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Analysis on The Uses of Geo-Synthetics to Stabilize Sandy Soil Sub Grade

Ali A. Al-Zubaidi[1], Rand Otbah Farqad[2]
[1,2]University of Mosul, Iraq

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ABSTRACT

Objective: *The main goal of this study is to compare how well synthetic and natural geo-textiles work to stabilise sub-grade soil.* ***Method:*** *This study looks at what happens when geo-textiles are used to strengthen the soil under a building. In the lab, the load-penetration abilities of granular soils that had been strengthened with geo-textiles were tested using California bearing ratio (CBR) tests.* ***Results:*** *By using geotextiles, the soil's ability to hold water can be fixed. Geosynthetics are often used to improve road pavement, among other things.* ***Novelty:*** *Soil stabilisation methods include stabilising the soil with cement, lime, hydrocarbons, chemicals, and the new and promising method of stabilising the soil with Geo textiles and Geo artificial fibres.*

INTRODUCTION

Soil stabilisation is a method used to improve the strength, durability, and other important qualities of the soil. Soil stabilisation methods include stabilising the soil with cement, lime, hydrocarbons, chemicals, and the new and promising method of stabilising the soil with Geo textiles and Geo artificial fibres. By using geotextiles, the soil's ability to hold water can be fixed. The number of cars on the road goes up at the same rate that a city's population grows. Heavy traffic needs roads that are strong, smooth, long-lasting, and well-kept. Because of this, the economic and social progress of a country depends on a road network that is strong and healthy. Geosynthetics are often used to improve road pavement, among other things [1].

Geosynthetics are used more and more in soil and coastal engineering because their technical features and ways of making them have gotten better. Some geosynthetic coastal structures have gotten better at what they do and how they work, but others still don't have well-structured design formulas and criteria based on solid scientific evidence. This means that more research needs to be done on how well these geosynthetic coastal structures handle water, how stable they are, and why they fail. In any case, the changing nature of coastal environments, which includes things like unstable soil, may affect the overall performance of coastal defence structures built on soft soil or a poor foundation. [2]. The main goal of this study is to compare how well synthetic and natural geo-textiles work to stabilise sub-grade soil. This study looks at what happens when geo-textiles are used to strengthen the soil under a building. In the lab, the load-penetration abilities of

granular soils that had been strengthened with geo-textiles were tested using California bearing ratio (CBR) tests [3], [4].

One of the suggestions for building road embankments on soft sub-grade soils is to use coarse-grained soils, which makes building road embankments easier. In the past few years, geo-synthetics have been used more and more to make lower sub-grades stronger. Addressed issues caused by soft sub-grade and offered solutions like coarse fill and geo-synthetics for building on these soils as they are[5]. Due to the lack of fill material and the high cost of the project, it may be possible to take a lot of weak soil from nearby places where it is easy to get to. If engineering performance can be improved, even simple projects can be used well, no matter how big or complicated they are. When these improved soils are used as fill over soft sub grades, they save money by lowering construction costs [6].

When building pavement on poor soils, engineers face a lot of design and building problems. In places where the clay soil is very easy to pack down, pavements often last less time than expected. Geo-grids are often used to add to or supplement existing literature in order to improve engineering performance. A pavement may last longer if it is built with reinforcement instead of the usual way. This study looks at how well geo-grids work to improve the geo-synthetic strength of different sub-grade soils. Roads are an important part of a city because they make it possible for people to get around. The soil on which a road is built is called the "sub grade." On land that is so soft and easy to pack down, it is often necessary to build roads[7].

When a road is built on a soil with such a low CBR, the road may settle during or after construction, which shortens its useful life by a lot. So, spreading traffic loads is a common way to make the sub-grade soil less stressed. Most of the time, a layer of reinforcement is used to do this. Geo-synthetics could be a solution to some of these issues. Geo-synthetics are used to change and strengthen sub-grade soil to make roads stronger and last longer. This research shows how important geo-textiles are for making asphalt and concrete roads work better and last longer. It also looks at the current state of geo-synthetics[8], [9].

Due to limited space and land, fast industrialization, and a lot of competition to build quickly, geotechnical engineers are using soil reinforcing technology more and more in places where the soil isn't strong enough to handle tensile stresses. From a technical point of view, there are many types of soil reinforcement that can be used to increase the soil's cohesiveness and frictional angle. Geo-synthetics are used in this case to improve the soil's shear properties. This is because geo-synthetics have a very high tensile strength [10]. Able to offer different types of modern synthetic flooring some of these are geo-textiles, geo-membranes, geo-grids, and geo-networks. We used them as a strengthening material to see how changes in the shear strength of sandy soils affect mosquito nets and geo-synthetics because they have almost the same properties, are cheaper, and are easy to use[11].

