JOB REPORT

SITE: Lamia, Greece

SUBMITTED BY:	Loudon International -
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1. PROJECT OVERVIEW

Traffic information	3300 Daily 13-ton axles loads /day /lane at the year of construction
Job site length (m)	10783
Job site width (m)	3.8
Job description	The jobsite included two sections of road identified for cold recycling, near Lamia, Greece. Only the slow lane on each carriage way was considered for full depth recycling. The job consisted of: 1. Pre-milling 50mm of asphalt surfacing to stockpile, 2. In-place recycling the remaining asphalt and supporting granular material 250mm deep and treating with 2.2% foamed bitumen and 1.0% active filler (cement) to produce BSM, 3. Paving the BSM back at 370mm, compacted down to between 250 - 270mm. 4. Allowed the moisture to evaporate and skimmed the surface with a fine milling machine to remove excess material and improve the riding quality. 5. Overlayed the BSM with a 50mm SMA surfacing.
Machines used	Milling Machine; Cold Recycler; Roller; Paver

1.1 Recycling Parameters

Cold recycling width (m)	3.8
Max. recycling width of PS (m)	3.8
Working depth (mm)	250
Final recycled paved layer thickness (mm)	370
Final paved project size (m²)	40975
Tonnage produced on the job (t)	21307

1.2 Layer Composition

Unbound granular base (mm)	200
Asphalt base-wearing course (AC) (mm)	200

1.3 BSM Mix Details

Cement (%)	1
Lime (%)	{{Lime}}

Bitumen (%)	2.2
Process water (%)	2.9

1.4 Paving & Compaction

Paver	Vögele Super 2100-5i
Screed type	Tamper+Vibratory
Tamper stroke (mm)	8
Basic width (m)	2.5
Max. width (m)	3.8
Max. width incl. extensions (m)	3.8
Material hopper capacity	30t
Laydown rate (t/h)	590
Roller type	Hamm HD+ 140i

2. EXECUTION & RESULTS

The process included:

1. Pre-milled 50mm of the old AC to a stockpile for future use.
2. Spread 1.0% active on the milled surface with a StreuMaster SW 16 TC in two passes, first pass with all three gates open and remaining pass with only one gate open. This ensured even active filler distribution.
3. In-situ pulverised the remaining asphalt with a small portion of support granular material with the the Wirtgen W 240 CR with a 3.8m drum extension.
4. Simultaneously while pulverised, the material was treated with 2.2% foamed bitumen and 5% compaction water and fed directly into the paver.
5. The paver laid the material back to a thickness of 370mm.
6. Two Hamm HD140 were used as primary compaction, which worked on high amplitude/ low frequency compaction at speeds no greater than 3km/h. The compacted BSM thickness ranged between 250mm to 270mm.
7. The compacted surface was moistened with a water cart and finished of with Pneumatic Tyre Roller (PTR) compaction.

Approximately two days after construction, the surface was skimmed with a milling machine with a fine milling drum, which created a uniform 250mm thick BSM layer. The surface of the BSM was cleaned, slightly moistened, received a tack application of diluted emulsion (SS60), and overlayed with 50mm SMA.

3. LONG-TERM PERFORMANCE (OPTIONAL)

Post construction, the project was periodically monitored via falling weight deflection for 3 years.

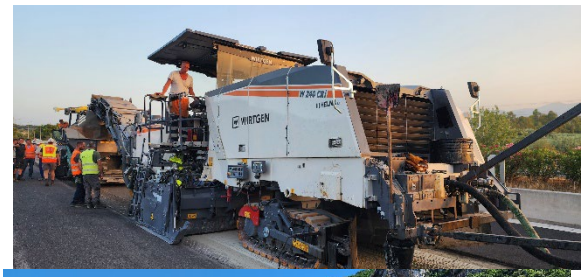
Post construction FWDs indicated a significant decrease in maximum deflection results, remaining constant or improving over the three-year period.

