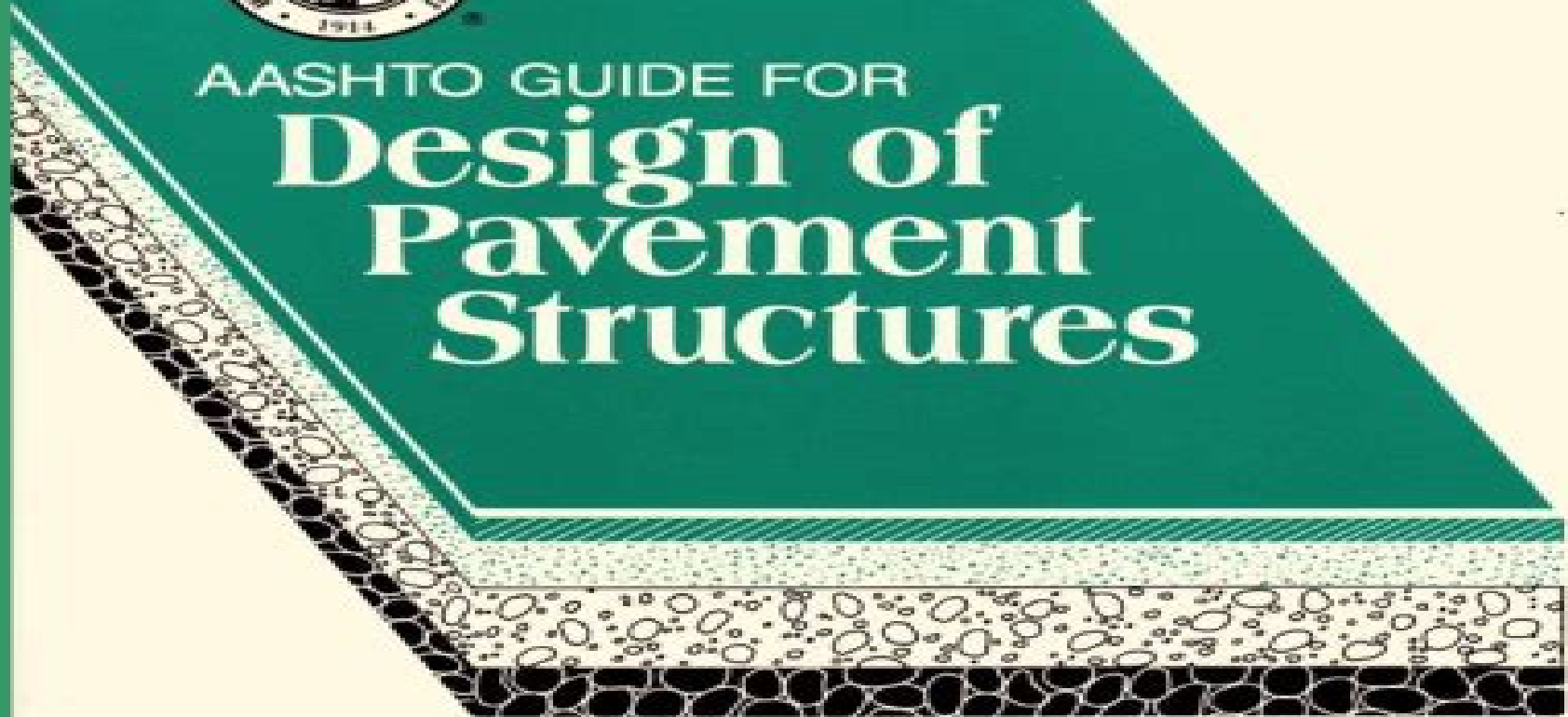




AASHTO GUIDE FOR

# Design of Pavement Structures



PUBLISHED BY THE  
AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

# Aashto Pavement Design Guide

**Liyong Dong**



## **Aashto Pavement Design Guide:**

*AASHTO Guide for Design of Pavement Structures*, 1993 American Association of State Highway and Transportation Officials, 1993 Design related project level pavement management Economic evaluation of alternative pavement design strategies Reliability Pavement design procedures for new construction or reconstruction Design requirements Highway pavement structural design Low volume road design Pavement design procedures for rehabilitation of existing pavements Rehabilitation concepts Guides for field data collection Rehabilitation methods other than overlay Rehabilitation methods with overlays Mechanistic empirical design procedures

