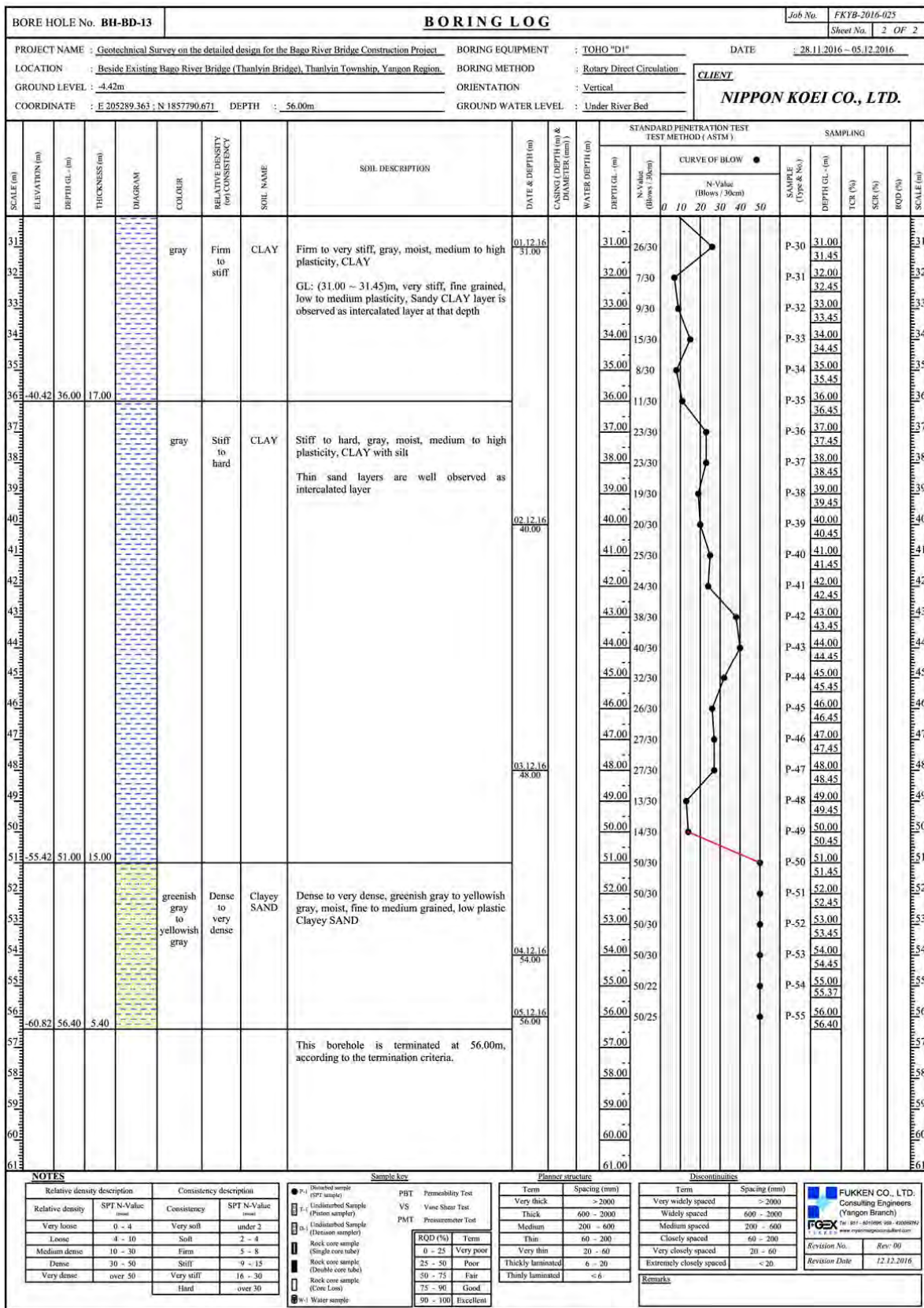
Source: JICA Study Team

Figure 4.1.47 Boring log BH-BD-12 (3)



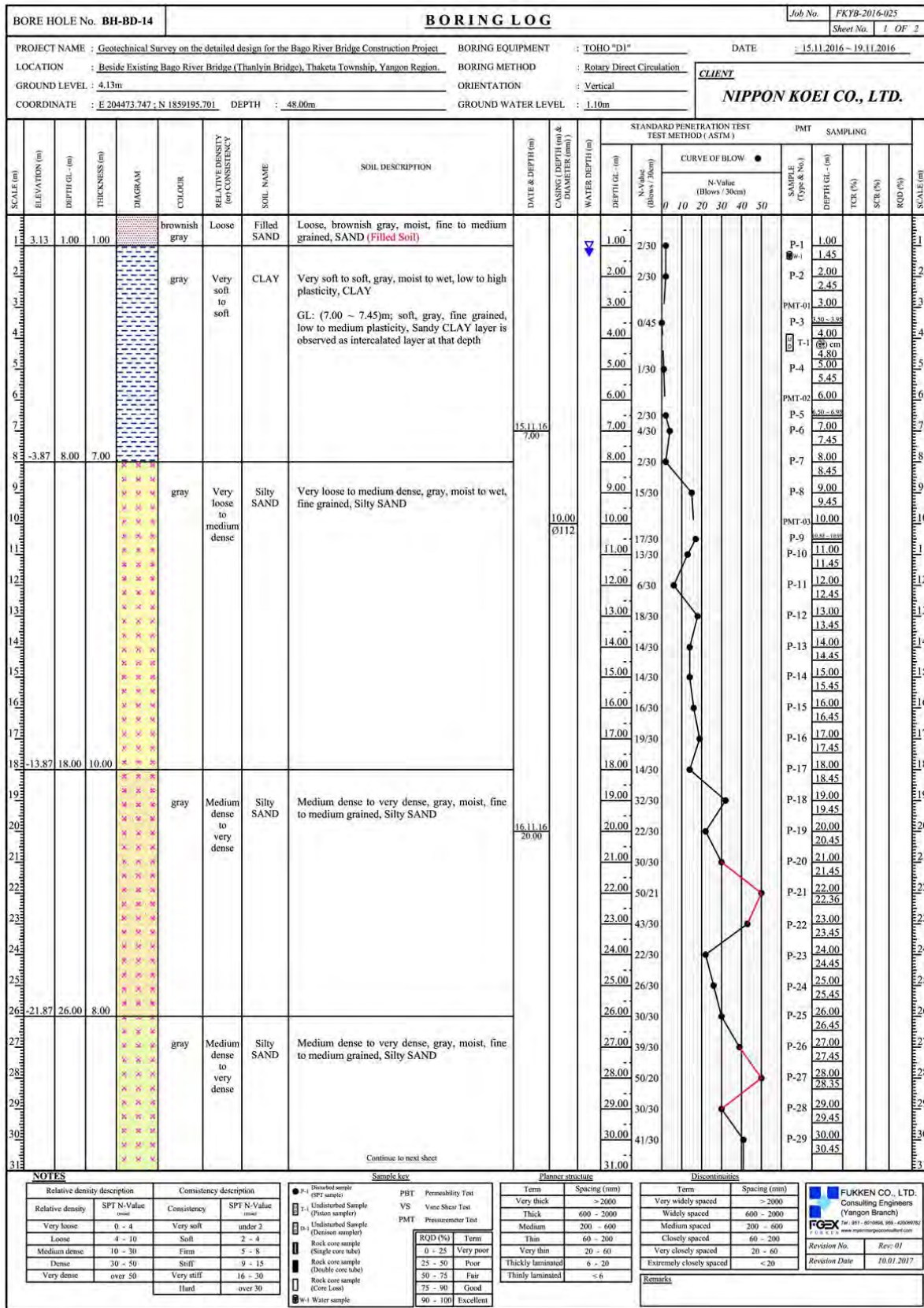
Source: JICA Study Team

Figure 4.1.48 Boring log BH-BD-13 (1)



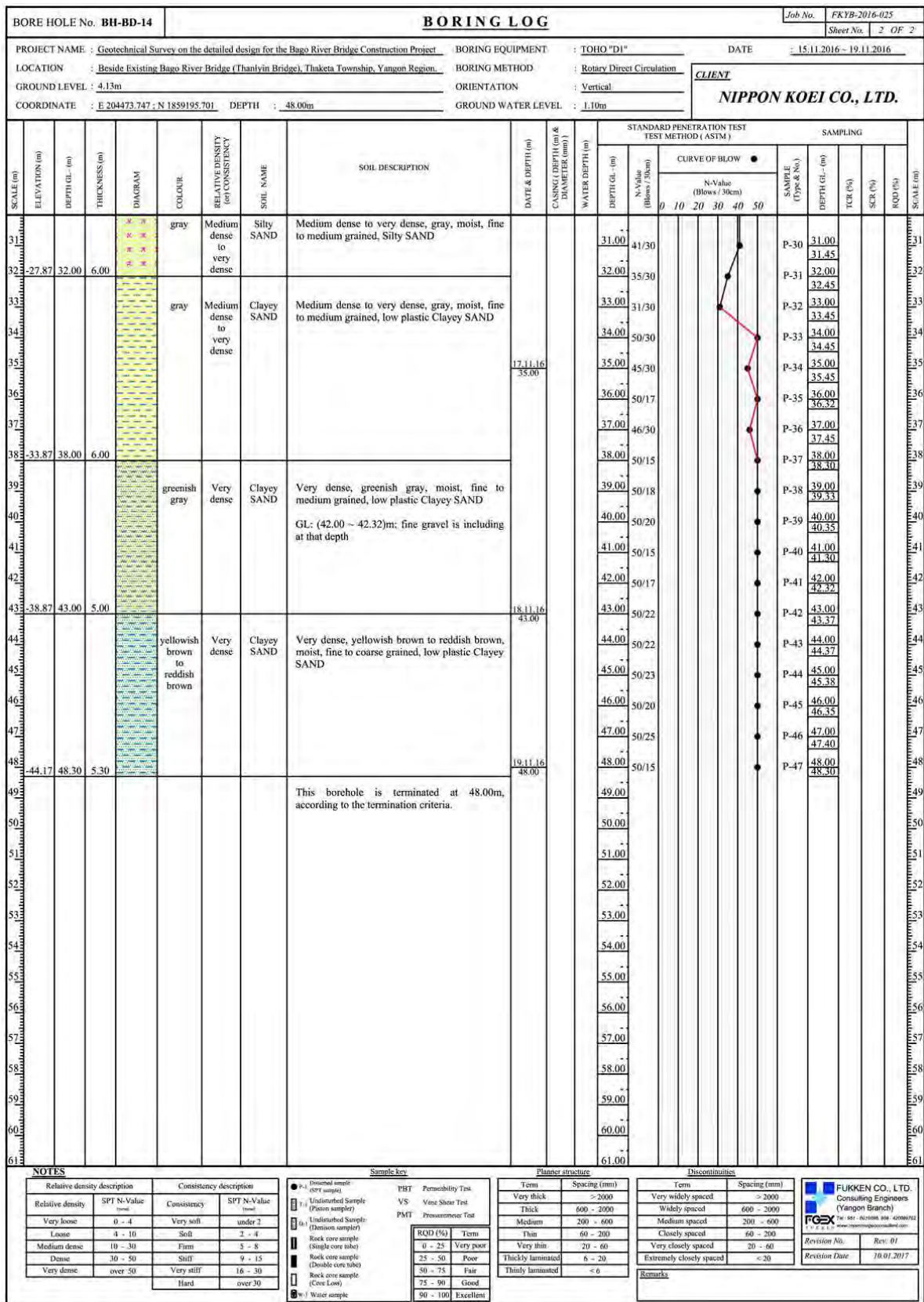
Source: JICA Study Team

Figure 4.1.49 Boring log BH-BD-13 (2)



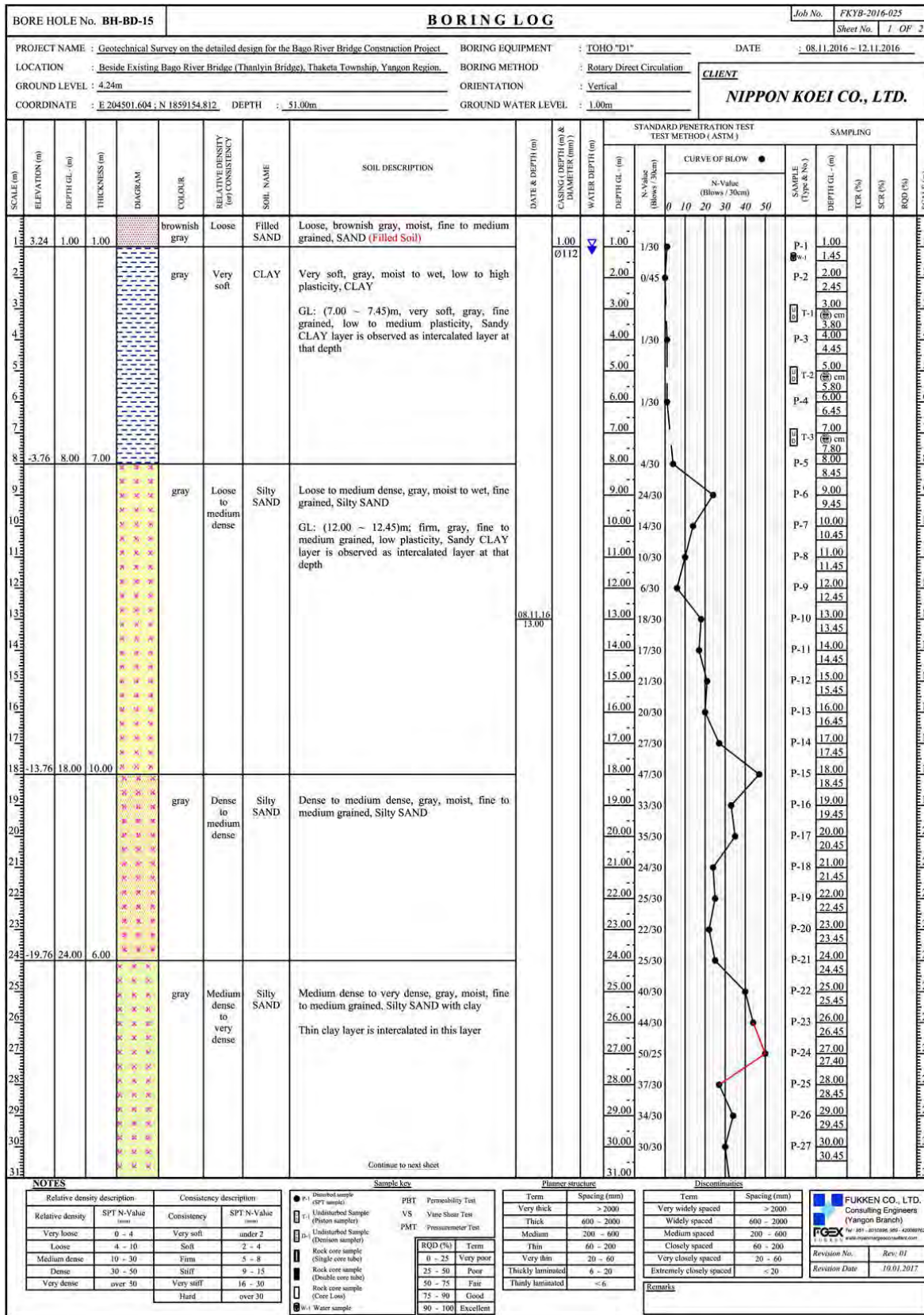
Source: JICA Study Team

Figure 4.1.50 Boring log BH-BD-14 (1)



