

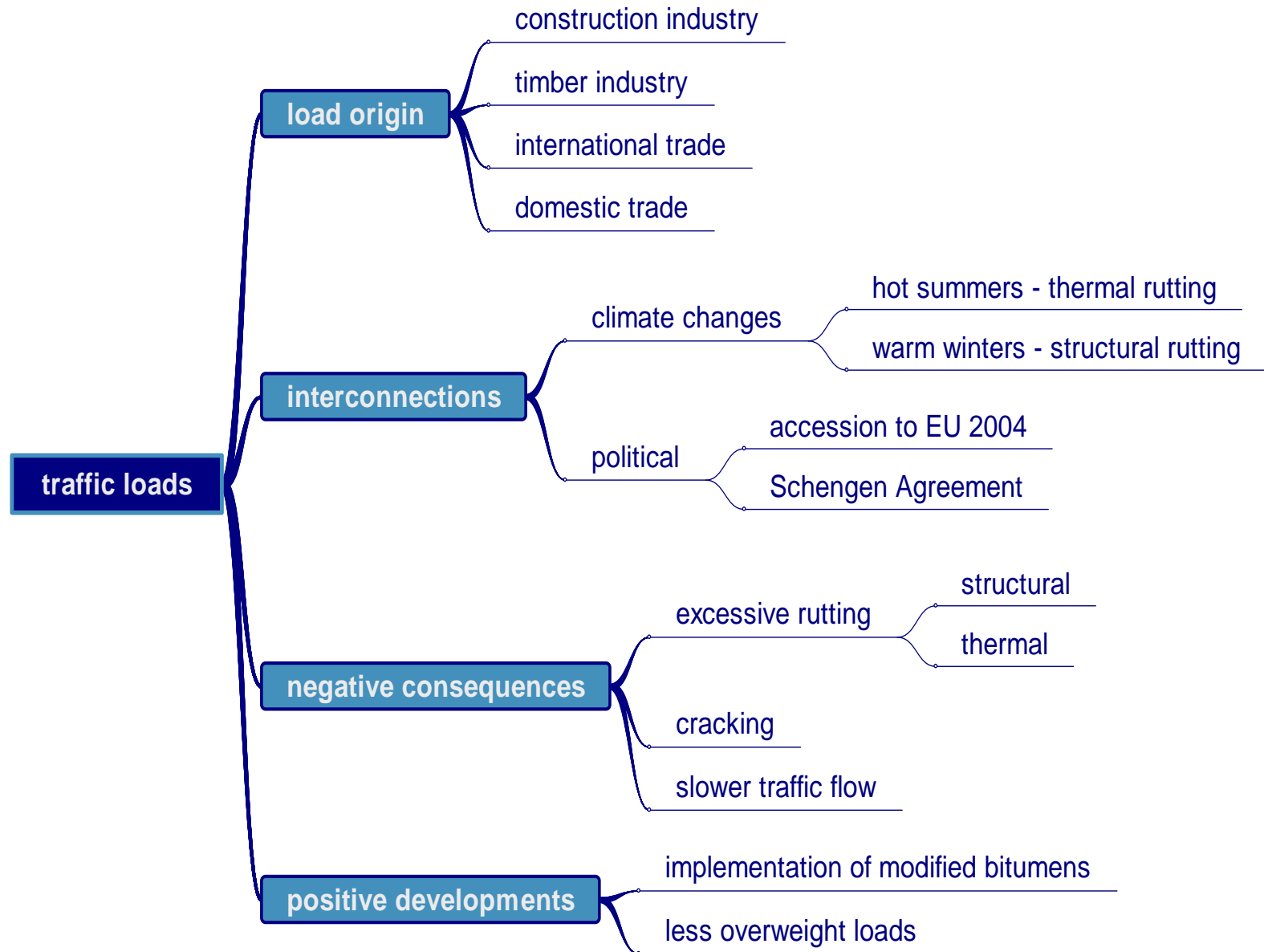


Traffic vehicle loads in Latvia



Janis Barbars, Latvian State Roads

Joint Nordic/Baltic Symposium on Pavement Design and Performance Indicators, Oslo
Traffic vehicle loads in Latvia





