Designs Factors for Flexible and Rigid Pavement Design

Workshop & Lectures on Pavement Engineering, Maintenance and Management

References

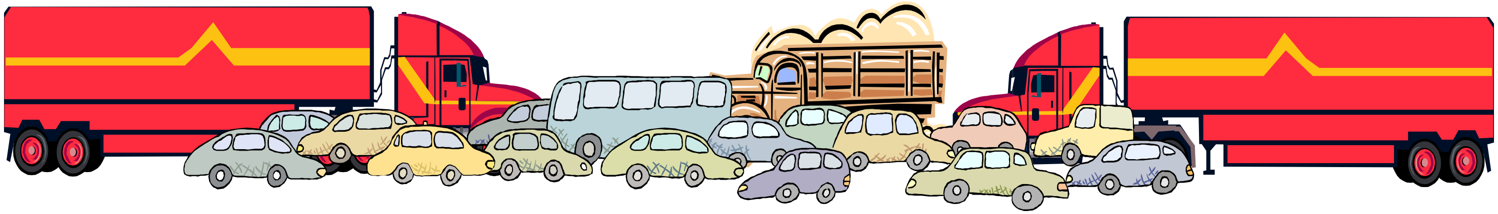
- *Pavement Analysis and Design*, Y.H. Huang, 2004
- *Principles of Pavement Design*, Yoder and Witczak, 1975
- Manual for *Professor Training Course in Asphalt Technology*, National Center for Asphalt Technology
- National Highway Institute (NHI) Training Course 131064A, *Introduction to Mechanistic Design of New and Rehabilitated Pavements*

Design Factors

- Traffic and Loading
- Materials
- Environment
- Failure Criteria
- Reliability

Traffic

- Primary Design Input
- Consideration
  - Traffic Volume
  - Mixed Traffic
  - Variable Vehicle and Axle Weights
  - Predicting Future Traffic
  - Lane Distributions

