



BASE STABILISATION

Rehabilitate your road base with base (or soil) stabilisation technology, where the existing subgrade of the pavement structure can be enhanced to increase bearing capacity and resistance to frost-heave movements and eliminating the need to excavate and dispose materials during road rehabilitation operations.

ATTRIBUTES

- Reduces base layer thickness by increasing the structural integrity of the base
- Can reduce base layer and/or concrete or asphalt surface thickness
- Enhances existing aggregate properties
- Reduces trucking

COMMON COMBINATIONS

- Base Stabilisation + Single or Double Chip Seal
- Base Stabilisation + Micro or Slurry Surfacing
- Base Stabilisation + Asphalt Surface
- Base Stabilisation + Cold Mix Asphalt Surface
- Base Stabilisation + Concrete Surface

-  20-40% cost savings compared to removal and replacement
-  Reduction in trucking of material
-  100% reuse of subgrade materials for in-place projects
-  Same-day return to light traffic for some processes
-  Up to 25 years of life extension. The limiting factor for service life of soil modified/stabilized pavements is typically the service life of the surface course and not the modified/stabilized mixture itself
-  Structural Layer (a) Coefficients of soil stabilized layers depends on the stabilizing agent used and vary from 0.08-0.15

ISSUES ADDRESSED

- Limited availability of quality aggregates
- Expensive aggregate costs
- Inadequate structural integrity
- When performed in-place can address the same issues as FDR
- Existing pavement failures due to weak unstable subgrades
- Weak or unstable subgrades for new construction
- Unsuitable subgrades due to high shrink/swell potential
- Unstable subgrades due to excessive moisture



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