

CASE STUDY

Project Name: CCYP Free Port of Monrovia, Liberia

Client: WV Zhenjiao CHICO Liberia

Site: 24,000m²

Resiblock Product: Resiblock '22 WB'

Date: March 2010



Problem:

Resident engineer Woo Zhenjaio, Monrovia Project team had experienced problems on other projects in conjuction with a high level of maintenance of CBP. Whilst the preferred wearing course concern was expressed with regard to jointing sand erosion and water infiltration coupled with the "pumping and sucking" action of vehicular movement on site ultimately resulting in de-stabilised paving.

Solution:

China Henan International Cooperation Group co., Ltd investigated possible solutions that were available both in the UK and worldwide, with Resiblock short listed and ultimately specified and subsequently installed. Resiblock Ltd were able to demonstrate their significant experience in stabilising small element heavy duty flexibly laid paver pavements with their expertise built upon the stabilisation of aircraft aprons. In addition they were able to demonstrate to the Port of Tyne the successful stabilisation of the paver pavement at the Port of Salalah, Oman totalling some 465,000m². As a one pack water based sand stabiliser Resiblock '22 WB' does not require any special labour in terms of application. Following application the jointing sand is stabilised, adheres to the vertical faces of the paving forming an elastomeric bond which enables energy to dissipate under heavy duty trafficking allowing for small elastic deflections. In addition it prevents the percolation of water via the joint to the sand laying course preventing the migration of the finer fines ensuring that an acceptable CBR level is maintained.

Benefits:

Resiblock '22 WB'

- One pack material
- Easy application
- Prevents sand erosion from paver joint
- · Prevents the ingress of water to sand laying course
- · Maintains structural stability under heavy duty trafficking
- Elastomeric bond works in tandem with paver system