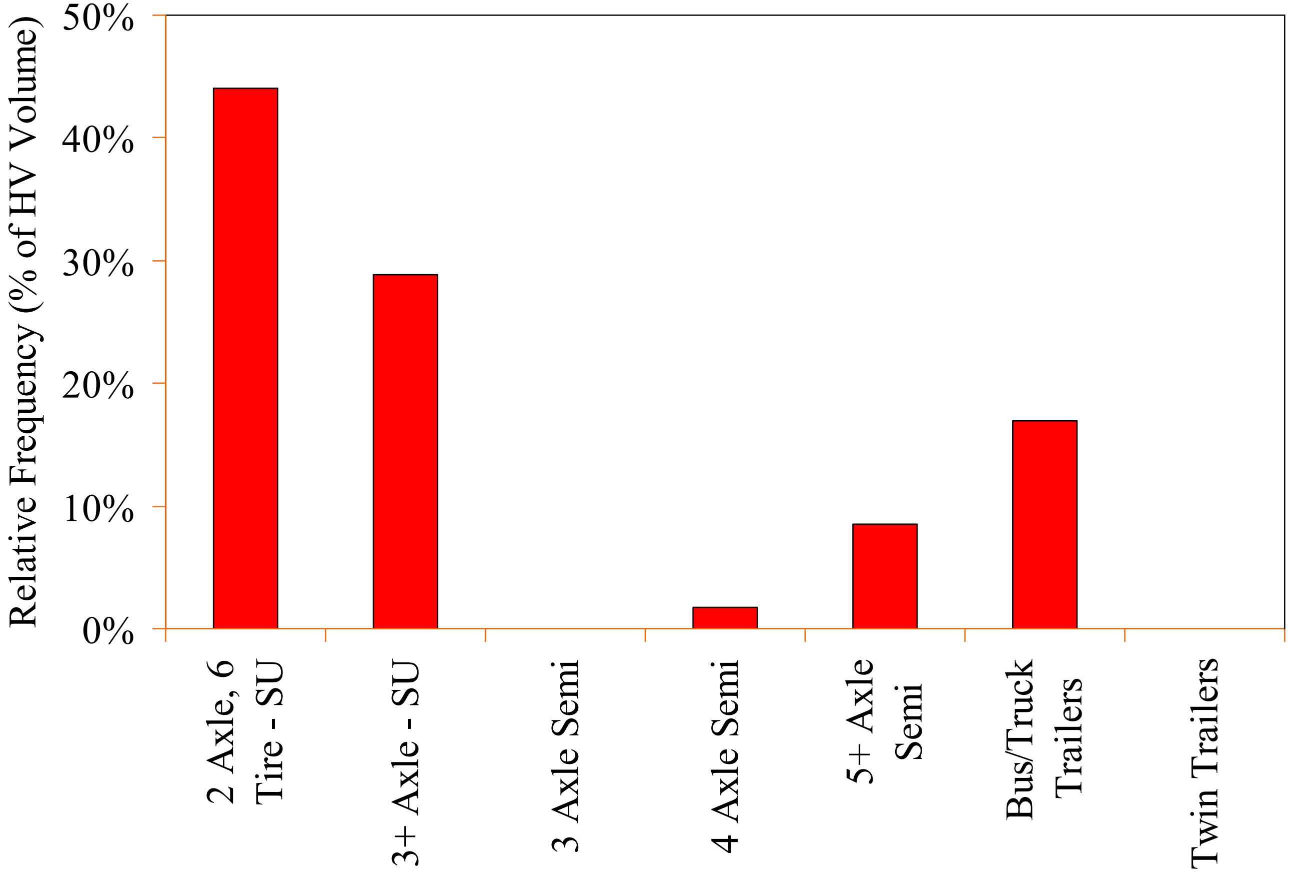


Traffic Volume

- AADT is the average daily traffic volume in all lanes in both directions
- AADT = (total yearly traffic volume) / 365
- T = percentage of truck

