



RoadCem soil concrete base photographed after two years construction plant trafficking.



The existing ground was a mixture of soft brown silty clays with occasional layers of peat.



Early in 2013 we were invited by MWH Global to their Clay Mills site to meet the design team for the planned Cambridge STW redevelopment. The largest planned project spanning both AMP4 and 5 programmes.

The site in Cambridge had limited access from the busy A14 and needed a solution which reduced truck movements to and from the site by allowing the re-use of all the existing weak organic soils for construction purposes.

In the late Summer of 2015 with works completed our contractor DNS (Midlands) Ltd returned to site to; milling areas back to soil and converting other stabilised sections to car parks and permanent site roads.

For some areas the original un-surfaced RoadCem soil concrete was adequate for ongoing use. For the car parks a thin gravel surface topping was added.

For the permanent site access roads after cleaning, these were given a tack course and finished with a resin and chip wearing course. Bonded directly to the soil concrete this should prove to be durable and maintenance free.



Following soil sample testing at our laboratories. Rogers Leask Consulting Engineers of Derby prepared mix designs to meet the required 100kN/m2 loadings for heavy tracked plant and the 13tonne axle loadings of delivery lorries for the two-year construction project. These designs were warranted to be safe for the outrigger loadings and crawler mounted cranes up to 84 tonne per m2 being used on the site