

公路软基工后沉降研究进展

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摘要 公路建成通车后, 软基土受到的附加应力水平随即发生改变, 除原来填土路堤静荷载作用外, 还受行车动荷载的作用。因此, 软基工后沉降应包含静荷载作用和动荷载作用两方面的贡献, 这也是导致实际软基工后沉降量通常要大于仅根据静力学理论分析预测的软基工后沉降量的原因所在。在综合国内外学者对公路软基工后沉降方面研究成果的基础上, 对比分析路基土在路堤静荷载作用和行车动荷载作用下的不同力学行为特征, 探讨路堤静荷载作用与行车动荷载作用在公路软基工后沉降的不同贡献, 总结当前公路软基工后沉降研究存在的主要问题, 提出公路软基工后沉降的6个组成分量及研究发展趋势。

关键词 [公路工程](#); [软基](#); [工后沉降](#); [静荷载](#); [行车动荷载](#)

分类号

ADVANCE IN POST-CONSTRUCTION SETTLEMENT OF SOFT SUBGRADE SOIL

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Abstract

When road is put into use after completion, the additional stresses on the soft subgrade soil will be changed, which are composed of static stress and dynamic stress. Therefore, the post-construction settlement of soft subgrade soil should include two kinds of stresses caused by the embankment gravity and the motor vehicles. The advance in post-construction settlement of the soft subgrade soil will be studied, which includes the different mechanics behaviors and characteristics of subgrade soil under static load exerted by the road embankment and under dynamic load induced by the motor vehicles. Then, the major problems in the research of post-construction settlement of subgrade soil are presented; and the six deformation ingredients which lead to post-construction settlement are proposed. Finally, the trends of development of the post-construction settlement of subgrade soil are put forward.

Key words [road engineering](#); [soft subgrade soil](#); [post-construction settlement](#); [static load](#); [dynamic load by vehicle](#)

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