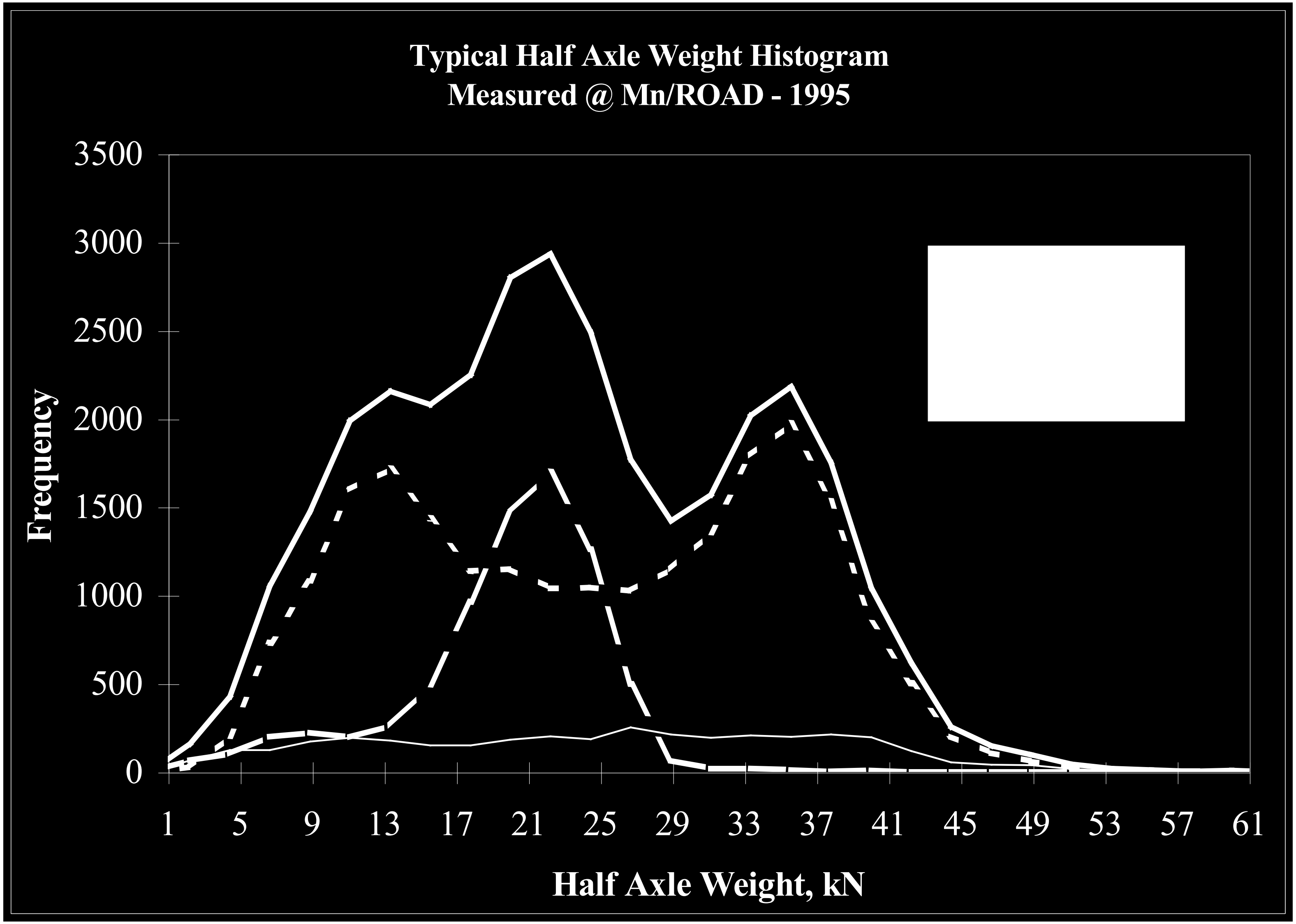
Mixed Traffic

Mixed Traffic – Vehicle Distributions

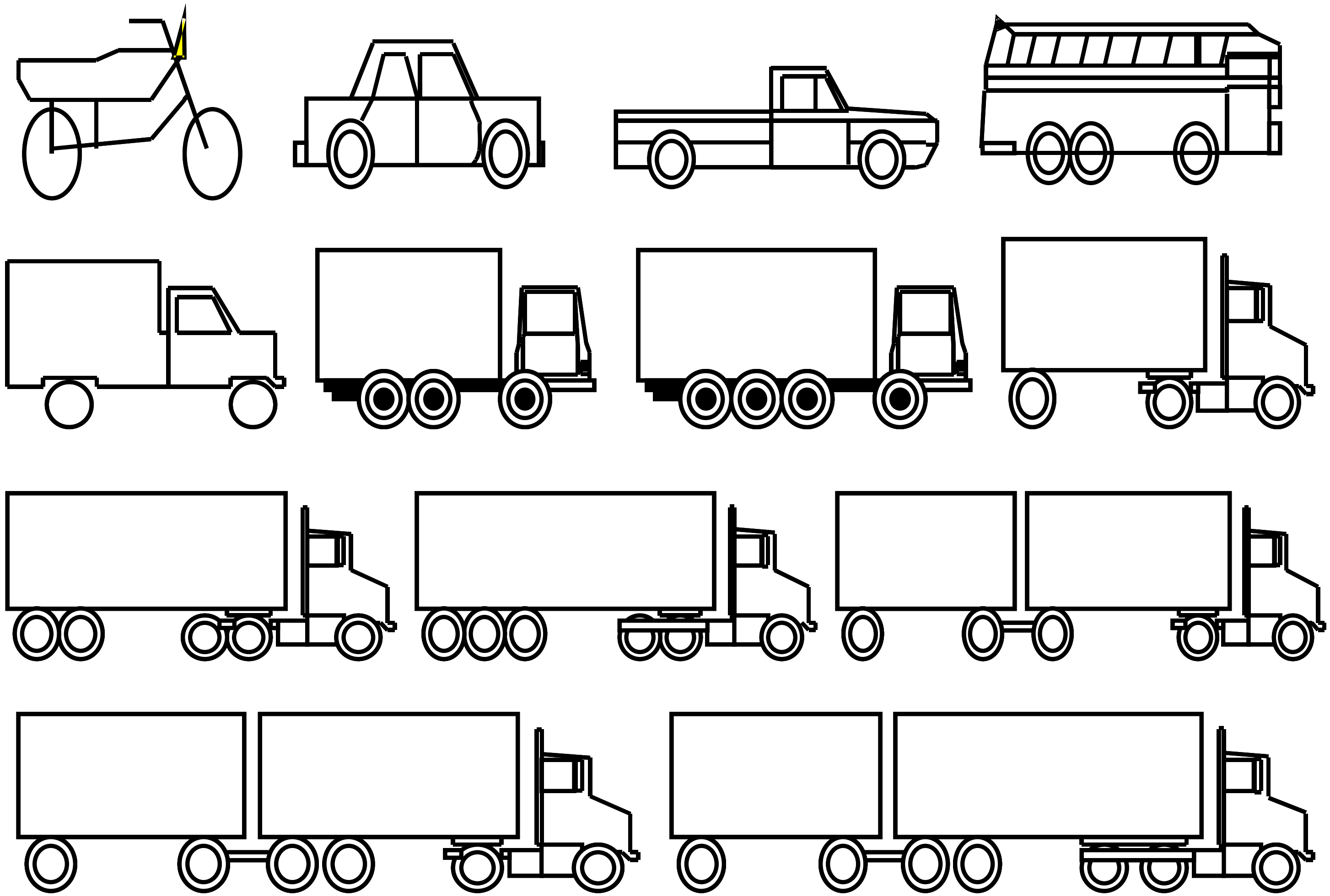


Mn/DOT 1994 Geotechnical and Pavement Manual, Rural CSAH or County Roads