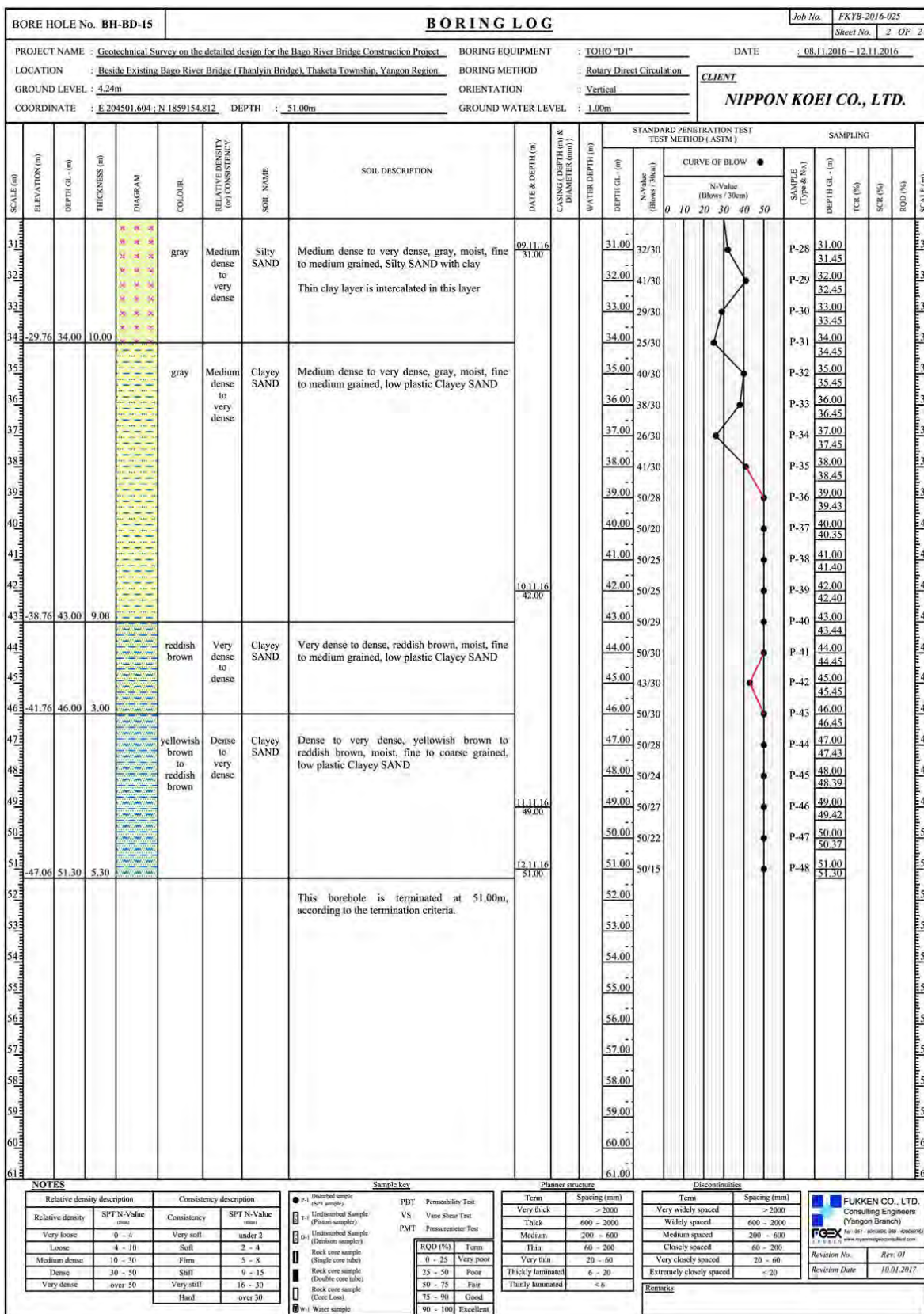
Source: JICA Study Team

Figure 4.1.51 Boring log BH-BD-14 (2)



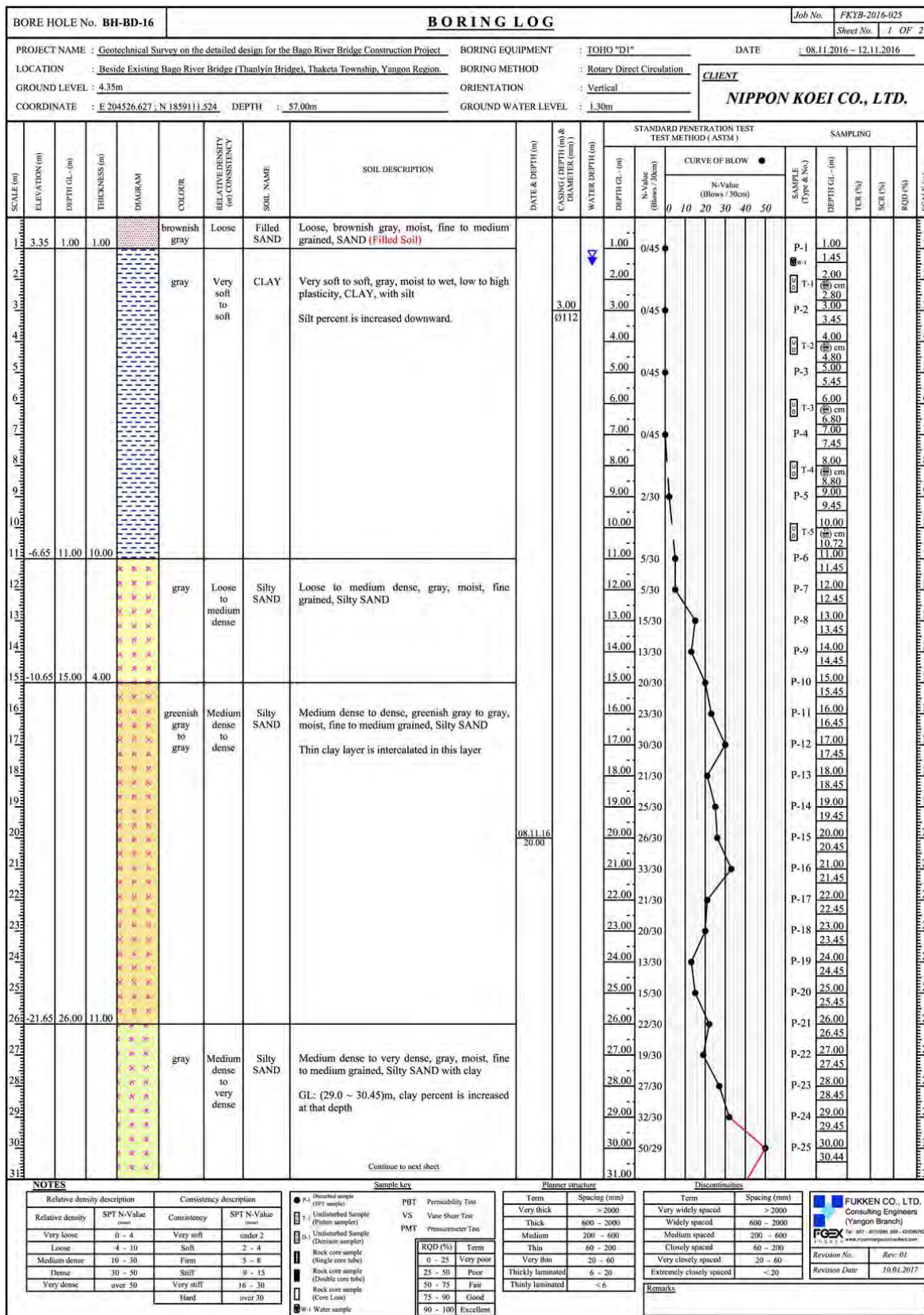
Source: JICA Study Team

Figure 4.1.52 Boring log BH-BD-15 (1)



Source: JICA Study Team

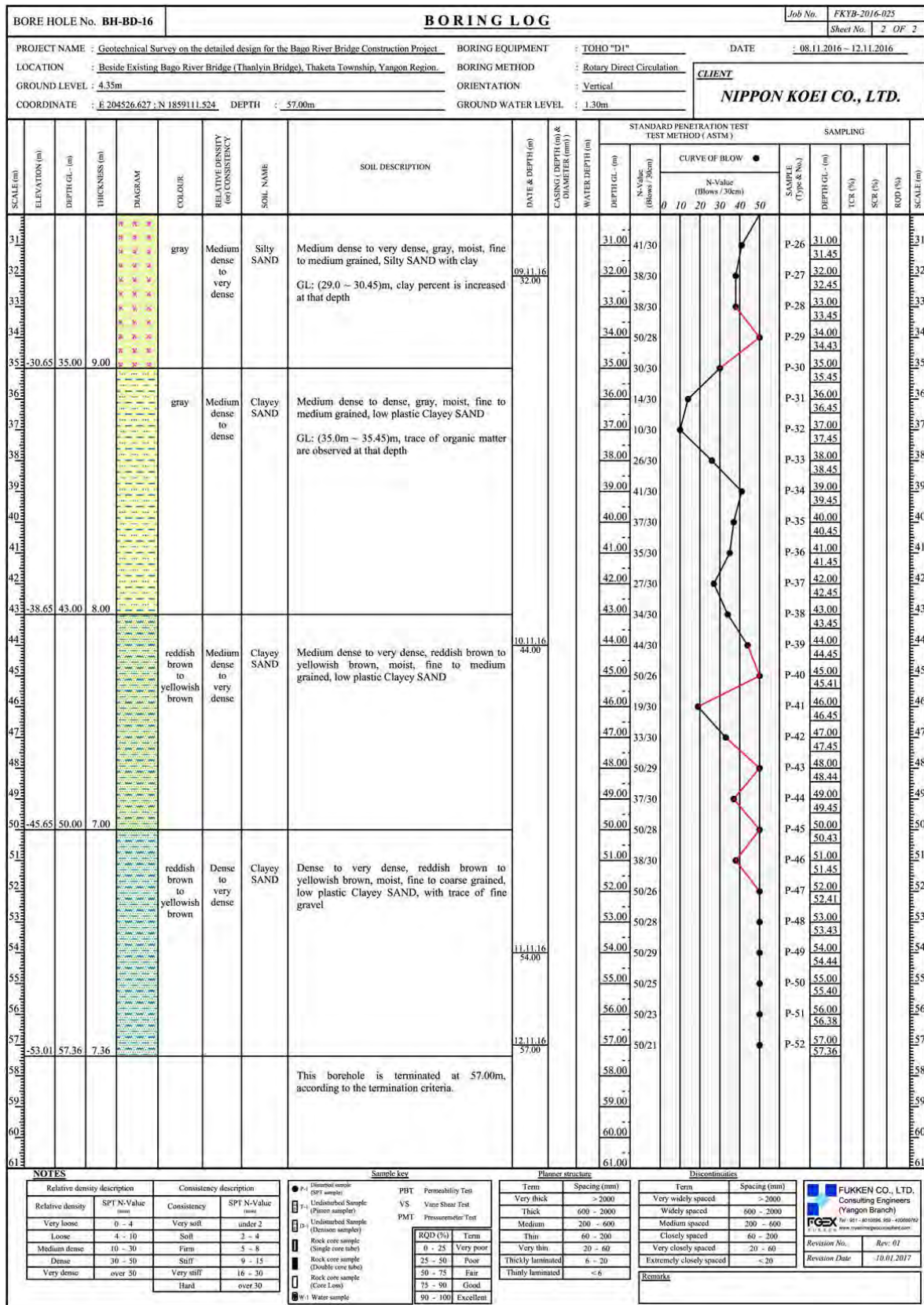
Figure 4.1.53 Boring log BH-BD-15 (2)



