

Terrace Soil Suitability for Highway Construction: Case Study in Lesser Himalaya (CPEC Project E-35), North Pakistan

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Abstract: In this study, terrace soil investigation was carried out in project E-35 (phase-I) China-Pak Economic Corridor, Lesser Himalayas, North Pakistan. The methodology in current research is based on tests that include sieve analysis, plastic index, proctor, California Bearing Ratio, Los Angeles, sand equivalent and specific gravity. The results of these tests for different layers were compared with AASHTO and NHA specifications. The results show that the embankment, subgrade and subbase layers were composed of silt, sand and gravel, respectively while the aggregate base coarse was composed of sand, aggregate and less amount of fine clay material. The sieve analysis test shows that soil and aggregate base coarse has less clay with high silt, sandy material and index plastic to low plastic, which is appropriate for the construction. The California Bearing Ratio shows that the soil and aggregate base coarse have high load-bearing capacity. The Los Angeles abrasion reveal that the sub base and aggregate base coarse are resistive. The sand equivalent shows that aggregate base coarse has high sand material. The specific gravity illustrates that aggregate base coarse material is denser. The current study shows that terrace soil is suitable for the construction of the road in project E-35 (phase-I) China-Pak Economic Corridor.

Keywords: Terrace soil, highway construction, aggregate, sieve analysis, Haripur.

Introduction

The natural materials related to the processes of terrace formation in response to river's erosion and deposition (cut and fill) of alluvial sediments create variety of materials fluctuations (Bridgland and Westaway, 2008). These materials are reflective of the processes and are utilized for various purposes for construction and development. Testing these materials is of prime importance for the human civilization's sustainability (Young and Nanson, 1982).

Naturally, the highways are built on different geological materials having different engineering properties. The evaluation of these materials needs a variety of methods, designs and techniques. The importance of engineering geology in the construction field cannot be neglected to achieve the best use of materials. The nature and suitability of the soil plays an important role in the sustainability of road structure and design whereas the soil unsuitability may lead to structural and design failure. Thus, information about the soil profile is necessary especially for road construction (Perry and Hayes, 1985).

In the current study, the area from Jarikas to Maqsooda interchange in Haripur district (Hazara Division) is under investigation that is part of Hasanabdal-Havelian-Mansehra expressway project E-35 (phase-I) of the CPEC (Fig. 1). The China Pakistan Economic Corridor is a mega project to change the dynamics of

Pak-China relations in the context of geo-economics. The main objective of CPEC is to improve the living standard of people of Pakistan and China by increasing the trading activity for regional connectivity. After completion of this project, it will become a major gateway for trading between China and many Afro-Asian countries.

The present study aims to evaluate and understand the nature and stability of terrace soil for highway construction. The main objectives are 1) To find out the geotechnical parameters of terrace soil and 2) To compare the class of terrace soil with NHA specification (1998) and AASHTO classification for the proposition of suitable material in highway construction (Fig. 2).

Tectonically, the study area lies in the Lesser Himalayas, which was formed as a collision of the Indian and Eurasian Plates in Eocene period (Khattak et al., 2017). Stratigraphically, the Hazara basin consists of Precambrian to Recent age rocks (Hussain et al., 2013). The Haripur area is having flatlands with less stratigraphically exposed surfaces as compared to other parts of the basin. It contains Quaternary deposits which are mainly stream deposits and include a system of terraces along the main rivers and larger creeks. The streams have deeply incised these deposits, forming nearly vertical gullies as much as 200 feet deep (Calkins et al., 1975; Hussain et al., 2013). The area under investigation contains the same reworked and

eroded soils which are coarse to medium-sized gravels with silt and clays.

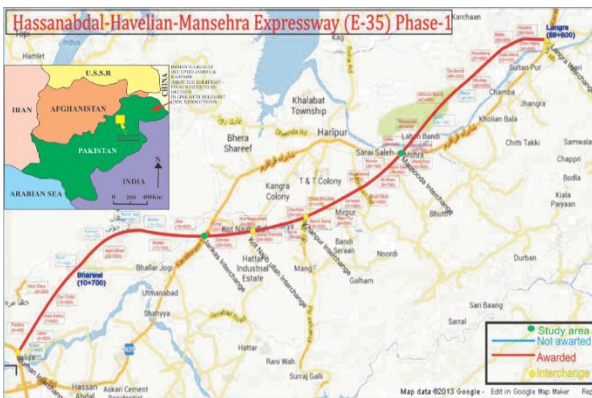


Fig. 1 Location map of study area generated from google earth. The inset shows the location of the study area in Pakistan.