On sub-grade soils, the stresses from vehicle traffic may not be too great. Due to their low shear strength, soft soils are hard to use as a road sub-grade because they compact, settle, and lose their ability to hold weight. There are many things that affect how much soil can hold, such as the type of soil, how much water is in it, and how packed it is. The ground must be strong enough to hold heavy loads without sinking too much. The sub-grade soils that are not good for the road's structure must be fixed and made better. When you improve the soil, it settles less and can hold more weight, which makes the surface thinner and improves performance [8], [10], [12].

Aims of the study

1. To examine the soil that is strengthened with geo-synthetics is weaker and doesn't last as long as soil that isn't strengthened.
2. To investigate the number of geo-grid layers goes up, the way the soil behaves when it's dry changes a lot.

RESEARCH METHOD

Cite Space is a tool for managing citations that Chen and colleagues made for the University of Michigan's School of Information Science and Technology. For this project, Drexel worked with the WISE Laboratory at Dalian University of Technology to build a system at the Massachusetts Institute of Technology that monitors and analyses empirical data before putting it into knowledge maps. A Cite Space initiative was set up before the study, which affected CNKI data outputs but not WOS core data outputs[13].

There was no need to convert the database. Then, Cite Space, a tool for seeing the growth of keywords, was used. A network diagram that shows the language, the most common phrases, and the time it takes for ideas to spread. Most often, experts on a certain soil sub grade disagree about critical points that show the history of study, the cutting edge of knowledge, and current patterns of development. A new grade system was made by a specialised soil sub using statistical breakdowns of countries/regions, institutions, source papers, and keyword links[14], [15].

For the best results, the compressive strength of the soil and the tensile strength of the material must work together. The geo-synthetic material's ability to slide and its tensile strength are two important parts of how it interacts with the soil. Using a shear box test, the process of soil sliding on this geo-synthetically reinforced material is looked at. Researchers looked at the effects of lime stabilisation, geo-textile reinforcement, geo-cell reinforcement, geo-synthetic reinforcement, and lime stabilisation combined with geo-synthetic reinforcement on unpaved roads with a clayey sub-grade and a lot of water (Babu et al.). To reach this goal, studies were done in the lab using plate loading models. Several ways to improve the quality of soil were compared. These kinds of comparisons between the 10 states in this study have never been done before. This study is very important if you want to find the best way to improve the soil on unpaved roads with clayey sub-grades and a lot of water, like lime stabilisation, geo-cell reinforcement, and

geo-textile reinforcement. From studies done in the past, it was possible to figure out what measurements were needed for the plate loading test[16], [17].

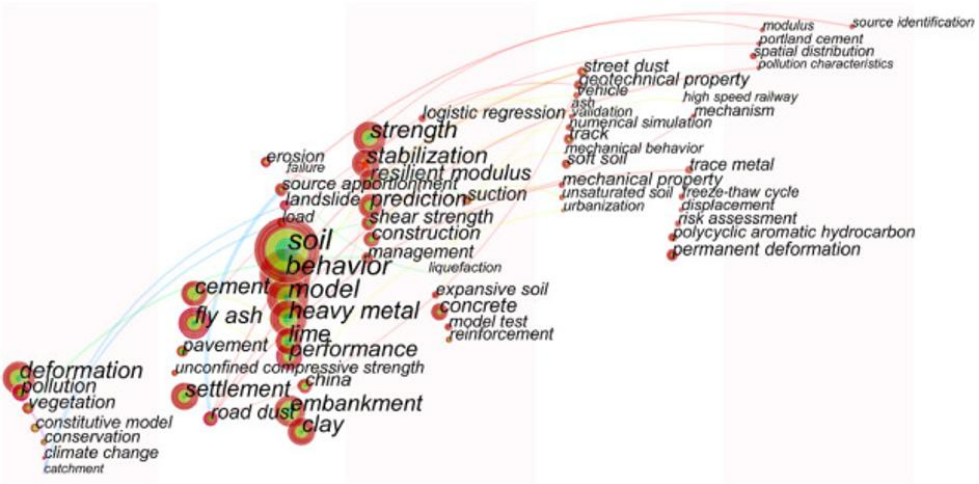

Figure 1. Keyword Co-occurrence Network
Source (https://www.sciencedirect.com/science/article/pii/S2095756422000034)

Vertical drains, complete soil replacement, grouting, geo-synthetic reinforcement, and lime stabilisation are all ways to improve the performance of soils in buildings like roads, railroads, airports, and embankments. Geo-synthetically reinforced soil is stronger and lasts longer than soil that hasn't been reinforced. Geo-textile materials may improve the soil's ability to hold and carry weight, which can make the pavement last longer. Experiments have shown a rise in sub-grade strength, which is in line with what theoretical research has found. Geo-synthetics are used in pavements for a number of reasons, including strengthening, separating, drain, and filter[12], [18].

