

BEARING CAPACITY IMPROVEMENT OF ASPHALT PAVED ROAD CONSTRUCTIONS DUE TO THE USE OF GEOCELLS – FALLING WEIGHT DEFLECTOMETER AND VERTICAL STRESS MEASUREMENTS -

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ABSTRACT: To evaluate the influence of a geocell layer on the load-deformation behavior of the soil large scale static load tests were carried out. Geocells with different aspect ratios made of different materials filled with sand had been tested. To simulate soft subgrade material an artificial mixed soil called “Glyben” was used. The test results show that a geocell layer increases the bearing capacity of the infill materials and reduces the vertical stresses on the subgrade about 30 percent compared to an unreinforced soil. To verify the results of model tests, geocell reinforced, unreinforced and also hydraulic bounded base (HBB) in-situ test fields were carried out within different asphalt paved road constructions. After finishing the road construction vehicle crossing tests with a 40-tons truck and falling weight deflectometer measurements were carried out while the vertical stresses on the subgrade were measured by earth pressure cells. Compared to an unreinforced test section the stresses beneath the geocell layer were reduced by about 30 percent. Falling weight deflectometer measurements show that the deflections measured in geocell reinforced test section were significantly smaller than in the unreinforced section. Back calculated layer modules were significantly higher in the geocell reinforced section compared to an unreinforced section.

Keywords: geosynthetics, geocells, soft soil stabilization, soil reinforcement

1. INTRODUCTION

Geocells are honeycomb interconnected cells that completely encase the soil and provide all-around confinement, thus preventing the lateral spreading of the infill material. Due to the soil confinement the geocells increase the stiffness and the load-deformation behavior of gravel base layers and thereby reduce the deformation of the soil. Besides the soil-geocell layers act as a stiff mat, thus distributing the vertical traffic loads over a much larger area of the subgrade soil.

Several model tests (e.g. Dash et al. 2001, 2003, Sitharam et al. 2005) have shown the positive effect of geocells, made from different geogrids, on the load bearing capacity of soils. Meyer and Emersleben (2005a, 2005b, 2005c, 2006a, 2006b) and Mhaikar et al. (1992) have evaluated the influence of industrially manufactured geocells on the load-deformation behavior of soils.

The use of geocells to stabilize unpaved road constructions is far common, especially if qualified soils are not available near the construction site (Ben Kurari 2000, Forsman et al. 1998, Leytland et al. 2006).

The stabilization of gravel base layers of asphalt paved road constructions over soft soils with geocells is an alternative technique to reduce the deformations of the asphalt surface and to increase the stiffness of the main construction. Al Quadi et al. (2000) reported an increase of the resilient modules of aggregate layers about 2 times due to the installation of geocells within an asphalt paved road construction.

This paper reports of the results of static load tests and in in-situ field tests. By means of vertical stress measurements beneath the geocell layers and by means of falling weight deflectometer (FWD) measurements in geocell reinforced test fields the positive influence of geocells could be evaluated.

2. LARGE SCALE MODEL TESTS

2.1 Test device

To evaluate the influence of geocells on the load bearing capacity of soil and the stress distribution large scale model tests were carried out in a test box with

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inside dimensions of 2m length, 2m width and 2m height. Static load is applied over a loading frame, with vertical loads up to 150 kN can be applied. The loads are applied by a hydraulic jack and are transferred by steel plate with a diameter of 30 cm to the soil.

To measure the heave and settlement on the soil surface five inductive displacement gauges were installed in different distances to the center of the load plate.

For the determination of the stress distribution below the geocells, eight earth pressure cells were installed in a depth of 35 cm. The earth pressure cells (EPC) with a diameter of 5 cm and a maximum pressure capacity of 500 kN/m² were aligned in different distances to the load plate.