Fig. 2 (A) Showing the compacted embankment layer. (B) The glance of subgrade while (B1) compacted subgrade layer (B2) until not compacted. (C) Showing subbase layer until not compacted of project E-35 Phase-I (D) Showing embankment, subgrade, subbase, and aggregate base coarse of highways.

Materials and Methods

The methodology employed in the current study includes Sieve analysis, Plastic index (PI), California bearing ratio (CBR), proctor (Moisture Density Relationship), sand equivalent, Los Angeles abrasion and specific gravity tests. The data were collected from Project E-35 (phase-I), China-Pak Economic Corridor (CPEC) (Table. 1).

Table 1 Showing the tests performed for different soil layers of Project E-35, CPEC.

| S No | Layers | Sieve Analysis | PI | Proctor | CBR | Los Angeles | Sand Equivalent | Specific Gravity |
|------|-----------------------|----------------|----|---------|-----|-------------|-----------------|------------------|
| 1 | Embankment | ✓ | ✓ | ✓ | ✓ | - | - | - |
| 2 | Subgrade | ✓ | ✓ | ✓ | ✓ | - | - | - |
| 3 | Sub base | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | - |
| 4 | Aggregate base coarse | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |

Samples have been collected from four layers of the Expressway. Standard methods and procedures were adopted to test the materials for the road suitability following all the QA/QC protocols (Roberts et al., 1996; Krishna and Reddy, 2002; Schaefer et al., 2008; Moaveni et al., 2013).

Results and Discussion

The data collected from different tests performed were analysed to investigate the soil and aggregate of highways (Table 2, 3).

Embankment layer

The cumulative passing percentage on sieves 1", 3/4", 3/8", No.4, No.10, No. 40 and No. 200 for embankment are 98.2, 81.5, 72.2, 50.8, 30.3, 20.7 and 18.6, respectively (Fig. 3A), compared with NHA specification (1998) shows that the material fulfils the required criteria. The test result of the plastic index is non-plastic for the embankment layer i.e.3.7 (Fig. 3B & C) and fulfils the required criteria. The result of the proctor test is that the moisture content percentage is 8.8. The maximum dry density is 2.220 gms/cc. The peak value of the graph between maximum dry density and moisture content shows that maximum dry density is 2.220 at 8.3 moisture content (Fig 3D & E). The dry density of CBR on 10 blow, 30 blow and 65 blows are 1.998, 2.109 and 2.220 for the embankment layer. The soaked CBR on 10, 30 and 65 blows are 10, 13 and 15, respectively. The moisture percentage is 8.8, on 65 blows. The CBR at 93% of max dry density 2.065. The CBR value for embankment layer is 11.5 % (Fig 4 A & B). The swell value of the material for embankment material shall not exceed five-tenths (0.5) per cent and the test swell value is 0. The result shows that the material fulfils the criteria and the material is suitable for the construction of the embankment layer.

Subgrade layer

The cumulative passing percentage on sieves 1", 3/8", No.4, No.10, No. 40 and No. 200 for subgrade are 100, 94.4, 76.5, 66.8, 42.5 and 10, respectively (Fig. 5A). The result shows that the material fulfils the required criteria and the material is A3 and suitable for the subgrade layer. The test result of the plastic index is non-plastic with a value of 11.1 (Fig. 5B & C), the material fulfils the required criteria. The result of the proctor test is that the moisture content percentage is 10.6. The dry density is 2.119 gms/cc. The peak value of the graph between maximum dry density and moisture content shows that maximum dry density is 2.119 at 10.6 moisture content (Fig. 5D & E). The dry density of CBR on 10 blow, 30 blow and 65 blows are 1.907, 2.024 and 2.100 for the subgrade layer. The soaked CBR on 10, 30 and 65 blows are 11.6, 13.3 and 15, respectively. The moisture percentage is 10.6 on 65 blows. The CBR at 93% of max dry density is 1.971. The CBR value for subgrade layer is 12.5% (Fig. 6A & B). The swell

value of the material for the subgrade layer shall not exceed five-tenths (0.5) per cent and the test swell value is 0 (zero). The outcome demonstrates that the material satisfies the criteria and the material is appropriate for the development of the subgrade layer.