The California bearing ratio test, compaction, Waterberg, and grain size analyses were all used in the geotechnical investigation that led to the conclusion. Geo-grids were put through the CBR test at different depths and in one layer when it was dry. The results show that using geo-grids to strengthen soil makes it much stronger. It was found that geo-grids 3/5 of the way from the base had a higher CBR value than those 2/5 and 4/5 of the way from the base. When the soil is dry, the number of geo-grid layers changes how the soil acts. It has worked very well to stabilise sub-grade. It makes maintenance easier, stops corrosion, and makes the road surface last longer. Geo-grids could be used to improve road construction on materials that aren't up to par[19].

Because cars on a busy road put a lot of vertical pressure on the ground, geosynthetic materials can be used to make subgrade features stronger. In this study, different geosynthetic materials like geo-grid, geo-textile, and geo-membrane were used to learn more about how the subgrade changed with one, two, or three geosynthetic layers in the CBR mould. The results showed that the bearing capacity increased steadily with the number of geosynthetic layers and was different for each type of geosynthetic material[20]. Geogrid is the only geosynthetic material that has better CBR properties

than the other two. The right number of geogrid layers was found with the help of a cost analysis and the design of a flexible pavement. The total cost of the project went down by 6.38 percent because geogrid was used to strengthen the subgrade[21].

RESULTS AND DISCUSSION

Results

The rate at which publications change over time can show how a field is changing. A distribution map was made by adding up all of the yearly soil sub-grade articles in the WOS and CNKI databases. The unique soil sub-grade papers made between 2005 and 2019 are in the CNKI and WOS core databases. Between 2005 and 2009, the WOS only published a few papers on specialised soil sub-grade. This shows that research and development on this topic are still in their early stages [22].

Compared to 2019, there were a lot less articles written in 2009. In contrast, about 500 articles have been written in 2019. On the other hand, the CNKI data showed that interest in soil sub-grade research went up a lot between 2005 and 2009, then levelled off and went down a little bit after that. There have been two different times in the history of CNKI research on anomalous soil sub-grade. The first, from 2005 to 2009, was a time of fast growth, and the second, from 2010 to 2019, was a time of slow growth. Researchers in this study analysed data from the CNKI and WOS databases to determine how much progress had been achieved in the field of subgrade soil research between 2005 and 2019 [23], [24].

Knowledge maps were generated using Cite Space Visualization to depict the following developments in the evolution of research: Less than fifty papers on the WOS's special soil subgrade were published before 2009, suggesting that researchers found the issue unappealing. Since 2010 however, that has all changed, and each year more than 500 publications on the subject are evaluated. By comparison, the CNKI special soil subgrade study profile exhibits two different phases: an expanding phase during the years 2005–2009 and a contracting phase during the years 2010–2019. The United States was second most active, behind only China. CPP in the US was much greater. This was determined by tallying up the total number of studies conducted on the topic of a certain soil subgrade across all participating nations, institutions, and media outlets [23], [24].

Quantitative study of data from the WOS and CNKI databases revealed a low co-occurrence network density, indicating a lack of active scientific interaction across institutions. It was a priority for both the WOS and CNKI engineers to study the stability and strengthening of various soil subgrades [25].

There were a number of key distinctions between the sites used for conducting soil subgrade analyses in the WOS and the CNKI. All aspects of soil characteristics, subgrade hazards, stability, and reinforcement were examined in the CNKI report. However, the WOS research was concerned with both catastrophe forecasting and long-term stability. Studies using CNKI often centre on the use of dynamic compaction, CFG piles, and geogrids for the purpose of subgrade optimization and reinforcing. Conversely, geo-

synthetics are often the subject of investigation in WOS research. When comparing the WOS and the CNKI, there were significant discrepancies in the way that soil subgrade research trends evolved through time. Research in WOS has changed its attention from frozen soil and stage road engineering to soft soil subgrade concerns, numerical analytic tools, and strategies to better understand foundation performances and mitigate the consequences of parameter changes. The incorporation of a constitutive model and a numerical calculation approach has shown to be very beneficial when dealing with a specific subgrade soil. Construction duration, operational lifetime, and subgrade settlement estimates will all be derived using constitutive models in 2019. Increased use of constitutive models was seen between 2013 and 2016. They will be used in 2019 to track construction duration, operational duration, and subgrade movement. Recent initiatives have focused on the compression and deformation of lightweight foam soil, advances in construction technology, and the application of cutting-edge science and technology to subgrade construction [22].

