

Lessons that can be learned from hot climates

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`Top-down' cracking in asphalt concrete – 1970's

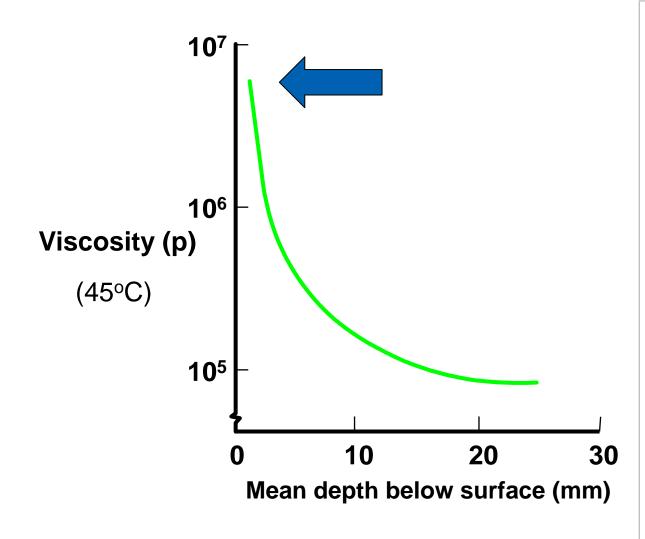


1974

- First asphalt concrete overlay laid on the national network , Kenya
- Nairobi Mombasa Road
- Research showed that cracking resulted from ageing of the binder at the surface



`Top-down' cracking in asphalt concrete – 1970's



- Sliding Plate
 Viscometer
- Viscosity in top 3mm 2 orders of magnitude higher than lower in the core
- 'Brittle' failure at asphalt surface causes cracks to start
- Strains could result from temperature changes or traffic
- BUT all cracks in the asphalt overlays were found to start from the top



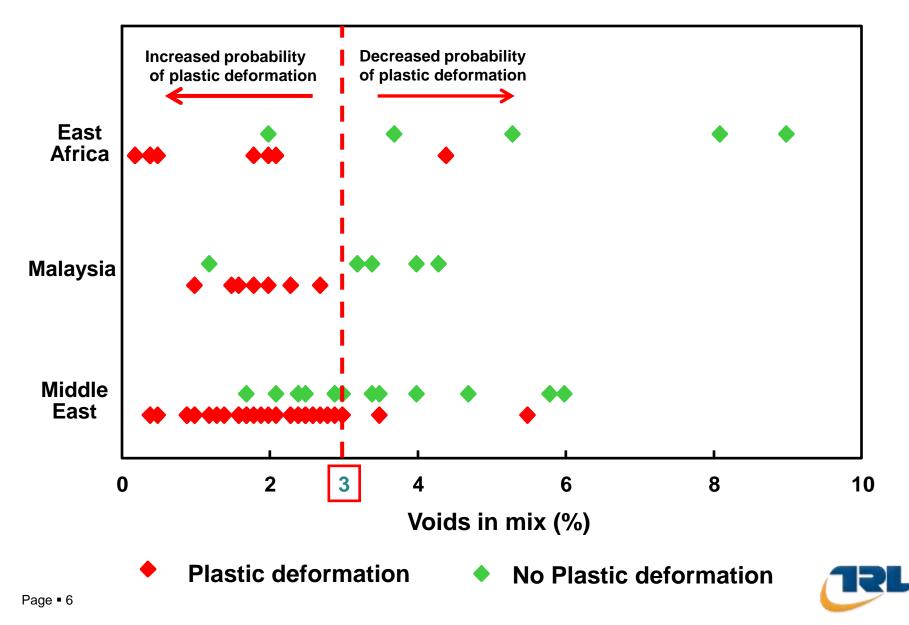
Deformation in asphalt concrete – 1980's



Was it due to excessive loading?



'Secondary compaction' in asphalt concrete



Revision of AI asphalt concrete design standards

MS-2 Voids >3% after trafficking?

SUPERPAVE Gyratory compaction for different levels of traffic



Asphalt concrete in desert regions





Asphalt concrete in desert regions



HA Renewal Works (2011 and 2012)

Budget constraints have resulted in an additional maintenance option



Do Something

The maintenance option that will address a combination of defects such as the serviceability, structural integrity and safety of the proposed scheme.