Subbase layer

The cumulative passing percentage on sieves 2", 1, 3/8", No.4, No.10, No. 40 and No. 200 for Subbase are 100, 75.7, 56.7, 49.9, 36.4, 12.9 and 3.4, respectively (Fig. 7A) which show that the material satisfies the criteria. The test result of the plastic index is non-plastic. The plastic index (PI= LL-PL) is 2.1 (Fig. 7B & C). The test result of the proctor is that the moisture content % is 4.8. The maximum dry density is 2.223 gms/cc. The peak value of the graph between maximum dry density and moisture content shows that maximum dry density is 2.223 at 4.8 moisture content (Fig. 7D & E). The test results show that the weight of the tested sample is 3726 gms and abrasion is 25.5 % for the subbase layer (Fig. 7F). The abrasion shows that the material is resistive and suitable, and the material fulfils the criteria of NHA specification (1998). According to NHA specification (1998), the sand equivalent for all classes shall be 25 min. The sand readings are 4.3, 4.6, 4.8 and the clay readings are 5.2, 5.5, and 5.7 for the subbase layer. The sand equivalent percentages are 82.1, 83.6, and 84.2 and the average sand equivalent percentage is 83 % (Fig. 8A). The result shows that the material fulfils the criteria. The dry density of CBR on 10, 30 and 65 blows are 2.001, 2.120 and 2.243, respectively for the subbase layer. The soaked CBR on 10, 30 and 65 blows are 30.7, 35, and 39.9, respectively. The moisture percentage is 4.8 on 65 blows. The CBR at 90% of max dry density is 2.001. The CBR value of the subbase layer is 30.7% (Fig. 8B & C). The NHA specification (1998) for the subbase layer is that the CBR material shall have a CBR value of at least 50%, determined according to AASHTO T-193. The CBR value shall be obtained at a density corresponding to ninety-eight (98) per cent of the maximum dry density determined according to AASHTO T-180. The material fulfils the NHA specification (1998) and is suitable for the construction of the subbase layer.

Aggregate Base Coarse

The cumulative passing percentage on sieves 2", 1", 3/4", 3/8", No.4, No.10, No. 40 and No. 200 for aggregate base coarse are 100, 78.3, 66, 41.6, 28.6, 19.2, 10.8, and 7.7, respectively (Fig. 9A) The test result of a plastic index is non-plastic where plastic index is 3. The test result of the proctor is that the moisture content percentage is 9.8. The maximum dry density is 2.245 gms/cc. The peak value of the graph shows that the maximum dry density is 2.200 at 9.8 moisture content (Fig 9D & E). The test result shows that the weight of the tested sample is 3975 gms and abrasion is 20.5 % for aggregate base coarse. The

abrasion shows that the material is resistive and suitable for construction (NHA specification 1998) (Fig. 10A). The NHA specification (1998) for the sand equivalent test is that the sand equivalent determined according to AASHTO T-176 shall not be less than 45. The clay readings are 8.9, 9.0 and sand readings are 4.1 and 4.2 for aggregate base coarse. The sand equivalent percentages are 46.1, 46.7 and the average sand equivalent percentage is 46.4 %. The material fulfils the NHA specification (1998) and is suitable for the construction of aggregate base coarse layer (Fig. 10B & C). The specific gravity absorption percentage is 0.36, 0.40. The average bulk oven-dry specific gravity is 2.668, average bulk saturated specific gravity is 2.679 and average apparent is 2.696. The dry density of CBR on 10, 30 and 65 blows are 2.053, 2.170 and 2.272, respectively for aggregate base coarse. The soaked CBR on 10 blow, 30 blow and 65 blows are 81.4, 120 and 182.8. The moisture percentage is 4.5 on 65 blows. The CBR at 100% of max dry density is 2.272. The CBR value of aggregate base coarse is 182% (Fig. 11A & B). The material fulfils the criteria and is suitable for the construction of aggregate base coarse.