2.2 Material

2.2.1 Soils

An artificial mixed soil called “Glyben” was used to simulate soft subgrade material. The soil consists of glycerin and bentonite. The soil parameters are depending on the rate of mixture. The soil was mixed in small portions, filled in the test box and compacted. The main advantage of Glyben compared to other cohesive soils is that the soil parameters are constant for a long time because the water or glycerin content is not changing. The mixed Glyben got a undrained cohesion of $c_u = 15$ kPa and a friction angle of $\phi = 8^\circ$. The stiffness module from axial compression tests at relevant loads is about 5 MN/m².

Dry sand with a maximum particle size of 2 mm was used as infill material of the geocells as well as for the unreinforced tests. The coefficient of uniformity (C_u) was 3.2 the coefficient of curvature (C_c) was 1.03. The maximum and minimum void ratio of the sand is 0.45 and 0.34. The void ratio at infill density was 0.39. The friction angle at infill density was 38.9°. The sand was poured into the test box and compacted with a vibration plate compactor.

2.2.2 Geocells

Two different types of geocells were used in model tests. Geocell “Typ 1” was made from high density polyethylene (HDPE) with a density of 0.95 g/cm³. Single cells are 210 mm long and 250 mm width. Single cells with a cell area of 262 cm² were welded together to form a uniform geocell mattress. The geocells have seam strength, depending on its height, of 1150 N (10 cm height), 1725 N (15 cm height) und 2290 N (20 cm height). The cell walls are perforated with 10 mm diameter holes. The total open area is 16 % of the cell wall area. The surface of cell walls is textured. Three

different cell heights (h) of 10 cm, 15 cm and 20 cm were tested in the model tests while the equivalent cell diameter ($d_0 = 23$ cm) was constant in all tests.

Geocell “Typ 2” was made form thermally solidified nonwoven with a tensile strength of 20.7 kN/m. The peel strength of the junction points is 10 kN/m the shear strength is 13 kN/m. Three different cell diameters (d_0) of 16 cm, 22 cm and 30 cm were tested in the model tests at a constant cell height of $h = 20$ cm.

2.3 Test installation

After the walls of test box were covered with foil and lubricant to minimize the friction between the soil and the infill material, the installation of the subgrade layer starts. Glyben was filled in the test box in 10 cm layers up to a height of 1 m. Afterwards installation and adjustment of eight earth pressure cells took place. They were laid in a thin sand bed in different distances to the load device, aligned and covered with sand. The layer thickness above pressure cells was selected to be equal in all tests. Distance between pressure cells and load plate was chosen to 35 cm. Extensive preliminary tests indicate that a minimum distance of 15 cm between pressure cells and lower edge of geocells is necessary in order to measure a representative stress distribution in the underground. On the subgrade material a nonwoven with low tensile strength at height strains was placed over the soil to separate subgrade and infill material. The geocells were then placed on the nonwoven. Geocells were stretched, adjusted with steel bars, filled with dry sand and compacted by a vibrating plate compactor. The load plate and displacement gauges were installed on the sand surface. The schematic experimental setup is shown in figure 1.

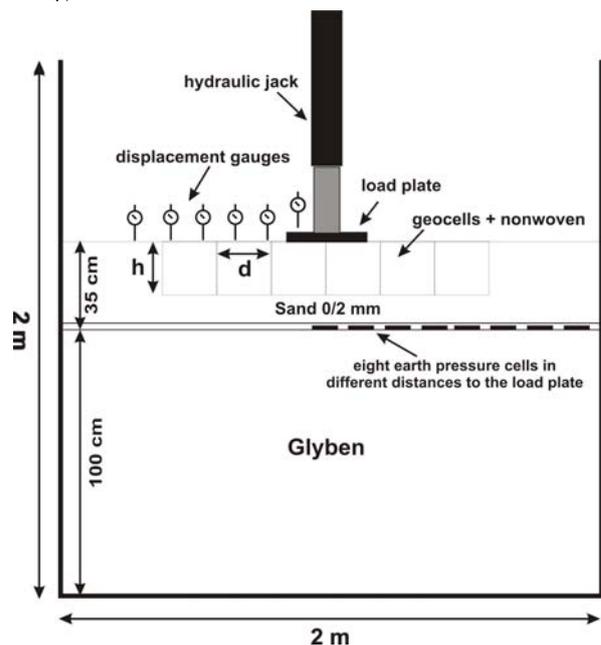


Fig 1: schematic diagram of test device

Static load was applied in steps. The number of applied load steps depended on the maximum bearing capacity of the soil. Every load step was applied until no more further settlement was observed.

