

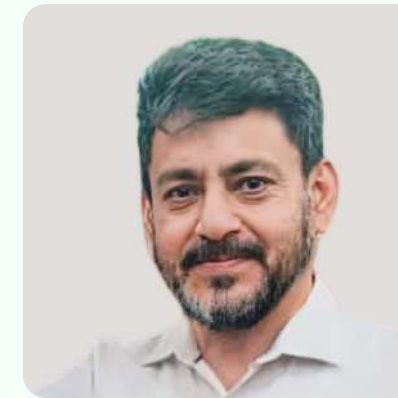


RoadstaB Technologies is a leading nationwide soil stabilization company with its Head Office in the **Russian Federation** and branch offices across Europe, CIS countries, and South-East Asia. RoadstaB brings together a team of technical experts and core engineers who share the same dedication, competence, and hardworking spirit as our clients.

With a strong presence in India for over **14 years**, RoadstaB Technologies has established itself as a pioneer in road stabilization solutions. The company was officially accredited by the **IRC Congress on 13 July 2013**.

RoadstaB specializes in providing end-to-end solutions — from sample collection and testing to design, consultation, and execution.

- **Sample Collection:** Materials are collected either from the borrow area or directly from the road to evaluate their suitability for road construction.
- **Testing:** RoadstaB operates a state-of-the-art laboratory equipped to assess all types of soil, asphalt, concrete, and related materials with advanced precision.
- **Designing:** Our team has strong expertise in pavement design, strictly following IRC codal provisions. With deep knowledge of the standards, our engineers deliver optimized and cost-effective designs for durable road construction.
- **Consultation & Execution:** Beyond supplying the RoadstaB compound, we provide complete engineering support — from consultation to on-site supervision. Our qualified engineers remain actively involved at construction sites to ensure quality, compliance, and effective execution of the project.



NIKHIL SHARMA

Technical Director

Nikhil Sharma is the Technical Director at Roadstab Construction LLP, bringing deep expertise in materials engineering and pavement design. His experience spans Russia and wide-ranging regions of India — from Kashmir to Kanyakumari and Maharashtra to Assam — giving him a nuanced understanding of diverse soils, climates, and topographies. Nikhil excels at evaluating varied site conditions, materials, and road classifications to deliver practical, optimized solutions — from high-speed expressways to local zila panchayats.

- **In-Depth Knowledge:** Expertise in soil composition, climate, and geographical diversity across India.
- **Tailored Solutions:** Customized approaches for specific regional requirements.
- **Optimal Performance:** Skilled in assessing and addressing diverse construction challenges.
- **Rich Experience:** Two decades of blending theoretical and practical knowledge.
- **Technological Expertise:** Proficient in utilizing advanced machinery for superior results.



SARIKA SALVE
Director

Ms. Sarika Salve leads RoadstaB Technologies with over two decades of proven experience in road infrastructure development and administration. She expertly manages complex projects from concept through commissioning, combining strategic vision with disciplined execution to deliver safe, durable, and socially beneficial roads. Under her leadership, the company has embraced advanced technologies and sustainable practices that improve efficiency, shorten timelines, and optimize resources. Renowned for strong administrative acumen and hands-on management, Ms. Salve builds high-performing teams, streamlines processes, and maintains rigorous quality and safety standards. Her commitment to innovation and pragmatic leadership positions RoadstaB as a frontrunner in modern road construction.

- **Extensive Experience:** Over two decades in road infrastructure development.
- **Project Management :** Expertise in overseeing complex projects from start to finish.
- **Innovative Leadership :** Skilled in assessing and addressing diverse construction challenges. Integrates cutting-edge technology with sustainable practices.
- **Strategic Thinking :** Combines efficiency with hands-on management.
- **Commitment to Excellence :** Drives initiatives that set new industry benchmarks.



