

Period Covered: July 1, 2007 through September 30, 2007

KSDOT Progress Report  
for the

## State Planning and Research Program

PROJECT TITLE: Implementation Of The 2002 AASHTO Design Guide For Pavement Structures

<b>PROJECT MANAGER:</b>  Richard L. McReynolds, P.E., Admin. Contact Dr. Stefan Romanoschi, KSU, PI	Project No: TPF-5(079) RE-0361-01	Project is:  <input type="checkbox"/> PLANNING <input checked="" type="checkbox"/> RESEARCH & DEVELOPMENT
<b>Annual Budget (active projects)</b>	<b>Multi Year Project Budget</b>  \$521,963	

**Progress:** The objective of this research is 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 in region in the implementation of the new Guide for pavement design and surface selection practices.

The research efforts to date were 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 for measuring the dynamic resilient modulus of typical asphalt concrete mixes and the binder shear modulus and phase angle has commenced. Testing has been performed on more than 15 hot-mix asphalt (HMA) mixes.

For all mixes tested, the measured dynamic moduli were compared with the moduli predicted by the Witczak equation and by the Hirsch model. The comparison revealed that, for all mixes, the measured moduli were 50 to 100 percents higher than the moduli predicted by the Witczak Equation. The Hirsh model severely under-predicted the dynamic modulus.

Two databases of needed input data for the 1-37A model were created in Access format for flexible and rigid pavement structures, to ease the assembly of pavement construction and performance data for both rigid and flexible pavements. The data collected will allow runs of the 1-37A software to calibrate the model to local conditions when sufficient performance data will be available.

The TrafLoad software has been used for axle load spectra extraction for the weight and classification stations that continuously recorded data for at least twelve continuous months. The traffic data collected in 2004, 2005 and 2006 has been processed for all stations that had sufficient data. More data is needed for some of the stations.

A new Pavement Performance Program was initiated. Five pavement sections, constructed in 2005, will be included initially in the program. More sections will be added in the years to come. The work conducted in the last quarter focused on the determination of the dynamic complex modulus of the HMA mixes and the resilient modulus of unbound materials used in the construction of the experimental test sections on I-495 in Long Island.

Laboratory testing (dynamic modulus, Hamburg wheel loading, Tensile Strength Ratio (TSR)) was also performed for a WMA – HMA (warm mix vs. hot mix asphalt) comparison study.

#### **SUMMARY OF ACTIVITIES EXPECTED TO BE PERFORMED NEXT QUARTER:**

Dynamic modulus tests will also be performed on several new HMA mixes that represent the mixes produced in the State of New York following the current specifications, which typically lead to higher binder contents than in the past. The tests will also be performed on three WMA mixes. The summary traffic data provided by TrafLoad will compared to the default traffic data incorporated in the M-E Guide for Level 3 design.

New major tasks were added to the work plan. This include the evaluation of the reduction in pavement distresses for the composite pavement structures for NYSDOT due to the usage of new truck/semi-trailer configurations and the development of recommendations for appropriate legal limits for the new vehicle configuration. To achieve these objectives, Finite Element modeling of several typical pavement sections in the New York State will be performed to estimate their response and performance under the loading of trucks with several configuration types.

#### **STATUS AND COMPLETION DATE**

Percentage of work completed to date for total project is: 65%

X on schedule \_\_\_\_ behind schedule, explain

Expected Completion Date: December 31, 2008