**Adapting the AASHTO Pavement Design Guide to New York State Conditions** Hong-Jer Chen, 1995 *A Study of New AASHTO Pavement Design Guide* W. K. Humphries, R. P. Ray, Ronald L. Baus, 1989 Guideline and Recommended Standard for Geofoam Applications in Highway Embankments Timothy D. Stark, National Cooperative Highway Research Program, 2004

**Mechanistic-empirical Pavement Design Guide** American Association of State Highway and Transportation Officials, 2008 *Pavement Engineering* Rajib B. Mallick, Tahar El-Korchi, 2022-12-30 Pavement Engineering Principles and Practice examines a wide range of topics in asphalt and concrete pavements from soil preparation and structural design to life cycle costing and economic analysis This updated Fourth Edition covers all concepts and practices of pavement engineering in terms of materials design and construction methods for both flexible and rigid pavements and includes the latest developments in recycling sustainable pavement materials and resilient infrastructure New and updated topics include material characterization concepts and tests pavement management concepts probabilistic examples of life cycle cost analysis end of life considerations waste plastic in asphalt pervious concrete pavement monitoring instrumentation and data acquisition and more The latest updated references state of the art reviews and online resources have also been included

*Implementation of the AASHTO Mechanistic-empirical Pavement Design Guide and Software*, 2014 Introduction Mechanistic Empirical Pavement Design Guide and AASHTO Ware Pavement ME Design TM Software Overview Survey of Agency Pavement Design Practices Common Elements of Agency Implementation Plans Case Examples of Agency Implementation Conclusions

*The Handbook of Highway Engineering* T.F. Fwa, 2005-09-28 Modern highway engineering reflects an integrated view of a road system's entire lifecycle including any potential environmental impacts and seeks to develop a sustainable infrastructure through careful planning and active management This trend is not limited to developed nations but is recognized across the globe Edited by renowned authority

**Principles of Highway Engineering and Traffic Analysis** Fred L. Mannering, Scott S. Washburn, 2012-03-27 The 5th edition of the Mannering's Principles of Highway Engineering and Traffic Analysis continues to offer a concise approach that covers all the necessary fundamental concepts New features in this edition include updates and more consistency with the latest edition of the Highway Capacity Manual HCM the inclusion of sample FE exam questions call out of common mistakes and added coverage on a qualitative description of the mechanistic approach

*Proceedings of the 10th International*

*Conference on Maintenance and Rehabilitation of Pavements* Paulo Pereira, Jorge Pais, 2024-07-20 This book gathers the proceedings of the 10th International Conference on Maintenance and Rehabilitation of Pavements MAIREPAV10 held in Guimar es Portugal on July 24 26 2024 The conference series has been established to promote and discuss state of the art design maintenance rehabilitation and management of pavements The respective contributions share the latest insights from research and practice in the maintenance and rehabilitation of pavements and discuss advanced materials technologies and solutions for achieving an even more sustainable and environmentally friendly infrastructure **Implementation of the**

**Mechanistic-empirical Pavement Design Guide in Utah** Michael I. Darter, Leslie Titus-Glover, Harold L. Von Quintus, 2009 Highway agencies across the nation are moving towards implementation of the new AASHTO Mechanistic Empirical Pavement Design Guide MEPDG for pavement design The objective of this project was to implement the MEPDG into the daily operations of the Utah Department of Transportation UDOT The implementation of the MEPDG as a UDOT standard required modifications in some UDOT pavement design protocols i e lab testing procedures equipment and protocols traffic data reporting software issues design output interpretation and others A key requirement is validation of the MEPDG s nationally calibrated pavement distress and smoothness prediction models when applied under Utah conditions and performing local calibration if needed This was accomplished using data from Long Term Pavement Performance LTPP projects located in Utah and UDOT pavement management system PMS pavement sections The nationally calibrated MEPDG models were evaluated With the exception of the new hot mix asphalt HMA pavement total rutting model all other models were found to be reasonable The rutting model was locally calibrated to increase goodness of fit and remove significant bias Due to the nature of the data used in model validation it is recommended that further MEPDG model validation be accomplished in the future using a database that contains HMA pavement and jointed plain concrete pavement JPCP exhibiting moderate to severe deterioration This report represents Phase II of the UDOT MEPDG implementation study and builds on the Phase I study report completed in 2005 for UDOT The Draft User s Guide for UDOT Mechanistic Empirical Pavement Design UDOT Research Report No UT 09 11a dated October 2009 incorporates the findings of this report as inputs and pavement design guidelines for Utah for use by UDOT s pavement design engineers during trial implementation of the MEPDG Technical report documentation p *AASHTO Guide for Design of Pavement Structures* American Association of State Highway and Transportation Officials, 1986 **Pavement Design Manual** Colorado. Department of Transportation, 2011 The purpose of the Manual is to provide the Colorado Department of Transportation CDOT and consultant pavement designers with a uniform and detailed procedure for designing pavements on CDOT projects

