

RoadPackerGroup

Ionic Soil Stabilisation



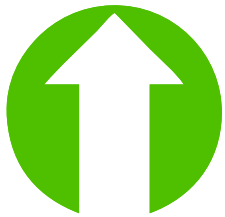
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RoadPacker Plus™ Ionic Soil Stabiliser

RoadPacker Plus™ when applied correctly to a dirt or gravel road, near eliminates costly maintenance, whilst improving pavement life and durability. Its use as a surface stabiliser is ideal for rural communities and back roads whilst its use as a sub-grade stabiliser proportions huge cost savings in paved road construction. RoadPacker Plus is currently being used in applications that range from the stabilisation and waterproofing of irrigation canals in China to the paving of access roads and machinery pads for Imperial Oil in Northern Alberta (Canada).



Increases

C.B.R
Compaction
Strength

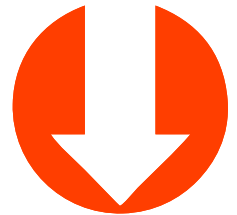
Density
Pavement Life
Durability



Decreases

P.I's
Moisture Content
Abrasion Loss
Maintenance

Dust
Shrinkage
Swell



Whilst being environmentally friendly, RoadPacker Plus through ionic exchange, transforms soft water logged soils into a firm, waterproof and durable load bearing surface that can either be used directly for traffic or may be paved to carry anything from cars and motorcycles to articulated logging trucks.

In the photo to the right you can see a Super B logging truck driving along a stretch a road less than half an hour after treatment with RoadPacker Plus, these trucks continued along the road at a rate of 19 trucks an hour for most of the day without damaging the road. In another example you can see 50 tonne belly dump trucks crossing a pad of treated soil without making so much as a small indent in the road, this action is a result of the highly compacted soil, made possible by the total exclusion of all the water molecules from the soil by RoadPacker Plus. The effect is permanent and requires little or no maintenance. Any potholes or other irregularities are easily repaired by the scarification of the problem areas and the reapplication of a small amount of the chemical to stabilise the imported soil.



In this picture (below) you can see how easily a small section of damaged road is repaired, the surface is scarified, a small amount a chemical is applied and then the repaired area is compacted. The repaired area quickly adheres to the previously treated road and becomes indistinguishable leaving again a smooth running surface.



The road is scarified to break the soil into lumps small enough to be further broken down by harrows.

Following the scarification RoadPacker Plus is then applied to the soil. The most efficient method of doing this is by spraying a diluted mixture directly onto the soil.



After treatment the chemical is mixed into the soil thoroughly by using disc harrows towed behind a tractor.



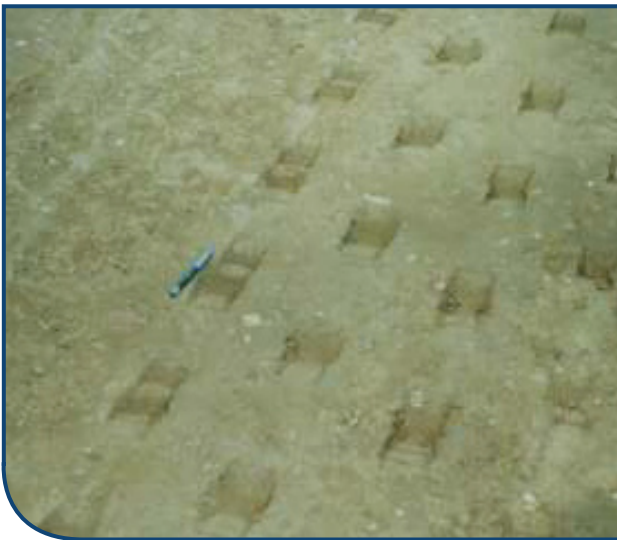
Upon completion of the mixing, compaction begins. The initial compaction is usually carried out with a pads-foot vibratory compactor.



The surface can now be left as is, giving a durable, low maintenance, cost efficient running surface or it may be covered with an asphalt covering. As seen here being applied in China and in Bonnyville, Alberta. Either a hot asphalt or a cold mix may be applied, according to the specification and application of the job.



This, as you can see (below) gives very thorough compaction, leaving the surface very hard and completely waterproof. The surface can now be smoothed using rubber wheeled rollers.



These pictures depict a finished road after “cold mix” has been applied. However the road does not need to be sealed, RoadPacker Plus treated roads offer excellent driving surfaces even when unsealed.

