SGI TESTING SERVICES

A GEORGIA LIMITED LIABILITY COMPANY

8 July 2010

Mr. Jose Urrutia
Closure Turf, LLC
3005 Breckinridge Blvd., Suite 240
Duluth, Georgia 3096

Subject: Evaluation of Drivability
Light Weight Construction Equipment on
Closure Turf™ System

Dear Mr. Urrutia,

DEFINITION OF CLOSURE TURF™ SYSTEM

As shown in Figure 1, the installed Closure Turf™ system from top to bottom consists of:

- A thin sand layer;
- Artificial grass with geotextile down;
- Agru 50-mil Super Gripnet with spike sides down; and
- Subgarde (foundation) soil.

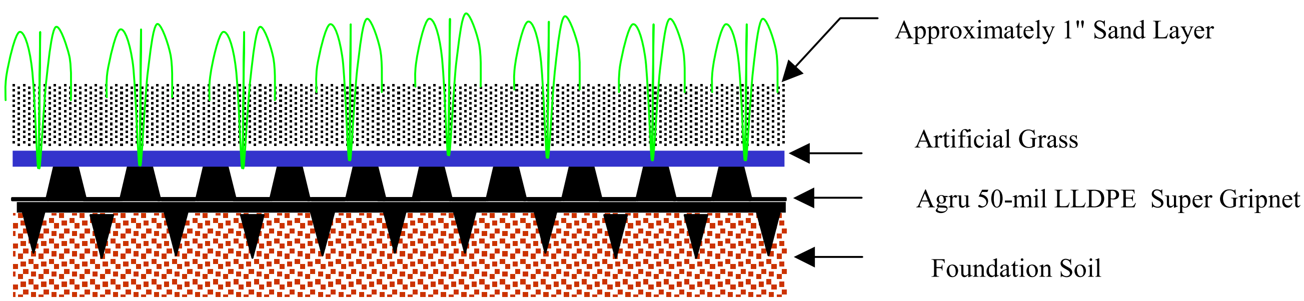

Figure 1. Cross-section of the Closure Turf system

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DEFINITION OF POST-CONSTRUCTION DRIVABILITY

Drivability of rubber-tired construction equipment (RTCE) on the Closure Turf™ system is a rather broad subject including: (i) stability - potential sliding (shear failure) within the Turf Closure system; (ii) bearing capacity of the subgrade soil; (iii) localized settlement after construction due to waste decomposing and compression under gravity force; and (iv) rut depth. The purpose of this report is to evaluate the stability within the Turf Closure system and bearing capacity of the subgrade soil.

STABILITY

As shown in Figure 2, when a RTCE moves at a constant speed on the Closure Turf system, its gravity load is transferred to the Closure Turf system through the tire-soil contact.

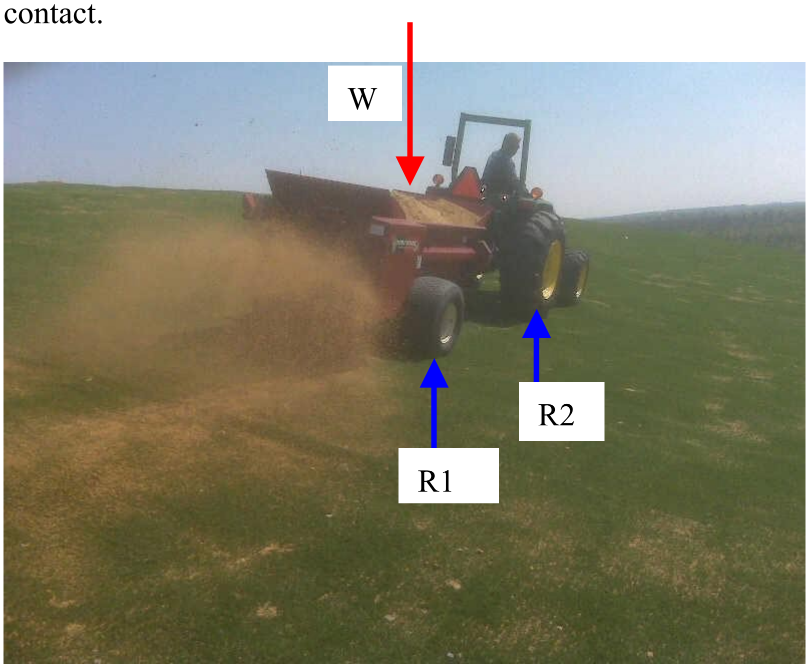


Figure 2. Rubber-tired construction equipment on the Closure Turf system.