3. TEST RESULTS

3.1 Load carrying capacity

The increase in load carrying capacity (LCC) due to the provision of geocell layer is represented using a non-dimensional load carrying factor (LCF), which is defined as the ratio of footing pressure with geocells at a given settlement $\sigma_{r,(s)}$ to the corresponding pressure on unreinforced soil at the same settlement $\sigma_{u,(s)}$.

$$LCF = \frac{\sigma_{r,(s)}}{\sigma_{u,(s)}} [-] \quad (1)$$

The calculated load carrying factors for two different test series are presented in table 1. Test series A was conducted with geocell “typ 1” to measure the influence of geocell height on the load-deformation behavior and test series B was carried out with geocell “typ 2” to measure the influence of different cell diameters on the load-deformation behavior.

The load carrying factors were calculated up to load of 400 kN/m² respectively up to a settlement of 16 mm.

At this load/settlement the ultimate bearing capacity of the unreinforced sand was reached.

table 1: load carrying factors, test series A, d = 230 mm

	s = 4mm	s = 8mm	s = 10mm	s = 16mm
h/d = 0,43	1,10	1,04	1,28	1,23
h/d = 0,65	1,55	1,37	1,64	1,47
h/d = 0,87	1,56	1,38	1,69	1,48

table 2: load carrying factors, test series B, h = 200 mm

	s = 4mm	s = 8mm	s = 10mm	s = 16mm
h/d = 1,25	1,37	1,28	1,35	1,31
h/d = 0,87	1,33	1,22	1,32	1,26
h/d = 0,67	1,14	1,15	1,33	1,27

The load carrying capacity increases with increasing cell height and decreasing cell diameter. Depending on geocell height and diameter, the load carrying capacity could be improved up to 1.5 times due to a reinforcement of dry sand with geocells. Further

improvement will occur at higher settlement and loads because the ultimate bearing capacity of unreinforced sand could not be increased while the ultimate bearing capacity of reinforced sand was not reached at a load of 400 kN/m².

3.2 Vertical stresses

During static load tests vertical stresses on the subgrade were measured with eight pressure cells in different distances to the load plate. To avoid influences on the stress distribution resulting from measured peak stresses in single pressure cells the stresses of two pressure cells, which are lying next to each other, were averaged according to (2).

$$\bar{\sigma}_{epc,i} = \frac{\sigma_{epc,i} + \sigma_{epc,i+1}}{2} \quad (2)$$

Vertical stresses were measured in every test. Exemplary the results of tests with 20 cm height and 23 cm in diameter geocells “typ 1” are presented in figure 3 for different loads. Vertical stresses measured in the corresponding unreinforced test are presented in figure 2.

