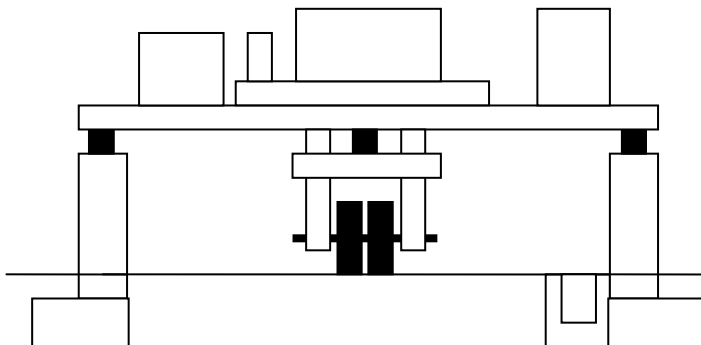


Id: Kajima Road		Saitama pre.
Institution: Techno Center of Kajima road co., Ltd.		Japan

Type: Linear Test Track

Construction (commissioned): 2003



Dimensions

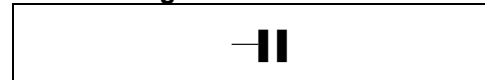
Pavement length	30 m
Useful testing length (at constant speed)	24 m

Loading

Range of Load ^(*)	100-140 kN
Transverse distribution	± 1000 mm
Loading direction	↔

^(*) Wheels loads (half axle) are converted to the corresponding axle loads.

Axle configuration



Speed

Vehicle Speed (max.)	5 km/h
Test frequency (max.) (passes/hour/section)	190
Practical output (loadings/month/section)	30 000

Sections

No. of Sections	1 to 2
Thickness	free
Width	3500 mm

Measured Variables

	Surface	Asphalt	Unbound Layers	Subgrade
Temperature	x	x	x	x
Moisture content				
Suction				
Deflection (transient)	x			
Vertical Stress			x	x
Horizontal Stress				
Vertical Strain			x	x
Horizontal Strain		x	x	

Environmental control

Placement	Outdoors
Air temperature	®
Pavement temperature	®
Air moisture	-
Freeze-thaw cycles	-
Water table	-
Rainfall	-

- © total control
- @ partial control
- @* indirect control (air Temp.)
- ® registered

Contact people: • Shigeo HIGASHI (higashi@kajimaroad.co.jp)

Brief description of Topics/Tests carried out during recent years

We tried to investigate the performance on dense-graded mixtures with various types of binders.

We also developed a method for predicting rut depth of asphalt pavement in this trial. It was found that predicted rut depth agreed to measured one very well.

We developed cement foamed-asphalt (CFA) stabilized base with cement slurry in order to moderate cement scatter occurred during construction.

From accelerated loading test, it was confirmed that CFA stabilized base with cement slurry had as good durability as with powdery cement.

Recycling of porous asphalt pavements is focused on these days in Japan. We constructed 3 pavement sections that consisted of recycled porous asphalt mixtures with various contents of recycling porous asphalt materials (including virgin mixture).

We installed stress and strain gages at bottom of surface, on top of base and subgrade in each section. We now collect data by those devices and will continue to do it for about one year in order to analyze the response of recycled porous asphalt pavements.