ASHITOSH GARJE
General Manager (GM)

We are delighted to introduce Mr. Ashitosh Garje, our esteemed General Manager at Roadstab Technologies Pvt. Ltd. With his profound expertise and unwavering commitment, he has been instrumental in shaping our company's success.

he is the driving force behind Roadstab Technologies, bringing a wealth of experience, strategic vision, and a passion for excellence to the forefront. His exceptional leadership skills have charted our path to innovation and progress.

he believes in the power of collaboration and teamwork, inspiring an environment that fosters creativity and innovation. His inclusive approach has united our team in the pursuit of cutting-edge solutions to meet the evolving needs of our clients.

he envisions a future where Roadstab Technologies stands at the forefront of technological innovation. With his dynamic leadership, we are poised to continue revolutionizing the digital landscape and providing pioneering solutions to our clients.

He, is our General Manager, is a beacon of leadership, guiding Roadstab Technologies towards a future marked by innovation, collaboration, and an unwavering commitment to excellence.

At RoadstaB Technologies, our General Manager embodies the values of integrity, innovation, and inclusivity. Their commitment to fostering a diverse and collaborative workplace ensures that every team member contributes to the collective success of the organization. Together, under the guidance of our General Manager, RoadstaB Technologies continues to evolve, adapt, and thrive in an ever-changing technological landscape



About Us

We are Road Stabilization solution provider, having our Head office in the Russian Federation and branch offices in Europe, CIS countries, and South-East Asia. Our partners enlist reputed construction chemicals groups and highway construction companies.

Our group is specialized in providing innovative technologies solution in road construction. We optimize construction costs and construction time with 4 -5 times durable structures.

Our team's synthesis of the engineering disciplines of Civil and Chemical engineering, and coordination between these two schools and international practices taught us to work in different terrains, with different materials, machineries, and climates. With such working conditions, we gained experience practically to work in almost any climate and conditions. Our work in Arunachal Pradesh in -5°C , in high altitude area and in Haryana $+45^{\circ}\text{C}$ proves the aforementioned facts.

RoadstaB is a blend of innovations in the highway industry. We are committed to make road construction cost effective, less time consuming without compromising on quality, with enhancement of durability of roads. With our international presence and consistent research, we are able to introduce internationally tested, certified solutions for highways.

Our technologies are the need of an hour for Indian infrastructure. These forays are the cornerstone of any highway project in terms of cost, durability and time. As much as 60% of the performance of highway lies on the quality of these applications, which are redefined and optimized by our engineering team.

Solutions

Rigid Pavement

- Replacement of DLC Layer
- Replacement of GSB Layer
- Deduction in PQC Layer
- Usage of Local Materials

Flexible Pavement

- Replacement of WMM Layer
- Replacement of GSB Layer
- Deduction in asphalt layer
- Elimination of BC layer

Advantages

- Fast Curing
- Local Materials
- WMM Plant mixing
- FDR Mixing
- Savings in aggregate layer
- Fast Execution
- Substantial Savings

- Fast Curing
- Insitu Material Usage
- Monolithic Structure
- Enhanced Durability
- Fast Execution
- Savings in aggregate layer
- WMM Plant mixing
- FDR Mixing
- Fast Execution



RoadstaB - Soil Stabilizer



Roadstab is an innovative composite chemical compound, developed and produced in Russia. It is being transported by air in concentrated form.

- 1) Roadstab additive is an accredited material in Russia and in India by IRC.
- 2) This compound is to be mixed with cement and locally available material.
- 3) Mechanism of compound Roadstab
Compound in soil stabilisation is to act on soil molecules and other inert material to change their molecular composition and enhance their mechanical and physical properties to create a stable structure.
- 4) It is an eco-friendly material which helps in saving environment for the future generation.



