JOB REPORT

SITE: 2, Reinhard-Wirtgen 53578 Windhagen DE

SUBMITTED BY:	Wirtgen GmbH -
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1. PROJECT OVERVIEW

Traffic information	0.61 Million 80kN axles over 20 years
Job site length (m)	2000
Job site width (m)	3.4
Job description	A section of road P131, between km54+700 and km57+700 has reached the end of its operational life. Latvian State Roads (LVC), together with Wirtgen and Loudon International, rehabilitated this road section with Cold In-place Recycling technology to: 1) demonstrate the capabilities of Bitumen Stabilised Materials (BSM); 2) show the efficiency of the process, and 3) Highlight the material and cost savings potential when using Cold In-place Recycling technology.
Machines used	Cold Recycler; Roller; Milling Machine; Paver

1.1 Recycling Parameters

Cold recycling width (m)	2.4
Max. recycling width of PS (m)	3.4
Working depth (mm)	120
Final recycled paved layer thickness (mm)	150
Final paved project size (m²)	13600
Tonnage produced on the job (t)	3313

1.2 Layer Composition

Unbound granular base (mm)	150
Asphalt base-wearing course (AC) (mm)	100

1.3 BSM Mix Details

Cement (%)	1
Lime (%)	-
Bitumen (%)	1.9
Process water (%)	3.4

1.4 Paving & Compaction

Paver	Vögele Super 2100-5

Screed type	Tamper+Vibrator
Tamper stroke (mm)	8
Basic width (m)	2.4
Max. width (m)	3.4
Max. width incl. extensions (m)	3.4
Material hopper capacity	15.4 t
Laydown rate (t/h)	200
Roller type	Hamm HD+140iVV, Hamm HD+140iVO, Hamm HP280i

2. EXECUTION & RESULTS

1. 15% of 0/5 mm fresh aggregate was placed using a Paver, Vogele Super 1300-3i
2. Streumaster TC 112TC spread with 2 open gates pricisely the cement onto the fresh aggregates equivalent to 1% for 3.4m width of recycling
3. The shoulder premilled a W120Fi and windrowed on top of the spreaded cement.
4. The W240Cri pulverised existing and windrowed material, whilst simultaneously mixed with foamed bitumen and water, and fed the homogeneous mixed BSM directly into the paver .
5. The Vögele 2100-5i applied the BSM layer with a high pre compaction, and constant advance speed which ensured evenness and uniformed thickness.
6. The Hamm Tandem Rollers HD140+ VV and VO compacted the paved layer, monitored with Smart Compact , until refusal density was achieved.
7. The Pneumatic Roller from Hamm was used as final compaction which helped bring 'fines' to the surface and create a sealed surface.
8. After sufficient time was allowed for water evaporation, the surface was cleaned and a diluted emulsion fog spray was applied before the wearing course.
9. A 40mm asphalt surfacing was overlayed on top of the BSM to complete the new pavement structure.

3. LONG-TERM PERFORMANCE (OPTIONAL)

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4. SITE IMPRESSIONS (OPTIONAL)

The construction site was well organised with ample support from the contractors, LVC, Wirtgen, and Loudon International. From and environmental point, the Sun sets later in summer time (between 22:00 and 23:00) making it possible to work longer each day.

5. PHOTOS

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