Model konstitutif ketahanan cement treated asphalt mixture terhadap alur

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Abstrak

Design thickness of pavement by mechanistic method may allow use of many types of pavement materials. Cement Treated Asphalt Mixture (CTAM) is one type of pavement surfacing layer which is a composite mixture consist of aggregates, asphalt and mortar cement. CTAM made from open graded and mortar cement as air void grouting agent resulted a new type of asphaltic mixture with a unique characteristic. So far, use of CI?AM is not too popular since its chart or constitutive model for determination of its rutting resistance (WTRCTAM) is not available yet. The aim of this study was to formulate the constitutive models of WTRCTAM.. For meet this purpose, laboratory experiments of Wheel-Tracking-Test using CTAM madeby varied types of asphalt; petroleum asphalt Pert 60 (AM), AM plus 3% latex type KKK-60 and AM plus Asbuton type of Retona-60 by ratio 4: 1, and three different of compressive strength of mortars cement. This test was conducted at four different temperatures. Constitutive modelsof WTRCrAM, either in term of DocTAM, RdCTAM or DSCTAM were formulate as a function of CTAM stiffiness modulus (SCTAM). By use of 86 experimentals data, a quite feasible constitutive models of WTRCTAM was derived.