ROADSTAB TECHNOLOGIES HAS WORKED IN THIS DISTRICT'S

UTTAR PRADESH

Azamgarh

Basti

Prayagraj

Farrukhabad

Unnao

Sant Kabir Nagar

Bulandshahr

Patna

Fatehpur

Gorakhpur

Kushinagar

Kanpur Nagar

Siddharthnagar

Deoria

Hapur

MAHARASHTRA

Lonavala

Hingoli

Nashik

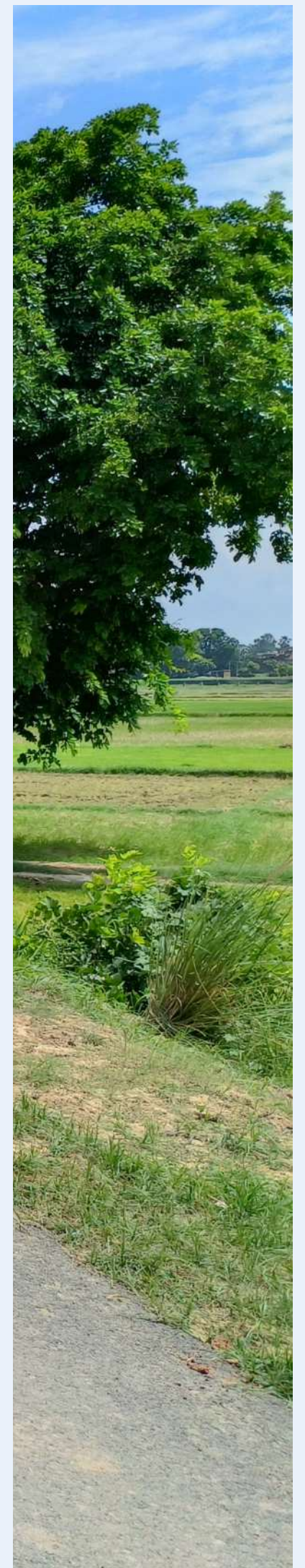
Ratnagiri

WEST-BENGAL

ODISHA

BIHAR

ASSAM





COMPLETED PROJECT

EXPRESSWAY LONAVALA TUNNEL PROJECT MISSING LINK MUMBAI-PUNE

SUCCESSFULLY COMPLETED

Mumbai Pune Expressway Project: Faster Travel with New Tunnel.

Top Highlights of the Missing Link Project

This new expressway section brings many advanced features. It includes the longest tunnel and the tallest bridge in India. The new route has been specially designed to improve road safety, reduce accidents, and save valuable travel time.

Longest Tunnel in India

During a recent inspection of the project, Chief Minister Devendra Fadnavis shared some exciting updates. He said that the Missing Link Project includes three tunnels, out of which one is 9 kilometers long and 23 meters wide. This makes it the longest tunnel in India, beating the previous record held by the Samruddhi Mahamarg tunnel.

Journey Time Will Reduce by Half an Hour

The expressway's new section will reduce the travel time between Mumbai and Pune by around 30 minutes. It will especially help in the Ghat section, where traffic jams and accidents were quite common. The new route will allow vehicles to move faster and safer.

Moreover, the flow of traffic will be smoother, and there will be less congestion, which will improve passenger comfort and safety. This upgrade in infrastructure will make road transport in Maharashtra stronger and more efficient.