Source: JICA Study Team

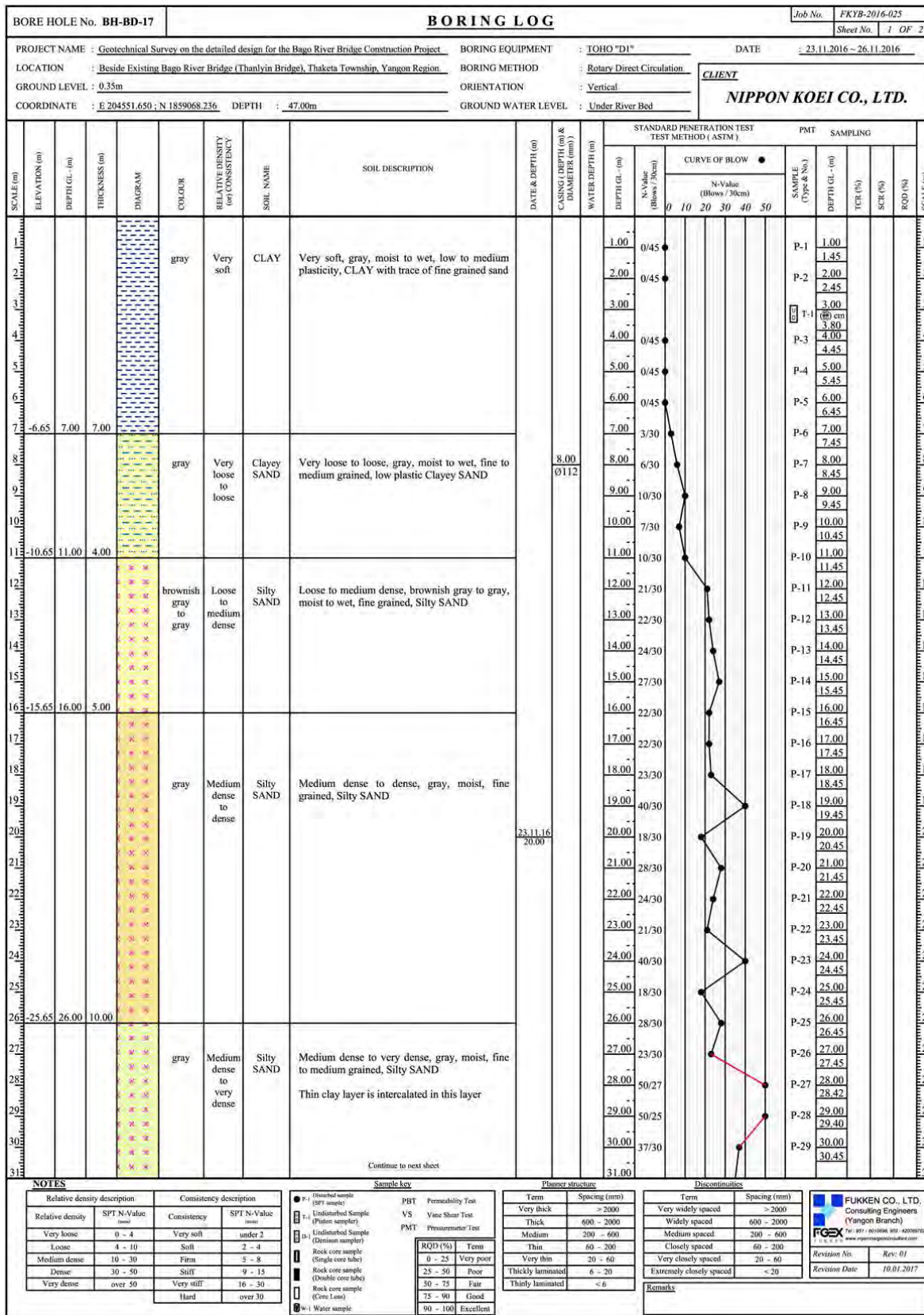
Figure 4.1.54 Boring log BH-BD-16 (1)





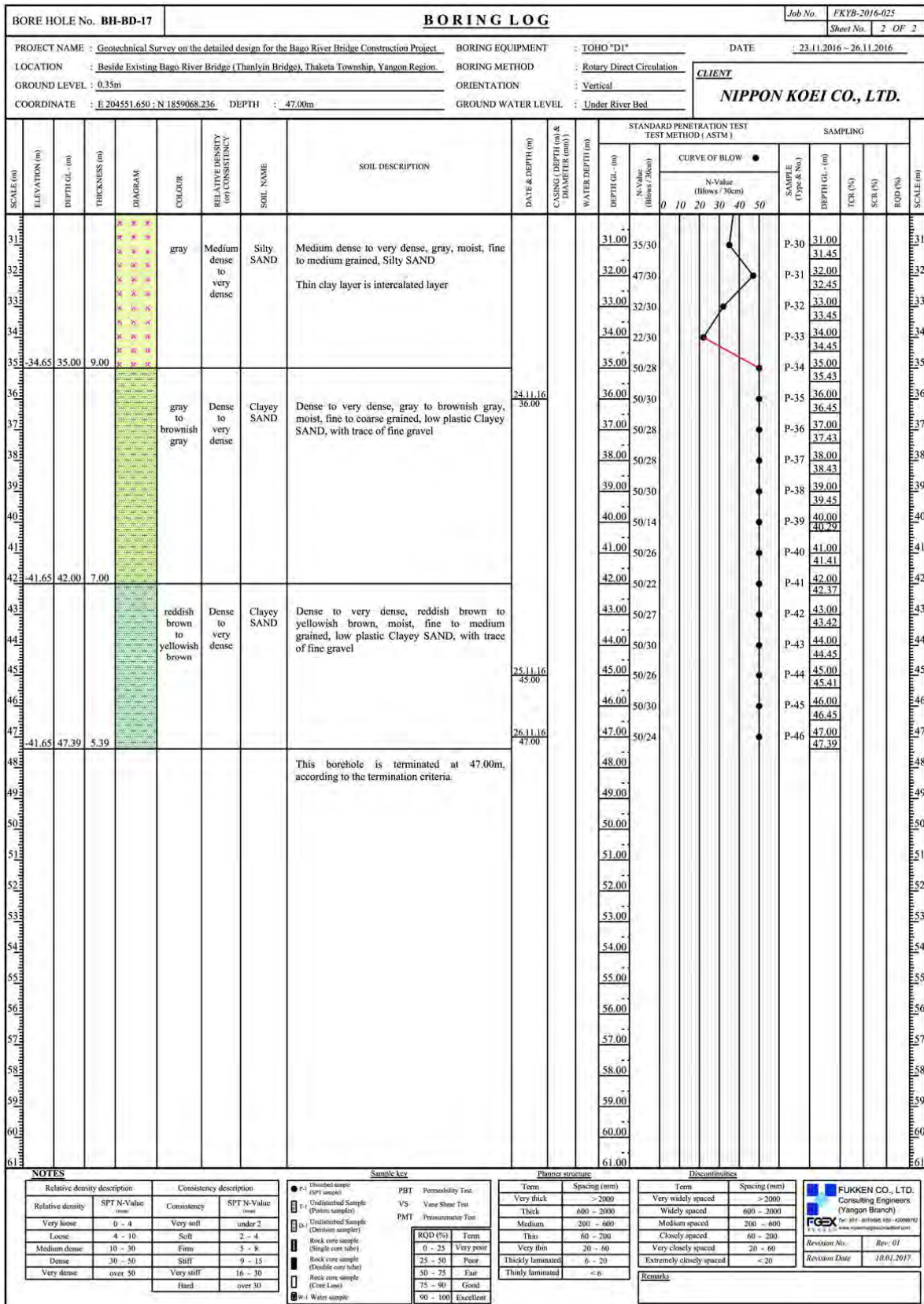
Source: JICA Study Team

Figure 4.1.55 Boring log BH-BD-16 (2)



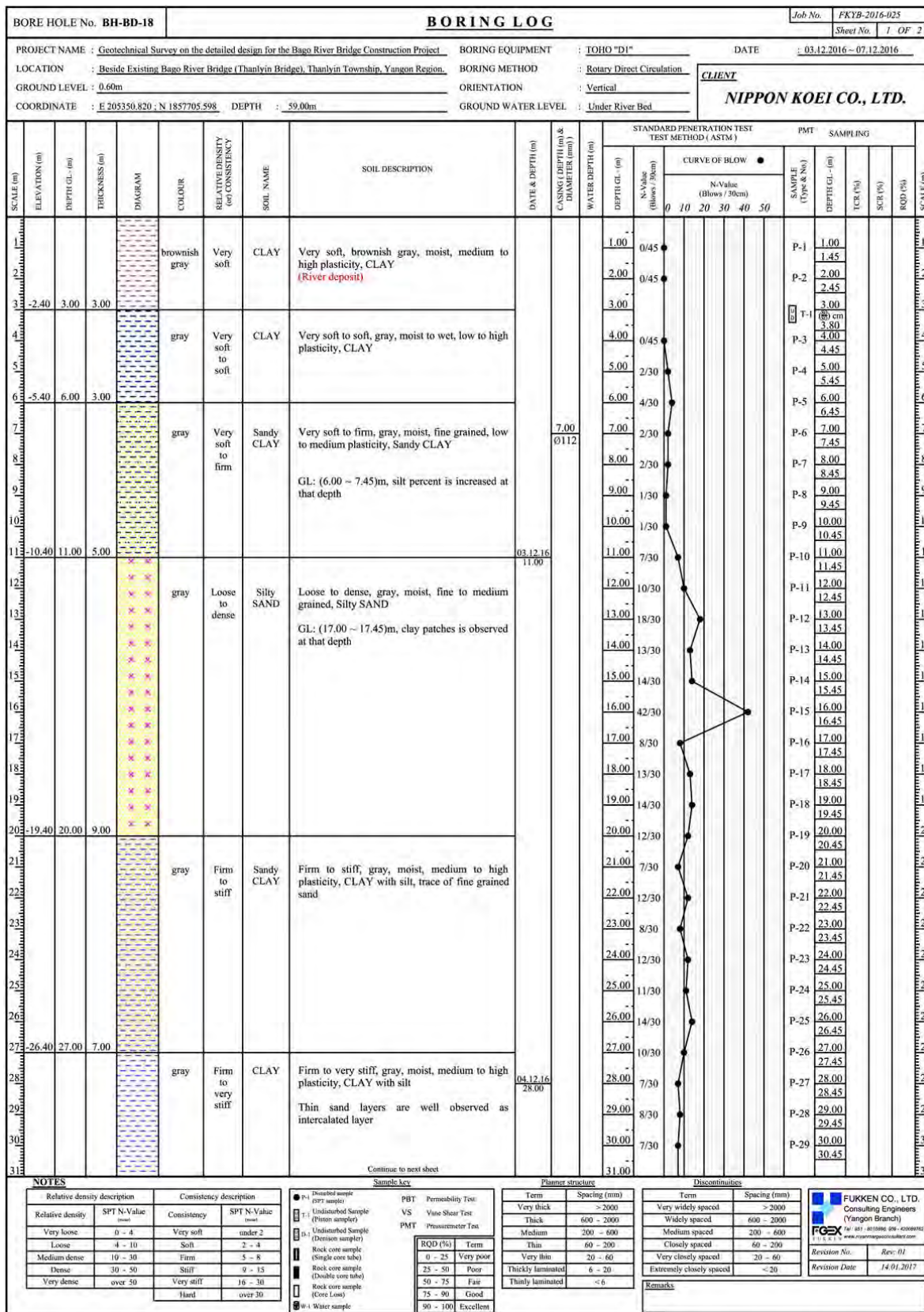
Source: JICA Study Team

Figure 4.1.56 Boring log BH-BD-17 (1)



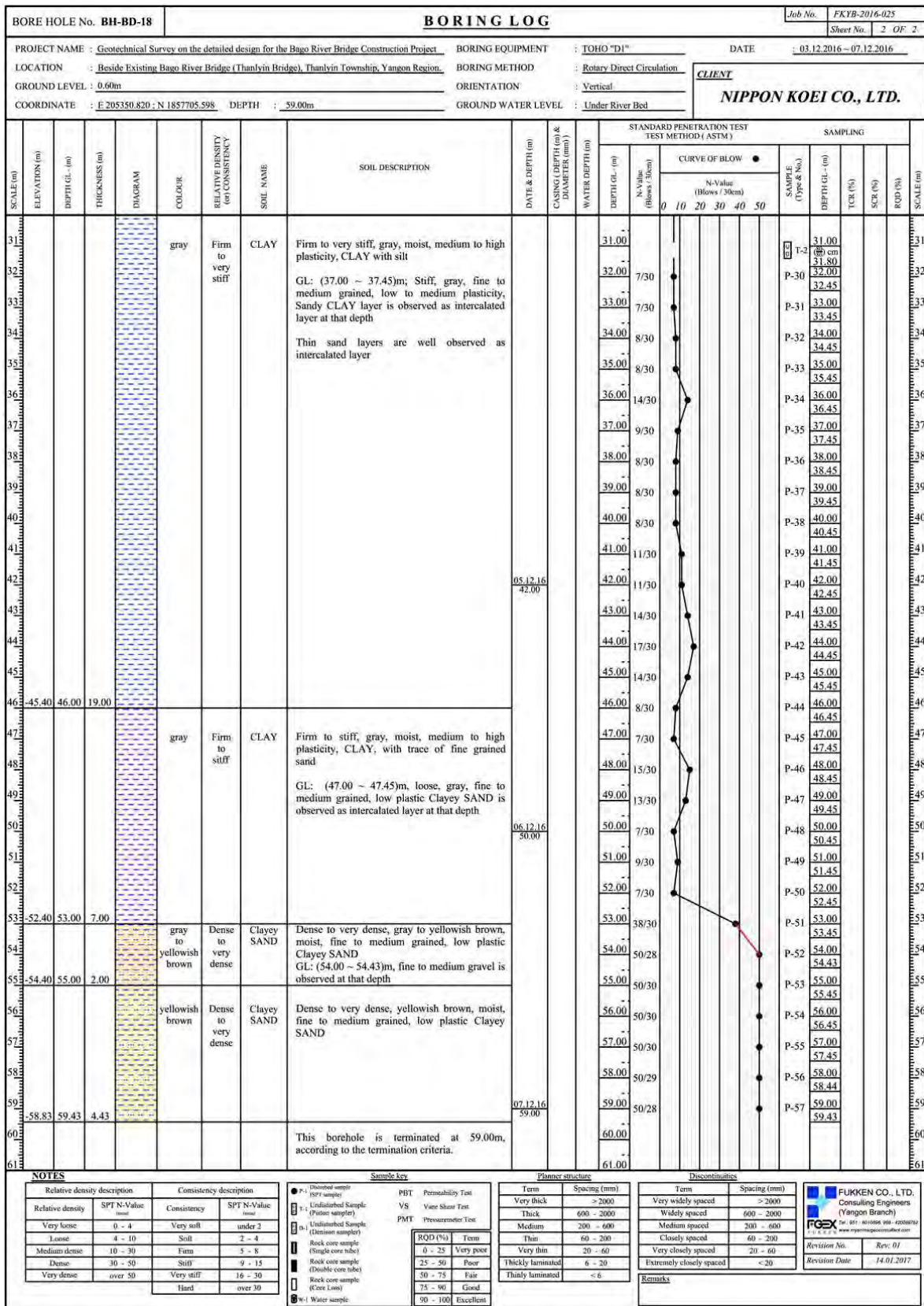
Source: JICA Study Team

Figure 4.1.57 Boring log BH-BD-17 (2)