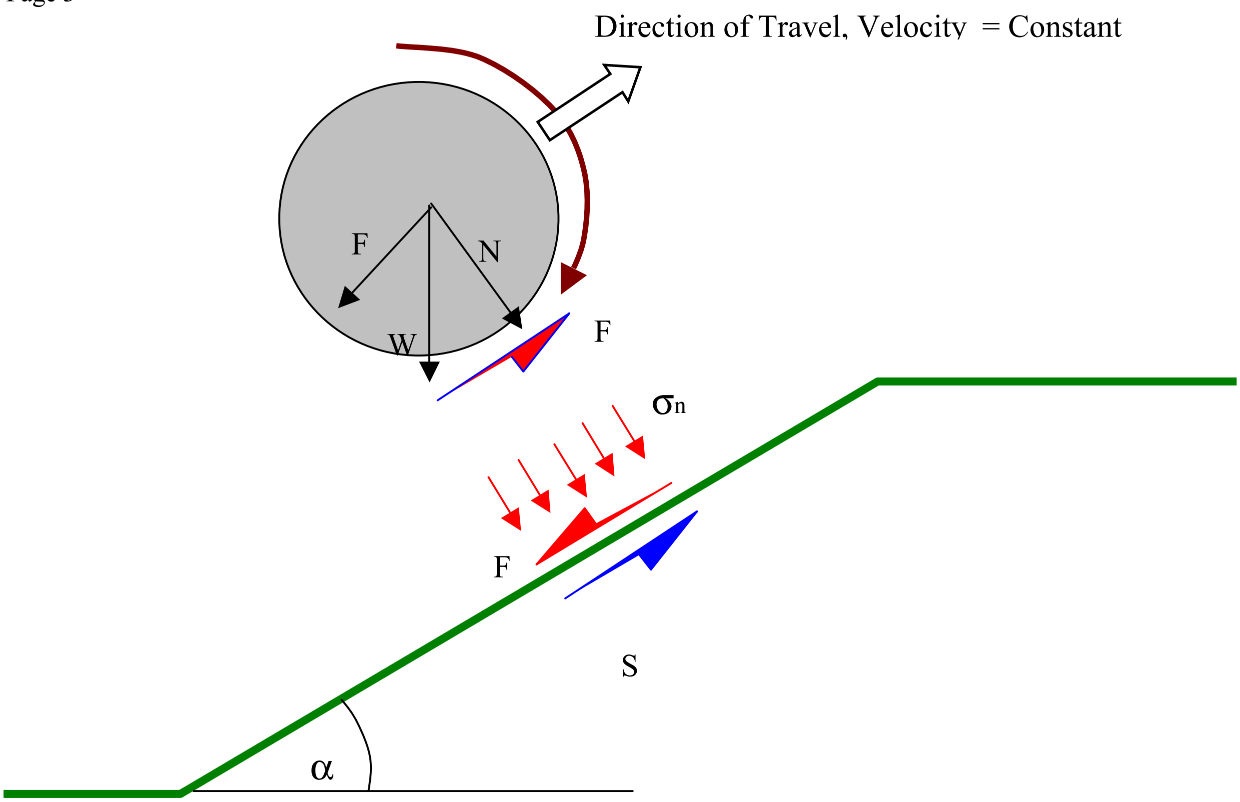


Figure 3. Tire-soil contact loading conditions on a slope. (NOTE: not to scale).

