

Project Description:

The objective of this research was to develop the calibration procedure for the NCHRP design guide (M-E PDG) models for both flexible and rigid pavement structures for this region and to assist the state highway agencies (KS and NY) in the implementation of the new Guide for pavement design and surface selection practices.

Progress this Quarter (includes meetings, work plan status, contract status, significant progress, etc.):

Design tables for all eleven regions of NYSDOT have been developed based on the runs of the MEPDG software calibrated for the NE region of the United States and with material, climatic, traffic and pavement structure data specific for each region. It was found that at medium traffic volume, the design solutions are very comparable to those included in the NYSDOT Comprehensive Pavement Design Manual. The regional calibration of the distress models in the AASHTOWare Pavement ME Design software was then conducted since the AASHTOWare software contains models different than those in the MEPDG software. The analysis also showed that the number of pavement sections selected for calibration is sufficient. New design tables for 15- and 20-year design lives for 24 locations in New York State have been prepared. The work this quarter concentrated on preparation of the draft final report for the project. The final report summarizes all the work done and provides the details of the calibration and the design tables. The first draft of the final report for the project was completed and it is currently under review.

Anticipated work next quarter:

The corrected final report will be submitted.

Significant Results:

The research efforts to date concentrated on the development of the library of material characterization data for typical pavement materials and the identification of pavement test sections for which performance data may be available. The survey of literature has been conducted to identify existing material characterization data and pavement performance data collected already by the highway agencies and reported in internal documents.

The testing program was designed for measuring the dynamic resilient modulus of typical asphalt concrete mixes and the binder shear modulus and phase angle. Testing has been performed on more than 15 HMA mixes.

The TrafLoad software has been used for volume characteristics and axle load spectra extraction for the weight and classification stations that continuously recorded data for at least twelve continuous months and at least seven consecutive days in each month. The traffic data collected in 2004 to 2013 has been processed for all stations that had sufficient data.

A major new task was added to the research plan. The objective was to develop a pavement design procedure for flexible pavement structures based on the MEPDG that the local environment, materials, construction practices, soils and maintenance needs and to assist the NYSDOT pavement design personnel in the implementation of the Procedure into the pavement design practice. The calibration of MEPDG for the NE region of the United States was done using the data recorded on seventeen LTPP GPS-1 and GPS-2 sections. Runs of the the calibrated AASHTO Pavement ME model was done for pavement design scenarios specific to twenty-one weather stations in NYSDOT state; design tables have been developed for 15- and 20-year design lives. The draft final report for the project was completed and it is currently under review by NYSDOT.

Circumstance affecting project or budget. (Please describe any challenges encountered or anticipated that might affect the completion of the project within the time, scope and fiscal constraints set forth in the agreement, along with recommended solutions to those problems).

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