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ANALYSIS ON GEO-TEXTILES USAGE IN SOIL STABILIZATION DESIGN OF ROAD –DURABILITY ANALYSIS

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Abstract

Highway embankment construction progresses vertically in stages, beginning with the sub-grade. For a variety of reasons, it is desirable to use naturally occurring soils for sub-grade material. In some cases this is not possible due to poor soil conditions; in order to avoid realignment it is necessary to improve the sub-grade material. Special construction methods to be used for sub-grade soil enhancement. Additional information about modification, stabilization, reinforcement, and substitution methods and materials are discussed in present project. Stabilization and sub base design with soaked and un-soaked results have to be optimise for better clarification among the structural work .The base design includes the information of geotechnical based improvements in the soil stabilization for road embankments. Present project jute fibre and fly ash used to stabilise the coastal soil for road developments.

Key words: Soil stabilization, geo-textiles, soil properties, bed design.

Introduction

The economical development of a country is closely related to its road transport infrastructure facilities available. Especially in an under developing country, the rural roads connecting agricultural villages is vital in improving the rural economy. It is known that the option of unpaved roads are economical for low traffic volume in such areas, however, when unpaved roads laid on soft sub-grade undergoes large deformations, where the periodical maintenance of the rural road is limited due to cost considerations, which may disrupt the service and affect the function of the road. In such situations, comparing various other methods, geo-synthetics can be utilized to improve not only the performance of the unpaved road by increasing the life time, but also,

minimizing the maintenance cost as well as reducing the thickness of the road.

USE OF GEOTEXTILES

Use of geo textiles has also become very popular in recent years. According to one estimate, about 100 million square kilometres of geo textiles will be used every year as a soil saver, if proper marketing strategy is adopted by the appropriate authorities. With Indian Jute Mill Association and Indian Jute Industries Research Association taking a proactive role. Geo textiles are finding their way into almost every sphere of application in civil engineering. Being produced from natural resources, geo textiles are eco-friendly. Since synthetic geo textiles are expensive in India, cheaper

substitutes like Coir have become more popular. The broad application and uses of geo textiles have been fairly identified (Palit et al, 1988). Kabir et al (1988) have given analysis and design approach for an unpaved road reinforced with jute fabric. The following sections present a case study in which jute geo textile was used to strengthen a weak sub grade in Kakinada port area.



Figure-1: Coconut coir

Composition	Percentage
Lignin	45.82%
Cellulose	43.25%
Hemi-cellulose	0.23%
Water soluble components	7.7%
Pectin's etc (soluble in boiling water)	3.0%

MECHANISM OF FUNCTIONING OF GEO-TEXTILE IN ROAD CONSTRUCTION

Functionally there is no difference between man-made Geo-textile and Coir Geo-Textile. As a separator it prevents intermixing of sub-grade and sub-base. The principal reason is enhancement of CBR and for that matter, bearing capacity of the sub-grade is separation along with the

membrane effect. Due to stretching of the fabric on imposition of load Geo-Textile exerts an upward reaction against it. Low elongation and high initial tensile strength of Geo-Textile help in this process. For designing the right fabric, it is necessary to know the average particle size distribution of the sub-grade, its permeability and the dynamic load the road is expected to sustain. Soil is a critical element influencing the success of a construction project. For traffic structures like roadway pavements, the sub-grade, which performs as the foundation of the structure is very important and has to be strong enough to support the entire structure. Soil stabilisation is the process of altering the engineering properties of soil by different methods, mechanical or chemical in order to produce an improved soil material which has all the desired engineering properties. Stabilisation can be used to treat a wide range of sub-grade materials from expansive clays to granular materials. The most common improvements achieved through stabilisation include better soil gradation, reduction of plasticity index or swelling potential and increase in durability and strength. The creation of non-decaying waste materials combined with a growing consumer population has resulted in a waste disposal crisis. The reasonable way to minimize such waste disposal problem is to utilise the material for engineering applications. This can be done by using them in improving the strength of soil in the field of geotechnical engineering. Plastic wastes can be cut into pieces and mixed with soil and the behaviour of the soil is similar to fibre reinforced soil.

Objectives

1. To check the soil properties in coastal sub grades.
2. To apply the methods of stabilization to improve soil properties with fly ash.
3. To design the soil bed by using geo-textiles like coir fibre and the lab tests of CBR for better consolidation.