Source: JICA Study Team

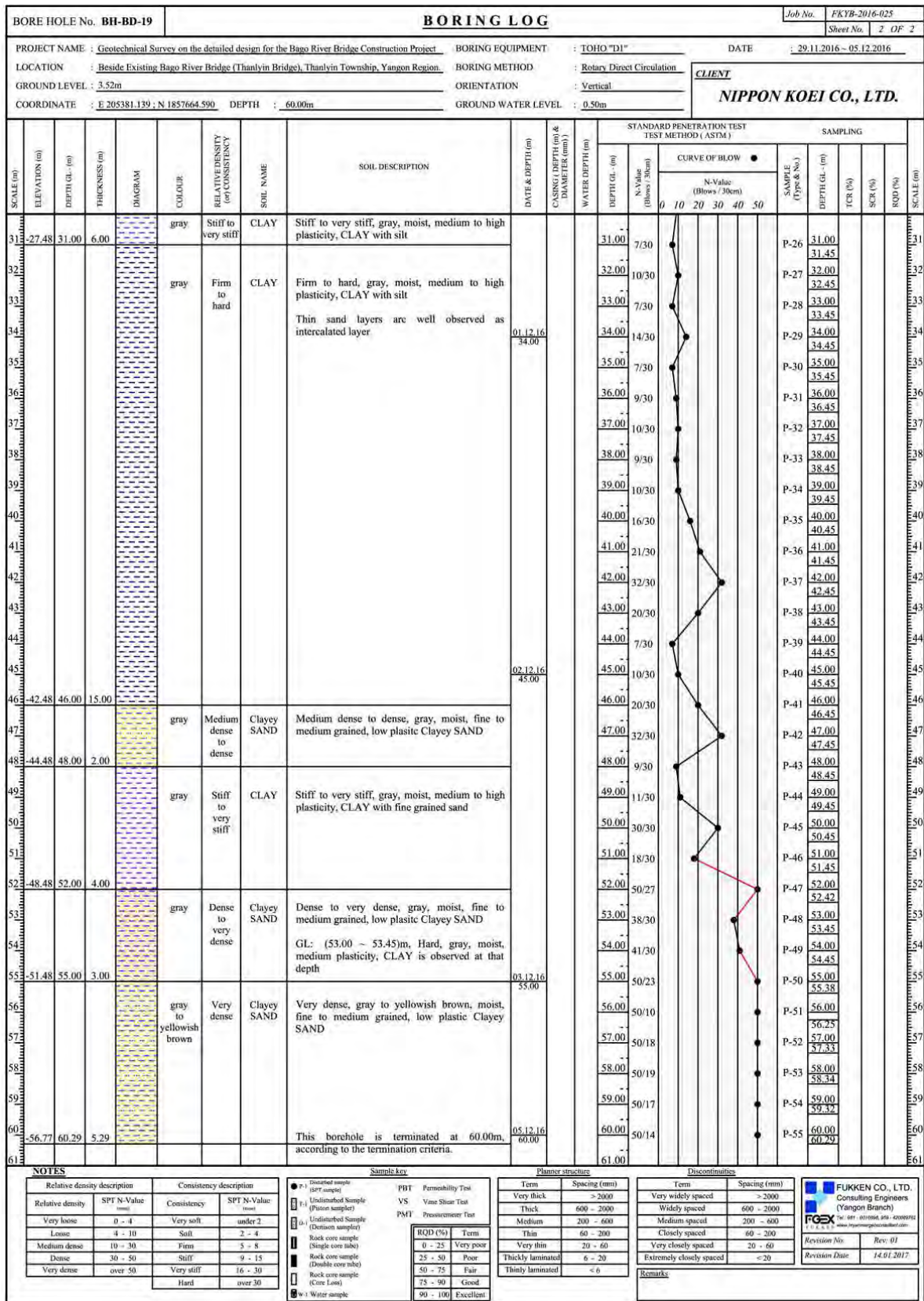
Figure 4.1.58 Boring log BH-BD-18 (1)



Source: JICA Study Team

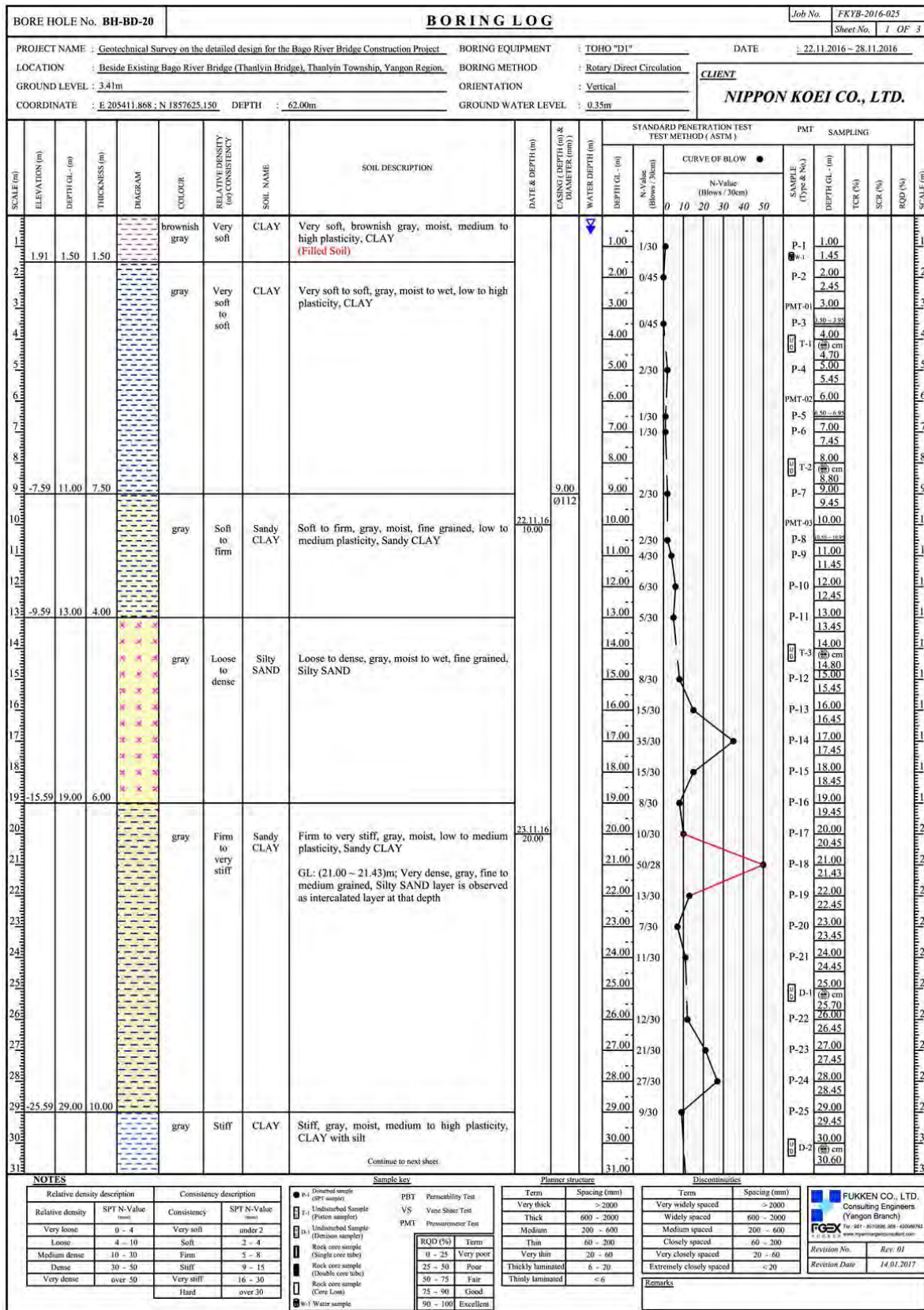
Figure 4.1.59 Boring log BH-BD-18 (2)





Source: JICA Study Team

Figure 4.1.61 Boring log BH-BD-19 (2)



Source: JICA Study Team

Figure 4.1.62 Boring log BH-BD-20 (1)





BORE HOLE No. <b>BH-BD-20</b>		<b>BORING LOG</b>				Job No. <b>FKTB-2016-025</b>																				
PROJECT NAME : <b>Geotechnical Survey on the detailed design for the Bago River Bridge Construction Project</b>						BORING EQUIPMENT : <b>TOHO "D1"</b>																				
LOCATION : <b>Beside Existing Bago River Bridge (Thanlyin Bridge), Thanlyin Township, Yangon Region</b>						DATE : <b>22.11.2016 – 28.11.2016</b>																				
GROUND LEVEL : <b>3.41m</b>						BORING METHOD : <b>Rotary Direct Circulation</b>																				
COORDINATE : <b>E 205411.868 ; N 1857625.150</b>						ORIENTATION : <b>Vertical</b>																				
DEPTH : <b>62.00m</b>						CLIENT : <b>NIPPON KOEI CO., LTD.</b>																				
GROUND WATER LEVEL : <b>0.35m</b>																										
SCALE (m)	ELEVATION (m)	DEPTH (CL - (m))	THICKNESS (m)	DIAGRAM	COLOUR	RELATIVE DENSITY (g <sub>s</sub> CONSISTENCY)	SOIL NAME	SOIL DESCRIPTION	DATE & DEPTH (m)	CASING / DEPTH (m) & DIAMETER (mm)	WATER DEPTH (m)	STANDARD PENETRATION TEST TEST METHOD (ASTM)					SAMPLING				SCALE (ft)					
												DEPTH (CL - (m))	N-Value (Blows / 30cm)	CURVE OF BLOW				SAMPLE (Type & No.)	DEPTH (CL - (m))	TCR (%)		SCR (%)	RQD (%)			
												N-Value (Blows / 30cm)														
													0	10	20	30	40	50								
6					yellowish gray to yellowish brown	Very dense	Clayey SAND	Very dense, yellowish gray to yellowish brown, moist, fine to medium grained, low plastic Clayey SAND					61.00	50/13						P-56	61.00				61	
6	-58.89	62.30	5.30						28.11.16			62.00	50/15							P-57	62.00				62	
6								This borehole is terminated at 62.00m, according to the termination criteria.				63.00													63	
6												64.00														64
6												65.00														65
6												66.00														66
6												67.00														67
6												68.00														68
6												69.00														69
7												70.00														70
7												71.00														71
7												72.00														72
7												73.00														73
7												74.00														74
7												75.00														75
7												76.00														76
7												77.00														77
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7												79.00														79
8												80.00														80
8												81.00														81
8												82.00														82
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8												86.00														86
8												87.00														87
8												88.00														88
8												89.00														89
9												90.00														90
9												91.00														91

**NOTES**

Relative density description		Consistency description	
Relative density	SPT N-Value (mm)	Consistency	SPT N-Value (mm)
Very loose	0 - 4	Very soft	under 2
Loose	4 - 10	Soft	2 - 4
Medium dense	10 - 30	Firm	5 - 8
Dense	30 - 50	Stiff	9 - 15
Very dense	over 50	Very stiff	16 - 30
		Hard	over 30

**Sample key**

● P-1 (Disturbed sample) (SPT sampler)	PBT Permeability Test
○ P-2 (Undisturbed Sample) (Plastic sampler)	VS Vane Shear Test
□ P-3 (Disturbed Sample) (Division sampler)	PMT Pressirometer Test
□ Rock core sample (Single core tube)	RQD (%) Firm
□ Rock core sample (Double core tube)	0 - 25 Very poor
□ Rock core sample (Core Log)	25 - 50 Poor
	50 - 75 Fair
	75 - 90 Good
	90 - 100 Excellent

**Planner structure**

Term	Spacing (mm)
Very thick	> 2000
Thick	600 - 2000
Medium	200 - 600
Thin	60 - 200
Very thin	20 - 60
Thickly laminated	6 - 20
Thinly laminated	< 6

**Discontinuities**

Term	Spacing (mm)
Very widely spaced	> 2000
Widely spaced	600 - 2000
Medium spaced	200 - 600
Closely spaced	60 - 200
Very closely spaced	20 - 60
Extremely closely spaced	< 20

