An Overview of Recent WSDOT Pavement Design Research and Implementation Efforts

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**Title:** AN OVERVIEW OF RECENT WSDOT PAVEMENT DESIGN RESEARCH AND IMPLEMENTATION EFFORTS

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**Abstract:**
This report overviews the current status of WSDOT pavement design procedures, analyses, and "manuals" that have culminated with the study entitled "ACP Overlay Design Implementation."

**Key Words:**
- Pavement design

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Final Report

Research Project GC 8286, Task 29
ACP Overlay Design Implementation

AN OVERVIEW OF RECENT
WSDOT PAVEMENT DESIGN
RESEARCH AND IMPLEMENTATION EFFORTS

by

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INTRODUCTION

REPORT OBJECTIVE

The objective of this report is to overview the current WSDOT pavement design procedures and the recently completed WSDOT Pavement Guide. Much of the reported work was completed within the study entitled "ACP Overlay Design Implementation."

BACKGROUND

WSDOT has used a variety of pavement design procedures over the years. A short summary follows.

1. **New/Reconstruction Flexible Pavement Design**

   The "R-value" method was used from the 1950s well into the 1980s (currently, the flexible pavement design procedure contained in the WSDOT Design Manual). The approach required the use of R-values to characterize the strength of the unstabilized pavement layers. The effect of mixed traffic was estimated through the use of Traffic Index (TI). More recently, WSDOT is considering the adoption of the flexible design approach contained in the AASHTO Guide for the Design of Pavement Structures. In fact, the recently completed draft of the WSDOT Pavement Guide (May 1992) provides detailed information for using the AASHTO Guide.

2. **New/Reconstruction Rigid Pavement Design**

   WSDOT does not state in the current Chapter 326 ("Design of Pavement Structure") of the WSDOT Design Manual a specific procedure for the design of rigid pavement. The draft WSDOT Pavement Guide states that the pavement thickness determination shall be in accordance with the AASHTO Guide.

3. **Asphalt Concrete Overlays**

   WSDOT has used a variety of methods over the past 20 years to design structural AC overlays over flexible pavement. These have included
- Engineering Judgment,
- Asphalt Institute Component Analysis,
- Asphalt Institute Deflection Analysis, and
- Mechanistic-Empirical Approaches.

More recently, through WSDOT/TRAC combined efforts on a study entitled "Pavement Design and Performance," a complete system of analysis and design software was developed. The current study ("ACP Overlay Design Implementation") has refined the software and user's guides and combined all necessary background information into the WSDOT Pavement Guide. The software includes the following:

- **EVERCALC** A computer program that uses pavement surface deflections from a falling weight deflectometer (FWD) to estimate layer "elastic" moduli. This analysis process is a key element in evaluating an existing pavement structure for the purposes of overlay design.

- **CHEVPC** A computer program (originally developed by the Chevron Oil Company) that was adopted to run on personal computers. This program uses elastic analysis to estimate stresses, strains, and deflections for a pavement structure due to a single, known wheel load, layer elastic moduli, and associated thicknesses.

- **EVERSTRS** A computer program that can use "stress sensitive" moduli inputs to estimate stresses, strains, or deflections for a pavement structure resulting from either a single or dual wheel load. This program is a modified version of CHEVPC.

- **EVERPAVE** A computer program that uses EVERSTRS, layer moduli (from EVERCALC, laboratory tests, or other material correlations) and failure criteria (fatigue cracking and rutting) to estimate AC overlay thicknesses. The traffic input is in terms of 18,000 lb equivalent single axle loads (ESALs).

A second recent overlay design procedure is currently used by WSDOT to check or validate EVERPAVE. This design process is the revised AASHTO approach which, presumably, will replace the current AASHTO Guide, Part III, Chapter 5, during 1992 or 1993.
RESULTS

INTRODUCTION

This section will be divided into four sections as follows:

- Software modifications,
- Input data,
- Implementation packages, and
- Case studies.

SOFTWARE MODIFICATIONS

During the course of the current study, extensive modifications have been made to the EVERCALC program. The following changes were made:

- new, more user friendly screens,
- easier, automated data input from the WSDOT FWD,
- complete revision of the moduli convergence routine and convergence error measure,
- modified output formats,
- inclusion of an automatically calculated depth to stiff layer scheme,
- preparation of a revised EVERCALC user's guide, and
- other, miscellaneous program features.

INPUT DATA

For either new or rehabilitation oriented pavement design, using the adopted WSDOT design procedures, certain common input data are required. The progress, to date, for these inputs follows.

1. Traffic Characterization

The review of WSDOT "W-4 Tables," recent WSDOT weigh-in-motion data, conversion of bus weigh data to ESALs and corresponding data from Sweden have been summarized in the recent WSDOT Pavement Guide. Essentially, the Guide provides a
clear path for WSDOT personnel on how to estimate design period ESALs for new or rehabilitation pavement projects.

2. **Material Elastic Moduli**

The testing of remolded, unstabilized layer materials for base and subgrade materials were completed by the WSDOT Materials Laboratory during the reported study. This information, along with other methods of estimating layer moduli, are described in both the *WSDOT Pavement Guide* (draft completed May 1992) and the *WSDOT Pavement NDT Data Applications* document (completed September 1991 and revised March 1992).

3. **Material Seasonal Variation**

A review of the FWD deflection data from 16 test sites located throughout the state of Washington on the WSDOT route system is complete. The results tend to confirm the earlier seasonal moduli variations reported in the "Pavement Design and Performance" study. These new seasonal moduli ratios will be included soon (Summer 1992) in the *WSDOT Pavement Guide*.