A Great Example of Engineering Excellence

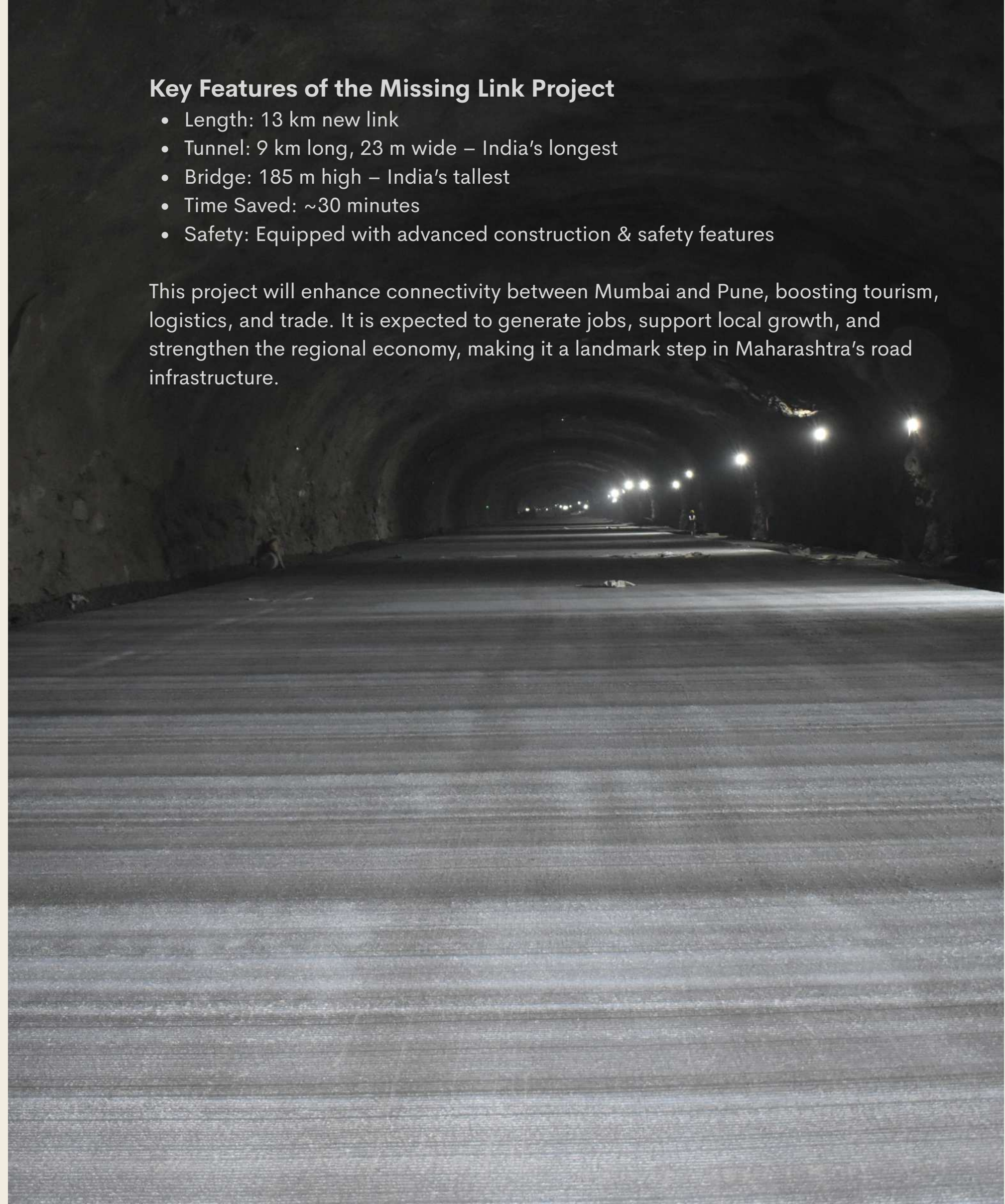
Chief Minister Fadnavis called the Missing Link Project a "marvel of engineering." He praised the hard work and skill of the engineers and workers who managed the construction in difficult terrain.

The entire project includes steep slopes, complex tunnels, and tall bridges that were built using the latest technology. The CM highlighted that the success of this project shows the high level of planning and technical skills used during its development.

Key Features of the Missing Link Project

- Length: 13 km new link
- Tunnel: 9 km long, 23 m wide – India's longest
- Bridge: 185 m high – India's tallest
- Time Saved: ~30 minutes
- Safety: Equipped with advanced construction & safety features

This project will enhance connectivity between Mumbai and Pune, boosting tourism, logistics, and trade. It is expected to generate jobs, support local growth, and strengthen the regional economy, making it a landmark step in Maharashtra's road infrastructure.