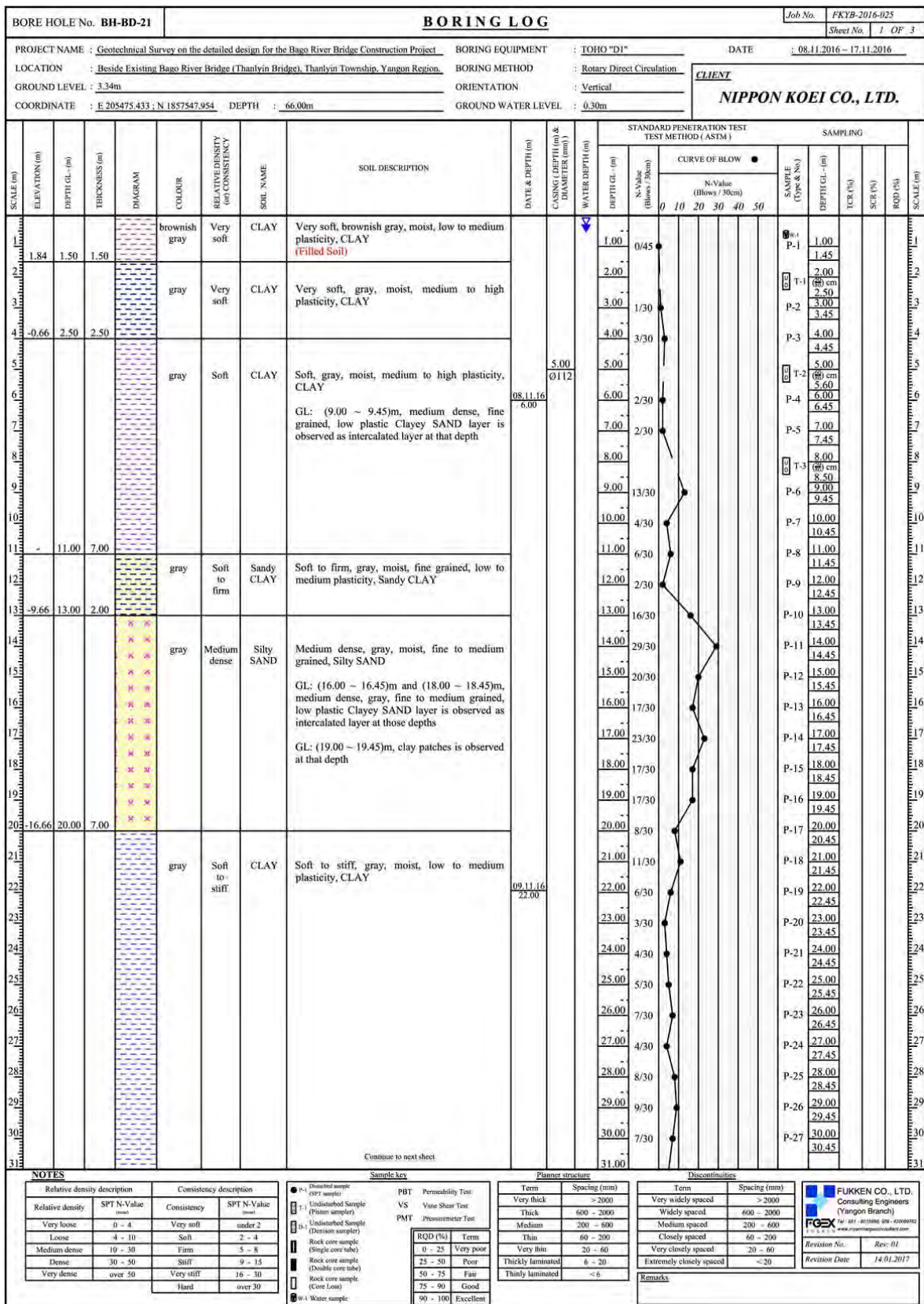
**Remarks**

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Revision No. **Rev: 01**  
 Revision Date **14/01/2017**

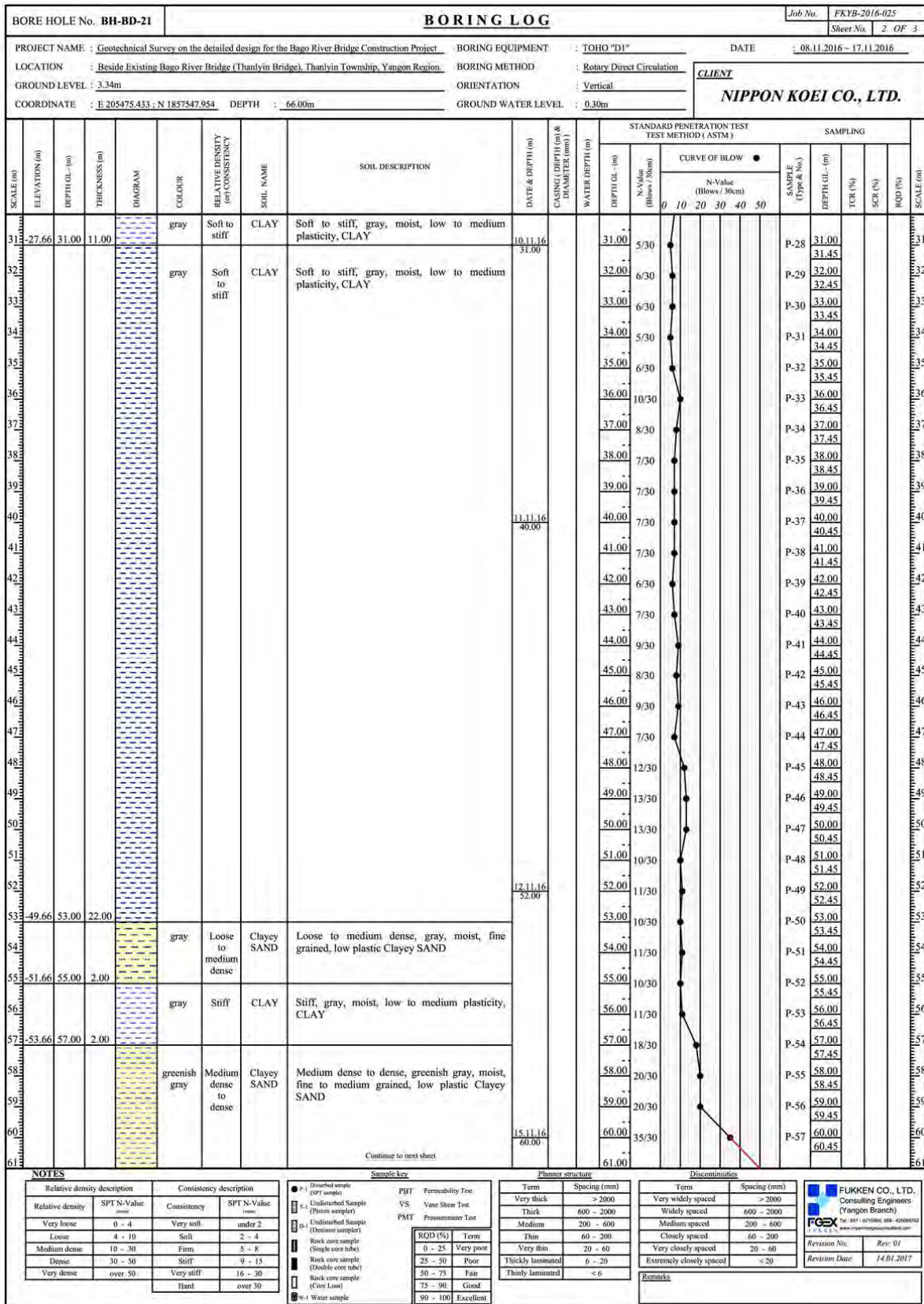
Source: JICA Study Team

Figure 4.1.64 Boring log BH-BD-20 (3)



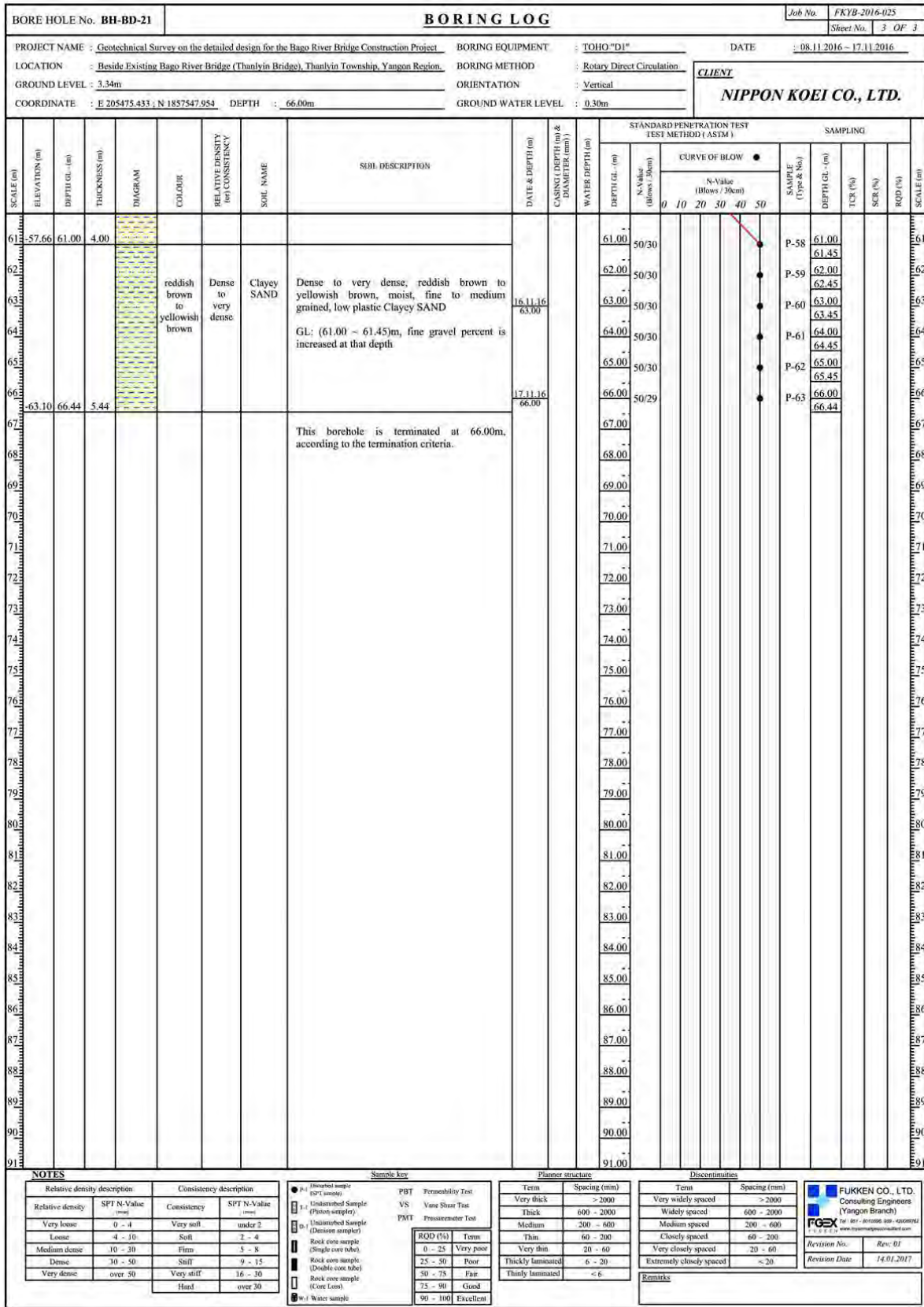
Source: JICA Study Team

Figure 4.1.65 Boring log BH-BD-21 (1)



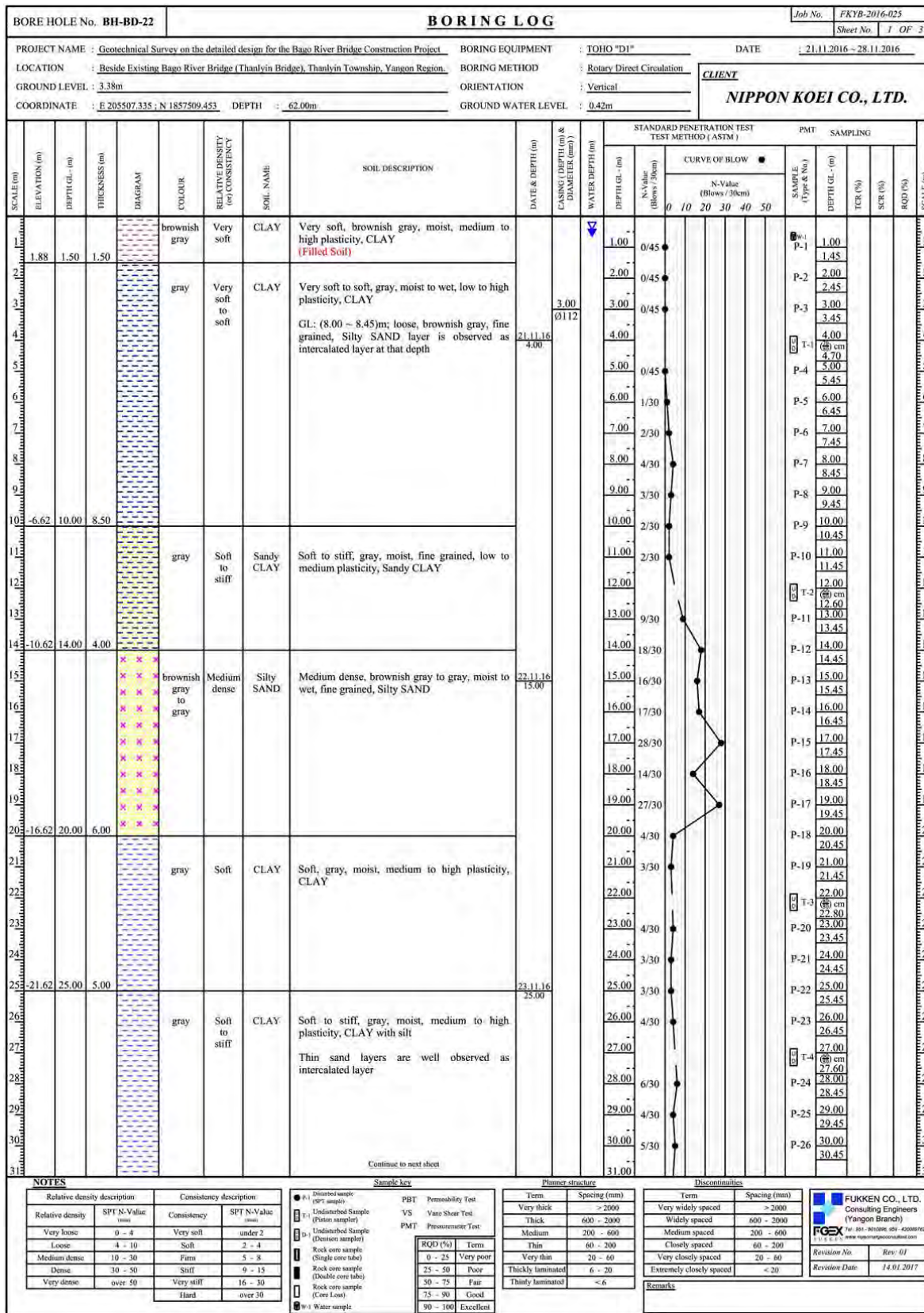
Source: JICA Study Team

Figure 4.1.66 Boring log BH-BD-21 (2)