Literature Review:

1. Full-scale field tests and large scale laboratory tests (Elvidge and Raymond, 1999; Bergado et al., 2001; Hufenus et al., 2006; Bhosale and Kambale, 2008; Subaida et al., 2009; Palmeria and Antunes, 2010) are carried out to investigate the performance of unpaved roads.
2. Laboratory CBR tests are performed to study the use of natural coir and jute geo-textile (Michael and Vinod, 2009; Senthil Kumar and Pandiammal Devi, 2011; and Babu et al., 2011).
3. CBR tests are also conducted by introducing geotextiles and geogrid in granular soil (Naeini and Mirzakhani, 2008; DuncanWilliams and Attoh-Okine, 2008; and Dhule et al., 2011).
4. Further, based on CBR test, the influence of geo-textile, geo-grid and geo-net are investigated in clay with low or medium compressibility (Srivastava et al., 1995; Naeini and Moayed, 2009; Nair and Latha, 2010; Moayed and Nazari, 2011; and Nair and Latha

2011) as soft sub-grade in an unpaved road system.

5. Mohanachandran.Sayida M.K., Sheela Evangeline Y, use of geo-synthetics is ensured in a given geotechnical application In this study the performance of woven and nonwoven coir geo-textiles in unpaved and paved flexible pavement models are carried out experimentally, utilising the California Bearing Ratio (CBR) testing arrangement. Compared with the unreinforced soil, all reinforced soil samples , show a slower increase in rate of penetration.

Methodology

Soil selection

A soil survey report typically contains soils data for one county. During a soil survey, soil scientists walk over the landscapes of the county, bore holes with soil augers, and examine cross-sections of soil profiles. They determine soil textures of different soil horizons. Soil color, soil structure, and the relationships and thicknesses of the different soil horizons also are observed. These and many other soil factors are studied in the field, and other properties are determined through laboratory tests. To be proficient in using soil survey data, it is imperative that the user have a basic understanding of the concepts of soil development and of soil-landscape relationships.

Soil Sample

The soil used in the present study is locally available weak soil taken from a depth of 1m from a reservoir near to Vishakhapatnam. The engineering and index properties such as specific gravity,

Atterberg's limits, compaction characteristics etc. of the particular soil selected for this study were determined in the laboratory as per IS 2720, 1986

Liquid limit and Plastic Limit Test

The water content at which soil transforms from one state to the next state are known as liquid limit and plastic limit. Liquid limit is defined as the water content that represents the boundary between the liquid and plastic states of the soil. At liquid limit, the soil possesses a small value of shear strength. The liquid limit is the minimum water content at which the soil tends to flow as a liquid is termed as a liquid limit. The liquid limit is determined in the laboratory as the water content at which a part of soil, cut by a groove of standard dimensions, will flow together for a distance of 12mm under the impact of 25 blows. The drop of the cup used in this test is 10mm. The compressibility of a soil generally increases with an increase in liquid limit. One of the apparatus used for finding the liquid limit is Casagrande apparatus. Plastic limit, it is defined as the water content that represents the boundary between the plastic and semi solid states of soil. The plastic limit is the minimum water content at which the change in shape of the soil is accompanied by visible crack. In the laboratory, the plastic limit is determined as the water content at which a soil will just begin to crumble when rolled into a thread of approximately 3mm in diameter.

$$\text{Plasticity Index (IP)} = \text{Liquid Limit (WL)} - \text{Plastic Limit (WP)}$$

Conversion from liquid state to plastic

state is termed as liquid limit and conversion from plastic state to semi-solid state is termed as plastic limit and difference between these both defines Plasticity Index.

Property of Soil	Value
Specific gravity	2.67
Soil Classification	CI
Liquid Limit (%)	40.45
Plastic Limit (%)	22.18
Plasticity Index (%)	18.3
Maximum Dry Density(g/cc)	1.65
Optimum Moisture Content(%)	20.06

Table-1 : Properties Of Soil

Methodology:

CBR test specimens are prepared by applying modified compaction efforts to unmixed and mixed clayey soil at their respective optimum moisture content (OMC) obtained in the compaction tests. Two types of tests are run, unsoaked and soaked. A surcharge mass of 4.5 kg is placed on the surface of the compacted specimens and then the samples are soaked in water for a period of four days. After four days of soil were determined corresponding to plunger penetration of 2.5 and 5 mm per the standard procedure laid down soaking, the mould assembly was taken out from water and the top surface of water was left exposed to air for half an hour. The CBR mould along with soaked soil sample was brought to a motorized loading frame for testing. The CBR

values of the test samples of unreinforced and reinforced in IS:2720 , Part 16.

the maximum coir fiber content was considered to be 1 % by dry weight of soil.