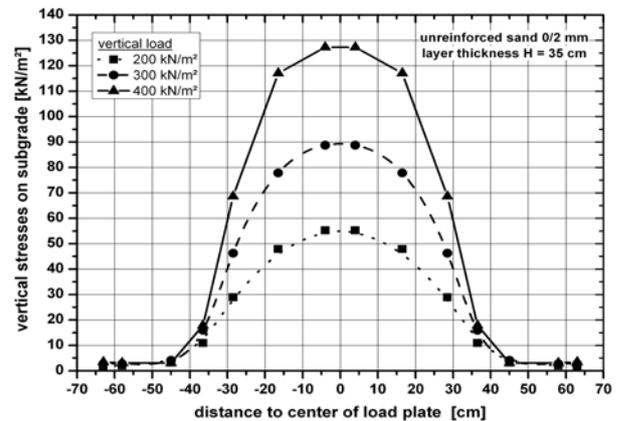


Fig 2: vertical stresses on subgrade, unreinforced soil

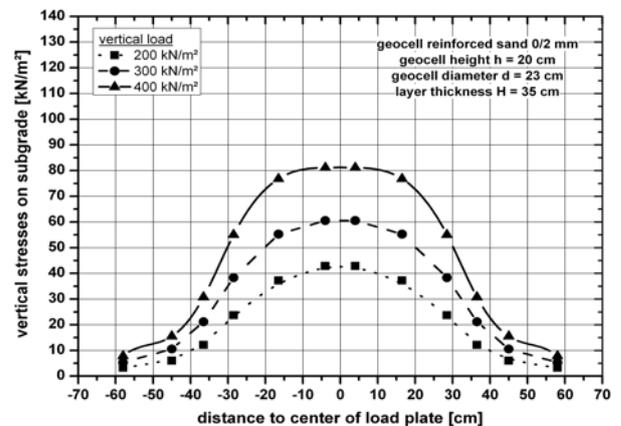


Fig. 3: vertical stresses on subgrade, geocell “typ 1” reinforced soil

The stresses which are measured in the unreinforced

soil are significantly higher than those measured in the geocell reinforced soil at the same load. A stress reduction between 30% and 36% can be observed depending of the applied load. Similar results were observed for different cell heights and cell diameters.

In the unreinforced soil the stresses are more concentrated in the area of the load plate while the stresses in the geocell reinforced soil are distributed over a larger area. These results indicate that the geocell layer acts like a stiff matt and distributes the footing load over a larger area thus reducing the vertical stresses directly beneath the load plate. This effect increases with increasing load. Similar results were observed by Dash et al. (2003).

The influence of different cell heights and cell diameters on the magnitude of vertical stresses was marginal.

4. IN-SITU TEST FIELDS

To verify the results of large scale model tests, two different in-situ tests fields were carried out. Geocells were placed within the gravel base layers of two different asphalt paved road constructions. To measure the vertical stresses on the subgrade the test sections were instrumented with earth pressure cells. After the road constructions were finished vehicle crossing tests were carried out while the stresses on the subgrade were measured. In addition falling weight deflectometer (FWD) measurements were conducted.

4.1 Reconstruction of the road K-23

The existing road K-23 consisted in the upper part of an approximately 20 cm thick asphalt layer. Below the asphalt layer there was a 15 cm gravel base layer. The underground consisted of sandy clay with low bearing capacity. At both sides of the street a drainage channel was located in low distance to the pavement over the whole length of the road to drain the adjacent agricultural areas. The existing road had to be reconstructed since a large number of cracks have appeared on the road and lane grooves in the outer areas of the pavement have developed. Because of the low distance of the drainage channels to the street the lateral support of the pavement were insufficient, deformations of the outer road areas have taken place and ruttings have occurred due to traffic.

The main reconstruction concept of the existing road consists in a stabilization of the road foundations. In addition a new bituminous asphalt pavement is placed on the existing road surface.

First of all the existing asphalt layers were removed

at the road sides on a width between one and two meters. After that, the gravel and the soil beneath the asphalt layers were removed until a depth of 70 cm was reached. After compaction of the subgrade material a new 70 cm thick gravel layer with a maximum particle size of 32 mm was placed in layers of 15 to 25 cm thickness. Approximately 1 m wide band in the middle of the road was not built up newly. In this part of the road only the existing cracks were filled. When the gravel layers at the road sides were build up completely a 17.5 cm thick new asphalt pavement was applied over the whole width of the road.

In one part of the road an alternative road reconstruction was made, using "typ 1" geocells. 20 cm high geocells with a diameter of 23 cm were installed on a length of approximately 500 m directly below the asphalt layer.

First of all the existing 20 cm thick asphalt course was removed. After that the base course, consisting of a 40 cm gravel layer, was also removed until the subgrade was reached. Load plate tests on the subgrade gave an E_{v2} -value of 20 MN/m². After the Subgrade was compacted earth pressure cells were installed on the subgrade. After the installation of earth pressure cells a new 15 cm thick gravel layer 0/22 mm was build up and compacted. In one section a nonwoven was installed on the surface of the gravel layer. On the nonwoven the geocells were installed and mounted. After the installation of the geocells they have been filled with gravel with a maximum particle size of 22 mm until the old road surface was reached, then the infill material was compacted (figure 4). Another section was build up without geocells in the same way.



