SOIL STABILISATION & PAVEMENTS
INTRODUCTION: SOIL STABILISATION & PAVEMENTS

For nearly 140 years Maccaferri has been developing innovative, sustainable engineering solutions. Our teams are on hand to offer full technical support including analysis and design, product selection and installation supervision.

To assist in the design process, Maccaferri has developed a sophisticated software package, MacREAD. The software enables the design and optimisation of the full road structure including both unbound and bound layers, in standard and improved conditions through the addition of geosynthetics within the various layers.

Whether constructing a gravel forestry track over soft soil or resurfacing a multi-lane highway, Maccaferri has the technical knowledge and wide product range to provide solutions for the rigorous demands of today’s roads. Resources are becoming scarce and pavement owners require a longer service life for less money. By reducing materials and whole-life costs, Maccaferri’s leading range of pavement and ground stabilisation products can help achieve these goals.

Because every project is different, Maccaferri offers the widest range of products for asphalt and unbound layers, as well as drainage geocomposites to remove water from the pavement structure.
“Reinforcement can produce a threefold increase in the service life of pavements by reducing fatigue.”
Reinforcement can produce a threefold increase in the service life of pavements by reducing fatigue, reflective, thermal and settlement cracking. Stress concentrations in the asphalt matrix are relieved and redistributed by the reinforcement.

This results in:
- Delayed initiation of cracks
- Slower crack growth
- Narrower crack width
- Wider spacing between cracks
- Deviation of cracks

Reinforcement also provides lateral restraint within the asphalt, which improves resistance to rutting and shoving.

With steel Road Mesh®, fibreglass or polyester geogrids MacGrid® AR and stress-relieving geotextiles MacTex® AR, Maccaferri provides a complete range of asphalt interlayer reinforcement solutions.
TYPICAL APPLICATIONS

Typical applications that benefit from the inclusion of asphalt reinforcement are: runways, highways, road widening, ports and wharves, uphill running lanes, junctions, industrial areas, mining, heavy vehicle turning-areas, bus lanes, trench reinstatement, overlaying concrete pavements, material handling and parking areas.

Key problems:
- Reflective cracking & thermal cracking
- Fatigue/“Crocodile” cracking
- Rutting and shoving
- Haunching failure
- High-axle loads
- Construction on weak sub-grades or peat soils
- Differential settlement
- Reduced construction layer thickness
Reinforcement placed within an unbound granular layer can reduce the layer thickness required by a third. Two mechanisms work to increase the elastic modulus and bearing capacity, resulting in improved resistance to deformation and rutting:

- Confinement mechanism minimising soil particle movement
- Tensioned membrane effect

Maccaferri’s woven geogrids MacGrid® WG and extruded polymer grids MacGrid® EG, provide a complete solution to reinforcement and stabilisation of the unbound layers and can be used in conjunction with MacTex® geotextiles and geocomposites to form a separation barrier to prevent interlayer contamination.

The woven polypropylene and high tenacity polyester geotextiles MacTex® W1, MacTex® W2 and MacTex® C2 geocomposite are used to provide cost-effective separation and reinforcement of unbound roads on soft ground.

Key problems:

- Bearing capacity failure
- Differential settlement
- Rutting
- Wet/saturated ground
- Construction layer thickness
- Weak subgrades

Typical applications that benefit from the inclusion of reinforcement are mines, quarries, working platforms, agricultural roads, military, landfills, forestry roads, construction sites, haul roads, port areas, wharves and parking areas.

Reducing the unbound layer thickness also reduces the carbon footprint of the solution; less quarried aggregates and less transport required.

Better resistance to rutting and deformation reduce maintenance on unbound roads; less downtime and more efficient operations.
Soft ground stabilisation

Access over wet/soft ground

Reduction of granular layer thickness
The pavement structure can be weakened by water within, beneath or adjacent to it. Maccaferri’s MacDrain® drainage geocomposites are used to control and rapidly remove this water, enhancing pavement performance.

Selection of an appropriate drainage geocomposite is dependent upon its intended location within the pavement, the materials it will be in contact with and the drainage capacity required. Performance requirements will be different for an unbound pavement in a monsoon region, to an asphalt pavement in an area susceptible to ground frost.

“MacDrain® geocomposites can be used in place of more traditional drainage with sand and gravel to provide economical, environmental and technical advantages.”
Traditional roadside trench drains can often be replaced with MacDrain® drainage geocomposites, reducing excavation, backfill material volume and cost when compared with alternative standard solutions. Additionally, by reducing the large volumes of quarried granular materials normally used in highway drainage, the speed of installation and the carbon footprint of the structure are also greatly improved.
Maccaferri offers a range of solutions to meet your pavement needs. Our products are CE marked and many have local conformance certification.

