JOB REPORT

SITE: Loevesteinse Randweg Schiphol Nederland
1118EK Haarlemmermeer
NL

SUBMITTED BY:	Anonymous
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1. PROJECT OVERVIEW

Traffic information	Road towards 2 large long-term parking area's for the Schiphol Airport. Traffic load is app. 3,1 MESA (axle loads of 100 kN)
Job site length (m)	825
Job site width (m)	6
Job description	recycling existing inhomogenous pavement where upper part of pavenement is recycled to a BSM binder layer on top of remaining existing asphalt pavement. In addition in one subsection thick concrete slabs were replaced by mix-in-plant BSM from asphalt mixing plant in Amsterdam
Machines used	Milling Machine; Paver; Cold Recycler; Roller

1.1 Recycling Parameters

Cold recycling width (m)	6
Max. recycling width of PS (m)	3.2
Working depth (mm)	130
Final recycled paved layer thickness (mm)	155
Final paved project size (m²)	4900
Tonnage produced on the job (t)	1530

1.2 Layer Composition

Unbound granular base (mm)	200
Asphalt base-wearing course (AC) (mm)	260

1.3 BSM Mix Details

Cement (%)	1
Lime (%)	-
Bitumen (%)	2.2
Process water (%)	4.5

1.4 Paving & Compaction

Paver	Vogele Super 1900-5i
Screed type	tamper+vibratory
Tamper stroke (mm)	8

Basic width (m)	3
Max. width (m)	6
Max. width incl. extensions (m)	10
Material hopper capacity	8 ton or 18 ton with insert box
Laydown rate (t/h)	125
Roller type	Hamm HD140i + Hamm HP180i

2. EXECUTION & RESULTS

recycling in 2 consecutive days in May 2024. Heavy rainfall in night between working days. Therefore 2nd day less compaction water. Concerns on specific subsection whith thicker working depth were rainwater would hinder curing. Extra monitoring on this subsection did not reveal any issues in the first17 months. Asphalt surface layer applied 2 days after end of recycling. For recycling help (CRi incl experienced personnel) from Danish contractor Arkil. Road is considerably heavier trafficed then designed for due to construction work elsewhere on Schiphol site but still no deformation after 16 months.

3. LONG-TERM PERFORMANCE (OPTIONAL)

Extra monitoring since road is considerably heavier trafficed than designed for. Good study case for (unintentional) heavy industrial apllication of BSM.

4. SITE IMPRESSIONS (OPTIONAL)

Information not supplied

5. PHOTOS

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