DETAILED RESEARCH ON CONSTRUCTION OF A TROTURE USING WHITE ROADS

SHAIK SHABBEER PASHA
Civil Dept, Nagole Institute of Technology and Science, Hyderabad, Telangana.

SRINIVASVADTHYA
Civil Dept, Nagole Institute of Technology and Science, Hyderabad, Telangana.

SRUTHIRAMAVATH
Civil Dept, Nagole Institute of Technology and Science, Hyderabad, Telangana.

KUMAR ADIMALLA SRAVAN
Civil Dept, Nagole Institute of Technology and Science, Hyderabad, Telangana.

ABSTRACT:-

Transportation is central point on the planet. In that bituminous asphalts assuming a conspicuous job on the planet. The expanding truck loads and tire pressures on asphalts as of late have pushed the interest on the presentation of our asphalts to a more significant level. Many black-top asphalts have encountered rutting while numerous others have encountered longitudinal breaking. One of the potential answers for the issue is the utilization of white fixing (WT), which is a concrete solid layer set over a current black-top asphalt.

Solid overlays have been utilized to restore bituminous asphalts. White garnish is more grounded than black-top overlay, and in this way increasingly impervious to rutting and surface started splitting. Thus white fixing present prudent and specialized advantages. In any case, they should be viably assessed for practicality and legitimate use of procedures, reasonable for India, with the goal that their utilization can give the most extreme advantages to the street clients specifically and Indian economy on the loose.

Ultra – dainty white garnish is one of the sorts of white fixing in which a slight layer of cement shifting from 50 to 100 mm thick with strands is put over a readied surface of bothered asphalt. The components influencing the white fixing are: (a) thickness, (b) holding, (c) joint dividing, and (d) diversions. Ultra-Thin White garnish is a developing and inventive innovation for black-top asphalt recovery in India.

I INTRODUCTION

avenue traffic is growing step by step over time. that is an worldwide phenomenon. An global forecast predicts that such boom will retain in destiny. Even within the case of the advanced nations, there may be a shortage of price range required for new infrastructure initiatives, both for constructing them and extra substantially toward their renovation and repairs. The growing truck weights and tyre pressures on our pavements in current years have pushed the demand at the performance of pavements to a higher degree. As a end result, more and more roads are deteriorating and the present pavement structure as a whole is frequently discovered to be inadequate to manage up with the present. The cost of strengthening and repair by means of traditional method of this big community will want large resources each physical and financial that are quite scarce. maximum of the present flexible pavements inside the network extensively have thin bituminous layers. The growing truck weights and tyre

pressures on our pavements in current years have driven the demand at the overall performance of our pavements to a better degree. Many asphalt pavements have skilled rutting at the same time as many others have experienced longitudinal cracking. one of the feasible answers to this problem is the usage of white topping (WT), that is a cement concrete layer placed over an existing asphalt pavement. Concrete overlays had been used to rehabilitate bituminous pavements considering that 1918 in united states of america. there has been a renewed hobby in white topping, in particular on thin White Topping (TWT) and extremely-skinny White Topping (UTWT) over conventional White Topping. based at the sorts of interface, these bituminous pavements, in standard, have a hassle that they get deteriorated with time. maximum of our roads show off, in preferred, the following deficiencies:

i. Rutting
ii. Fatigue cracking
iii. Block crack (D-cracking)

Thermo cracking is one of the possible solutions to this problem is the use of white topping (WT), which is a cement concrete layer placed over an existing asphalt pavement.

Types of White Topping(WT): The following are the three types of white topping they are explained below,

1. **Conventional White topping** – which consists of PCC overlay of thickness 200 mm or more, which is designed & constructed without consideration of any bond between existing overlay & underlying bituminous layer (without assuming any composite action).
2. **Thin White topping (TWT)** – which has PCC overlay between 100 – 200 mm. It is designed either considering bond between overlay & underlying bituminous layer or without consideration of bond. High strength concrete (M 40 or higher) is normally used to take care of flexure requirement. Joints are at shorter spacing of 0.6 to 1.25 m.