Mixed Traffic – Variable Axle Weight

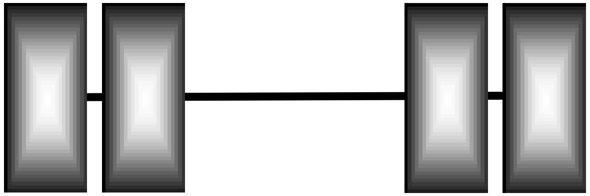


Vehicle Classification

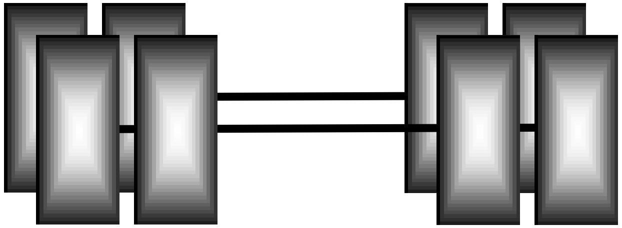


Mixed Traffic – Axle Configurations

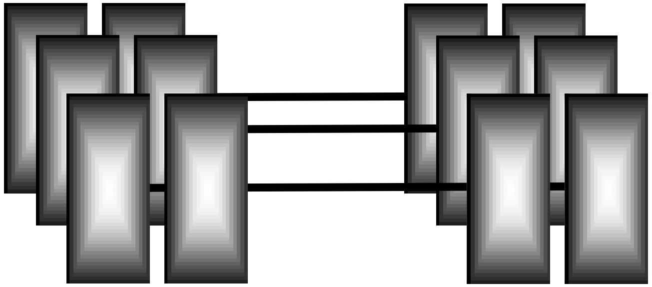
- Single