**Development of Flexible Pavement Design Parameters for Use with the 1993 AASHTO Pavement Design Guidelines** , 2003 **Development of a Simplified Flexible Pavement Design Protocol for New York State Department of Transportation Based on AASHTO ME Pavement Design Guide** Ali Qays Abdullah, 2015 New York State

Department of Transportation NYSDOT has used the AASHTO 1993 Design Guide for the design of new flexible pavement structures for more than three decades. The AASHTO 1993 Guide is based on the empirical relationships developed for the data collected in the AASHO Road Test in the early 1960s. A newer pavement design method called the Mechanistic Empirical Pavement Design Guide (MEPDG) was developed by the National Cooperative Highway Research Program to provide a more efficient and accurate design method and based on sound engineering principles. The MEPDG models have been incorporated in the AASHTOWare Pavement ME 2.1 software program that can be purchased from AASHTO. Due to the advanced principles and design capabilities of the AASHTOWare program, NYSDOT decided to implement the MEPDG and calibrate the distress models included in the software for the conditions in the state. The work conducted in this research included the local calibration of the distress models for the North East (NE) region of the United States. Design performance and traffic data collected on Long Term Pavement Performance (LTPP) sites in the NE region of the United States were used to calibrate the distress models. First, the AASHTOWare Pavement ME 2.1 with global calibration factors was used to compare the predicted and measured distresses values that were used for model calibration. The local bias was assessed for all distresses models except for the longitudinal cracking model; it was found the bias existed for this model even after calibration. The thermal cracking model was not calibrated because of erroneous measured data. The calibration improved the prediction accuracy for the rutting, fatigue cracking, and smoothness prediction models. The AASHTOWare software was used to run design cases for combinations of traffic volume and subgrade soil stiffness ( $M_r$ ) for twenty-four locations in New York State. The runs were performed for a road classified as Principal Arterial, Interstate, the 90% design reliability level, and 15 years design period. State-wide average traffic volume parameters and axle load spectra were used to define the traffic. The NYSDOT's Comprehensive Pavement Design Manual (CPDM) was initially used to obtain pavement design solutions. The thicknesses for the select granular subgrade materials and the asphalt layer thicknesses were varied to include several values higher and lower than the thickness recommended by CPDM. The thicknesses of asphalt surface and binder layers were kept constant; only the thickness of the asphalt base layer was changed. For each design combination, the design case with the thinnest asphalt layer for which the predicted distress was less than the performance criteria was selected as the design solution. The design solutions for each of the 24 locations were assembled in design tables. The comparison of the design tables showed that some variation in the design thickness for the asphalt layers exists, even with thicker asphalt layers being needed for the locations in the Upper part of the New York State. The comparison between the new design tables and the table included in the CPDM proved that the new design tables require thinner asphalt layers at low AADTT and thicker asphalt layers at high AADTT than the corresponding design in the CPDM table. For stiff subgrade soil and low AADTT, the design thicknesses are almost the same in the new design tables and in the CPDM table.