Fig. 4: installation of geocell layer directly beneath the asphalt surface

When the installation of the geocell mattress had been finished the new 17.5 cm asphalt course was applied. The asphalt course consists of a 10 cm thick base course 0/32 mm, a 4 cm thick binder layer 0/16 mm and a 3.5 cm thick wearing layer of SMA 0/8 mm. A

comparison of the three different rehabilitation sections can be seen in figure 5. Only test section one and two could be instrumented with earth pressure cells.

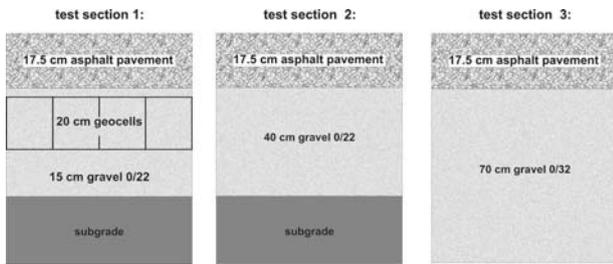


Fig. 5: different reconstruction sections

After installation of gravel base course on the earth pressure cells plate load tests were carried out while the stresses on the subgrade were measured. The measured stresses in the geocell stabilized test section 1 were about 50 % percent smaller than in the unreinforced test section 2.

In addition to plate load tests initial vehicle crossing test were performed on 25 cm thick gravel layer. During crossing of a grader vertical stresses of 120 kN/m² were measured on the subgrade in the unreinforced test section 2 while only 75 kN/m² could be measured on the subgrade in geocell reinforced test section 1.

4.1.1 Vehicle Crossing tests and vertical stress measurements

After the asphalt surface course was reconstituted further measurement was conducted after the asphalt layers and the underground was more compacted because of the increasing traffic load. In this case controlled vehicle crossing tests were carried out. A heavy truck with five axes and a weight of approximately 41 tons crossed the road at different speeds. During truck crossing the stresses in the underground were measured by the installed earth pressure cells. The stresses measured at a crossing speed of 40 km/h are presented in figure 6.

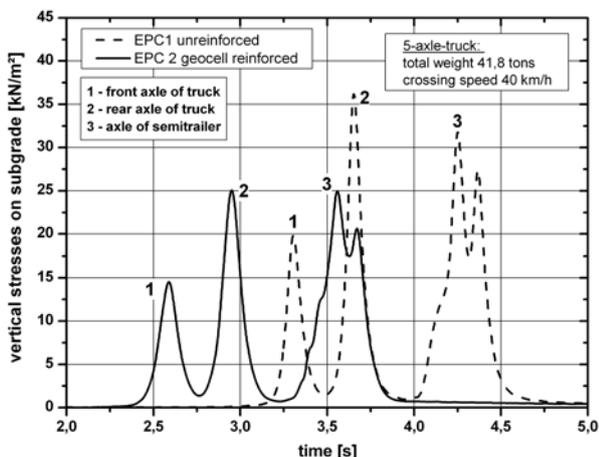


Fig. 6: results of truck crossing tests, crossing speed 40 km/h

The measured peak values (1) and (2) result from the crossing of the single axles of the truck, the double peak values (3) result from crossing of semi trailer.

The results clearly confirm the results of previous tests. The stresses which are measured in the geocell reinforced tests section are significantly lower than the stresses which are measured in the unreinforced section. The average stress reduction on the subgrade due to the installation of geocell layer in the gravel base layer is approximately 30 %.

Similar results could also be observed at other crossing speeds. Both the stresses in the reinforced and also in the unreinforced section decrease with increasing crossing speed.

4.1.2 Falling weight measurements (FWD)

In addition to vertical stress measurements falling weight deflectometer measurements were carried out after the road construction was loaded by traffic for a longer time.