UPRRDA PROJECTS TOTAL LENGTH OF **900 KM+**

COMPLETED PROJECT

TAUDHAKPUR TO KURIYA (5.15 KM)

ANDHELIYA TO DAULATYARPUR (8.675 KM)

T02 TO HAFIZABAD (7.81 KM)

AJGAIN TO BIRSINGHPUR (17.691 KM)

SUMRAHA TO DEENA KHEDA (6.425 KM)

BUA ROAD TO GANJMURADABAD (5.75 KM)

USKA SOHAS TO SOMALI ROAD (11 KM)

T-4 TO BHAROHIA GRANT (10 KM)

SINDURIYA TO SEMARAHANI (9.8 KM)

KHAJURIYA TO MACHHALIE GAON (7.2 KM)

T05-PURWA SOHARAMAU RD (6.80 KM)

MMU ROAD TO HILAULI (Length : 14.6 KM)

T-03 TO SHAHNAGAR (LENGTH : 6.25KM)

DIDARGANJ TO ARNAULA (4072 MTR)

KALHOURA ROAD TO BAKARKOAL (3135 MTR)

BUDHAU BABA ROAD TO CHEVAR VILLAGE (3183 MTR)

HETUGANJ VILLAGE ROAD (1457 MTR)

HANUMANGANJ TO PHOOLPUR (15.20 KM)

ETAH TO SAKIT (17 KM)

LAHRAULI JUNGLE TO MALAN KHURD (5.5 KM)

SEMRIYAWAN TO PIPRA (8.5 KM)

PACHPOKHARI TO SUGHARA MAFI (5.0 KM)

DEIPAR TO CHAUKWA (6.6 KM)

SAFIPUR TO PARIYAR (11.505 KM)

MRL06-KALUKHEDA-BATAMKHEDA (LENGTH : 6.830 KM)

EKASARWA TO JUNGLE GULARIYA (LENGH : 7.2 KM)

Many more.....



Ganga Express Highway
Project Under Progress
Execution Progress: 4.3 km completed
Location: Unnao Section



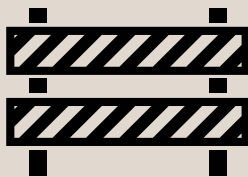
Stabilization Using WMM Plant

Wet Mix Macadam (WMM) is a type of soil stabilization technique used in road construction to improve the characteristics of the existing soil and create a stable base for the subsequent layers of the road. The WMM process involves the incorporation of water, aggregates, and binding agents to enhance the strength and durability of the road base. Here's an overview of Wet Mix Macadam in soil stabilization



Water

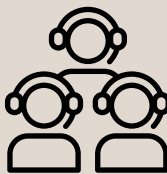
Water is added to achieve the optimum moisture content necessary for compaction. Proper moisture control is crucial to ensure the effectiveness of the stabilization process.



Material

- Aggregate
- Sand
- Stone Dust
- Soil
- Bricks
- Murrum

These materials are often used together in construction projects to create structures that are durable, stable, and functional.



Binding Agents

- Cement
- RoadstaB Compound

Binding agents like lime or cement may be added to the mix to enhance the strength and stability of the soil.

Wet Mix Macadam Construction Process

Mixing:

Aggregates are mixed with water and binding agents using a mixing plant. The goal is to achieve a uniform and well-distributed mixture.

Spreading:

The mixed material is spread and compacted on the prepared subgrade. This creates a stable and uniform base for the road.

Compaction:

The compacted mixture is subjected to compaction using rollers or other compaction equipment. This ensures that the material is densely packed, improving its load-bearing capacity.

Grading:

The graded mixture is shaped to the desired cross-section and profile, following engineering specifications.

Curing:

Curing may be necessary, especially if binding agents like cement are used. This allows the stabilization reaction to take place and enhances the strength of the stabilized soil.

