SUMMARY

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The Wirtgen Recycler WR 2500 is pushing the slurry mixer WM 400 whilst mixing in 3.5% by mass foamed bitumen and 2.3% by mass cement

europeanroads review

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Airport Pavement Structures:
Reference section
completed by Colas

STBA - M.-A. FROISSART

Resistance to rutting

Rutting is one of the most serious ills that roads can suffer from.
In its performance-based approach to mix design, French road engineering practice has got it right: resistance to rutting is one of the four levels of mix performance that road owners insist on. Today, the problem is under control despite the constant increase in traffic and roads carried, and this has been made possible by permanent improvements, both in methods and in products capable of anticipating their effects.

Comité français pour les techniques routières (CFTR)

Continously Reinforced Concrete Pavements

Continuously Reinforced Concrete (CRC), developed in the United States in 1921, has been finding increasing applications in France since 1983 essentially in the case of CRC + lean cement concrete type structures. The aim of the trials conducted on the Rassats-Favrauds by-pass (Angoulême, Charente) of highway RN 141 is to ensure the proper in situ structural behaviour of the innovative pavement structure of the CRC + BBM3 (bitumen bound material) type as predicted by theory, that the FABAC tests seem to indicate, and the structural design of which should offer economic competitiveness with regard to thick bituminous structures.

Xavier Batut, Ludovic Baroin, Pierre-Paul Gabrielli, Gilles Laurent, Bertrand Brusle

Safety-enchancing achievements

The United Kingdom has long-standing problems of high traffic density. However, it also has an enviable history of low road accident casualties when compared with other European countries. There are a number of reasons for this, including a drive from successive governments to set accident reduction targets. The need to set such targets has been facilitated by research into the true cost to society of road traffic accidents. It was also realised that about three-quarters of all the road accidents occurred at or within 15m of road junctions. This led to the development of specific road surfacings, and especially of anti skid surfacing.

Keith Dawson, Eur Ing Scott Wardrop, Steven ST John

Many times people from abroad are wondering why there are tunnels in the Netherlands. They put this question because in their country tunnels are associated with mountains. The first tunnels in the Netherlands however were constructed to pass busy trafficked waterways.
Due to the increasing number of inhabitants, the wish to live in spacious houses on floor level and the growth of traffic the quality of life in the cities is threatened. That is why in recent years many new tunnels in towns are under construction or under planning. The goal of this presentation is to indicate what difficulties have been encountered in some projects and what are the possible solutions. The projects are: N14-Sijtwende, A2-Leidsche Rijn and A73 - Roermond.

Ben P. Rigter

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Roadgrip,
on approach
to junction.
In background
Roadgrip
with coloured
aggregate
for bus lane

Ringway