Ultra-Thin White topping (UTWT) – which has p.c overlay of much less than 100 mm. Bonding among overlay & underlying bituminous layer is obligatory. To make certain this, the existing layer of bitumen is either milled (to a depth of 25 mm) or surface scrapped (with a non effect scrapper) or gently chiseled. Joints are provided at a spacing of 0.6 to at least one.25 m.

ultra skinny White Topping (UTWT) and skinny White Topping (TWT) are being increasingly practised in u.s.a. and West Europe. White topping is stronger than asphalt overlay, and accordingly more immune to rutting and surface initiating cracking. but, they want to be efficiently evaluated for feasibility and right utility strategies, suitable for India, in order that their use can offer the maximum benefits to the road customers in particular and Indian financial system at huge. extremely-skinny White topping is an rising and innovative generation for asphalt pavement.

extremely-thin white topping is one of the sorts of white topping in which a skinny layer of concrete various from 50 to 100mm thick with fibers is positioned over a organized surface of distressed asphalt pavement. similarly to the thickness of the concrete overlay, other elements differentiate UTW from conventional concrete overlays are: (a) a extensive degree of bond between the concrete overlay and the prepared asphalt surface, and

(b) a whole lot nearer joint spacing. extremely-thin White topping is an emerging and revolutionary era for asphalt pavement rehabilitation in India. The type of bond between the p.c overlay and the underlying HMA layer is important, in particular for UTWT, because the bond reduces the stresses within the thin % layer by means of moving a number of the burden to the underlying HMA layer. If heating of bitumen isn't always allowed at any nearby place and if bituminous mix is brought from longer distances, it will become so bloodless that it's far tough to be nicely compacted.

Benefits of White Topping :-

- Long life, low maintenance, low life-cycle cost, improved safety and environmental benefits.
- Deformation like rutting and cracking predominant in case of bituminous pavements is normally absent with concrete surfaces of White topping. This is particularly true in a hot climate like India.
- Conventional White topping improves structural capacity of existing bituminous pavement, if built on a strong base course, and it impedes structural distresses.
- White topping requires much less maintenance and as such involves much less frequent lane closures of road, as compared to bituminous surfaces.
- White topping is quite cost-effective to tackle annual budget constraints and high traffic levels. It is, therefore, quite relevant to Indian conditions.
- White topping can uniformly fill ruts in the wheel path of bituminous pavements more effectively because concrete is far more stiff and consistent at high temperature than bituminous mixes.
- Concrete is relatively light in colour and hence concrete surface is more reflective to light, absorb less heat and reduce the urban heat island effect,
- Improved reflection of lights from vehicles enhances safety, lowers energy requirement of external lighting, lower contribution to heat in environment.
- Fuel consumption on concrete roads has been found to be less than the bituminous roads.

OBJECTIVES OF THE THESIS:-

The main objectives of the project work is

1. To study the present condition of existing pavement and suitability regarding laying of ultra-thin whitelayer.
2. To verify the various field aspects of UTWT pavement for actual site conditions and the factors affecting itsperformance.

To do various types of testing on existing bitumen pavement to obtain the good design such as CBR (California bearing ratio)test.

II LITERATURE REVIEW

Construction of ultra-thin whitetopping consists of three fundamental steps (ACPA 2002; Lin and Wang 2005):

- Prepare the existing HMA pavement surface by milling and cleaning or by blasting with water or an abrasive material. This step removes rutting, restores the surface profile, and provides a roughened surface to enhance the bonding between the new PCC and the existing HMA pavement (ACPA 1999). This activity should be done 24 to 48 hours before concrete placement (Cole 1997).

- Place, finish, and cure the concrete overlay by using conventional techniques.
- Cut saw joints early at the prescribed spacing.
- Control the curing of concrete mix in the field.