Mixing Process - 2



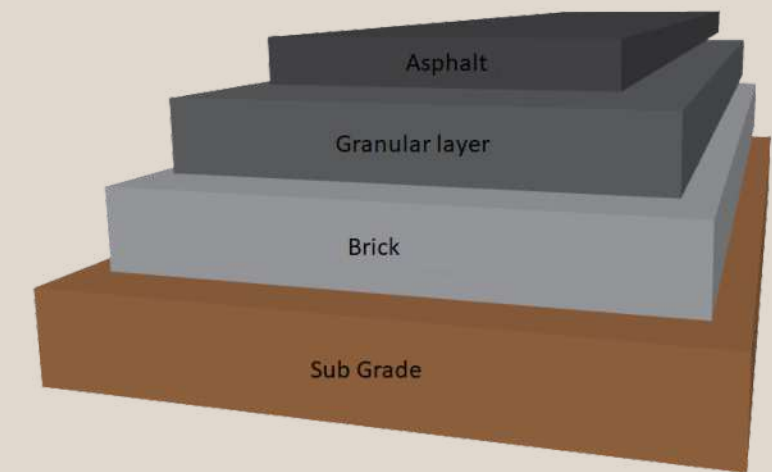
SOIL STABILIZATION INCREASES THE LIFE OF THE ROAD

FDR (FULL DEPTH RECLAMATION)

In FDR (Full Depth Reclamation) road construction technology, a trial patch is a small test section or area created before the full-scale reclamation process. It allows engineers to assess the effectiveness of the reclamation process, validate the mix design, and evaluate the performance of the reclaimed materials in a controlled setting. The information from the trial patch helps ensure the success and durability of the full-scale road rehabilitation.



SAMPLING



In FDR (Full Depth Reclamation) road construction technology, sampling refers to the process of collecting representative samples of the existing pavement materials before the reclamation process begins.

These samples are then analyzed to assess the properties and characteristics of the materials, helping engineers design an appropriate mix for the reclamation process and ensure the quality and suitability of the materials for the road rehabilitation.

Step - 2

GRADATION TEST

Gradation test: is performed to analyze the particle size distribution of the existing pavement materials. This test helps determine the appropriate mix design for the reclamation process, ensuring a well-balanced and stable pavement structure.

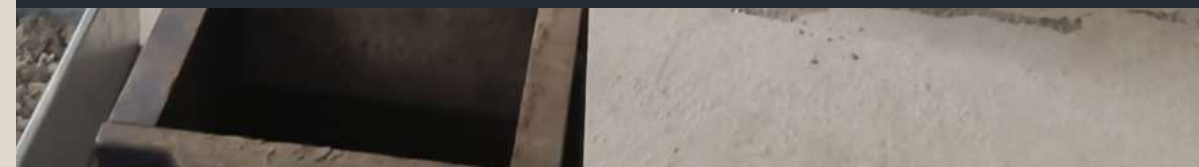


TESTING



NMC TEST

NMC test is conducted to find out moisture of material



CUBE CASTING



is conducted to determine the optimum compaction level for the reclaimed materials. This test helps achieve the desired density and strength of the stabilized base during construction.

Testing Types



UCS TEST

is conducted to determine the optimum compaction level for the reclaimed materials. This test helps achieve the desired density and strength of the stabilized base during construction.

DURABILITY TEST

is conducted to evaluate the ability of the stabilized base to withstand environmental factors and potential wear and tear over time. This test ensures the longevity and resilience of the road pavement.

FLEXURAL TEST

is conducted to evaluate the flexural strength or bending capacity of the stabilized base. This test helps assess the pavement's ability to withstand bending and dynamic loads, contributing to its overall structural performance and durability.

FSI TEST

is conducted for checking swelling to material.



ADVANTAGES

DECREASE CONSTRUCTION TIME UP-TO 50%

DECREASES CRUST THICKNESS 20-30%.

ENHANCES DURABILITY 4 TIMES THAN THE
CONVENTIONAL METHOD

20-30% COST SAVINGS AGAINST CONVENTIONAL
METHODOLOGY.

30-40% COST SAVING.

MORE STABLE BASE FOR PQC

100% REUSE OF EXISTING MATERIAL.

NO HAULING.