4. **Failure Criteria**

The two fundamental criteria used in EVERPAVE to estimate fatigue cracking and rutting have not been modified since their original development. What has improved is the understanding of the required Shift Factor needed to effectively use the fatigue cracking prediction criterion. Again, this information is incorporated into the *WSDOT Pavement Guide*.

5. **Reliability**

The reliability scheme used by AASHTO for new flexible, new rigid, and rehabilitation thickness design is recommended for use in the EVERPAVE computer program. Essentially, the use of reliability "shifts" the design period ESALs to higher levels. The use of the AASHTO reliability approach is described in the *WSDOT Pavement Guide*. Without the use of reliability, one should expect about one-half of the
AC overlays designed by use of EVERPAVE to fail prior to the end of the design period since no "fixed" factors of safety are used in EVERPAVE or the input data.

IMPLEMENTATION PACKAGES

The two principal implementation packages that WSDOT has received during 1991-1992 will be briefly overviewed.

1. **Pavement NDT Data Applications Document**

   This document was developed in part as a set of course notes for a FHWA training activity and as documentation for WSDOT. The course notes includes the following sections:

   - **SECTION 1.0** ELASTIC MODULI
   - **SECTION 2.0** FUNDAMENTALS OF MECHANISTIC-EMPIRICAL DESIGN
   - **SECTION 3.0** NONDESTRUCTIVE TESTING DEVICES
   - **SECTION 4.0** DEFLECTION/MODULI INTERPRETATION TECHNIQUES
   - **SECTION 5.0** FUNDAMENTALS OF BACKCALCULATION
   - **SECTION 6.0** BACKCALCULATION PROGRAMS
   - **SECTION 7.0** CASE STUDIES

   The WSDOT District Materials Engineers and associated technical staff were provided three days of training on the topic during September 1991. A one-day follow-up was provided during March 1992. The WSDOT Materials Laboratory, through the use of this document, associated software, and training, is encouraging their District associates to use the described NDT applications on projects. The WSDOT Materials Laboratory have been using and refining these NDT techniques for about six years.

2. **WSDOT Pavement Guide**

   The document was developed as part of the current study ("ACP Overlay Design Implementation"). This was a specific item listed as a product in the project proposal.
Naturally, a "pavement guide" must cover the complete range of pavement design needs and, as such, covers both new/reconstruction (flexible and rigid) as well as rehabilitation (primarily AC overlays). The document contains the following sections:

PART I
SECTION 1.0 AN INTRODUCTION TO THE GUIDE
SECTION 2.0 PAVEMENT DESIGN POLICY

PART II
SECTION 1.0 AN INTRODUCTION TO PAVEMENT STRUCTURES
SECTION 2.0 FUNDAMENTAL DESIGN PARAMETERS
SECTION 3.0 PAVEMENT EVALUATION
SECTION 4.0 FLEXIBLE AND RIGID PAVEMENT RESPONSES AND RELATED DESIGN PROCESSES
SECTION 5.0 THE AASHTO FLEXIBLE PAVEMENT DESIGN PROCEDURE (NEW OR RECONSTRUCTED)
SECTION 6.0 THE AASHTO RIGID PAVEMENT DESIGN PROCEDURE (NEW OR RECONSTRUCTED)
SECTION 7.0 PAVEMENT REHABILITATION
SECTION 8.0 LIFE CYCLE COST ANALYSES
SECTION 9.0 CASE STUDIES (not completed as of June 1992)

The version of the WSDOT Pavement Guide completed during May 1992 is still considered a draft document; however, it should be available for full distribution sometime during Fall 1992.

The WSDOT Guide was used during May 1992, along with the AASHTO Guide, for a 3-1/2 day training activity for the WSDOT Materials Engineers and their associated technical staff. Additional training on specific software is still needed (EVERPAVE, EVERSTRS, and DARWin — at a minimum); however, that activity is not considered part of the scope of the current study but will be accomplished during 1992.
CASE STUDIES

Throughout the conduct of both studies ("Pavement Design and Performance" and "ACP Overlay Design Implementation"), numerous, actual case studies have been done by the study team. These case studies were mainly done to validate the AC overlay approach used in the EVERPAVE program. However, other design processes were examined, such as granular overlays ("cushion courses"). Naturally, the insight that developed was incorporated to the extent possible in the WSDOT Pavement Guide.
SUMMARY

The purpose of this short report is to overview the recently completed study entitled "ACP Overlay Design Implementation" and related studies which have resulted in the new analysis and design procedures currently available within WSDOT. By adopting the AASHTO Guide for new/reconstruction pavement design, the mechanistic-empirical approach embodied by the EVERPAVE computer program and other, related, analyses, WSDOT has an up-to-date suite of design "tools" which should serve it well.

The close cooperation of the WSDOT Research Office, Materials Laboratory, Districts, and TRAC/UW has resulted in an implemented set of products. More needs to be done, but the majority of the work is at last complete.

Future work could include improvement of the software (EVERPAVE, EVERSTRS, EVERCALC), Volume 1 of the WSDOT Pavement Guide (improve content and structure of existing sections, add at least two additional sections on subsurface drainage and case studies) and the addition of a Volume 2 which will contain software documentation, user guides, and related design examples.
BIBLIOGRAPHY*


* Reports, etc., that directly relate to the reported study and associated products.