Assuming the gravity force of RTCE is evenly distributed to four tires, the contact normal stress at the tire-sand contact area as shown in Figure 3 can be estimated by the following equation:

$$\sigma_n = \frac{W \cos \alpha}{4A} \tag{1}$$

where:

α = the slope angle;

σ_n = contact normal stress between the tire and sand;

W = total gravity force of equipment; and

A = contact area between a tire and sand layer.

Assuming: (i) the tire-soil contact area is approximately equivalent to a 10 inch diameter circular area and (ii) the total weight of a RTCE is 8000 lbs, then the contact normal stress in the unit of psi is:

$$\sigma_n = \frac{8000\cos\alpha}{4(3.14)(5^2)} = 25.5\cos\alpha \tag{2}$$

Equation (2) is also applicable to a level surface by setting $\alpha = 0$. This gives the maximum contact normal stress of 25.5 psi. It is noted that the tire-sand contact normal stress over a 10-inch diameter area is much higher than the overburden pressure of 1 inch thick cover sand. Therefore, it is necessary to evaluate the stability of the Closure Turf system in the tire-sand contact area under the high normal stress conditions. The shear strength parameters for this localized stability analysis should be determined from the interface direct shear tests at high normal stresses (2000 to 5000 psf). Based on the test results in Attachment 1, the peak friction angle and adhesion of the sand/artificial grass/Agru 50-mil Super Gripnet LLDPE geomemebrane system is 34 degree and 39 psf, respectively for the normal stress range of 2000 to 5000 psf. Under the drained conditions (i.e., no pore pressure induced by RTCE), neglecting the adhesion for the conservative reason, the safety factor (FS) against the localized shear failure within the tire-soil contact area is:

$$FS = \frac{A\sigma_n \tan\delta}{0.25(W)\sin\alpha} \tag{3}$$

where:

α = the slope angle;

σ_n = contact normal stress between the tire and sand;

δ = the peak friction angle of the Closure Turf system;

W = total gravity force of equipment; and

A = contact area between a tire and sand layer.

Substituting Equation (1) into (3), Equation (3) is reduced to:

$$FS = \frac{\tan \delta}{\tan \alpha} \tag{4}$$

For the given Closure Turf system, the peak friction angle is constant. It is obvious that FS decreases with increasing the slope angle. Based on the information provided by Closure Turf LLC, the maximum allowable slope angle is 18 degree (3:1 slope).

At $\alpha = 18.4$ degree,

$$FS = \frac{\tan 34}{\tan 18} = 2.0 \tag{5}$$

This indicates that there is sufficient shear resistance in the Closure Turf system against the localized shear failure within the tire-soil area. It is not expected the localized internal shear failure to occur within the tire-soil contact area of Closure Turf system when it subjected to the gravity force from a typical lightweight RTCE traveling at a constant velocity.

BEARING CAPACITY

For a given RTCE, W and A are constant, therefore the maximum contact normal stress occurs when the RTCE travels on the level surface (Equation 1). The contact normal stress is transferred to the subgade soil as shown in Figure 4.