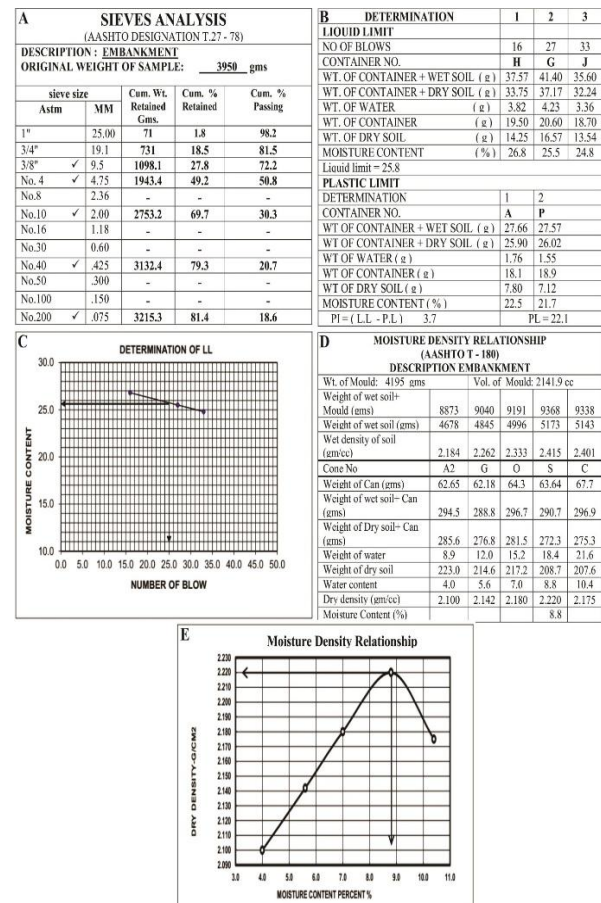


Fig. 3 A) Showing sieve analysis of embankment material, B) Showing plasticity index of embankment material, C) Showing moisture content /liquid limit on 25 blows of embankment material, D) Showing proctor test for embankment material, E) Showing moisture density relation of embankment material and peak value of graph shows that maximum dry density of embankment material is 2.220 at 8.3 moisture content.

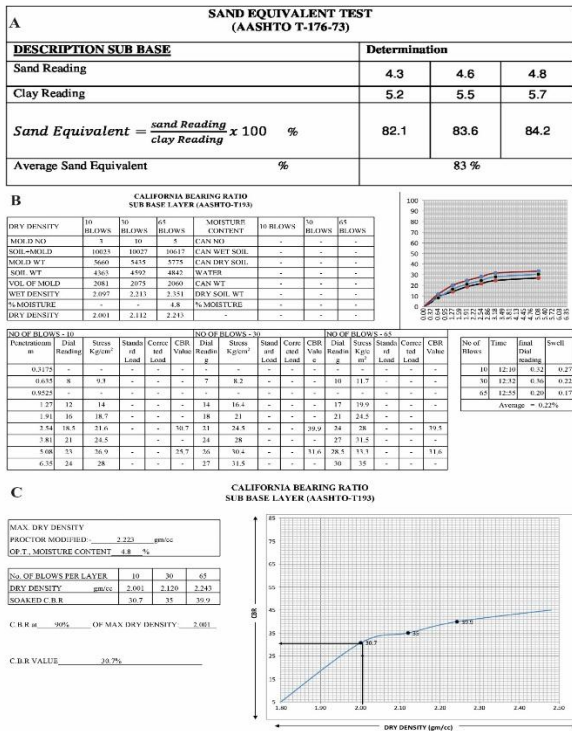


Fig. 8 A) Showing clay reading, sand reading, sand equivalent and average sand equivalent percentage of a subbase layer, B) Showing CBR test values of three moulds for subbase material and in the graph black curve shows 10 blows, the blue curve shows 30 blows and the red curve shows 65 blows, C) Showing modified proctor of CBR value and dry density for subbase layer while the graph shows the relationship between CBR and dry density for subbase layer.