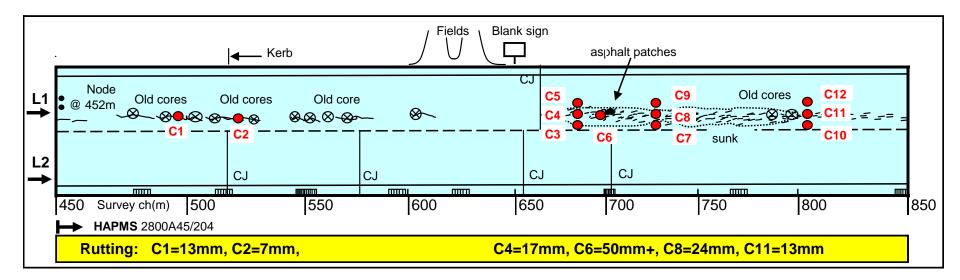
Do Something – Holding Works

 The maintenance option that addresses essential work to those defects which cannot be postponed beyond the forward programme period to restore its serviceability. The treatments proposed must also rectify any major/structural defects present. The treatments must be targeted and based on sound objective evidence of the asset condition





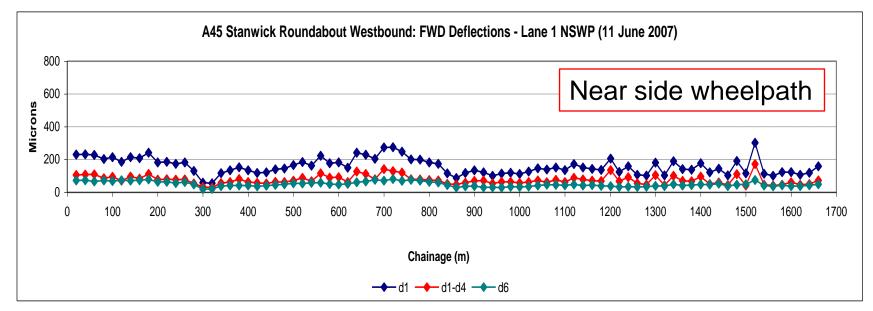


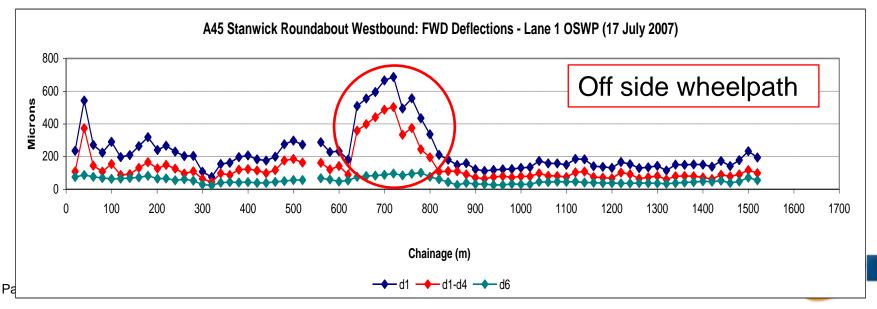


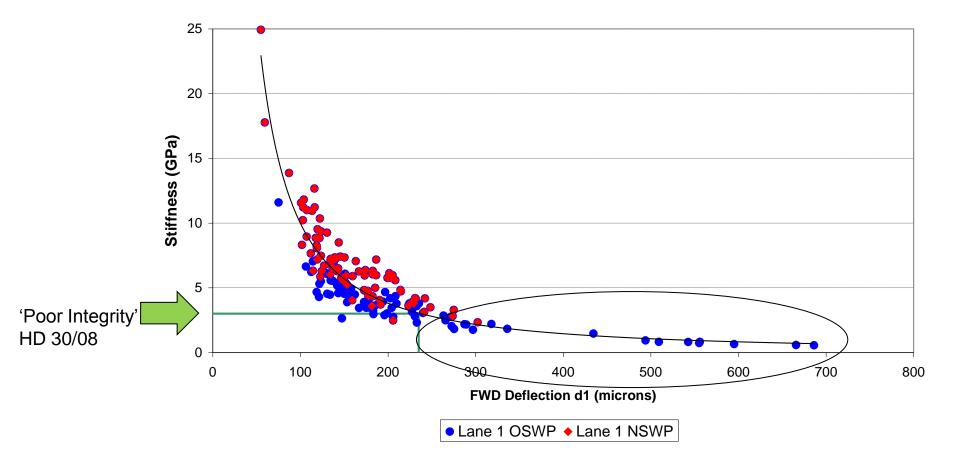






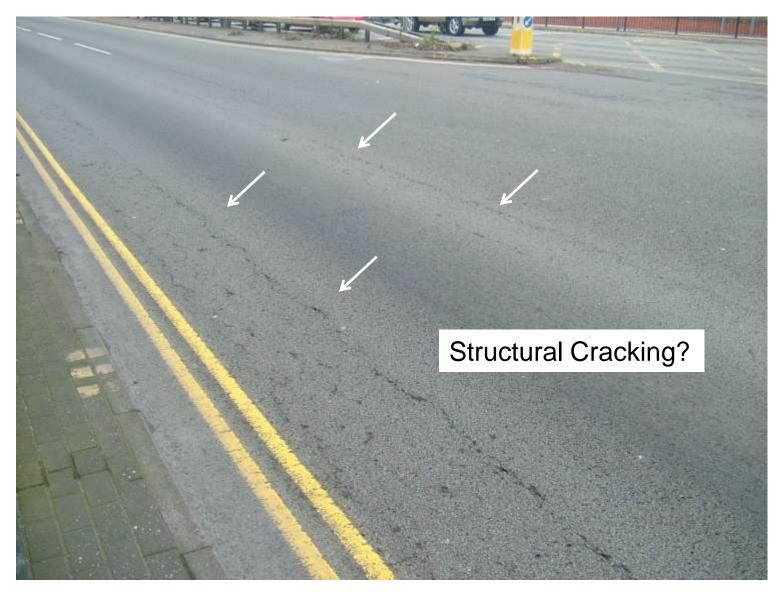




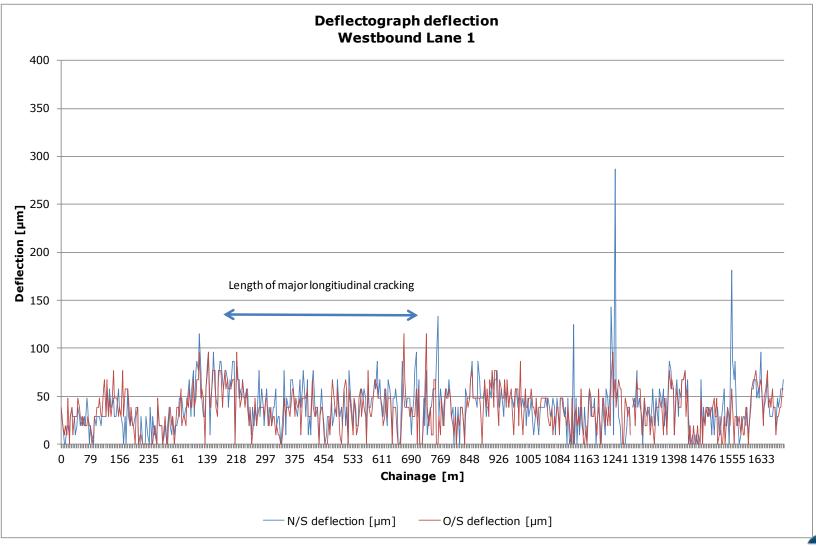






















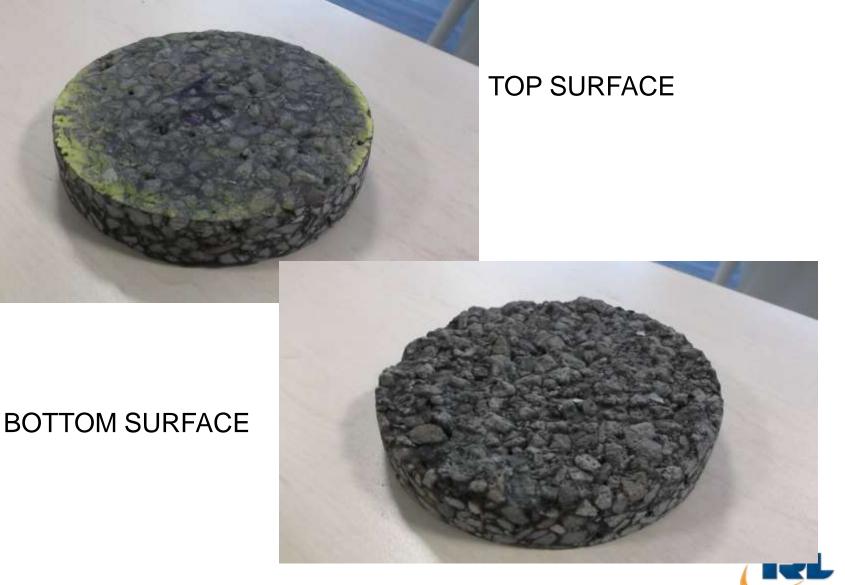






Illustration of Holding Do Something approach - 2



Holding Works