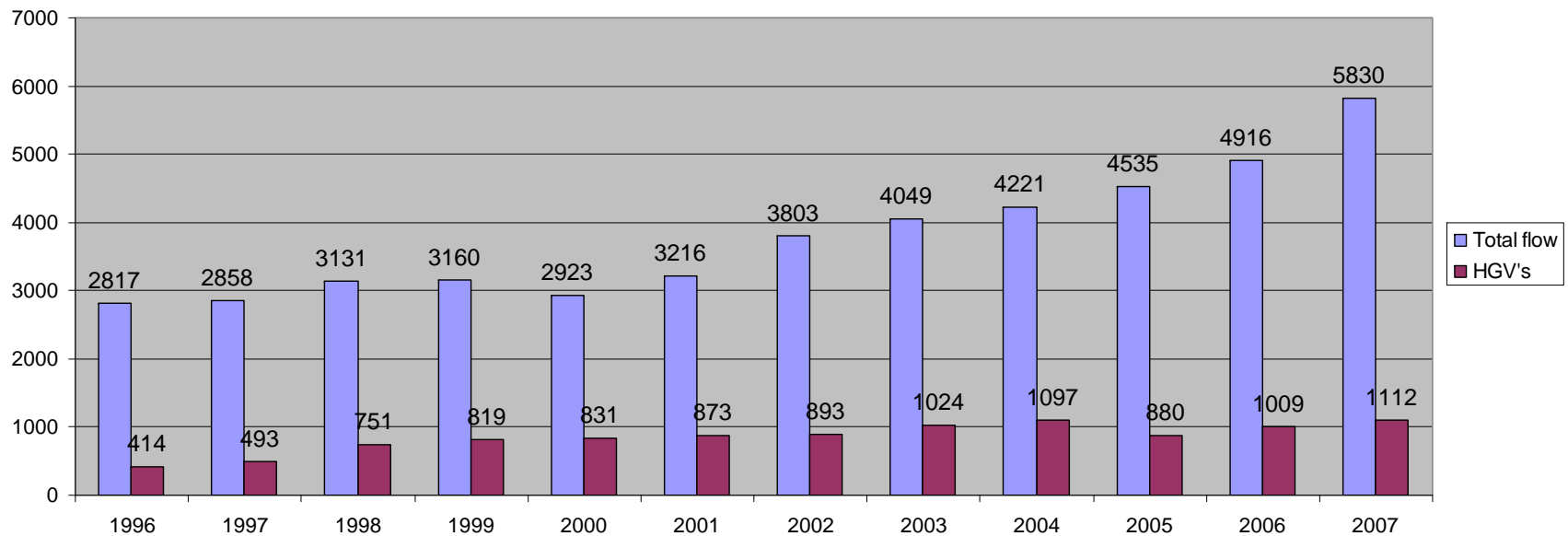
load origin

- construction industry
- timber industry
- international trade
- domestic trade



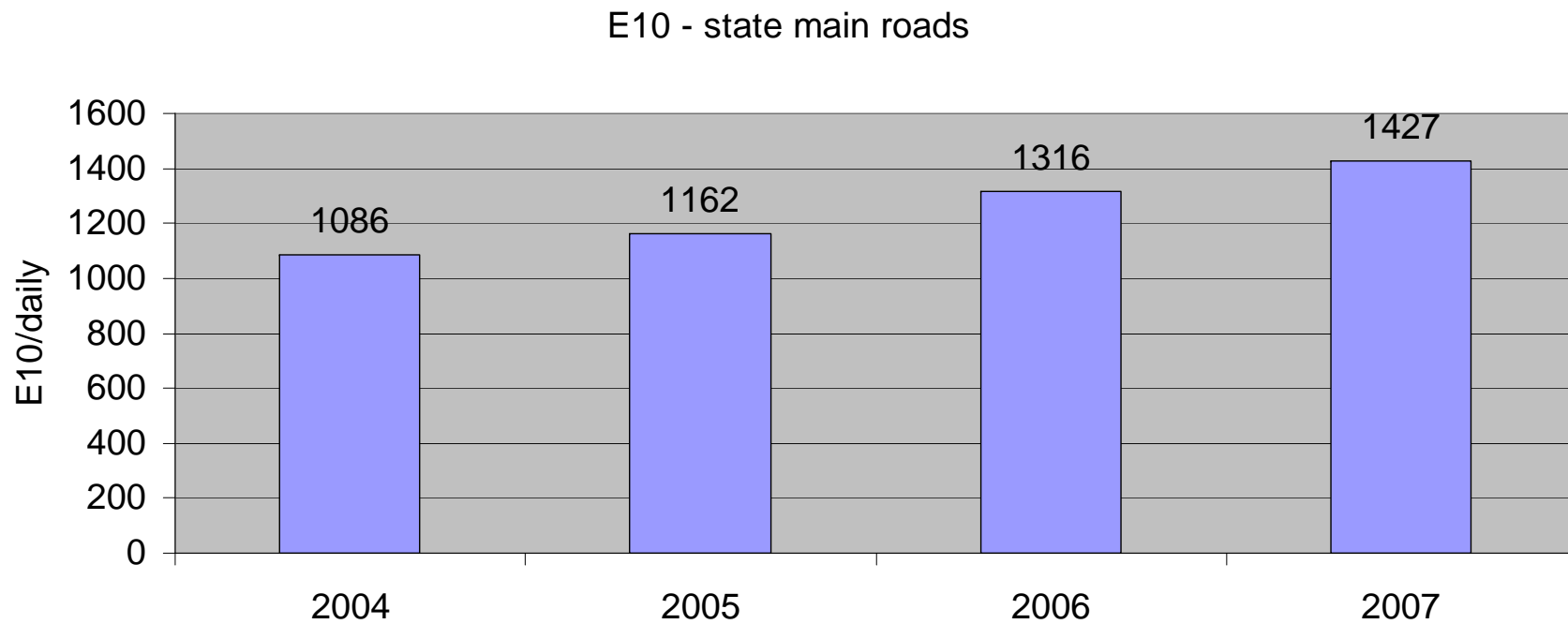
load increase – 12 years

transport flow on state main roads, AADT





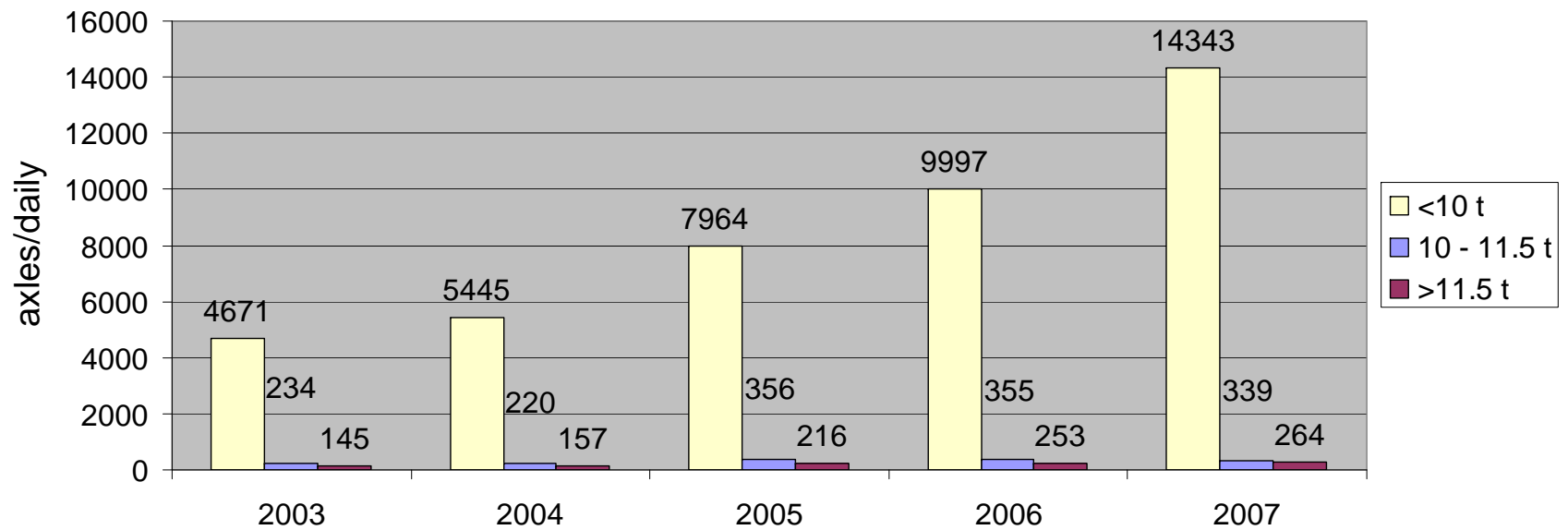
load increase





load increase – 5 years

axle loads as measured on road A4





interconnections

- climate changes
 - hot summers - thermal rutting