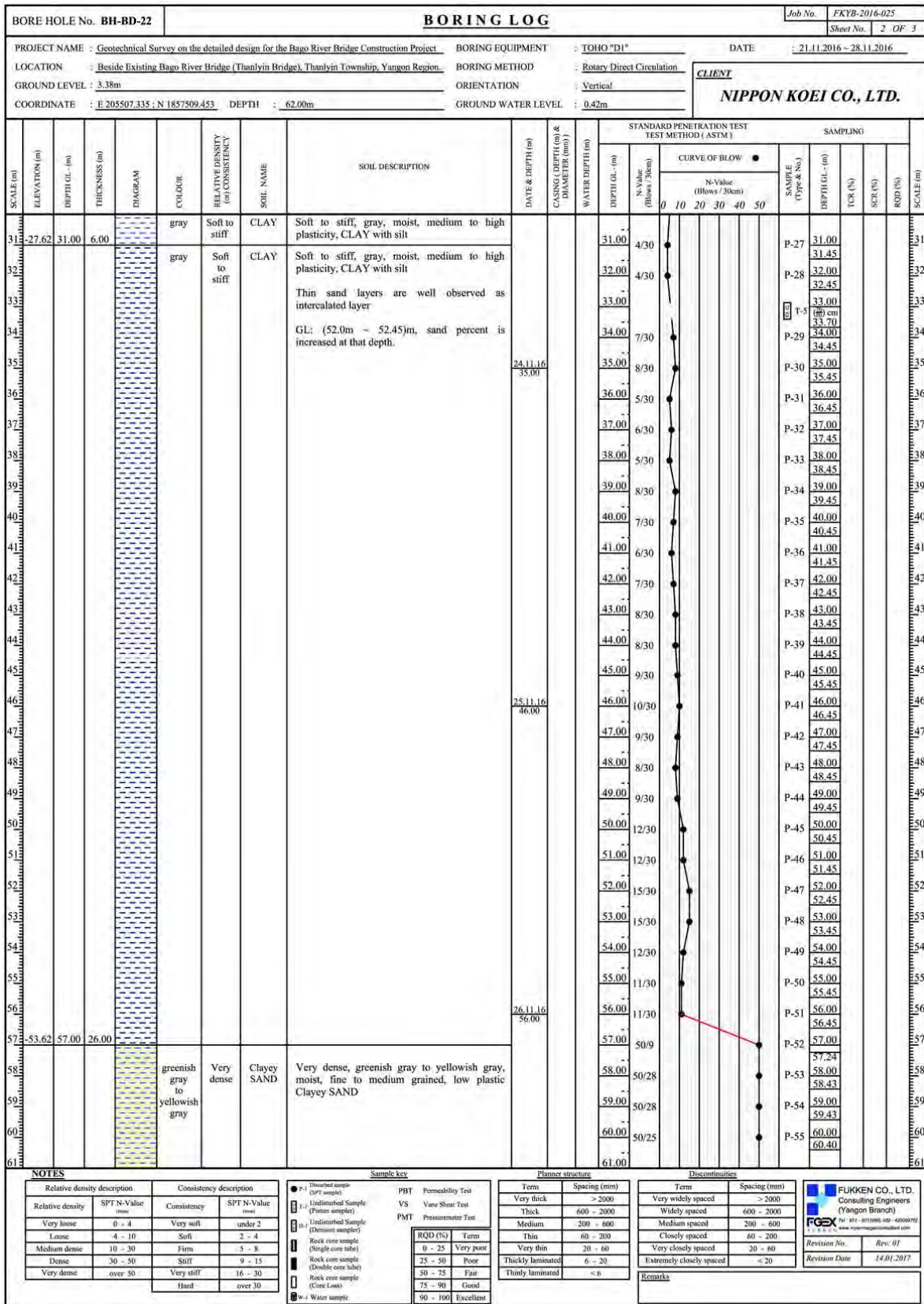
Source: JICA Study Team

Figure 4.1.67 Boring log BH-BD-21 (3)



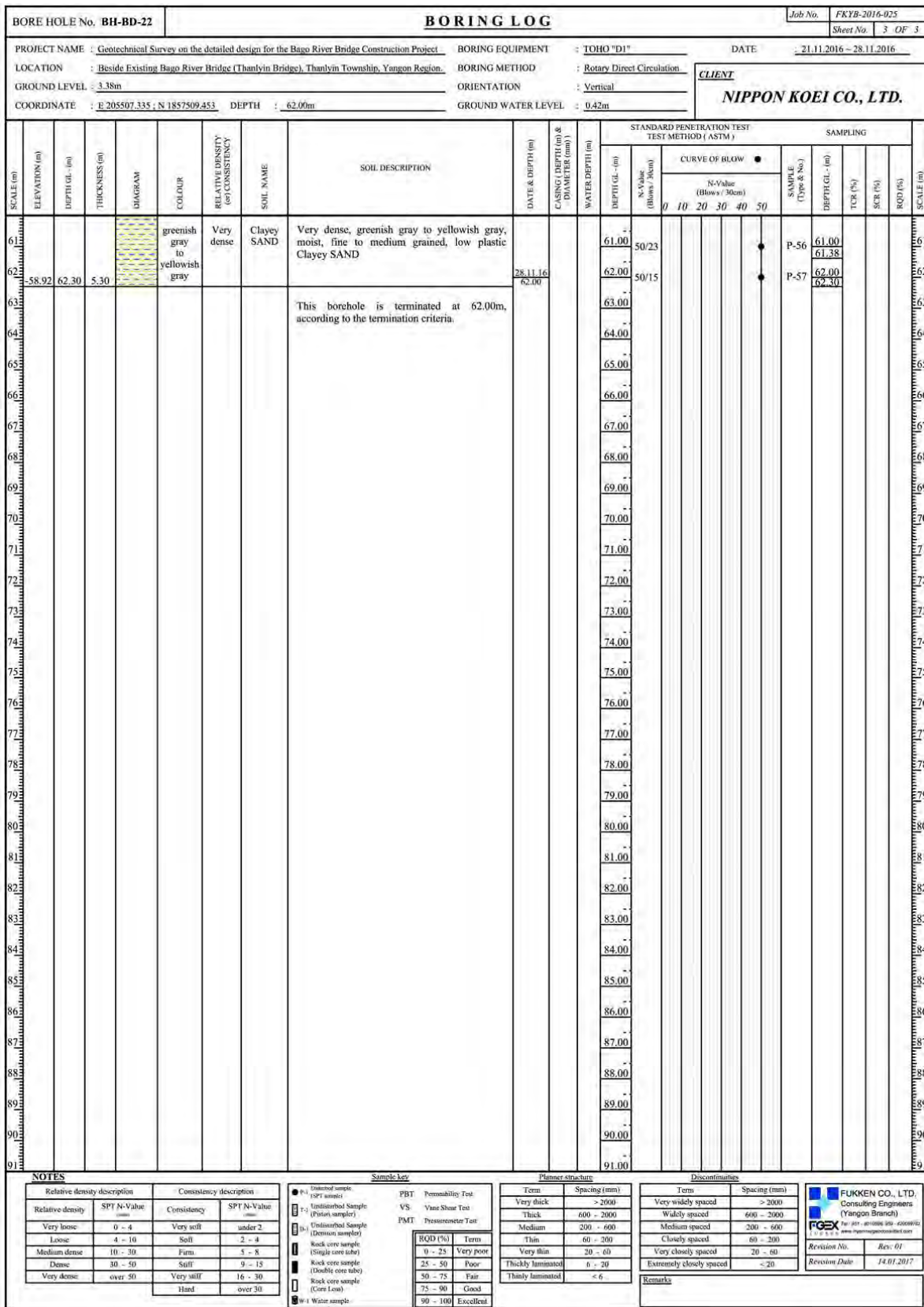
Source: JICA Study Team

Figure 4.1.68 Boring log BH-BD-22 (1)



Source: JICA Study Team

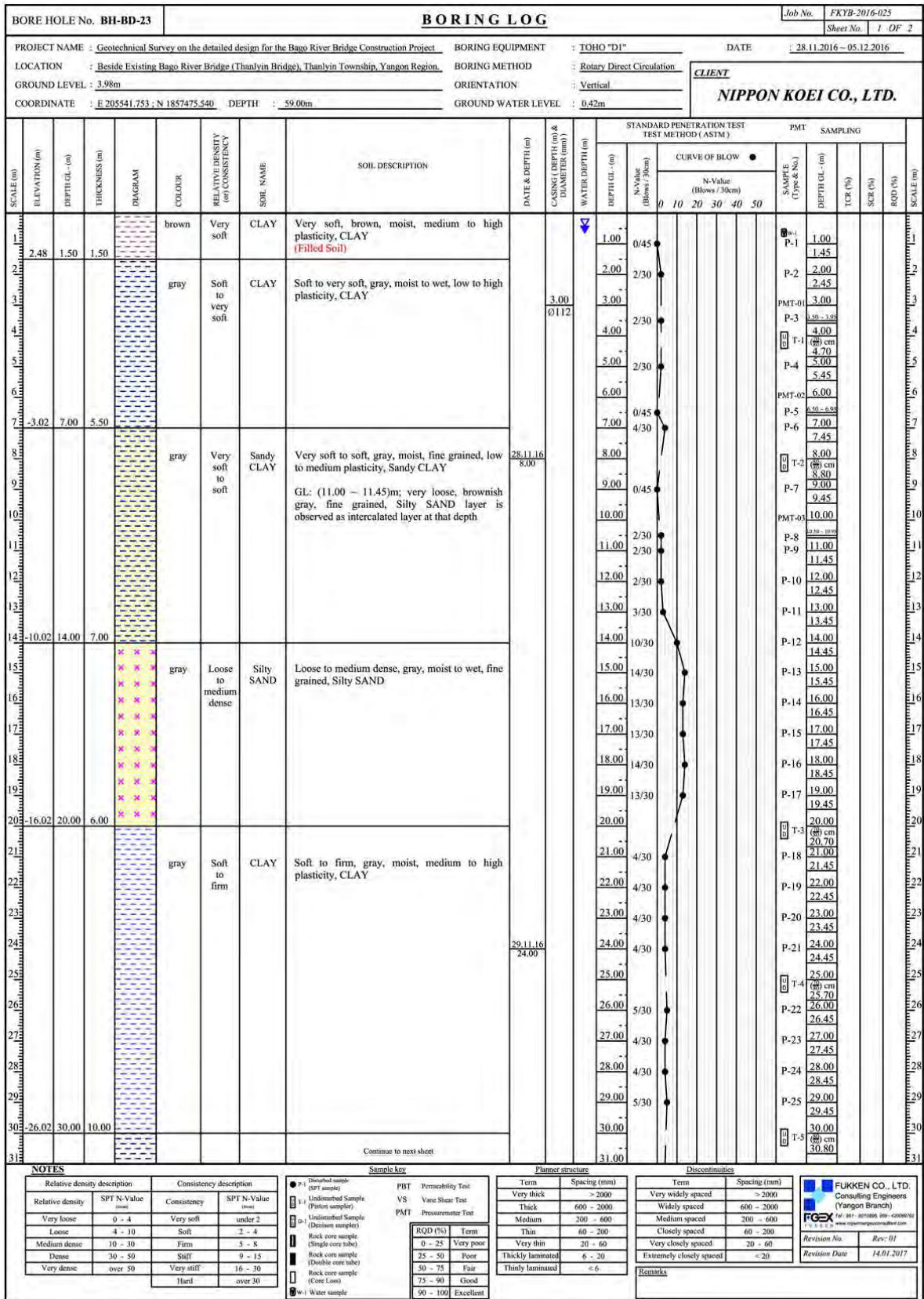
Figure 4.1.69 Boring log BH-BD-22 (2)