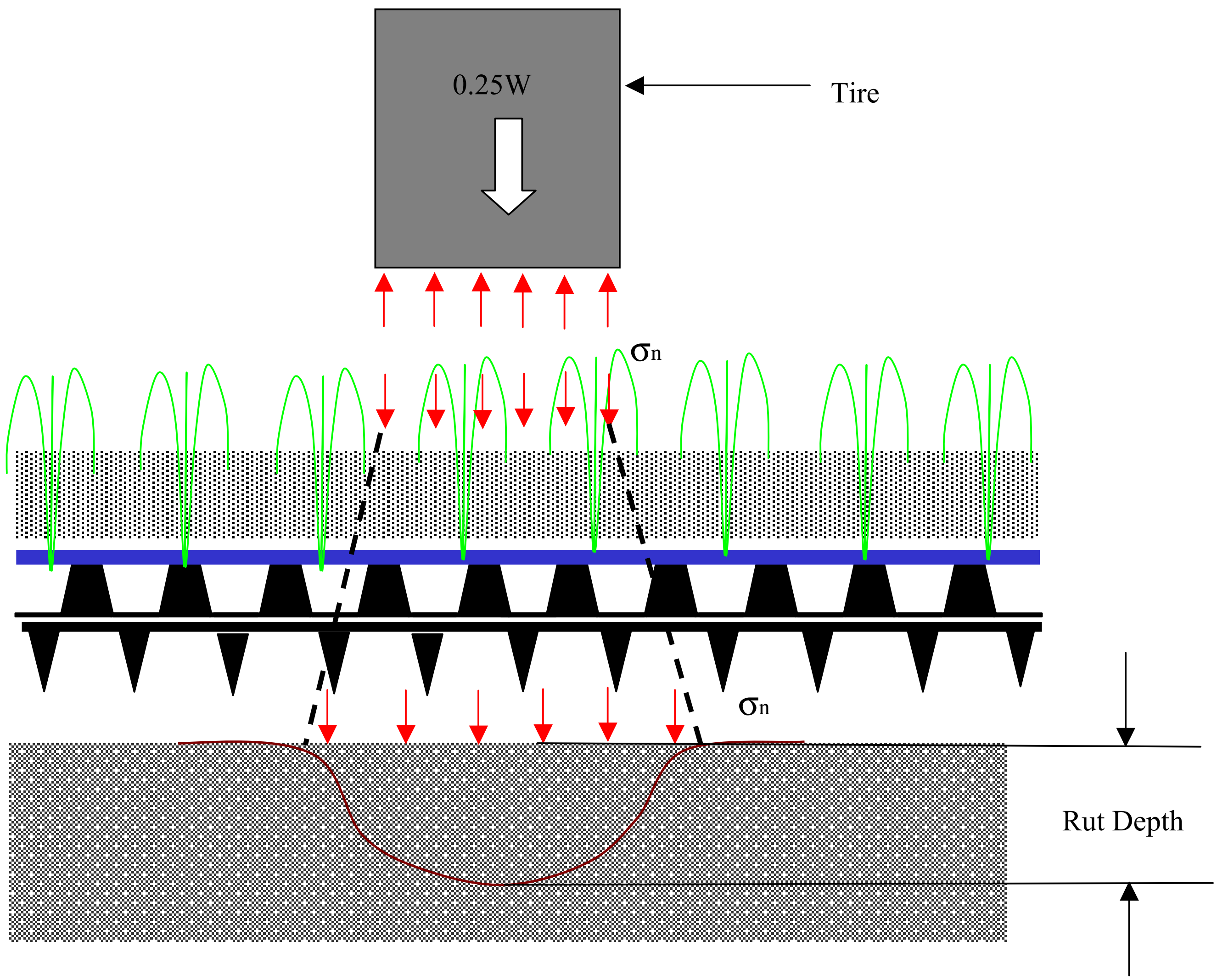


Figure 4. Normal stress acting on top of the subgrade (foundation) soil

Based on soil mechanics, the contact load (0.25W) distributes to a larger area as depth increases (depth starting from the top surface of the cover sand). However, due to the fact that the cover sand layer is only 1 inch thick, and the artificial grass and geomembrane are flexible, the load spreading angle (factor) is insignificant. The normal stress transferred to the top of subgrade soil is considered the same as the tire-sand contact stress for the conservative reason.

As shown previously (Equation 2), assuming (i) the tire-soil contact area is approximately a 10 inch diameter circular area and (ii) the total weight of a RTCE is 8000 lbs, then the maximum contact normal stress is:

$$\sigma_n = \frac{8000 \cos\alpha}{4(3.14)(5^2)} = 25.5\, psi \qquad (6)$$

Under the action of tire-sand contact normal stress over the contact area (10 in diameter), there are two major concerns:

- Excessive rut depth, which is not defined for the Closure Turf system at the present time. Generally speaking, the subgrade soil settles and rut forms when it is subjected a normal stress. As number of vehicle passes increases, the rut depth increases. Eventually the surface may reach such a condition that driving is difficult if the accumulated pass is larger than some critical number. Therefore, for the given type of equipment (W and A are fixed), one way to reduce rut depth is to limit the number of passes. This may be achieved by not driving over the same area when a significant rut depth is already developed. The other way is to compact subgrade soil to high density to improve the stiffness for the subgrade soil.

