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| **Abstract** The performance requirements for HS2 embankments require a stiff fill material with a minimum shear wave velocity of 160m/s durable to environmental conditions for a 120 year design life. However much of the natural ground along the HS2 route yields cohesive fills which soften on wetting and can’t meet this requirement. As a sustainable alternative to importing over 10 million m3 of quarried granular fill for phase 1 of the project alone, lime stabilisation is being used as to improve the site won material to the required stiffness. This talk showcases highlights from an innovative programme of HS2 funded research and development delivered with collaboration between industry and academia which; justified a 40% reduction to lime dosage; delivered increased understanding of sulphate swell risks and enabled cold weather working.**Speaker**Paul is a Chartered Civil Engineer with 27 years’ experience in the construction industry. He is currently Associate Professor in Geotechnical Engineering at Nottingham Trent University, where he undertakes substantial consultancy and research in ground improvement, including a focus on soil stabilisation.**This meeting is in person at the University of Birmingham. Details to the left.** |  |

**This season’s remaining lectures...**

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| **Date** | **Speaker/Presentation** |
| 8th Apr 24 | John Mitchell Award Lecture 2022**Professor Michael Winter, Winter Associates** *Road Asset, Socioeconomic and Fatality Risk from Debris Flow* |
| 13th May 24 | **Alan Phear, Arup***Sustainable Design in Earthworks* |

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