Milling existing HMA pavement is the maximum common pre-overlay treatment earlier than whitetopping overlay software. Milling helps create a very good p.c-HMA bond, removes rutting and different irregularities, and provides uniform surface coaching. Milling is specifically beneficial for whitetopping initiatives wherein controlling the grade is critical to in shape minimize and gutter or to maintain shape clearance.

To create an amazing p.c-HMA bond, sufficiently cleaning the milled floor may be very important. while the p.c overlay and asphalt layer are fully bonded, the pavement behaves as a composite pavement, lowering the tensile stress/strain at the bottom of the percent overlay. this is supported through 3-d-FEM studies (Nishizawa et al. 2003 and Kumara et al. 2003) and by way of discipline observations (Vandenbossche 2003; Lin and Wang 2005). the shortage of a very good bond has been mentioned to be chargeable for untimely failure of whitetopping pavement (McMullen et al. 1998; Rasmussen et al. 2002). In fact, the sector instrumentation has tested that in maximum cases, the percent overlay and HMA are partly bonded (Tarr et al. 1998). it is also suggested that a milled HMA surface has higher bonding than an unmilled HMA surface and reduces the tensile strain at the lowest of % overlay by a median of 25 percent compared to % overlay on unmilled asphalt floor (Tarr et al. 2000). This locating supported Rasmussen's (2002) hypotheses that the presence of voids inside the underlying asphalt pavement is one of the major causes of the extraordinary sorts of failures found on UTW overlay surfaces in the course of the ALF UTW take a look at. the precise reason for this behavior is not clean and requires further research.

Iowa #406 assessments on whitetopping pavement cores have been extensively used to determine the shear electricity of the bond (Iowa DOT 2000; Qi et al. 2004). The take a look at's apparatus includes a loading jig to house a 4–in. nominal diameter. The jig is designed to offer an immediate shearing force at the bonded interface. The specimen is placed in the testing jig in one of these way that the bonded interface is positioned within the area between the main halves of the jig. A uniform tensile load is implemented on the rate of 400 to 500 psi in line with minute, until the specimen fails. The shear bond power of the specimen is calculated by dividing the maximum load carried by the specimen all through the test by using the cross-sectional location of the pattern. A shear energy of 2 hundred psi is mentioned to be enough to resist the shearing pressure due to vehicles (Tawfiq 2001). it's far stated that in the Iowa shear test, no axial load is

carried out to the specimen to simulate the field conditions.

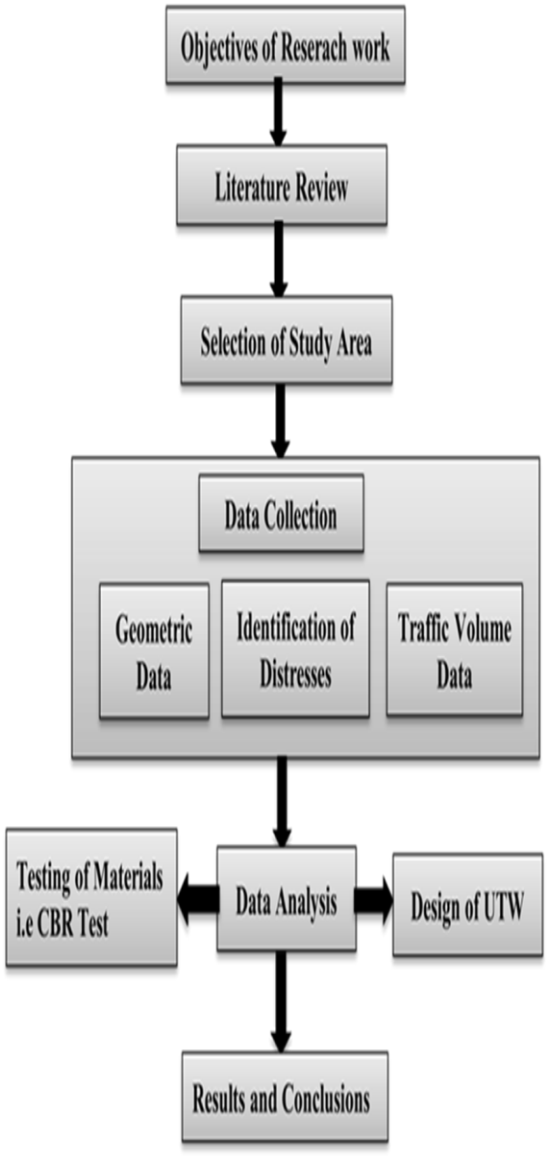
The ACPA white topping tenet (2002) and the countrywide Cooperative highway studies program (NCHRP) bulletin on white topping and extremely-thin white topping (Rasmussen and Rozycki 2004) summarized pointers for the development of white topping pavement. Curing compound ought to be applied at two times the everyday rate (Mack et al. 1998; ACPA 1999 as quoted by means of Lin and Wang 2005). Joint sawing have to be performed by light-weight saws as early as possible to manipulate cracking (ACPA 2002).