Falling weight deflectometer (FWD) is a dynamic measuring instrument, which punctually notes the reaction of the pavement structure at a defined load impulse. To measure the pavement reaction a falling weight falls from a defined height on a rubber-puffer-system. The dynamic load impulse of 50 kN is transferred into the pavement structure by a load plate with a diameter of 30 cm. The size and duration of the load impulse are corresponding with a truck passage.

The pavement reaction is measured on the road surface by nine geophones in form of deflections. The geophones are aligned in different distances to the load plate. The deflections and the form of the deflection hutch are the base for the evaluation of the bearing capacity and the stiffness of individual base layers and also for the total pavement structure (figure 7).

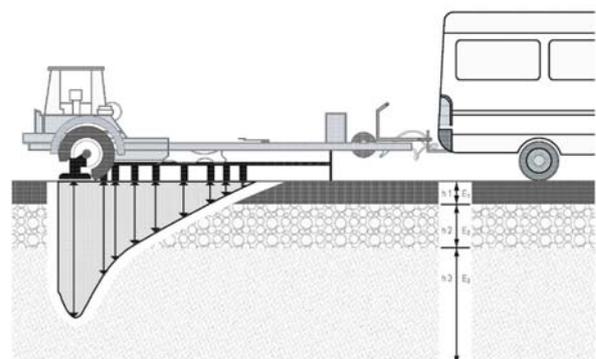


Fig. 7: schematic diagram of falling-weight-deflectometer (FWD) measurements (FGSV, 2004)

To evaluate the influence of geocell layer within the mineral base course falling weight deflectometer measurements were carried out both in geocell reinforced section (test section 1, figure 5) as well as in

the unreinforced section (test section 2, figure 5). Additional measurements were conducted in a test section with standard reconstruction of 70 cm gravel base course (test section 3, figure 5).

The average values of measured deflections and back calculated layer modules are presented in figure 8.

The calculation of the represented layer modules takes place on basis of the theory of the elastic half space and multi-layer models [Ullitz, 1998].

The results show, that the highest deflections and lowest layer modules were measured in the unreinforced test section with a base layer of 40 cm gravel. Both the deflections and the layer modules of the unreinforced test section with 70 cm thick gravel base layer and the geocell reinforced test section were very similar. The deflections of these test fields were about 15 percent lower, the layer modules were about 10 percent larger than those of unreinforced test field with a 40 cm gravel base layer.

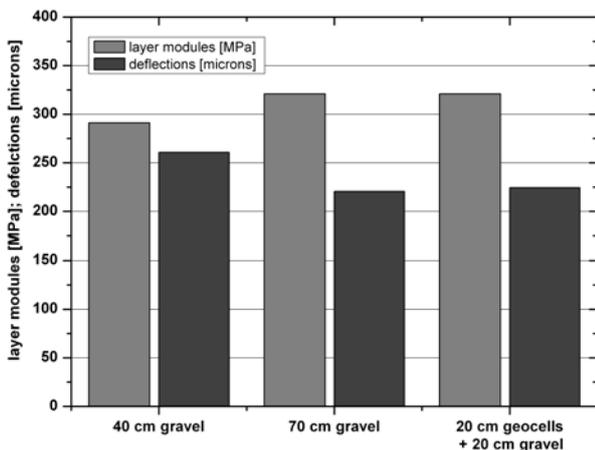


Fig. 8: results of FWD-measurements

Therefore a stabilization of 40 cm mineral base course with 20 cm height geocells, placed in the upper part of the base layer, has a comparable effect like a 70 cm thick unreinforced gravel base layer with similar boundary conditions.

The conducted FWD measurements confirm the results of the vertical stress measurements.

4.2 Reconstruction of the road K-637

To verify the results of large scale model tests and the results of in-situ field measurements during the reconstruction of the road K-23 a further test field was carried out.

The road K-637 had to be widened and stabilized, since the road should be used as access road during construction of a highway.