Source: JICA Study Team

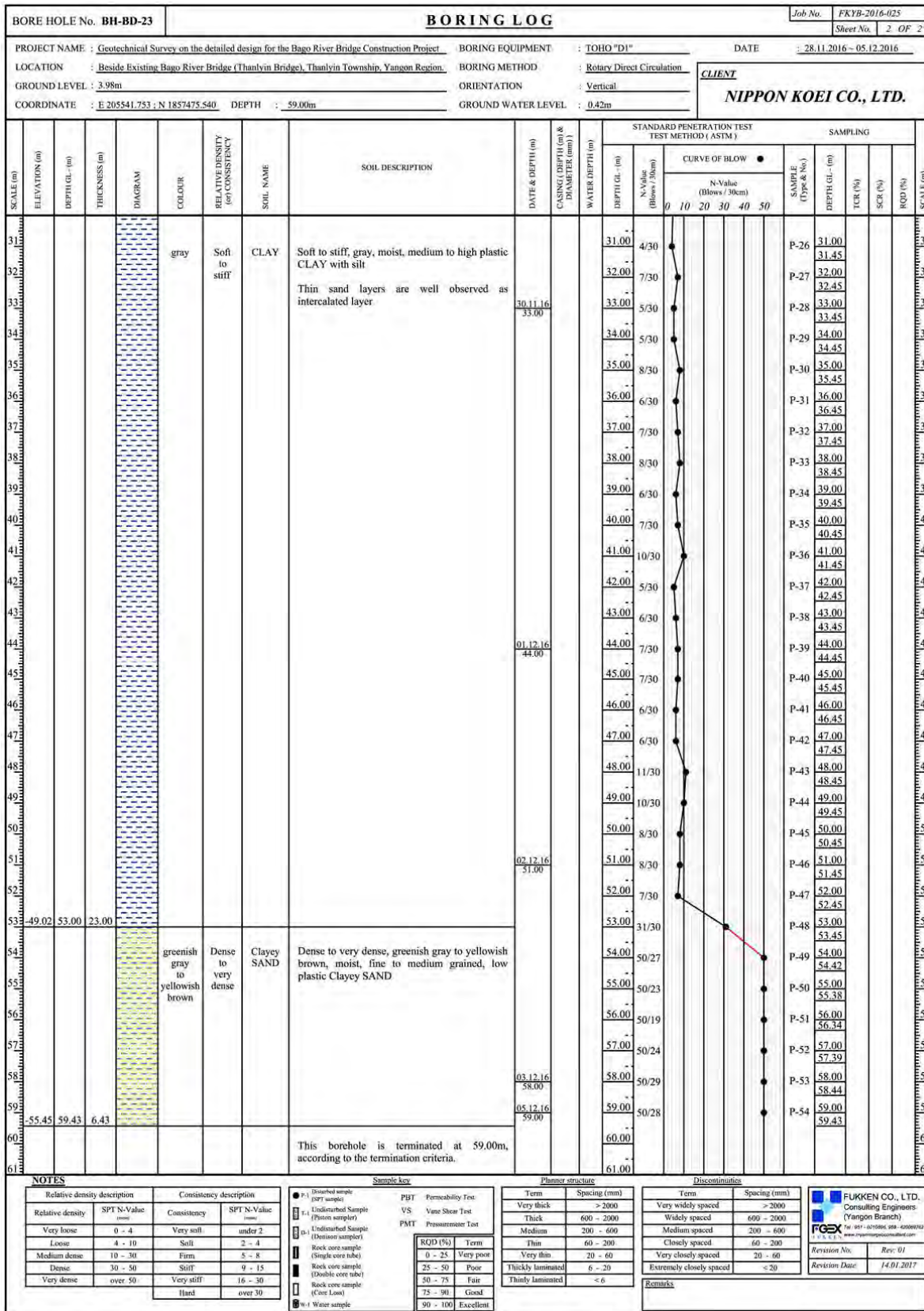
Figure 4.1.70 Boring log BH-BD-22 (3)





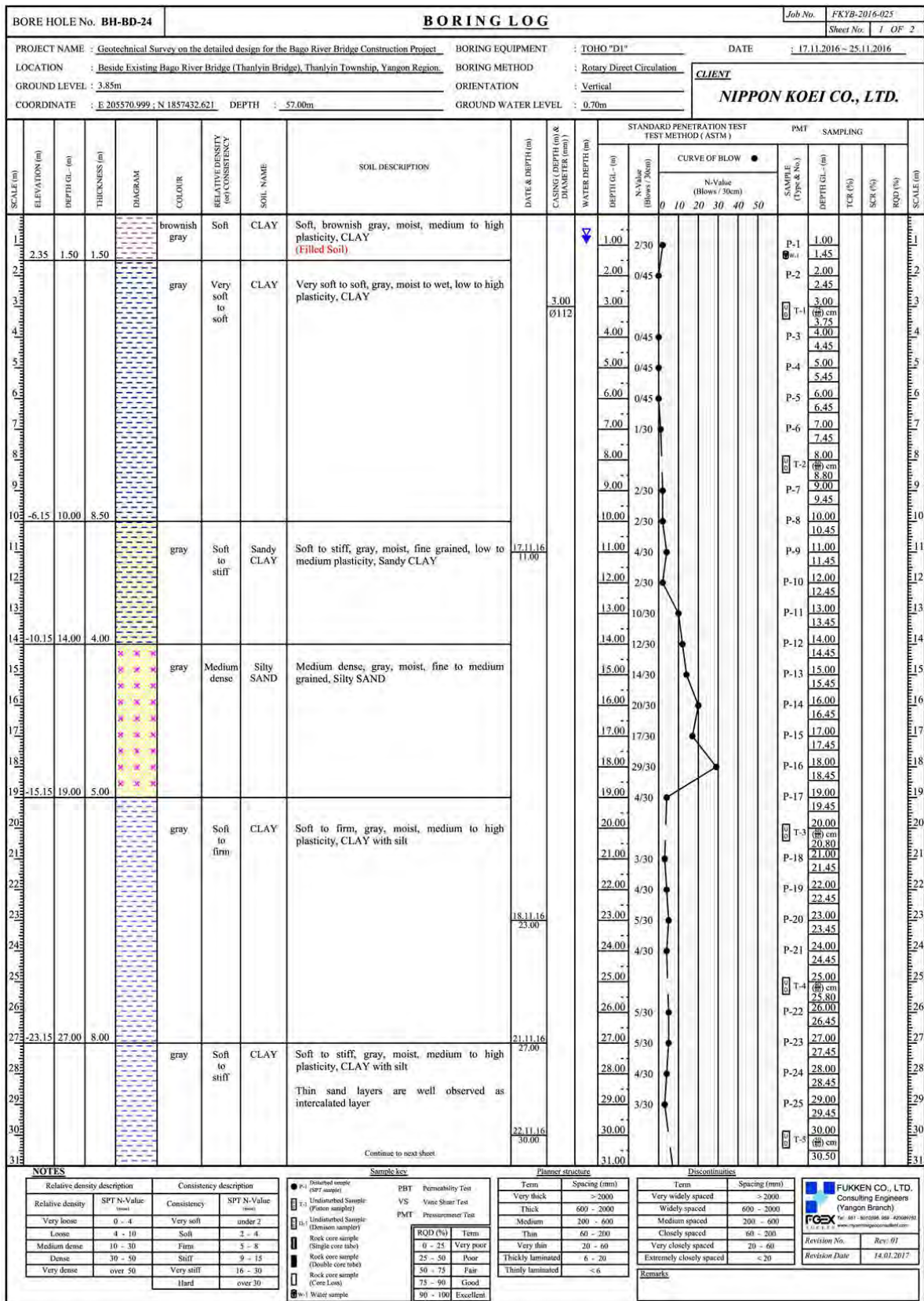
Source: JICA Study Team

Figure 4.1.71 Boring log BH-BD-23 (1)



Source: JICA Study Team

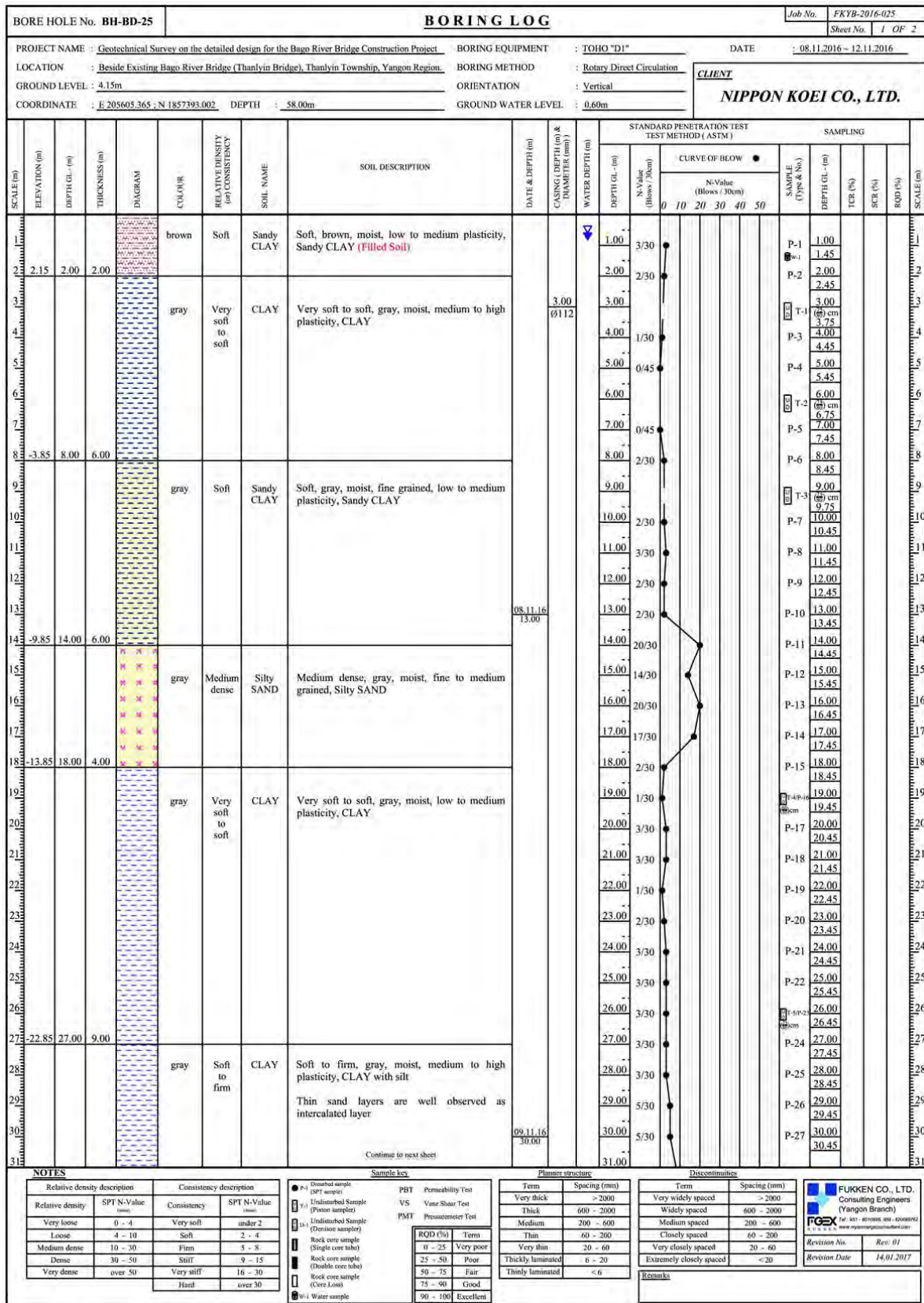
Figure 4.1.72 Boring log BH-BD-23 (2)



Source: JICA Study Team

Figure 4.1.73 Boring log BH-BD-24 (1)





Source: JICA Study Team

Figure 4.1.75 Boring log BH-BD-25 (1)



D(m)	AI	P1	P2	P3	P4	P5	P6	P7	P10	P11	P12	P13	P14	P15	P16	P17	P18	P19	P20	P21	P22	P23	P24	P25	A2	
1	BD-23	BD-22	BD-21	No13BH-01	BD-20	BD-19	BD-18	BD-13	BD-11	BD-10	BD-9	BD-8	BD-7	No13BH-03	BD-6	BD-5	BD-4	No13BH-04	BD-3	BD-2	BD-1	BD-17	BD-16	BD-15	BD-14	
2	Filled Soil	Filled Soil	Filled Soil	Filled Soil	Filled Soil	Filled Soil	Filled Soil	CLAY-I	CLAY-I	CLAY-I	CLAY-I	CLAY-I	CLAY-I	CLAY-I	CLAY-I	CLAY-I	CLAY-I	River sediments	River sediments	R.S.	CLAY-I	CLAY-I	F.S.	F.S.	F.S.	
3	CLAY-I	CLAY-I	CLAY-I	CLAY-I	CLAY-I	CLAY-I	CLAY-I	CLAY-I	CLAY-I	CLAY-I	CLAY-I	CLAY-I	CLAY-I	CLAY-I	CLAY-I	CLAY-I	CLAY-I	CLAY-I	CLAY-I	CLAY-I	CLAY-I	CLAY-I	CLAY-I	CLAY-I	CLAY-I	CLAY-I
4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
9	-	1/3	2/3	2/3	1/3	2/3	1/3	1	1/3	2/3	1	1	1/3	1/3	1/3	2/3	1/3	1/3	1/3	2/3	2/3	1/3	1/3	1	1	
10	Sandy CLAY-I	Sandy CLAY-I	Sandy CLAY-I	Sandy CLAY-I	Sandy CLAY-I	Sandy CLAY-I	Sandy CLAY-I	Sandy CLAY-I	Sandy CLAY-I	Sandy CLAY-I	Sandy CLAY-I	Sandy CLAY-I	Sandy CLAY-I	Sandy CLAY-I	Sandy CLAY-I	Sandy CLAY-I	Sandy CLAY-I	Sandy CLAY-I	Sandy CLAY-I	Sandy CLAY-I	Sandy CLAY-I	Sandy CLAY-I	Sandy CLAY-I	Sandy CLAY-I	Sandy CLAY-I	
11	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
12	2/3	1/3	2/3	2/3	1/3	2/3	1/3	1	1/3	2/3	1	1	1/3	1/3	1/3	2/3	1/3	1/3	1/3	2/3	2/3	1/3	1/3	1	1	
13	Silty SAND-I	Silty SAND-I	Silty SAND-I	Silty SAND-I	Silty SAND-I	Silty SAND-I	Silty SAND-I	Silty SAND-I	Silty SAND-I	Silty SAND-I	Silty SAND-I	Silty SAND-I	Silty SAND-I	Silty SAND-I	Silty SAND-I	Silty SAND-I	Silty SAND-I	Silty SAND-I	Silty SAND-I	Silty SAND-I	Silty SAND-I	Silty SAND-I	Silty SAND-I	Silty SAND-I	Silty SAND-I	
14	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
15	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
16	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
17	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
18	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
19	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
20	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	