it's far critical to mention the climate conditions all through the curing of concrete fabric. Lin (2005) said that an air temperature better than 90oF can bring about the separation of fibers on the floor of the finished white topping, as proven in determine three. It isn't always acknowledged how this conduct influences the overall performance of white topping pavement.

Selection of study area:

1. Name of Site selected – From Chilakanagar to Nacharam
2. Road Condition – The existing condition of pavement is very poor. Many distresses are observed during the study of selected site.
3. Traffic Density – It is observed that more number of heavy vehicles and Commercial vehicles are going every day on that road.
4. Industrial Area – Several small scale industries present around the road due to that number of commercial vehicles using the road is increasing day by day.
5. Maintenance – Due to heavy vehicles and regular traffic, road is distressing periodically, hence increases the maintenance cost.

III METHODOLOGY



Data Analysis:-

The above data are necessary to design the ultra thin white topping. In this project, we are designing the ultra thin white topping based on the following factors and the step by step procedure are calculated in design the UTWT discussed in next chapter.

a. Analysis by IRC

b. Analysis by AASHTO

c. Analysis of Stresses such as Temperature stress, Edge load stress and Corner stress

d. Thickness of pavement.

IV RESULT& ANALYSIS

1Analysis by using IRC method.

The design principal adopted for UTW is similar to those of normal concrete rigid pavement as provided in IRC: 58 - 2002 and IRC: SP 76 - 2008. The other basic data are collected for the design of UTW and stepwise design procedure is given below:

5.1.1 Traffic data collection and analysis

The design traffic is considered in terms of the cumulative number of standard axles to be carried during the design life of the road. Its computation involves estimates of the initial volu y, late e, the ge fact er com al veh he foll

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C - The cumulative number of standard axles to be catered for in the design

A - Initial traffic, in the year of completion of construction, in terms of the number of commercial vehicles per day duly modified to account for lane distribution.

r - Design growth rate n - Design life in years

F- Vehicle Damage Factor

California bearing ratio - It is used to find the modulus of sub-grade reaction which is to be used in the design of ultra thin white topping overlay. It is conducted for four days and after loads applied on the specimen to obtain deflections values. From deflection values we need to find the CBRvalue.

Penetration (mm)	Standard load(kgf)	Unit standard load (Kg/cm^2)
2.5	1370	70
5	2055	105

Modified k- value from CBR – The modified sub-grade reaction is obtained from the graph which shows the modulus of sub-grade reaction from CBR and Modified k-value as shown in figure 4.2.