Please contact your nearest Maccaferri office for product selection advice, data sheets and project specific technical assistance. For global contact details, please visit [www.maccaferri.com](http://www.maccaferri.com)

<table>
<thead>
<tr>
<th>Product</th>
<th>Benefit</th>
<th>Grid size &amp; strength</th>
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<tbody>
<tr>
<td><strong>Asphalt layers</strong></td>
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<tr>
<td><strong>Road Mesh®</strong></td>
<td>Steel wire hexagonal mesh with transverse steel bars. Road Mesh® provides the highest level of protection against rutting, shoving, fatigue, thermal, reflection and settlement cracking.</td>
<td>80x100 mm Strength: 40 - 60kN/m</td>
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<tr>
<td><strong>MacGrid® AR</strong></td>
<td>Glass fibre or polyester woven geogrid with coating. With high tensile strength and high modulus of elasticity at low elongation, MacGrid® AR is a cost-effective solution for preventing cracks in the upper pavement layers.</td>
<td>12.5 mm or 40 mm Strength: 50 - 200kN/m</td>
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<tr>
<td><strong>MacGrid® AR G</strong></td>
<td>Glass fibre or polyester woven geogrid with coating and geotextile backing. MacGrid® AR G is impregnated with bitumen to provide crack prevention and efficient installation.</td>
<td>12.5 mm or 40 mm Strength: 50 - 200kN/m</td>
</tr>
<tr>
<td><strong>MacTex® AR</strong></td>
<td>Non-woven needle-punched polypropylene geotextile impregnated with bitumen to provide a waterproofing and stress relieving membrane.</td>
<td>Strength: 8kN/m</td>
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<tr>
<td><strong>Unbound layers</strong></td>
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<tr>
<td><strong>MacGrid® EG S</strong></td>
<td>Extruded polypropylene biaxial geogrids. MacGrid® EG controls deformation and rutting, enabling the thickness of granular layers to be reduced.</td>
<td>38 mm Strength: 15 - 40kN/m</td>
</tr>
<tr>
<td><strong>MacGrid® WG S</strong></td>
<td>Woven polyester geogrids with polymer coating. MacGrid® WG provides cost-effective, long-term control of deformation and rutting with soft subgrades or high axle loads.</td>
<td>20 - 35 mm Strength: 20 - 300kN/m</td>
</tr>
<tr>
<td><strong>MacTex® W1/W2</strong></td>
<td>Woven polypropylene (W1) and polyester geotextiles (W2) provide separation and reinforcement for construction on soft ground.</td>
<td>Strength: (W1): 20 - 110kN/m (W2): 40 - 880kN/m</td>
</tr>
<tr>
<td><strong>MacTex® N/H</strong></td>
<td>Non-woven needle-punched propylene geotextiles. MacTex® N/H are used to separate granular materials preventing interlayer contamination.</td>
<td>Strength: 6 - 35kN/m</td>
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<td><strong>Drainage</strong></td>
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<tr>
<td><strong>MacDrain®</strong></td>
<td>Drainage geocomposites with a polymeric drainage core and non-woven geotextile filter on one or both sides to stop the core clogging with soils.</td>
<td>Drainage core and textile performance selected to suit application.</td>
</tr>
</tbody>
</table>
A successful implementation starts with the clear identification and prioritisation of the problems to be addressed. Often, the optimum solution is found by combining different systems, each one delivering specific technical and cost benefits.

0 = In conjunction with other reinforcement products
* = MacGrid® ARG

<table>
<thead>
<tr>
<th>Problem</th>
<th>Solution</th>
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<tbody>
<tr>
<td></td>
<td>Asphalt</td>
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<tr>
<td></td>
<td>Road Mesh®</td>
</tr>
<tr>
<td>Reflective cracking</td>
<td>+++</td>
</tr>
<tr>
<td>Fatigue cracking</td>
<td>+++</td>
</tr>
<tr>
<td>Thermal cracking</td>
<td>+++</td>
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<tr>
<td>Rutting &amp; shoving</td>
<td>+++</td>
</tr>
<tr>
<td>Road widening</td>
<td>+++</td>
</tr>
<tr>
<td>Haunching failure</td>
<td>+++</td>
</tr>
<tr>
<td>Differential settlement</td>
<td>++</td>
</tr>
<tr>
<td>Overlay of concrete pavements</td>
<td>+++</td>
</tr>
<tr>
<td>Reducing layer thickness</td>
<td>++</td>
</tr>
<tr>
<td>Bearing capacity failure</td>
<td>++</td>
</tr>
<tr>
<td>Wet/saturated ground</td>
<td>++</td>
</tr>
<tr>
<td>High axle loads</td>
<td>+++</td>
</tr>
<tr>
<td>Asphalt layer “waterproofing”</td>
<td>+*</td>
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<tr>
<td>Stress relief</td>
<td>+++</td>
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Road Mesh® provides lateral restraint to the asphalt which improves resistance to rutting and shoving.
Maccaferri’s pavement products have been developed through an extensive programme of international research.

