

# Reeds

Construction and Engineering



## TRACK CRUSHING DIVISION



# A BRIEF OVERVIEW

With the high demand to recycle material and reduce the cost and environmental impact of importing stone and other materials, on-site and in-situ track crushing has become a popular option for a range of purposes ...

- New Track Installation
- Track Regeneration
- Track Cement Stabilisation
- Solar Farm Tracks

Our specialist machinery will transform a tired, potholed track into a new road free draining of surface water and capable of carrying heavy traffic. Our professionalism and knowledge of the products, processes and industry, combined with our bespoke techniques tailored specifically to your tracks requirements will guarantee the highest quality finish. Our specialist team are unrivalled.

## WHY REEDS?

### EXPERIENCE & EXPERTISE:

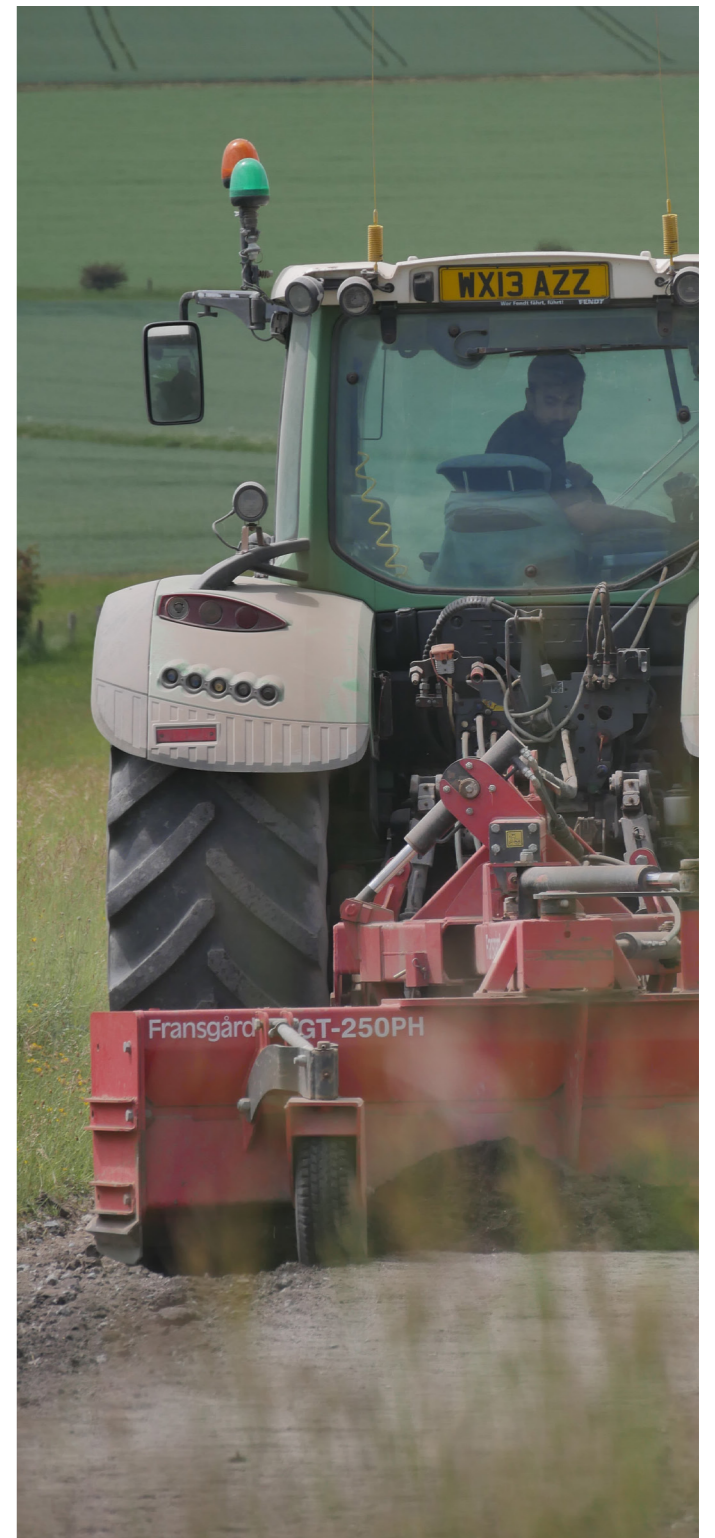
With years of experience in the industry, our team brings extensive knowledge in creating and maintaining stone tracks. We understand the unique needs of business operations, including agricultural, industrial and domestic dwellings.

### QUALITY MATERIALS:

We use high-quality materials to adhere to industry best practices to ensure the durability and longevity of our track services.

