JOB REPORT

SITE: 85229 Stangenried DE

SUBMITTED BY:	Anonymious
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1. PROJECT OVERVIEW

Traffic information	Minimal Traffic Disruption The entire cold recycling train works as a rolling construction site along the road, which was able to be used in front of it and behind it, even by heavy agricultural machinery. The access road to a farm, for example, was only closed off for around an hour.
Job site length (m)	3500
Job site width (m)	4.8
Job description	The existing base layer consisted of the round gravel typically used in this region – a material that was assessed as unsuitable for inclusion in the cold recycling process. The CR and the milling machines milled down precisely to the upper boundary of the gravel layer. This meant that the road bed would remain untouched and that the new 160 mm base layer would actually be augmented. The now thicker layer structure thus increases the load-bearing capacity of the road. In the final step, the BSM base layer was paved over with an only 40 mm thick surface layer of new asphalt.
Machines used	Milling Machine; Paver; Roller; Cold Recycler

1.1 Recycling Parameters

Cold recycling width (m)	4.8
Max. recycling width of PS (m)	4.8
Working depth (mm)	160
Final recycled paved layer thickness (mm)	200
Final paved project size (m²)	16000
Tonnage produced on the job (t)	2500

1.2 Layer Composition

Unbound granular base (mm)	300
Asphalt base-wearing course (AC) (mm)	50

1.3 BSM Mix Details

Cement (%)	1
Lime (%)	-
Bitumen (%)	2
Process water (%)	2.8

1.4 Paving & Compaction

Paver	Vögele 2100-5
Screed type	TV500
Tamper stroke (mm)	8
Basic width (m)	2.5
Max. width (m)	8.7
Max. width incl. extensions (m)	14
Material hopper capacity	14t
Laydown rate (t/h)	1100
Roller type	HD+140

2. EXECUTION & RESULTS

Information not supplied

3. LONG-TERM PERFORMANCE (OPTIONAL)

Information not supplied

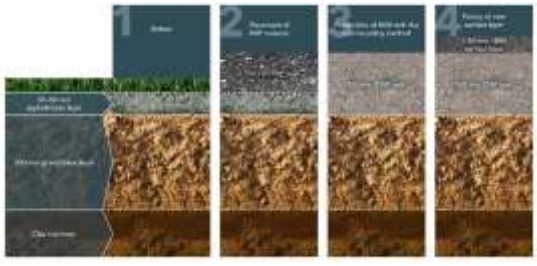
4. SITE IMPRESSIONS (OPTIONAL)

The materials were tested in the construction materials laboratory before the start of the project to find the ideal recipe for the new base layer. In the course of this, it was determined that the existing 50 – 80 mm asphalt surface layer would be insufficient for the desired end result.

In view of this, additional reclaimed asphalt pavement (RAP) from nearby construction sites was mixed in during the cold recycling process to produce the desired 160 mm BSM base layer.The 100 mm layer of RAP augments the existing asphalt surface layer and, together with the cement binder and foamed bitumen, is a further ingredient of the mix for the new base layer of the road.

The result: a homogeneous, bitumen stabilized base layer – almost entirely without the addition of new construction materials.

5. PHOTOS



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