D(m)	AF1	PF1,PF2	PF3	PF4	PF5	PF6,PF7	PF8,PF9	PF10,PF11	PF12	PF13	PF14,PF15	AF2
1	BH-13	BH-12	BH-11	BH-10	BH-9	BH-8	BH-7	BH-6	BH-5	BH-4	BH-3	BH-2
2	Filled Soil	Filled Soil	Filled Soil	Filled Soil	Filled Soil	Filled Soil	Filled Soil	Filled Soil	Filled Soil	Filled Soil	Filled Soil	Filled Soil
3	CLAY-I	CLAY-I	CLAY-I	CLAY-I	CLAY-I	CLAY-I	CLAY-I	CLAY-I	CLAY-I	CLAY-I	CLAY-I	CLAY-I
4	-	-	-	-	-	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-	-	-	-	-	-
7	-	-	-	-	-	-	-	-	-	-	-	-
8	-	-	-	-	-	-	-	-	-	-	-	-
9	-	-	-	-	-	-	-	-	-	-	-	-
10	-	-	-	-	-	-	-	-	-	-	-	-
11	-	-	-	-	-	-	-	-	-	-	-	-
12	-	-	-	-	-	-	-	-	-	-	-	-
13	-	-	-	-	-	-	-	-	-	-	-	-
14	-	-	-	-	-	-	-	-	-	-	-	-
15	-	-	-	-	-	-	-	-	-	-	-	-
16	-	-	-	-	-	-	-	-	-	-	-	-
17	-	-	-	-	-	-	-	-	-	-	-	-
18	-	-	-	-	-	-	-	-	-	-	-	-
19	-	-	-	-	-	-	-	-	-	-	-	-
20	-	-	-	-	-	-	-	-	-	-	-	-

Source: JICA Study Team

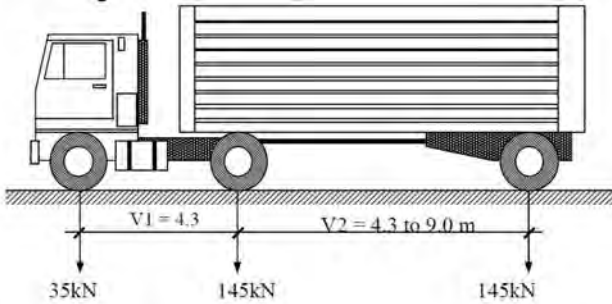
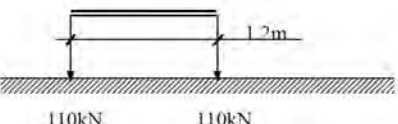
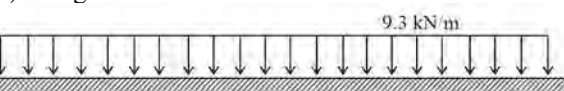
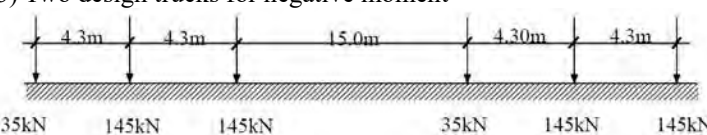
Figure 4.1.77 Reduction coefficient by liquefaction

Table 4.1.11 Natural Conditions

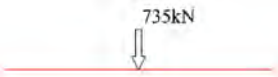
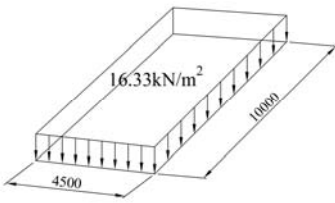
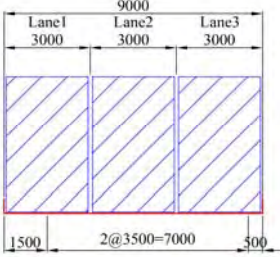
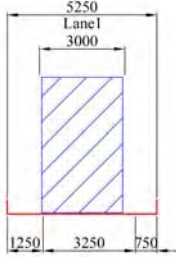
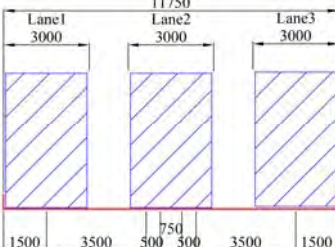
Item	Design Conditions	Remark
Temperature	39.2 to 11.3 (Celsius) at Kaba-Aye metrological station, 1991 to 2015	
Wind speed	42.9 m/s (Cyclone Nargis, 27 April 2008)	
Rainfall amount	149 mm/h (3-year return period, 10-minute rainfall intensity)	

Source: JICA Study Team

Table 4.1.12 Design Conditions

Item	Design Conditions	Remark																						
Dead load	<p>These values are used for unit self-weight of the materials.</p> <table border="1"> <thead> <tr> <th>Materials</th> <th>Unit Self-weight (kN/m<sup>3</sup>)</th> </tr> </thead> <tbody> <tr> <td>Steels</td> <td>77.0</td> </tr> <tr> <td>Cast steel</td> <td>71.0</td> </tr> <tr> <td>Aluminum</td> <td>27.5</td> </tr> <tr> <td>Reinforced concrete</td> <td>24.5</td> </tr> <tr> <td>Prestressed concrete</td> <td>24.5</td> </tr> <tr> <td>Concrete</td> <td>23.0</td> </tr> <tr> <td>Mortar, cement</td> <td>21.0</td> </tr> <tr> <td>Timber</td> <td>8.0</td> </tr> <tr> <td>Bitumen</td> <td>11.0</td> </tr> <tr> <td>Asphalt concrete</td> <td>22.5</td> </tr> </tbody> </table>	Materials	Unit Self-weight (kN/m <sup>3</sup> )	Steels	77.0	Cast steel	71.0	Aluminum	27.5	Reinforced concrete	24.5	Prestressed concrete	24.5	Concrete	23.0	Mortar, cement	21.0	Timber	8.0	Bitumen	11.0	Asphalt concrete	22.5	JSBH 2.2.1
Materials	Unit Self-weight (kN/m <sup>3</sup> )																							
Steels	77.0																							
Cast steel	71.0																							
Aluminum	27.5																							
Reinforced concrete	24.5																							
Prestressed concrete	24.5																							
Concrete	23.0																							
Mortar, cement	21.0																							
Timber	8.0																							
Bitumen	11.0																							
Asphalt concrete	22.5																							
Live load	<p>1. AASHTO HL-93 Combination of these two different types of loads is considered. (1) design truck or design tandem (2) design lane load</p> <p>(1)-1 Design truck (HS20-44)</p>  <p>(1)-2 Design tandem</p>  <p>(2) Design lane load</p>  <p>(3) Two design trucks for negative moment</p> 	<p>AASHTO LRFD Bridge design specifications, 3.6.1</p> <p>3.6.1.3</p> <p>3.6.1.1</p>																						



	<p>Types of combination                      1) (1)-1 + (2)                      2) (1)-2 + (2)                      3) (3)×0.9 + (2)×0.9</p> <p>Multiple presence factor  <b>Table 3.6.1.1.2-1—Multiple Presence Factors, <i>m</i></b></p> <table border="1" data-bbox="475 481 970 649"> <thead> <tr> <th>Number of Loaded Lanes</th> <th>Multiple Presence Factors, <i>m</i></th> </tr> </thead> <tbody> <tr> <td>1</td> <td>1.20</td> </tr> <tr> <td>2</td> <td>1.00</td> </tr> <tr> <td>3</td> <td>0.85</td> </tr> <tr> <td>&gt;3</td> <td>0.65</td> </tr> </tbody> </table> <p>Nominal lane width shall be 3.0 m.</p> <p>2. Special vehicular load (735kN concentrated load or equivalent distribution load) for main girder</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">  <p>(a) Concentrated load</p> </div> <div style="text-align: center;">  <p>(b) Distribution load</p> </div> </div>	Number of Loaded Lanes	Multiple Presence Factors, <i>m</i>	1	1.20	2	1.00	3	0.85	>3	0.65	<p>MOC direction</p>
Number of Loaded Lanes	Multiple Presence Factors, <i>m</i>											
1	1.20											
2	1.00											
3	0.85											
>3	0.65											
<p>Design lane</p>	<p>The width of the design lanes should be taken as 3.0m. The number of design lanes should be determined by taking the integer part of the ratio <math>w/3.0</math>, where <math>w</math> is the clear roadway width in feet between curbs and/or barriers.</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">  <p>(a) Main road</p> </div> <div style="text-align: center;">  <p>(b) Onramp</p> </div> </div> <div style="text-align: center; margin-top: 20px;">  <p>(c) Flyover (median is deemed as “clear roadway”)</p> </div>	<p>AASHTO 3.6.1.1.1</p>										
<p>Calculation method of inertia force</p>	<p>Calculation method of inertia force shall comply with JSHB.</p>	<p>JSHB V 6.3.2</p>										
<p>Impact coefficient</p>	<p>Equivalent to L-load in JSHB.                      Steel bridge <math>i = 20/(50+L)</math>                      PC bridge <math>i = 10/(25+L)</math>                      Impact coefficients of pylon and cable of the cable-stayed bridge are applied based on the result of experiments.</p>	<p>JSHB I 2.2.3</p>										

	pylon: $i = 0.15$ , cable: $i = 0.20$	
Effect of temperature change	Reference temperature: 25 °C Main structure RC, PC: +10 °C to +40 °C (25 °C ± 15 °C), relative difference between members: 5 °C Steel: +10 °C to +40 °C (25 °C ± 15 °C), relative difference between members: 15 °C Bearings, expansion joints RC, PC: +5 °C to +45 °C (25 °C ± 20 °C) Steel: 0 °C to +50 °C (25 °C ± 25 °C)	
Effect on concrete	Prestressed force, Influence of creep and drying shrinkage shall be considered.	JSHB I 2.2.4, 2.2.5
Wind load	100 mph (44.7 m/s), Basic wind speed in Yangon City (This expression is “3-second gust wind speed”) $U_{10} = U_{\max} / G = 44.7 / 1.51 = 29.6 \text{ (m/s)} \rightarrow \underline{30.0 \text{ (m/s)}}$ Here, $U_{10}$ : 10-minutes average wind speed (m/s) $U_{\max}$ : 3-second gust wind speed (m/s) G: Gust factor $G = 1 + k(\sigma / U_{10}) = 1 + 3 \times (7.6 / 44.7) = 1.51$ k: Peak factor, $k = 3$ $\sigma$ : Standard deviation of wind speed, $\sigma = 7.6$	MOC instruction
Flowing water pressure	Flowing water pressure shall be considered.	JSHB I 2.2.7
Hydrodynamic pressure	Hydrodynamic pressure during earthquake shall be considered.	JSHB I 2.2.7
Collision force	Collision force by barge shall be considered.	
Effect of earthquake	Effect of earthquake shall be considered. $k_h = 0.30$ at project site, $k_{hgL0} = 0.24$	

Source: JICA Study Team

Table 4.1.13 Bridge Attachments

Item	Design Conditions	Remark
Railings	<p>Bago River Bridge</p> <p>Steel railing</p> <p>Road side H = 1,100 mm</p> <p>Median side H = 900 mm</p> <p>Design force: more than 130 kJ (Class A)</p> <p>Flyover</p> <p>Concrete barrier</p> <p>Roadside H = 1,000 mm</p> <p>Design force: more than 160 kJ (Class Sc)</p> <p>Median side H = 250 mm (raised median)</p> <p>On-ramp</p> <p>Steel railing H = 900 (same as Bago River Bridge median)</p>	
Noise barrier	Not considered	
Guard fence	Not considered	
Lighting	Considered	
Equipment	<p>Bago River Bridge</p> <p>Water pipe (<math>\phi 45 \text{ cm} \times 2 \text{ lanes}</math>) <math>W = 6.0 \text{ kN/m}</math></p> <p><math>0.7 \text{ kN/m}^2</math> for all width is considered as future installation plan</p> <p>Flyover and On-ramp bridge</p> <p>Not installed</p>	YCDC water resources department
Inspection ladder	<p>Bago River Bridge (steel girder)</p> <p>Installation of inspection ladder in steel box girder</p> <p>Flyover, On-ramp bridge, PC girder of Bago River Bridge</p> <p>Not installed</p>	
Drainage	<p>Steel catch pit (manufactured product) will collect surface water.</p> <p>Discharged water will be drained directly to the river where the drainage pipe is on the river, and will be gathered and drained to the channel where the drainage pipe is on land.</p> <p>Design rainfall intensity: 149 mm/h</p>	
Pavement	<p>Steel cable-stayed girder, steel box girder</p> <p>Polymer-modified asphalt pavement, <math>t = 80 \text{ mm}</math></p> <p>PC box girder, Flyover</p> <p>Normal asphalt, <math>t = 80 \text{ mm}</math></p>	
Waterproofing layer	Install under pavement (liquid coating)	

Source: JICA Study Team