**Smart Road, Virginia Tech, USA:** Full-scale field trials showed Road Mesh® produced a 72% decrease in strain and a fatigue life improvement of up to 120%.

**Nottingham University, UK:** Beam bending tests showed Road Mesh® can reduce thermal cracking, extend the service life of asphalt overlay by three times and halve the depth of rutting.

**ISMES, Italy:** Cyclic loading showed Road Mesh® can extend the service life of asphalt pavements by three times.

**Bologna University, Italy:** Three Point Bending Test evaluation of a testing method for the laboratory characterisation of reinforced bituminous pavements.
Maccaferri uses state-of-the-art design software and innovative design approaches within the MacREAD software package, to optimise the reinforcement and the required thickness of the pavement layers.

As reinforced pavements require less maintenance, whole-life costs are lower:
- Reduced materials
- Reduced vehicle movements
- Reduced roadworks & traffic congestion
- Reduced carbon footprint

### Installation

<table>
<thead>
<tr>
<th>Product</th>
<th>Description</th>
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<tbody>
<tr>
<td>Road Mesh®</td>
<td>Can be laid on milled surfaces. Stretched, rolled, and secured with asphalt blinding or nails. Requires a minimum of 70 mm asphalt cover. Can be trafficked during installation by site vehicles.</td>
</tr>
<tr>
<td>MacGrid® AR/AR G MacTex® AR</td>
<td>Secured to smooth asphalt surfaces with bituminous bond coat or self-adhesive backing. Cannot be trafficked during installation. Requires 40 mm asphalt cover.</td>
</tr>
<tr>
<td>MacGrid® EG/WG MacTex® MacDrain®</td>
<td>Installed in the granular layers (geogrid), or on soft ground (geotextile).</td>
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### Recycling

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<tr>
<td>Mill down to 15 mm above the mesh. Locate mesh and pull out with hydraulic excavator. Recycle as galvanised wire.</td>
<td>Mill out and recycle with asphalt.</td>
</tr>
<tr>
<td>Mill out and recycle with asphalt.</td>
<td>Recycle as polyester/polypropylene.</td>
</tr>
</tbody>
</table>
A selection of world-wide projects featuring asphalt and unbound pavements.

Asphalt pavements and unbound pavements:

1. Road Mesh®: Major highway, China
2. MacGrid® AR: Urban highway, Mexico
3. MacGrid® AR: Highway, Nigeria
4. MacGrid® EG: Mine access, South Africa
5. MacGrid® AR: Airport runway, Mexico
6. MacGrid® WG: Working platform, UK
7. Road Mesh®: Interstate highway, Slovakia
8. MacGrid® WG: Industrial road, Brazil
“Because every project is different, we offer the widest range of products available for reinforcing asphalt and unbound layers.”
Maccaferri’s motto is ‘Engineering a Better Solution’; We do not merely supply products, but work in partnership with our clients, offering technical expertise to deliver versatile, cost effective and environmentally sound solutions. We aim to build mutually beneficial relationships with clients through the quality of our service and solutions.

OFFICINE MACCAFERRI GROUP PROFILE
Founded in 1879, Officine Maccaferri soon became a technical reference in the design and development of solutions for hydraulic works and retaining structures.

Since then, through technological innovation, geographical expansion and focussed diversification, Maccaferri now offers solutions at a global level for a wide range of civil, geotechnical and environmental engineering applications.

ORGANISATIONAL STRUCTURE
Officine Maccaferri is at the heart of the Maccaferri Industrial Group. Its continued growth is based upon long-held values of innovation, integrity, excellent service and respect for the environment.

Maccaferri’s vision is to become a leading international provider of advanced solutions to the civil engineering and construction market. With nearly 3000 employees, over 30 manufacturing facilities and local operations in 100 countries around the world, Maccaferri can truly claim to have a global presence with local focus.

MACCAFERRI APPLICATIONS
- Retaining Walls & Soil Reinforcement
- Hydraulic Works
- Rockfall Protection & Snow Barriers
- Erosion Control
- Soil Stabilisation & Pavements
- Basal Reinforcement
- Coastal Protection, Marine Structures & Pipeline Protection
- Environment, Dewatering & Landfills
- Drainage of Structures
- Tunneling
- Landscape & Architecture
- Concrete Flooring, Precast & Other Uses
- Fencing & Wire
- Aquaculture Nets/Cages
- Safety & Noise Barriers

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