



**STABILISED
PAVEMENTS
OF AUSTRALIA**
PTY LTD

“LIME STABILISATION OF UNSEALED ROADS”

Unsealed road pavements provide quite a different challenge to the road manager to sealed roads. With hundreds or even thousands of kilometres of unsealed roads within each of Australia's rural municipalities, maintenance can be a time consuming and costly exercise.

In situ Stabilisation can be a very effective and efficient part of the solution to the maintenance problems presented by unsealed roads. The modification improvement and strength gain to existing pavement materials from this process means that it can provide a reduction in the level of maintenance required and even result in a more cost effective alternative to expensive gravel overlays.



“Following stabilisation, the Lime binder significantly reduces the loss of surface material and strengthens the pavement, retaining shape and ride quality improvements and reducing maintenance requirements.”



→ ADVANTAGES OF THIS PROCESS ARE:

The benefits to road managers of using lime stabilisation on unsealed roads as opposed to re-sheeting with granular material include:

- **Saving on natural resources by re-using the existing materials.** By increasing the strength of the pavement due to the use of a binder, the life of the pavement is increased resulting in a reduction in the need for maintenance grading. If, after a time pot holing occurs, the affected area can be tyned, shaped and recompactd, achieving some “re-activation” of the binder.
- **Reduction in dust and lost granular pavement material,** due to the presence of the binder resulting in a major decrease of ‘blow away’ of the pavement.
- **Decrease in construction traffic** due to the elimination of the use of tip trucks needed for carting gravel.
- **High production rates,** with up to 10,000m² able to be completed in a day. This equates to two kilometres per day of a typical five metre width pavement.
- **Future upgrading options.** If the road is to be upgraded and sealed at a later date, the stabilised pavement makes a suitable sub-base for an overlay, decreasing the thickness of the overlay required. In many cases, it can even be regarded as a suitable base and be sealed directly.

“Lime stabilised unsealed road pavement after 6 months.”



Before



After



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