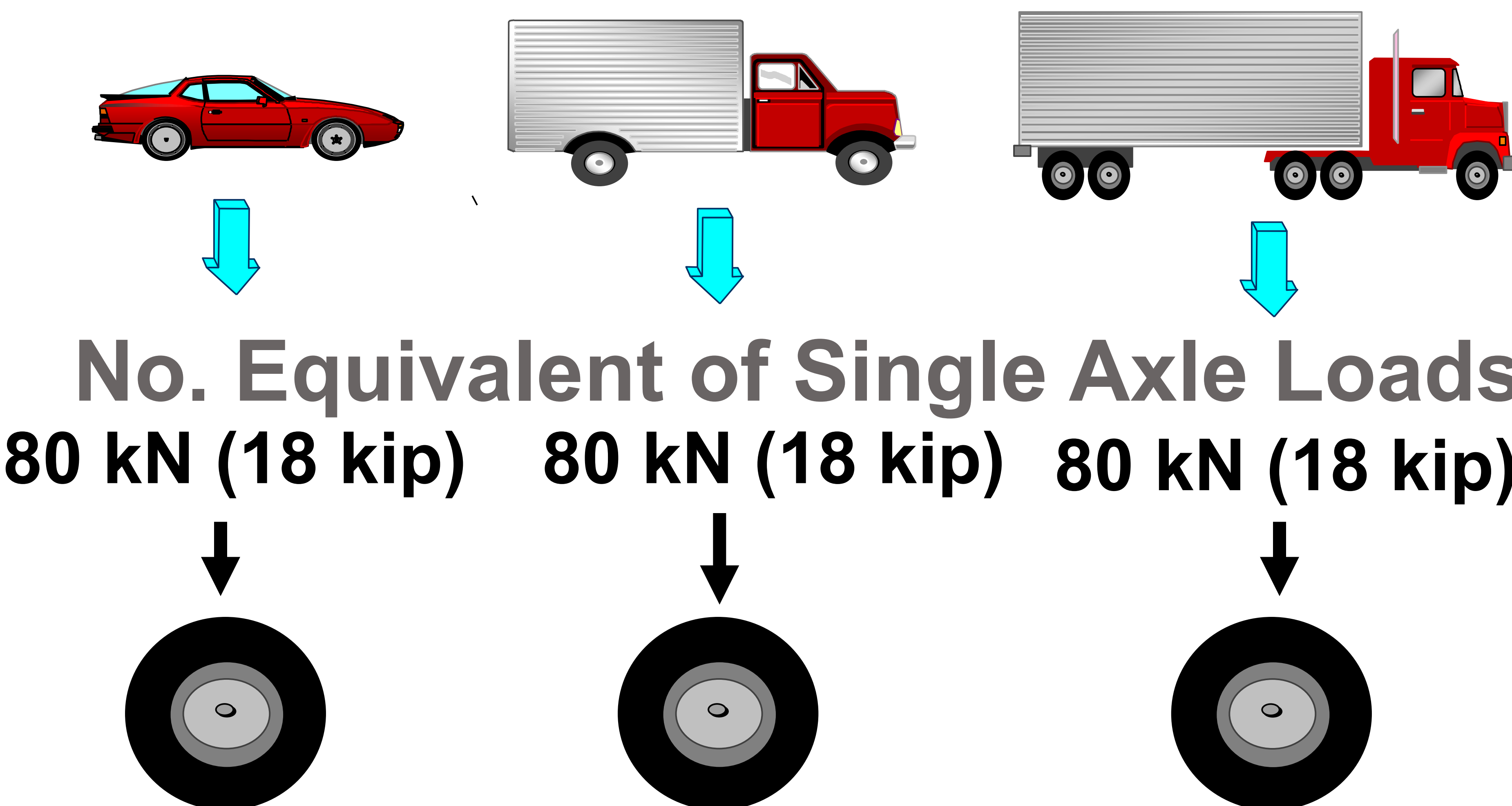
- Tandem



- Tridem



Conversion of Mixed Traffic to Equivalent of Single Axle Loads



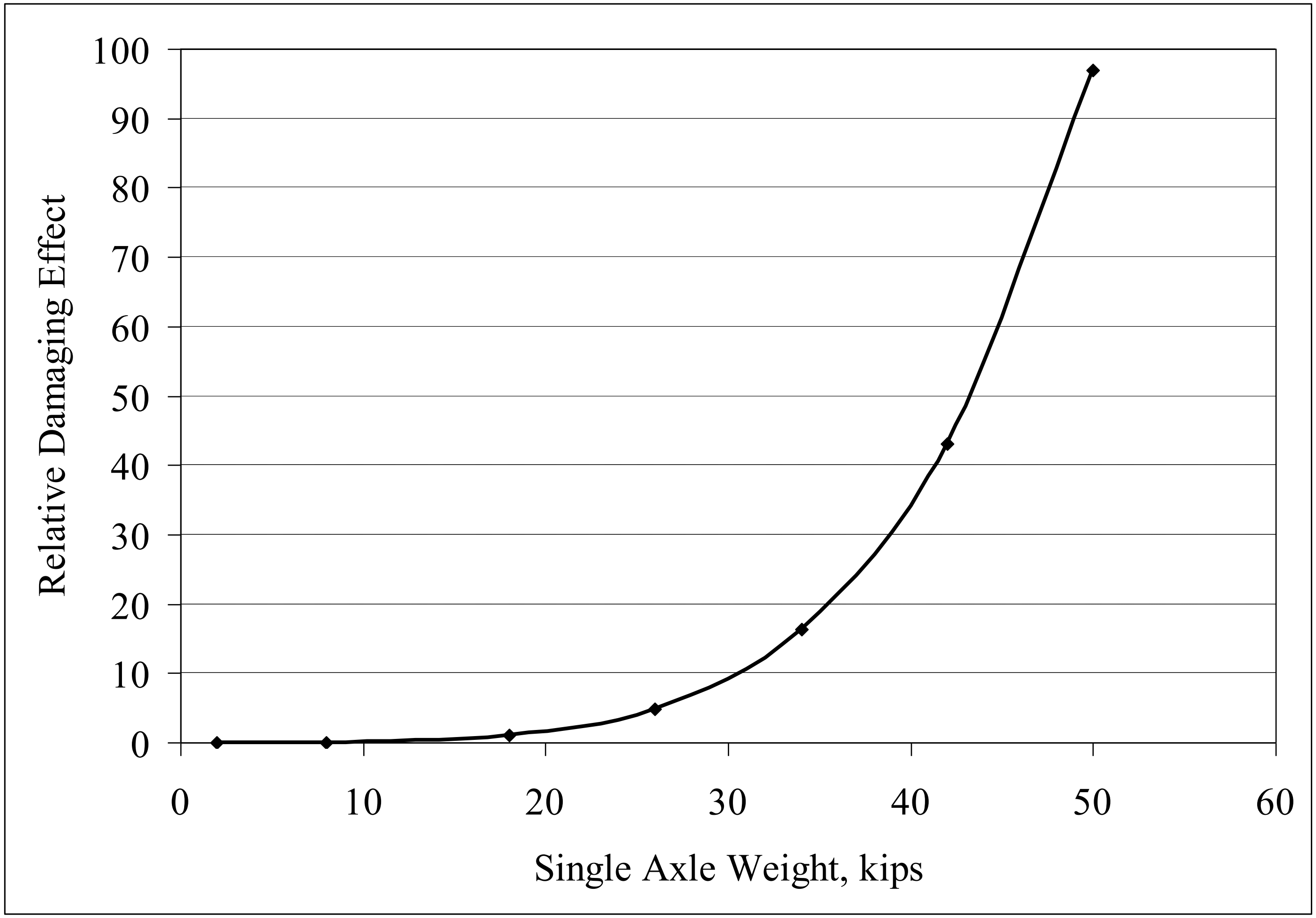
Concept of Equivalent Single Axle Loads (ESALs)

