



IT'S MILLIN' TIME



FULL DEPTH RECLEMATION (FDR) CEMENT TREATED BASE

Deteriorating roads are a constant problem for city, county, and state road departments. That's why engineers and public works officials are turning to FDR cement treated base. This process provides a greater structural enhancement with significant cost savings over conventional roadway reconstruction.

The procedure rebuilds deteriorating structural sections by recycling the existing roadway in-place. The old asphalt and base materials are pulverized, mixed with cement and water, and compacted to produce a strong, durable base for a new paved wearing surface.

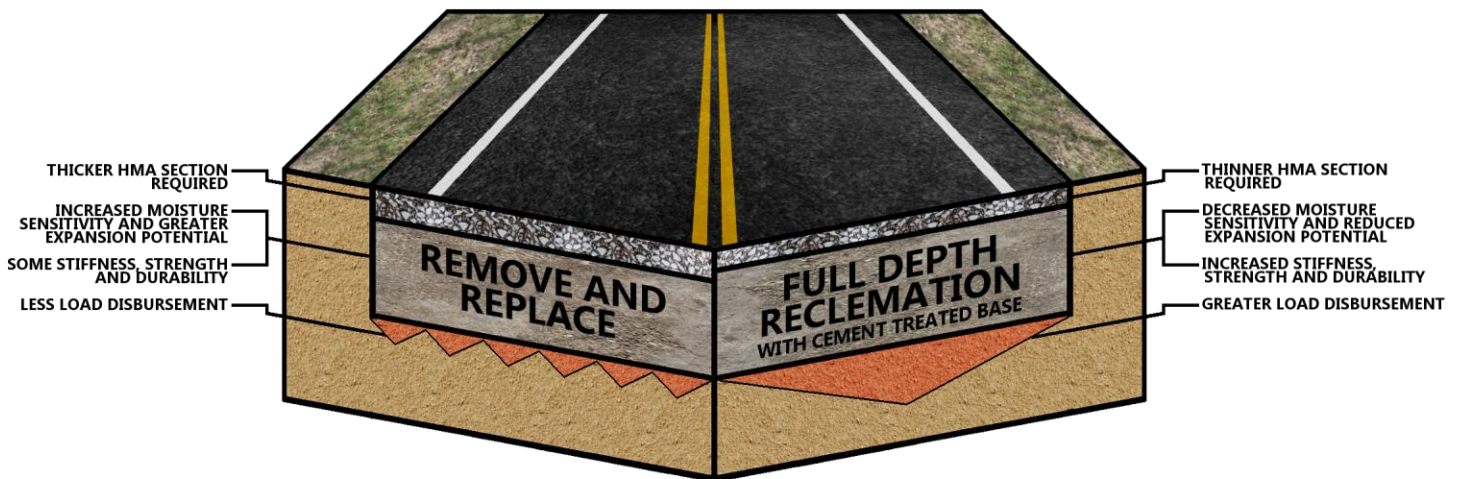
FDR uses the old asphalt and base material for the new road. With FDR there is little or no need to off-haul old materials for disposal, or haul in new aggregate. The local impact of rebuilding roads is greatly reduced when using FDR, due to a decrease in truck traffic and shorter construction schedule.

Coughlin Company has a proven record of success when it comes to FDR, We have top of the line equipment and competent crews that are dedicated to finishing the job the right way, on time, and on budget.

BENEFITS OF FDR

STRUCTURAL

Stable roads require a stable base support for long-term performance. Stability equates to improved ride performance and extends the life of the pavement. FDR cement treated base is a viable option on any roadway where increased strength and durability in the structural section and improved ride performance are to be achieved with a significant cost savings.



ENVIRONMENT

- 97% REDUCED EMISSIONS
- RECYCLES EXISTING ASSETS IN ROADWAY
- SIGNIFICANT REDUCTION IN TRUCK TRAFFIC
- REDUCED RAW MATERIAL NEED, AND EXPORT WASTE



COST

- 30 TO 50% UPFRONT COST SAVINGS
- SERVICE LIFE MAINTENANCE IS REDUCED
- REDUCED CONSTRUCTION SCHEDULE
- REDUCE EXPORTED MATERIAL WITH NO IMPORTED AGGREGATE



THE FDR PROCESS



1. EVALUATION OF EXISTING PAVEMENT



2. PULVERIZE DETERIORATED ASPHALT AND ROAD BASE



3. RESHAPE MATERIAL TO NEW ROAD PROFILE



4. DISTRIBUTE CEMENT OVER RECYCLED MATERIAL



5. HYDRATE CEMENT AND BLEND WITH RECYCLED BASE



6. COMPACT MIXED MATERIALS



7. FINISH GRADE IN PREPERATION FOR NEW HMA



8. FINISH ROLL AND ALLOW RECYCLED MATERIAL TO CURE



9. OVERLAY WITH NEW HMA SURFACE

- THE EXISTING ROADWAY MATERIAL IS RECYCLED IN-PLACE, THUS, THE PROJECT SCHEDULE IS REDUCED SIGNIFICANTLY OVER A REMOVE AND REPLACE CONSTRUCTION PROJECT.
- CONSTRUCTION TRUCK TRAFFIC IS DECREASED DUE TO THE REDUCED AMOUNT OF EXPORT AND IMPORT AGGREGATE REQUIRED FOR THE FDR PROJECT.
- COUGHLIN COMPANY HAS INVESTED IN LATE MODEL EQUIPMENT TO PRODUCE A HIGH QUALITY PRODUCT WITH QUICK PRODUCTION TIMES.