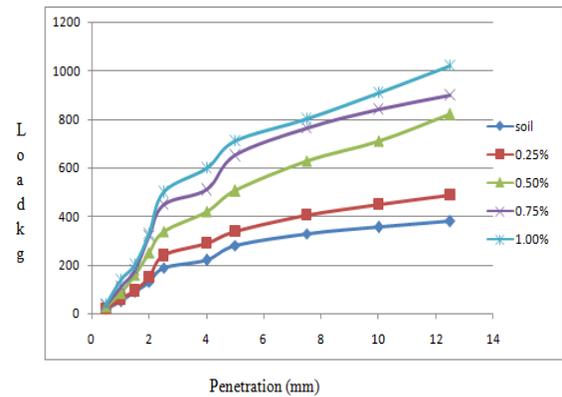


Figure-3 C.B.R Set up

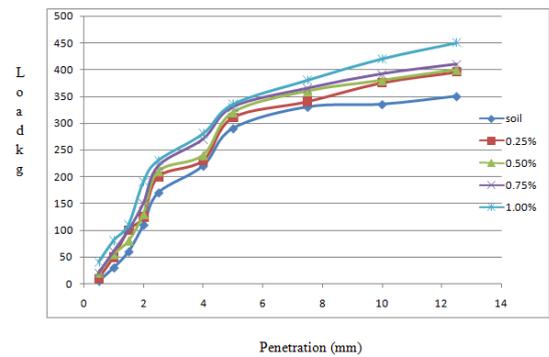
Results and discussions

In these results soil is added with different ratios of coconut coir. The main parameters that are studied include C.B.R. The numbers of curves are placed from the test results of C.B.R. tests are performed on the soil and soil mix with different percentage of coir fiber. Coir increases the C.B.R values in this investigation. The experimental results are carried out in the following laboratory works. There is considerable improvement in compressive strength in case of all the soils on account of treatment with coconut coir fiber. It is noted that the compressive strength of soil increases when treated with coir (fiber) up to 1%. The increase may be due to the increase in shear parameters. It was difficult to prepare the identical samples (at constant dry density) of reinforced soil beyond 1 % of fiber content and hence in the present study

RESULTS FOR UNSOAKED :

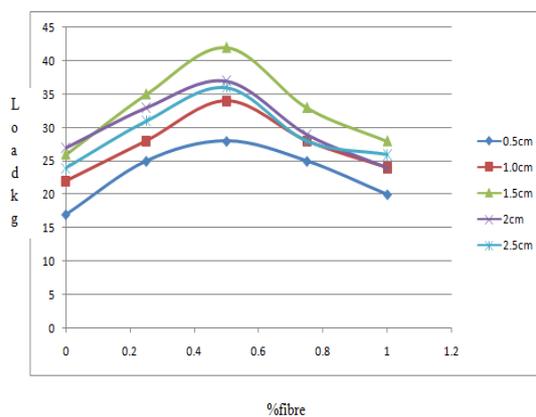


SOAKED CBR VALUE OF COIR



CBR method of pavement design is the most popular method of pavement design. In this method, the thickness of pavement above a certain layer is based on CBR of that layer. There are charts connecting CBR and thickness of pavement required given by IRC 37-2001. As the CBR of the material increases, the thickness of pavement required reduces. The stabilization of the soil increases its CBR value tremendously and thus helps in reducing the pavement thickness. The experimental study involved performing laboratory CBR tests using coir fibers for three samples each. The sub-grade was prepared in the CBR mould of internal diameter 150mm and

height (H) 175mm, by compacting up to 0.8H, to its max dry density and optimum moisture content. The control specimen is the soil sample without coir geo-textiles and reinforced sample is the sample with coir geo-textiles. The improvement in load carrying capacity of the sub-grade soil was identified by using the CBR test. The coir fibre length varies from 0.5cm to 3cm and the optimum fibre length obtained was 1.5cm. The coir fibre percentage varies from 0% to 1% and at 1% fibre content maximum load carrying capacity can be seen.



Load vs Percentage fibre for fibre length comparisons

The influence of varying fibre length of coir was studied. It was found that the test was sensitive to the fibre length variation. For 0.5% fibre content the maximum value of load obtained was 42 kN for 1.5cm fibre length.

5. Conclusions

The present and past studies have shown quite encouraging results and following important conclusions can be drawn from the study:

1. Coir fibre is a waste material which could be utilized in a

sub base for paved and unpaved roads.

2. From the experimental results it is found that the load taken

by the soil sample increases with the increase with increase in percentage of fibre content thereby CBR values of soil-coir fibre mix increases with increasing percentage of fibre.

3. Maximum improvement in C.B.R. values are observed when 1% of coir is mixed with the soil with length of coir 1.5 cm gives optimum results

The use of coir geo-textiles increases the sub-grade strength and thus improves pavement life.

4. It is concluded that proportion of 1% coir fibre in soil giving maximum unsoaked CBR value. Hence, this proportion may be economically used in road pavement and embankments.

5. Processing of coir waste in usable form is an employment generation activity in coir fibre manufacturing units and the effective use of coir waste can uplift rural economy and leads to beneficial effects in engineering construction.

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