### COST-EFFICIENCY:

We offer cost-efficient solutions that are not only reliable but also friendly to your budget. We minimise the amount of additional materials, only using where strictly necessary.



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# TRACK REGENERATION

Track regeneration is a cost efficient alternative which utilises the latest material recycling technologies. Our teams can recycle your existing stone track, reducing stone additions so tracks can be rejuvenated at a fraction of the cost of new.

Normally the process does not require any additional materials, however should they be required a nominal amount can be added.

By crushing the existing track, the stone structure is broken down and made uniform, eradicating the base of pot holes in the process. This material is then graded and compacted to displace surface water towards the track edges for effective drainage. A key advantage of breaking the stone down is better compaction, more durability, and an increased life span.

This quick and cost-effective solution is typically chosen for

farm tracks, forestry roads, construction and estate roads, however it will require maintenance. The frequency of this is determined by the weather and traffic the surface receives.

## A PROCESS OVERVIEW

- Clean track, remove unwanted material/vegetation. Remove verges where possible/if appropriate.
- Add additional stone if required to give us more material to create the correct cambers.
- Crush the existing material to a depth of 150mm using our tractor mounted MeriCrusher. This will break up the material to the correct uniform size.
- Grade the material to ensure the correct cambers and falls so no water will sit on the track.
- Compact the material using a twin drum vibrating roller or tractor mounted triple compaction plates.



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Track Crushing & Recycling

# TRACK CEMENT STABILISATION

This type of road/yard stabilisation involves the process of incorporating Cement into existing or imported materials and thereby turning it into a bound surface. Every surface has different requirements and our customers will be made aware of exactly how much product is being used to bind their track. We pride ourselves on transparency with the services we provide and processes we use.

The finished result will be a hard, durable surface suitable for heavy traffic use such as cars, tractors and even HGV's to drive on. The surface finish is rustic and varies depending on the conditions at the time of construction. In terms of finish it is not comparable to concrete, but its structural integrity is equal. The Cement incorporated acts to bind the material and will prevent subsidence. This finish will be durable and hard wearing, therefore typically used for haul roads, yards, truck parks and other similar surfaces. An issue to consider is that once the Cemented works have been completed, the area will need a minimum of 72 hours of NO traffic to cure and harden.

## A PROCESS OVERVIEW

- Clean track and remove unwanted material/vegetation. Remove verges where possible/if appropriate.
- Add additional stone if required to give us more material to create the correct cambers.
- Crush the existing material to a depth of 250mm. Our tractor mounted MeriCrusher will break up the material to the correct uniform size prior to the application of Cement.
- Cement binder will be added at a specified dosage and the moisture content monitored via specialist equipment to ensure a correct mix.
- Grade the material to ensure the correct cambers and falls so no water will sit on the track.
- Compaction carried out by a suitable vibrating roller and compaction plates.
- Powerfloat the material leaving a solid, sealed surface.



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Track Cement Stabilisation

# NEW TRACK INSTALLATION

## A CASE STUDY / SOLAR FARM ROADS

Over the years, Reeds have successfully completed hundreds of kilometers of new Solar Farm roads. Our combination of traditional methods, a variety of modernised stabilisation techniques, and decades of experience means you will be left with an extremely robust Cement bound surface.

The finished surface will be hard and durable, making it suitable for construction traffic, tractors and even HGV's to drive on. The surface finish is sealed allowing for a maintenance free lifespan.

nance free lifespan.

It must be made clear, this process is not a direct comparison to a wet pour concrete surface. The structural integrity is an equal strength, however the incorporated Cement acts to bind the material and will prevent subsidence. Where the road accommodates large volumes of traffic, customers will often use this as a sub-base before pavement makeup of Tarmac.



### A PROCESS OVERVIEW

The process will be individual for each project but can be expected to follow the lines of:

- Site Testing / Trial Holes - a lab analysis is conducted of host material (sub-base) to confirm suitability and mix design prior to the project's start.
- Removal of top soil to reveal sub-base and place spoil in a suitable stockpile and location.
- Carry out sub-base testing using lightweight deflectometer - plate test to prove the sub-formation strength below stabilised layer.
- Using binder addition to stabilise sub-base to achieve >30% California Bearing Ratio (CBR).
- Addition of aggregates which will be graded to the correct depths and cambers to suit the clients specification and project design.
- Cement binder will be added at a specified dosage and the moisture content monitored via specialist equipment to ensure a correct mix.
- Grade the material to ensure the correct depths, cambers and falls so water will be shed from the surface.
- Compaction is carried out by a suitable vibrating roller and/or compaction plates. Powerfloat may be required.
- A 72 hour cure time will be necessary following the process.



Please make contact for a no obligation quotation.

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Required information:

location, desired process, linear meterage.