 - warm winters - structural rutting
- political
 - accession to EU 2004
 - Schengen Agreement



negative consequences

- excessive rutting
 - structural
 - thermal
- structural cracking
- slower traffic flow



excessive rutting



Joint Nordic/Baltic Symposium on Pavement Design and Performance Indicators, Oslo
Traffic vehicle loads in Latvia



thermal rutting – the insight



Joint Nordic/Baltic Symposium on Pavement Design and Performance Indicators, Oslo
Traffic vehicle loads in Latvia



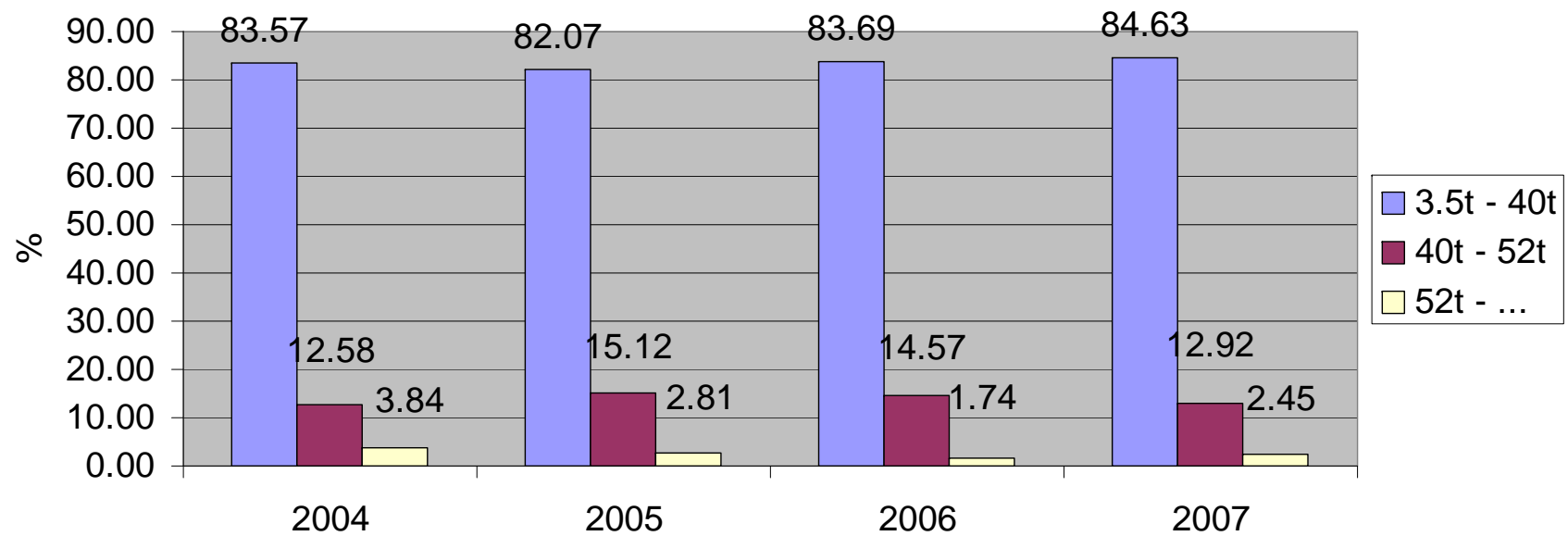
positive developments

- implementation of modified bitumens [to help fight thermal rutting]
- less overweight loads [as a result of strict control measures]



less overweight loads

HGV weight distribution as percentage of total HGV's





Thank you – that was insight into
the traffic vehicle loads in Latvia

