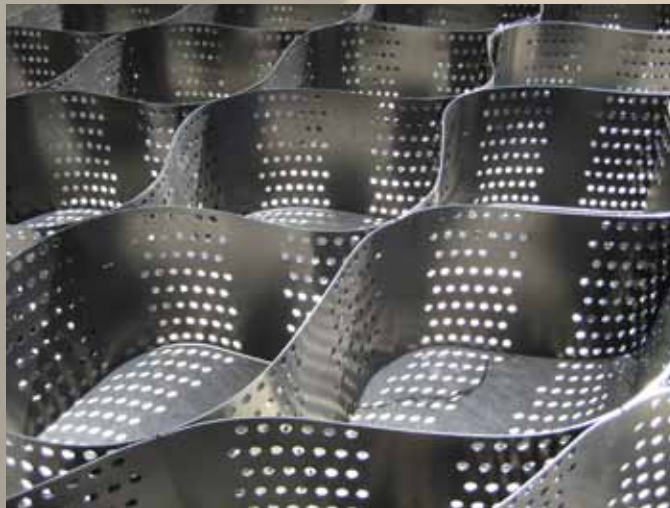


GEOCELLULAR SAND ROADS



GEOCELLULAR SAND ROADS

Designed to solve the problem of moving heavy equipment across non cohesive beach sand for military beach landing applications, the use of geocell technology has a history that dates back nearly thirty years as of 2009, when the US Army Corps of Engineers was originally given the task of efficiently solving this unique problem.

With its emphasis on road building, SSPCo was one of the early adapters of geocellular technology, helping to introduce and develop the marketplace for these systems beginning in the early 1980's. Following early demonstrations of efficacy for large-scale military uses such as beach landings, SSPCo was there to help develop a successful market for these versatile systems in other categories including steep slopes, channel linings and stacked retaining wall systems.

Large-scale private load support applications were rare, but the technology continued to improve both in terms of the products and accessories and the knowledge base that assures successful use. Early success stories include examples such as a civilian airstrip in Alaska and remote oilfield roads in jungle environments advanced the case for large scale load support uses further. The concept of large-scale sand or gravel roads proved to be economically attractive as private users pioneering roads in areas where access to quality aggregate supplies were distant or logistically difficult to access discovered the ability of cellular confinement to provide the answer they were looking for.



PLACEMENT OF A GEOCELLULAR CONFINEMENT SYSTEM



GEOCELLULAR CONFINEMENT SYSTEM IN USE



GEOCELLULAR CONFINEMENT SYSTEM IN USE



HAWAIIAN HIGHWAY BYPASS ROAD CONSTRUCTED WITH BEACH SAND AND GEOCELLULAR CONFINEMENT SYSTEM



GEOCELLULAR CONFINEMENT SYSTEM BEING PLACED



GEOCELLULAR CONFINEMENT SYSTEM BEING FILLED WITH SAND

Geocellular sand roads played an important role in Operation Desert Storm from 1990 to 1991 providing load support for military vehicles in those areas where the US military needed serviceable running surfaces for tanks and wheeled vehicles. The formula of using local sand infills to build long lasting roads with materials that would otherwise represent an impassible barrier brought the system the worldwide attention and recognition it needed in order for uses to grow in scope.

While load support applications have grown steadily subsequent to Operation Desert Storm in the category of support for railroad track applications and ongoing military use, a significant boost in oilfield use for oilfield roadways being built in Siberia created a period of time when supply shortages were being felt worldwide from 2006 to 2007.

In a sense, the petroleum industry has brought GEOCELLULAR SAND ROADS into large scale use and made the point that these systems are true contenders for road construction equally capable of answering the need to have systems that can be used to build roads efficiently in sand environments and with a wide range of granular infills and surfaces.



GEOCELLULAR CONFINEMENT SYSTEM AFTER PLACEMENT



GEOCELLULAR CONFINEMENT SYSTEM BEING FILLED WITH SAND



GEOCELLULAR CONFINEMENT SYSTEM IN USE BY HEAVY HAUL TRUCKS

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