PROJECT WORK IS IN PROGRESS

- | | |
|--|--|
| 21. FATEHPUR JONIHA TO BINDIKI (LENGTH-11.505 KM) | 31. T05-T05 KM 3.00 TO T07 PANI KI TANKI (LENGTH-11.505 KM) |
| 22. KHAGA TO DAMPUR ROAD (LENGTH-5.15 KM) | 32. MRL16-FNBS TO PAKARI BURAHAPUR MURILA KHURD (LENGTH-5.15 KM) |
| 23. NH-24(BABUGARH) TO BULANDSHAHR BORDER (LENGTH- 7.35KM) | 33. MRL17-T02 TO SADDHA CHAURAH (LENGTH- 7.35KM) |
| 24. KHURJA JEWAR TO AURANGA ROAD (LENGTH 8.20 KM) | 34. MRL13-T07 TO PRATAPPUR (LENGTH-8.20 KM) |
| 25. KHURJA SIKANDRABAD TO BICHOLA ROAD (LENGTH-14.6 KM) | 35. MRL07-T03 KM 79 TO KHAKAURA (LENGTH-14.6 KM) |
| 26. SIKANDRABAD -GULAWTI TO BHARANA ROAD (9.50 KM) | 36. MRL01-T05 KM 12 TO ATARSUAN (LENGTH-9.50 KM) |
| 27. NH-91 TO KAMALPUR RAILWAY STATION VIA ROHINDA ROAD (5.20 KM) | 37. MRL06-T03 GRAUTHA KHURD TO GOHNA (LENGTH-5.20 KM) |
| 28. AURANGABAD TO BALKA VIA PAUTH ROAD (7.00 KM) | 38. MRL04-T01 KM 36 TO SIJARA (LENGTH-7.00 KM) |
| 29. T06-SHOHRATGARH CHETIYA TO MAHMUDWA GRANT (6.00 KM) | 39. MRL05-T04 KM 47 SAIGUWAN (LENGTH-6.00 KM) |
| 30.PROJECT : MRL10-USKA BRIDGEMANGANJ ROAD (LENGTH- 6.830 KM) | 40. T02-T01 KM 46 PANDWAHA TO BINJA (LENGTH- 6.830 KM) |

Many more.....