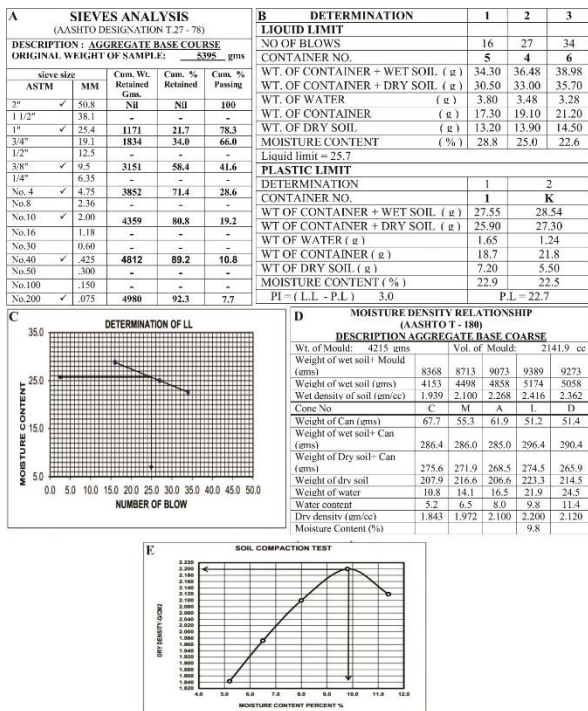


Fig.9 A) Showing sieve analysis of aggregate base coarse material, B) Showing plasticity index of aggregate base coarse material, C) Showing moisture content /liquid limit on 25 blows of aggregate base coarse material, D) Showing moisture density relation of aggregate base coarse material and peak value of graph shows that maximum dry density of aggregate base coarse material is 2.200 at 9.8 moisture content.

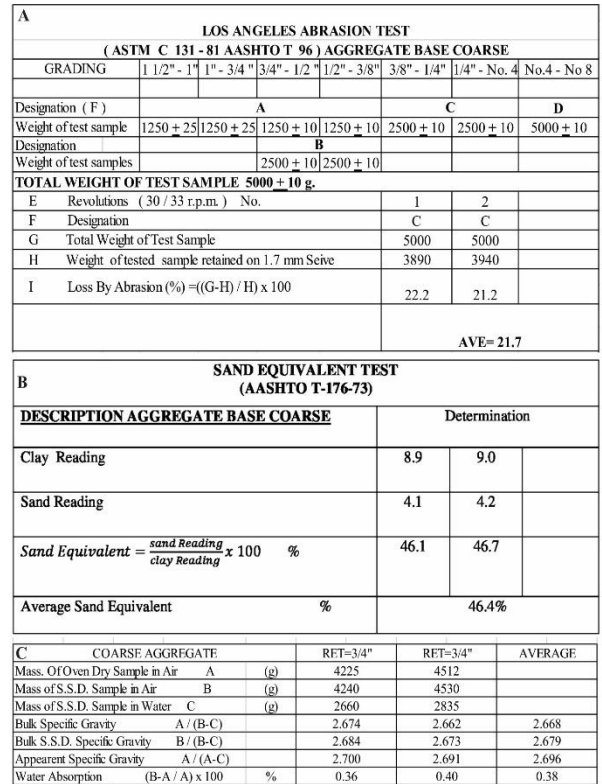


Fig. 10 A) Showing Los Angeles abrasion test percentage calculations of an aggregate base coarse layer. B) Showing clay reading, sand reading, sand equivalent and average sand equivalent percentage of aggregate base coarse layer, C) Showing specific gravity test calculations of aggregate base coarse material.

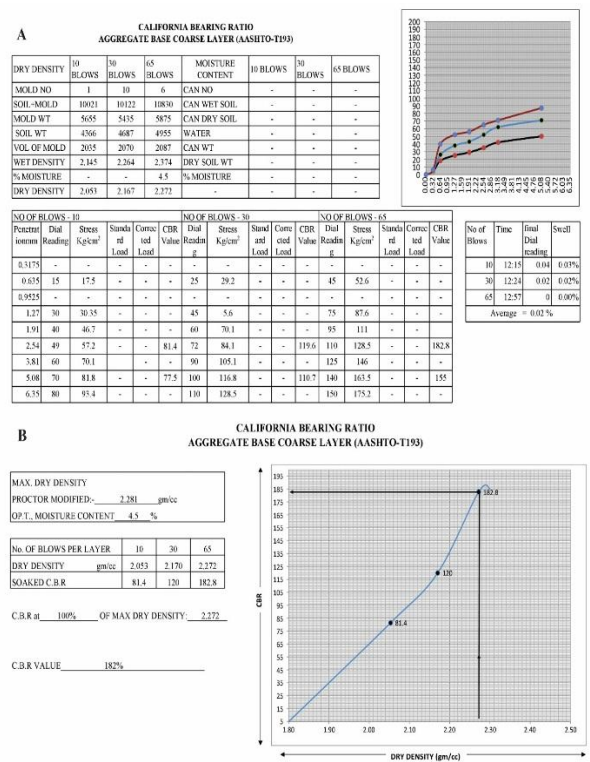


Fig. 11 A) Showing CBR test values of three moulds for aggregate base coarse material and in the graph black curve shows 10 blows, the blue curve shows 30 blows and the red curve shows 65 blows, B) Showing modified proctor of CBR value and dry density for aggregate base coarse layer while the graph shows the relationship between CBR and dry density for aggregate base coarse layer.

