THE EXPERTS IN ROAD RECYCLING

THE RECYCLING OF ROAD PAVEMENTS IS NOW THE VALUED REHABILITATION PROCESS OF CHOICE FOR ASSET MANAGERS FROM NATIONAL HIGHWAYS TO URBAN ROAD NETWORKS.

With the expert design advice, value for money and quality controlled stabilising solutions that SPA offer, the question now is not “should we consider stabilising this road section?” rather “why aren’t we stabilising more?”.

Whatever the application Stabilisation saves you money, saves on raw materials and reduces the impact on the environment!

Let’s challenge existing practice as we work together towards a sustainable future.

Please contact your local SPA Regional Manager to discuss your Road Recycling and Stabilisation options.
**PAVEMENT STABILISATION**

- Massive strength increases in sub-grade soils (typically 5-10 fold increases in CBR)! 
- Reduce your overlying pavement thickness by up to a half! 
- Long term solution...puts the problem to bed for good!

**MODIFY EXISTING GRAVELS TO BE OF SUPERIOR STRENGTH THAN AN IMPORTED MATERIAL!**

- More cost effective than other treatments with savings of 60%. 
- Quick construction process!

**TYPICAL STABILISING SOLUTIONS**

1. **Single layer pavement re-shape and strengthen (modified pavement)**
   - Before: UCS < 0.5
   - After: 1.1 < UCS < 2.0
   - Depth of Treatment: Typically 200-300mm

2. **Incorporation of subgrade (up to 50% of pavement depths)**
   - Before: UCS < 0.5
   - After: UCS increased to bound (UCS > 3) or re-cast (1.1 < UCS < 2)

3. **Single layer pavement reshape and strengthen (bound pavement)**
   - Before: UCS < 0.5
   - After: 3.0 < UCS < 6
   - Depth of Treatment: Typically 350-400mm

4. **Two layer stabilisation (subgrade and basecourse)**
   - Stabilisation removes/deck cast top Pavement layer and stabilise subgrade
   - Before: Low strength subgrade (CBR<3)
   - After: 1 < UCS < 2

**SUB-GRADE STABILISATION**

- Reduce your overlying pavement thickness by up to a half! 
- Long term solution...puts the problem to bed for good!

**FULL SERVICE ROAD REHABILITATION**

**SPA OFFER TO ASSIST WITH:**

- Investigation and material testing advice 
- Design advice 
- Budgeting advice for cost comparison

**PRE-CONSTRUCTION:**

- Site visit and assessment with our Qualified Engineers 
- Assistance with design (including setting up and organising appropriate testing regime and post testing design advice) 
- Identification and adjustments of utilities (as required) 
- Project Management Plans 
- Community consultation and impact assessment

**ALL CONSTRUCTION WORKS (INCLUDING):**

- Additional civil works as required: 
  - Earthwork/Widening 
  - Gravel overlays 
  - Drainage works 
  - Traffic Control 
  - Pavement stabilisation, compact and trim 
  - Sealing 
  - Line marking 
- Quality assurance of works including testing and provision of Quality Records to Client

**TYPICAL STABILISING SOLUTIONS**

- Single layer pavement re-shape and strengthen (modified pavement)
- Incorporation of subgrade (up to 50% of pavement depths)
- Single layer pavement reshape and strengthen (bound pavement)
- Two layer stabilisation (subgrade and basecourse)
**PAVEMENT STABILISATION**

- Massive strength increases in sub-grade soils (typically 5-10 fold increases in CBR)!
- Modify existing gravels to be of superior strength than an imported material!
- More cost effective than other treatments with savings of 60%.
- Quick construction process!

**SUB-GRADE STABILISATION**

- Reduce your overlying pavement thicknesses by up to a half!
- Long term solution...puts the problem to bed for good!

**TYPICAL STABILISING SOLUTIONS**

1. **Single layer pavement re-shape and strengthen** (modified pavement)
   - BEFORE: UCS < 0.5
   - AFTER: 1 < UCS < 2
   - Depth of Treatment: Typically 200-300mm
   - Mid strength subgrade

2. **Single layer pavement reshape and strengthen** (bound pavement)
   - BEFORE: UCS < 0.5
   - AFTER: 3 < UCS < 6
   - Depth of Treatment: Typically 350-400mm
   - Low strength subgrade

3. **Incorporation of subgrade** (up to 30% of pavement depths)
   - BEFORE: UCS < 0.5
   - AFTER: UCS increased to bound (1.1 < UCS < 6)
   - Depth of Treatment: 150-300mm
   - Low strength subgrade

4. **Two layer stabilisation** (subgrade and basecourse)
   - BEFORE: UCS < 0.5
   - AFTER: UCS < 2
   - Stabilisation removal/cast top
   - Pavement layer and stabilise subgrade
   - Low strength subgrade (CBR<3)
   - Low strength subgrade (CBR<10)
   - Depth of Treatment: Typically 200-300mm

**PRE CONSTRUCTION**

SPA OFFER TO ASSIST WITH:

- Investigation and material testing advice
- Design advice
- Budgeting advice for cost comparison

**FULL SERVICE ROAD REHABILITATION**

SPA OFFER THE FOLLOWING QUALITY CONTROLLED TURN-KEY APPROACH:

**PRE-CONSTRUCTION:**

- Site visit and assessment with our Qualified Engineers
- Assistance with design (including setting up and organising appropriate testing regime and post testing design advice)
- Identification and adjustments of utilities (as required)
- Project Management Plans
- Community consultation and impact assessment

**ALL CONSTRUCTION WORKS (INCLUDING):**

- Additional civil works as required:
  - Earthwork/Widening
  - Gravel overlays
  - Drainage works
- Traffic Control
- Pavement stabilisation, compact and trim
- Sealing
- Line marking
- Quality assurance of works including testing and provision of Quality Records to Client
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www.stabilisedpavements.com