PROJECT WORK IS IN PROGRESS

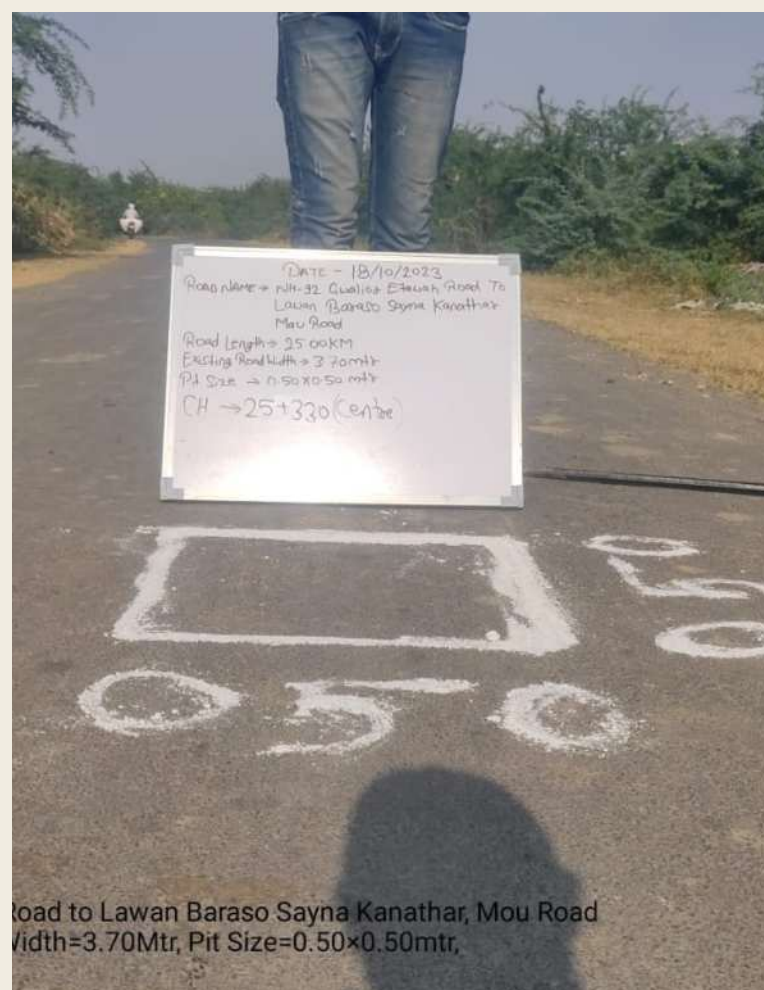
- | | |
|--|---|
| 1. SANSARIPUR TO GOKULPUR (LENGTH-11.505 KM) | 11. T10-BASADILA TO DOMAN CHAPRA (LENGTH-11.505 KM) |
| 2. KAMPIL TO GAURKHEDA TO DISTRICT BORDER (LENGTH-5.15 KM) | 12. T26-AHRAULI DAN LAKHANHA GHAT TO BANK KHAS (LENGTH-5.15 KM) |
| 3. FARRUKHBAD KAIMGANJ TO BHULBHUPUR (LENGTH- 7.35KM) | 13. T05-MATHIA TO KOPE JUNGLE (LENGTH- 7.35KM) |
| 4. FARRUKHBAD TO KATRI SHIKARPUR (LENGTH 8.20 KM) | 14. T15-DURIYA IMILIYA TO SAPAHI TARAWA (LENGTH 8.20 KM) |
| 5. JAGDISHPUR TO PIPARSA (LENGTH-14.6 KM) | 15. SISWA TO KHESARI (LENGTH-14.6 KM) |
| 6. SAFIPUR TO PARIYAR (LENGTH-9.50 KM) | 16. EKASAWA TO JUNGLE GULARIYA (LENGTH 9.50 KM) |
| 7. T03 TO SHAHNAGAR (LENGTH-5.20 KM) | 17. T06- NH-25 TO MANGAT KHERA (LENGTH 5.20 KM) |
| 8. HILAULI (LENGTH-7.00 KM) | 18. MRL06-KALUKHEDA RD NITI KHEDA (LENGTH 7.00 KM) |
| 9. SHIVRAJPUR TO SHEKHREJ (LENGTH-6.00 KM) | 19. MRL47-T03 (NAWAI) TO JASAMADHA(LENGTH 6.00 KM) |
| 10. MRL03-DERAI GHOSIYARI ROAD (LENGTH- 6.830 KM) | 20. PROJECT : GAZIPUR ROAD TO KOTOVA (LENGTH- 6.830 KM) |



ON GOING PROJECT

NHAI PROJECT
TOTAL LENGTH 48KM





ON GOING PROJECT

NH-92 Gwalior Etawah Road To
Lawan Baraso Sayna Kanathar,
Mau Road

25.00 KM



**PAVING THE WAY FOR GLOBAL
PROGRESS BY ROADSTAB
TECHNOLOGIES PVT. LTD. MARKS A
MILESTONE AS THE FIRST INDIAN
ASPHALT PLANT EMBARKS ON ITS
JOURNEY FROM INDIA TO RUSSIA.**

Bringing Innovation Worldwide:
Proudly Serving Atlas
Technologies' cutting-edge
products internationally.

- Detailed explanation of the components of Atlas asphalt plants, including:
- Cold feed bins.
- Drying and mixing drum.
- Burner system.
- Baghouse filter.
- Control panel.







RoadstaBTM
Technologies Pvt. Ltd.



Pune

Office No. 5, Sr. No 70/2/1 ,
Ovalnest Co op society , near
Aditya Garden city , Warje ,
Pune - 411058

info@roadstab.com



Haryana

847, Sector 6,
Bahadurgarh, Jhajjar,
Haryana, 124507



+91 98968 83663



Russia

City: Lipetsk, St
Ferrosplavnaya 1A
Russia, 398005
Исполнитель: Надежда



<https://roadstab.com>

RoadstaBTM
Technologies Pvt. Ltd.

**IF THE ROAD IS
SAFE
WE WILL BE
SAFE**

<https://roadstab.com>