Table 2 Showing sieve analysis results of different layers of Project E-35, CPEC is compared with NHA specification (1998).

| LAYERS | SIEVE ANALYSIS | | | | | TEST RESULTS | | | | |
|------------------|---|-------------|-------------|-------------|-------------|---|--|--|--|--|
| | NHA SPECIFICATION | | | | | | | | | |
| EMBANKMENT LAYER | % passing on sieve no | A1 material | A2 material | A3 material | A4 material | % passing on sieve no | | | | |
| | No.10 | 50 max | - | - | - | No.10 | | | | |
| | No.40 | 30 max | - | 51 min | - | No.40 | | | | |
| | No.200 | 25 max | 35 max | 10 max | 36 min | No.200 | | | | |
| SUBGRADE LAYER | % passing on sieve no | A1 material | A2 material | A3 material | A4 material | % passing on sieve no | | | | |
| | No.10 | 50 max | - | - | - | No.10 | | | | |
| | No.40 | 30 max | - | 51 min | - | No.40 | | | | |
| | No.200 | 25 max | 35 max | 10 max | 36 min | No.200 | | | | |
| SUB BASE LAYER | Passing percentage on sieves 2', 1', 3/8", No.4, No.10, No. 40 and No. 200 are 100, 55-85, 40-70, 30-60, 20-50, 10-30 and 5-15 respectively. | | | | | Passing percentage on sieves 2', 1', 3/8", No.4, No.10, No. 40 and No. 200 are 100, 75.7, 56.7, 49.9, 36.4, 12.9, 3.4 respectively. | | | | |
| | Passing percentage on sieves 2', 1', 3/8", 3/4", No.4, No.10, No. 40 and No. 200 is 100, 75-95, 30-65, 25-55, 15-40, 8-20 and 2-8 respectively. | | | | | Passing percentage on sieves 2', 1', 3/8", No.4, No.10, No. 40 and No. 200 are 100, 78.3, 66.0, 41.6, 28.6, 19.2, 10.8, and 7.7 respectively. | | | | |

Table 3 Showing plastic index, proctor, CBR, Los Angeles, sand equivalent and specific gravity test results of Project E-35, CPEC are compared with NHA specification (1998) .

| Tests | LAYERS | | | | | | | | | | | | | | |
|------------------|--|----|----|----|----|--|----|----|----|--|----|----|----|---|----|
| | Embankment layer | | | | | Subgrade layer | | | | Sub base layer | | | | Aggregate base course | |
| Plastic index | NHA specification | | | | | NHA specification | | | | NHA specification | | | | NHA specification | |
| | A1 | A2 | A3 | A4 | A5 | A1 | A2 | A3 | A4 | A1 | A2 | A3 | A4 | A1 | A2 |
| Proctor | MDD =2.220 | | | | | MDD =2.119 | | | | MDD =2.223 | | | | MDD=2.200 | |
| | CBR value not less than 5 % Swell value not > 0.5 % | | | | | CBR value not less than 7 % Swell value not > 0.5 % | | | | CBR < 50 % CBR value 12.5 % Swell value 0.22 | | | | CBR value Not less than 80 % CBR value 90 % Swell value 0 | |
| Los angeles | - | | | | | - | | | | LAA not more than 50% | | | | LAA not more than 40% | |
| Sand equivalent | - | | | | | - | | | | All classes shall be 25 min | | | | Shall not be less than 45 | |
| Specific gravity | - | | | | | - | | | | - | | | | Apparent SG 2.696 | |

Conclusion

It is concluded that soil and aggregate base coarse constitutes coarse grains, silt, sand, and gravel. The Atterberg limits reveal that soil is low plastic or non-plastic. The California bearing ratio shows that soil and aggregate base coarse have a high load-bearing capacity, which shows that the material has high mechanical strength. The Los Angeles abrasion test results show that the material is resistive. The sand equivalent results show that aggregate base coarse indicate high sand material. The specific gravity result shows that the material is highly dense. All the tests performed in the laboratory shows that the material is suitable for road construction of project E-35 China-Pakistan Economic Corridor.

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