- Bearing capacity failure because the contact normal stress is greater than the bearing capacity of the subgrade soil.

In the case of soft subgrade soil (worst case), the bearing capacity is estimated by the following equation:

$$q_u = c_u N_C \qquad (7)$$

where:

c_u = undrained shear strength of soft subgrade soil

N_c = bearing capacity factor (6.2 for a circular loading area)

$$q_u = 6.2c_u \tag{8}$$

For the soft subgrade soil, the safety factor against bearing capacity failure is:

$$FS = \frac{6.2c_u}{\sigma_n} \tag{9}$$

Typically, the acceptable bearing capacity safety factor is 2.0. The required undrained shear strength for the subgrade soil is,

$$c_u \geq \frac{2(25.5)}{6.2} = 8.2\,psi \tag{10}$$

The value of c_u can be estimated from the widely used CBR value for soft subgrade soil with CBR < 5 using the following equation (Giroud and Noiray 1981):

$$c_u = 4.3CBR \tag{11}$$

Substituting Equation 11 into 10 gives the following equation:

$$CBR \geq 1.9 \tag{12}$$

Therefore, under the action of the gravity force from a typical RTCE (W = 8000 lbs, A = 79 square inch), the required minimum CBR value for the subgrade is 2. In reality, a well-compacted subgarde soil for the Closure Turf system should have a CBR value significantly higher than 2. It is expected that a well-compacted subgarde soil layer (SM or SC, typically used as subgarde soil for the landfill cover system) should have sufficient bearing capacity to support the lightweight RTCE.

CLOSURE

SGI appreciates the opportunity to provide technical services to Closure Turf, LLC. Should you have any questions regarding the attached document(s), or if you require additional information, please do not hesitate to contact the undersigned.

Sincerely,

Zehong Yuan, Ph.D., P.E.
Laboratory Manager

REFERENCES

Giroud, J.P., and Noiray, L. (1981) "Geotextile-reinforced unpaved road design." Journal of Geotechnical Engineering 107(9), 1233-1254.

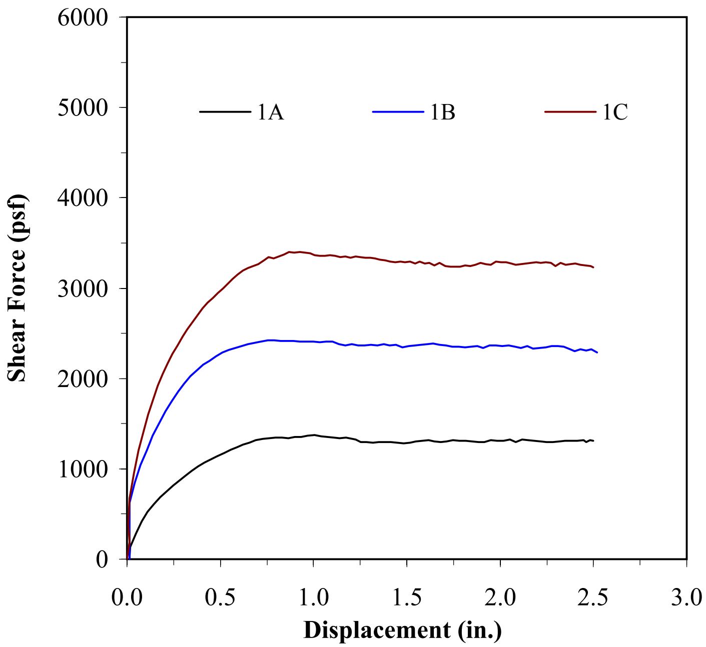
NOTES:
(1) Unless otherwise noted in the test results the sample(s)/specimen(s) were prepared in accordance with the applicable test standards or generally accepted sampling procedures.
(2) Contaminated/chemical samples and all related laboratory generated waste (i.e., test liquids, PPE, absorbents, etc.) will be returned to the client or designated representative(s), at the client's cost, within 60 days following the completion of the testing program, unless special arrangements for proper disposal are made with SGI.
(3) Materials that are not contaminated will be discarded after test specimens and archived specimens are obtained. Archived specimens will be discarded 30 days after the completion of the testing program, unless long-term storage arrangements are specifically made with SGI.
(4) The reported results apply only to the materials and test conditions used in the laboratory testing program. The results do not necessarily apply to other materials or test conditions. The test results should not be used in engineering analysis unless the test conditions model the anticipated field conditions. The testing was performed in accordance with general engineering testing standards and requirements. The reported results are submitted for the exclusive use of the client to whom they are addressed.