**Development of a Simplified Flexible Pavement Design Protocol for New York State Department of Transportation Based on the AASHTO**

**Mechanistic-empirical Pavement Design Guide** Stefan Anton Romanoschi, Ali Q. Abdullah, 2017 The New York State Department of Transportation NYSDOT has used the AASHTO 1993 Design Guide for the design of new flexible pavement structures for more than two decades The AASHTO 1993 Guide is based on the empirical design equations developed from the data collected in the AASHO Road Test in the early 1960s A newer pavement design method called the Mechanistic Empirical Pavement Design Guide MEPDG was developed by the National Cooperative Highway Research Program NCHRP to provide a more efficient and accurate design method that is based on sound engineering principles The MEPDG models have been incorporated in the AASHTOWare Pavement ME Design 2.1 software program Due to the advanced principles and design capabilities of the AASHTOWare program NYSDOT decided to implement the MEPDG and calibrate the distress models included in the software for the conditions in the state This report summarizes the local calibration of the distress models for the Northeast NE region of the United States and the development of new design tables for new flexible pavement structures Design performance and traffic data collected on the Long Term Pavement Performance LTPP sites in the NE region of the United States were used to calibrate the distress models First the AASHTOWare Pavement ME Design 2.1 with global calibration factors was used to compare the predicted and measured distress values The local bias was assessed for all distress models except for the longitudinal cracking model it was found the bias existed for this model even after calibration The thermal cracking model was not calibrated because of inaccurate measured data The calibration improved the prediction capability of the rutting fatigue cracking and smoothness prediction models The calibrated AASHTOWare software was used to run design cases for combinations of traffic volume and subgrade soil stiffness resilient modulus  $M_r$  for 24 locations in the state of New York The runs were performed for a road classified as Principal Arterial Interstate 90% design reliability level and 15 and 20 year design periods State wide average traffic volume parameters and axle load spectra were used to define the traffic The configuration specified in the current design table used by NYSDOT which is included in the Comprehensive Pavement Design Manual CPDM was followed for the pavement design solutions The thicknesses for the select granular subgrade materials and the asphalt layer thicknesses were varied to include several values higher and lower than the thickness recommended by the CPDM The thicknesses of asphalt surface and binder layers were kept constant only the thickness of the asphalt base layer was changed For each design combination the design case with the thinnest asphalt layer for which the predicted distress was less than the performance criteria was selected as the design solution The design solutions for each of the 24 locations were assembled in design tables The comparison of the design tables showed that some variation in the design thickness for the asphalt layers exists with thicker asphalt layers being needed for the locations in the upper part of the New York State The comparison between the new design tables and the table included in the CPDM proved that the new design tables require thinner asphalt layers at low Annual Average Daily Truck Traffic AADTT and thicker asphalt layers at high AADTT than the corresponding designs in the CPDM table Pavement Design and Analysis ,1995

Papers presented at the 1995 TRB Annual Meeting      **Transportation Infrastructure** United States. General Accounting Office, 1997 This report 1 describes the roles of FHWA and others in developing and updating the pavement design guide and 2 examines the use and potential of a computer analysis method known as the nonlinear 3 Dimensional Finite Element Method 3D FEM for improving the design and analysis of highway pavement structures      *Pavement Design: Materials, Analysis, and Highways* M. Rashad Islam, Rafiqul Tarefder, 2021-02-05 Master the principles analysis and design in pavement engineering This student friendly textbook offers comprehensive coverage of pavement design and highways Written by two seasoned civil engineering educators the book contains precise explanations of traditional and computerized mechanistic design methods along with detailed examples of real world pavement and highway projects Pavement Design Materials Analysis and Highways shows step by step how to apply the latest software based AASHTOWare Pavement Mechanistic Empirical Design method Each design topic is covered in separate modular chapters enabling you to tailor a course of study Fundamentals of Engineering FE sample questions are also provided in each chapter Coverage includes Stress strain in pavement Soils aggregates asphalt and portland cement concrete Traffic analysis for pavement design Distresses and distress prediction models in flexible and rigid pavement Flexible and rigid pavement design by AASHTO 1993 and AASHTOWare Overlay and drainage design Sustainable and rehabilitation pavement design pavement management and recycling Geometric design of highways      **Pavement Structural Design Practices** Brian Lee Bowman, Raymond A. Forsyth, 1993 This synthesis will be of interest to pavement highway and geotechnical engineers and others interested in pavement structural design practices Information is provided on flexible and rigid pavement design design elements common to flexible and rigid pavement and flexible and rigid pavement overlay design Additionally the synthesis discusses pavement research currently underway and recently completed by researchers of the United States and Canada The structural design of flexible and rigid pavements has evolved from the application of engineering judgement to include a variety of processes This report of the Transportation Research Board describes the various methods for structural pavement design in the United States and several Canadian provinces Only the structural aspects of design are considered that is those intended to provide strength or stiffness to the pavement The functional aspects of design such as skid resistance are not considered

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