The main reconstruction concept of the existing road consists in a widening of the road shoulders of approximately two meters. In addition a new bituminous

asphalt pavement is placed on the existing road surface. First of all the existing soil at the sides of the road were removed on a width between one and two meters until a depth of 50 cm was reached. After compaction of the subgrade material a new 40 cm thick hydraulic bonded base layer (HBB) was placed in layers of 20 cm thickness. Every HBB-layer was compacted with a vibrating plate compactor. The middle of the existing road was not built up newly. In this part of the road only the existing cracks were filled. When the HBB-layers at the road sides were build up completely 18 cm thick new asphalt pavement was applied over the whole width of the road.

In one part of the road an alternative road reconstruction was carried out, using three different stabilization methods. Four test fields, each 5 m long, were carried out. In one test field geocells are built in within the mineral base layer (test field 1, figure 9). A further road section (test field 3, figure 9) is stabilized with a 20 cm thick hydraulic bonded base layer. As a reference test field one section (test field 2, figure 9) remains unreinforced. In this section a 40 cm thick mineral base layer is build in beneath the asphalt pavement. An overview of the test fields and their construction is shown in figure 9.

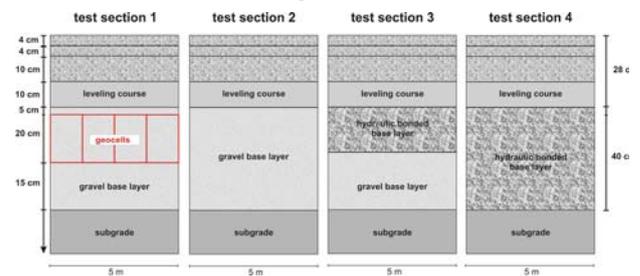


Fig. 9: test section K-637

In test section 1, 2 and 3 dynamic earth pressure cells were installed directly on the subgrade material.

During and after the road construction vehicle crossing tests were carried out. The stress measurements during crossing tests verify the results of in-situ field tests during construction of the road K-23. The vertical stresses in the geocell reinforced section were about 30 % lower than the stresses which were measured in the unreinforced test section. Because of its higher stiffness the 20 cm hydraulic bonded base layer could reduce the vertical stresses about 22 % compared to the geocell reinforced test section. No stresses were measured in test section 4.

Falling weight deflectometer measurements were also carried out. The measured deflections in the geocell reinforced section were smaller than those measured in the unreinforced section. A further reduction could be observed in test section 3 and 4, where 20 cm and 40 cm thick hydraulic bonded base layers were placed beneath

the asphalt pavement. With increasing height of HBB-layer the deflections were decreasing.

The highest back calculated layer modules could be observed in the HBB-layers while the modules of the unreinforced test section were the smallest. The modules of the geocell reinforced section are smaller than those of the HBB-layers but higher than the module of the unreinforced section.

If the vertical stress measurements and the FWD measurements are summarized, a very good agreement between the vertical stresses and deformations can be observed. With increasing layer modules the deformation and the vertical stresses are decreasing (figure 10).

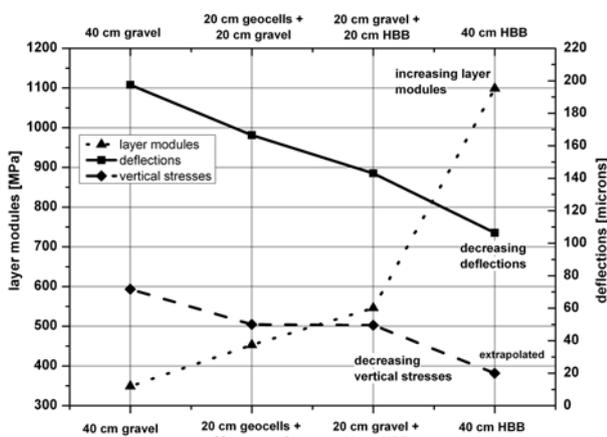


Fig. 10: results of FWD measurements K 637

The conducted investigations confirm the results of large scale model tests as well as the test results of in-situ test fields of road K 23.

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