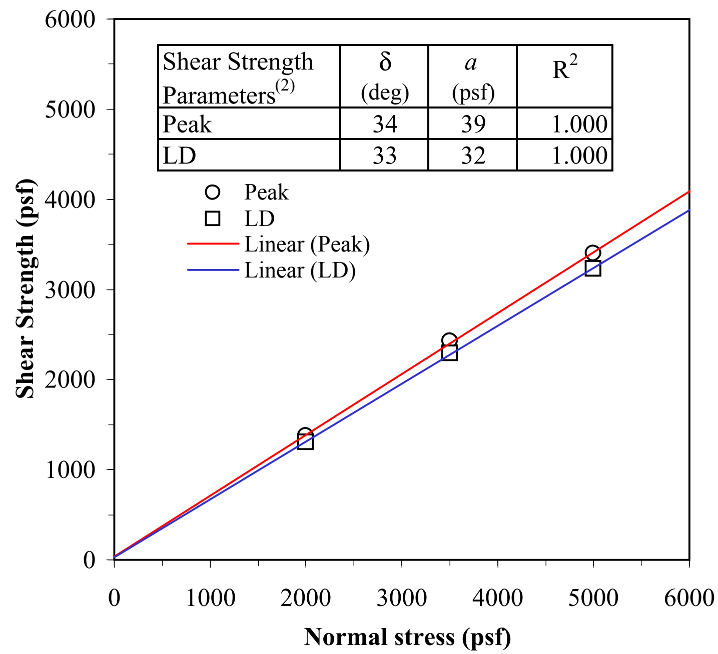
ATTACHMENT 1

INTERFACE DIRECT SHEAR TEST RESULTS

CLOSURETURF LLC -LANDFILL COVER SYSTEM
INTERFACE DIRECT SHEAR TESTING (ASTM D 5321)

Upper Shear Box: Concrete sand nominally compacted
Artificial grass with grass side (green yarns) up/
Agru 50 mil LLDPE Super Gripnet geomembrane with studs side up/
Lower Shear Box: Concrete sand





Test No.	Shear Box Size (in. x in.)	Normal Stress (psf)	Shear Rate (in./min)	Soaking		Consolidation		Lower Soil			Upper Soil			GCL		Shear Strengths		Failure Mode
				Stress (psf)	Time (hour)	Stress (psf)	Time (hour)	γ_d (pcf)	ω_i (%)	ω_f (%)	γ_d (pcf)	ω_i (%)	ω_f (%)	ω_i (%)	ω_f (%)	τ_P (psf)	τ_{LD} (psf)	
1A	12 x 12	2000	0.04	10	24	-	-	-	-	-	-	-	-	-	-	1376	1308	(1)
1B	12 x 12	3500	0.04	20	24	-	-	-	-	-	-	-	-	-	-	2425	2291	(1)
1C	12 x 12	5000	0.04	50	24	-	-	-	-	-	-	-	-	-	-	3400	3233	(1)

NOTES:
(1) Sliding (i.e., shear failure) occurred at the interface between the cover (upper) sand and artificial grass.
(2) The reported total-stress parameters of friction angle and adhesion were determined from a best-fit line drawn through the test data. Caution should be exercised in using these strength parameters for applications involving normal stresses outside the range of the stresses covered by the test series. The large-displacement (LD) shear strength was calculated using the shear force measured at the end of the test.

DATE OF TEST:	6/21/2010
FIGURE NO.	C-1
PROJECT NO.	SGI10007
DOCUMENT NO.	
FILE NO.	

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