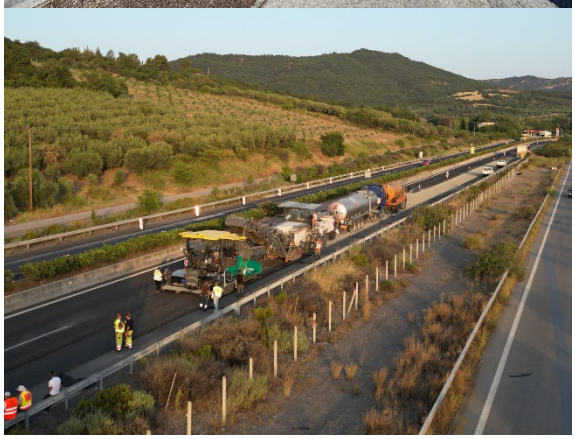
4. SITE IMPRESSIONS (OPTIONAL)

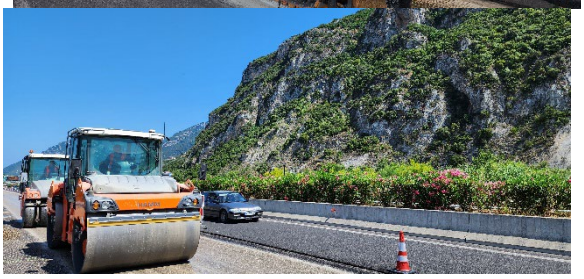
The construction site was well organised in terms of traffic management, safety practices, bitumen and cement supply, and on-site supervision of recycling works and compaction.

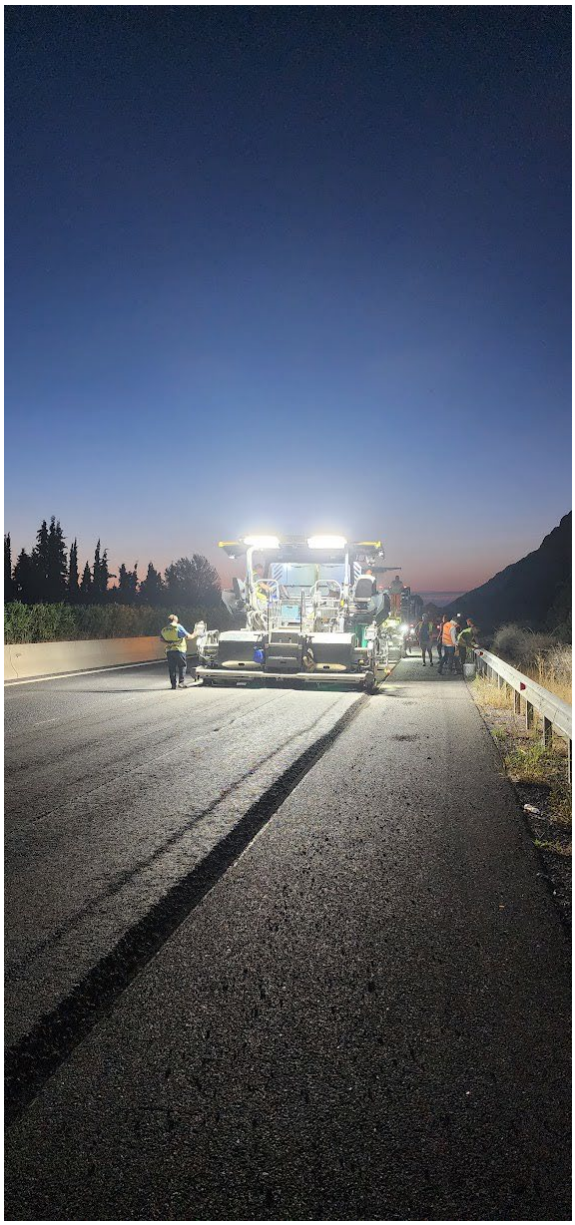
The working width of the site was slightly constrained, which made it difficult to throw excess material in adjacent moving tipper trucks. However, the construction site adapted by paving thicker BSM and removing excess material with a milling machine after moisture was allowed to evaporate.

5. PHOTOS









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