Discussion

A lot of research has gone into making subgrade soil with special properties. Think about how the research on stress deformations and how to deal with soft soil settling is organised. Using data from the Wen-Fu Railway, the Hu-Bei Railway, and the Beijing-Shanghai Railway to figure out how to stop settling in soft soils in a separate room, only passengers can learn about how to control the population and help people get better[24], [26]. Accounted for and dealt with as a result of settling differences caused by subgrade widening in areas with a lot of soft soil, and some recommendations for differential settlement[23], [24].

With the help of Identifiers of Settled Areas and Municipal Road Widening, it is expected that the Qinghai-Tibet Railway's permafrost slopes will be reliable. A thermal slump stability and thawing frost flow model that takes into account the different ways of evaluating deformation and using technology to treat it. It led to the conclusion that the large amount of ice under the ground and the steep slope's subgrade were to blame [22].

The slope had to be taken care of. More research in this area has shown that a nearby railroad caused the roadbed to move and cause damage, such as cracks and other technical standards to seal the base of the bed completely. These standards were then used in other building areas to reduce the risk of these risks[27]. This was made up for by skewed growth. One model looked at how thermal and mechanical forces interact, and the other looked at how external forces affect structures below the ground. The building of three frost heave subgrade models to test their mechanical qualities and choose the model that can protect the subgrade the best from frost heave. Gravel subbase on frozen ground, collecting data, and analysing mechanical properties to see if the model is correct. The ISS mixed red clay with a chemical that hardens soil [25].

They tried it out and found that it made the colour red stand out more. Because clay is used, there are worries about how the subgrade will grow and shrink. Two broad mathematical models were used to study the soil's tendency to arch, which is common in soft structures with geosynthetic foundations. Stone pillars are present. The root causes of soil arches were looked into using a mathematical model, unreinforced embankment soil, and a spring-damper mechanism. The results showed that the height of the slope, the amount of soft soil, and the number of trees all made a big difference[28]. Consolidation, the hardness of the materials used to build the stone columns, the use of geosynthetic reinforcement, and the general condition of the soil are all things to think about. Even when the soil was wet, a new way was found to figure out how much weight a building can hold and how much it will settle based on the properties of the soil. Using data about surface tension, a deal was made[29].

Using finite element analysis, the settlement was looked at the plan, the model of elastic plasticity, and the results of comparing the two methods show that the suggested strategy can accurately and quickly predict what will happen in the future. Settlements and how much weight the foundation can hold are important. The density, porosity, compressive, and flexural strengths of foam concrete were looked at to see if it could be used as a base for pavement projects. When the amount of water in the soil changes, the soil moves[30], [31].

The unique soil subgrade research results from 2005 to 2019 were found by searching the WOS core collection and the CNKI databases. After importing the recognised articles, the application Cite Space Visualization was used to make knowledge maps. This led to the following conclusions about how research has changed over time. Before 2009, about fifty papers had been written about the strange soil subgrade of the WOS. This shows that there wasn't much interest in the topic. All of this changed in 2010, and by 2019, there will have been more than 500 books[21], [24], [32].

Still, the CNKI special soil subgrade research profile can be split into two parts: an expansionary age from 2005 to 2009 and a contractionary age from 2010 to 2019. Even though the evolution patterns of the different soil subgrade studies were looked at, the WOS and CNKI were very different. If we want to make progress in this field, engineers should put more effort into improving the different subgrade soil systems around the world. China also needs to make more technological and application advances in order to help this sector grow[8].

CONCLUSION

Fundamental Finding : Geo-synthetically reinforced soil is stronger and lasts longer than soil that hasn't been reinforced. The results show that using geo-grids to strengthen soil makes it much stronger. The results showed that the bearing capacity increased steadily with the number of geosynthetic layers and was different for each type of geosynthetic material. Geogrid is the only geosynthetic material that has better CBR properties than the other two. **Implication :** It has worked very well to stabilise sub-

grade. It makes maintenance easier, stops corrosion, and makes the road surface last longer. Geo-grids could be used to improve road construction on materials that aren't up to par. The total cost of the project went down by 6.38 percent because geogrid was used to strengthen the subgrade. **Limitation :** Some geosynthetic coastal structures have gotten better at what they do and how they work, but others still don't have well-structured design formulas and criteria based on solid scientific evidence. Quantitative study of data from the WOS and CNKI databases revealed a low co-occurrence network density, indicating a lack of active scientific interaction across institutions. **Future Research :** This means that more research needs to be done on how well these geosynthetic coastal structures handle water, how stable they are, and why they fail. If we want to make progress in this field, engineers should put more effort into improving the different subgrade soil systems around the world. China also needs to make more technological and application advances in order to help this sector grow.

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***Ali A. Al-Zubaidi (Corresponding Author)**
University of Mosul, Iraq
Email: ali.ameer86@uomosul.edu.iq

Rand Otbah Farqad
University of Mosul, Iraq
Email: rand.o.farqad@uomosul.edu.iq