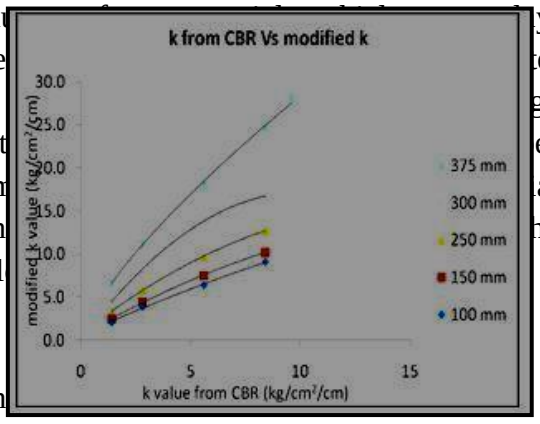

Figure 5.2: k-from CBR Vs modified k

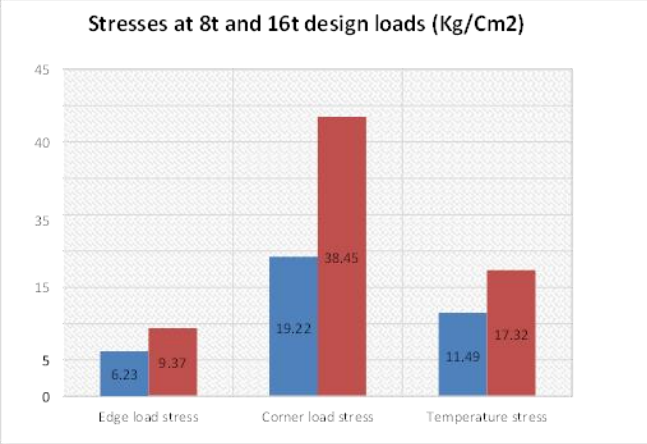

Figure:-5.3analysis of stresses

Table 4.4: Pavement Distress measurements

Type of Distress	Depth (mm)
Pot holes (average)	103.5
Rutting	32

Type of Distress	Length
Corrugations	6m

Comparison between IRC and AASHTOmethods:

This represents the comparison between the both the methods that is IRC and AASHTO methods in obtaining the thickness of overlay in the form of bar graph as shown below in figure 4.6. As the ultra-thin white topping is a PCC overlay constructed less than or equal to 100mm thickness, So, by analysis of both the methods the IRC method shows the economical for designing of Ultra-thin whitetopping.

V CONCLUSION

The usage of ultra-skinny white topping improves overall performance i.e., (no rutting or wash boarding) and also ability to maintain surface grade- many installers mill off the quantity of asphalt with the intention to get replaced by the UTW so that they don't alternate the floor grade. And additionally white topping offers aggressive with different resurfacing strategies. This rehabilitation choice has been used for decades on airport pavements, highways, secondary roads and different pavements.

Keys to ultra-thin white topping overall performance are ok (HMA and Soil) support layers, p.c-HMA bond essential, slab length and joint spacing, Concrete material selection and layout enter (traffic, layer thickness, weather, and so forth.,). Its essential benefit is to improve the structural capacity, reacts structurally as though on strong base route, it avoids reconstruction technique when minimal rain delays and maintains traffic on present floor. This ultra-thinwhite topping is more secure in visibility (decreasing stopped sight distances, non-rutting, less work quarter reconstruction and reasons much less accidents, etc.,). powerful concrete thickness quantifies the burden carrying capacity of the UTW pavement, variant of the structural potential as a characteristic of distance along the roadway, and probably the situation of the concrete–asphalt bond interface and the underlying asphalt concrete layer.

the following conclusions are made on the pavement design i.eultra-thin white topping in pavements. they're as follows

As the design load increases from 8t to 16t edge, corner and temperature stresses are increasing.

As corner stresses is maximum it is considered as a crucial stress in thedesign.

The design overlay thickness using IRC is 10cm and AASHTO is 25.4 cm. So the thickness adopted by using IRC method iseconomical.

For the overlay thickness of 10 cm, as the design load is increased from 8t to 16t stresses are not within the permissible limits which indicates that ultra thin white topping can only be used for trafficareas.

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