- Convert mixed traffic into equivalent 80-kN (18-kip) single axles
- Equivalent axles based on loss in serviceability measured at the AASHO Road Test
- Load equivalent factors used for the conversion

Relative Damage

AASHO Road Test – Empirical Relationship

- 4^{th} Power Law



Equivalent Axle Load Factor

- Defines the damage to pavement by any axle load relative to the damage induced by a single load (18 kip).
- Design is based on number of passes of single axle load.
- Equivalent load factor used depends on pavement conditions.
- Load factors are based on experience but can be derived theoretically.
- AASHO is the most commonly used procedure.

$$ESAL = \sum_{i=1}^{m} F_i n_i$$

m = number of axle group,

i = axle load group,

F_i = equivalent axle load factor,

n = number of passes.

Flexible Pavement

AASHTO Equivalent Factors:

$$\log\left(\frac{W_{tx}}{W_{t18}}\right) = 4.79\log(19) - 4.79\log(L_x + L_2) + 4.33\log L_2 + \frac{G_t}{\beta_x} - \frac{G_t}{\beta_{18}}$$

$$EALF = \left(\frac{W_{t18}}{W_{ttx}}\right)$$

Theoretical Analysis: there are different criteria proposed by different organizations.

- Asphalt Institute (failure criterion):
- Deacon (1960) (layer theory):

$$N_f = f_1(\varepsilon_t)^{-f_2}(E_1)^{-f_3}$$

$$EALF = \left(\frac{W_{t18}}{W_{ttx}}\right) = \left(\frac{\varepsilon_x}{\varepsilon_{18}}\right)^4$$

Theoretical Analysis (cond't):

$$EALF = \left(\frac{L_x}{18}\right)^4 \qquad EALF = \left(\frac{L_x}{L_s}\right)^4$$

criterion based on permanent deformation:

$$N_d = f_4(\varepsilon_c)^{-f_5}$$

W_{t18} = number of single load application to time, t

W_{tx} = number of x-axle load applications at the end of time, t

ε_x = tensile stress at the bottom of asp. layer due to x-axle load,

ε_{18} = tensile stress at the bottom of asp. layer due to 18 kip axle load,

L_x = the load in kip on one signle axle,

L_2 = axle code, 1,2,..

Determining Vehicle Factors

- Average damaging effect of vehicle
- Consider axle weight distribution for particular vehicle type

Example – Truck Equivalency Factor

Axle Load, kips	LEF		Number of Axles		A18 Kip EAL's
Singles					
3-5	0.002	x	1	=	0.002
5-7	0.01	x	5	=	0.05
7-9	0.034	x	15	=	0.51
9-11	0.088	x	57	=	5.016
11-13	0.189	x	63	=	11.907
13-15	0.36	x	17	=	6.12
23-25	3.03	x	3	=	9.09
Tandems					
27-29	0.495	x	50	=	24.75
29-31	0.658	x	72	=	47.376
31-33	0.857	x	85	=	72.845
33-35	1.09	x	120	=	130.8
35-37	1.38	x	25	=	34.5
			Total A18s	=	342.966

$$\text{ESAL Vehicle Factor} = \frac{\text{Total A18s}}{\text{\# of Trucks}} = \frac{342.966}{165} = 2.078$$

ESALs/Vehicle (← 2.078)

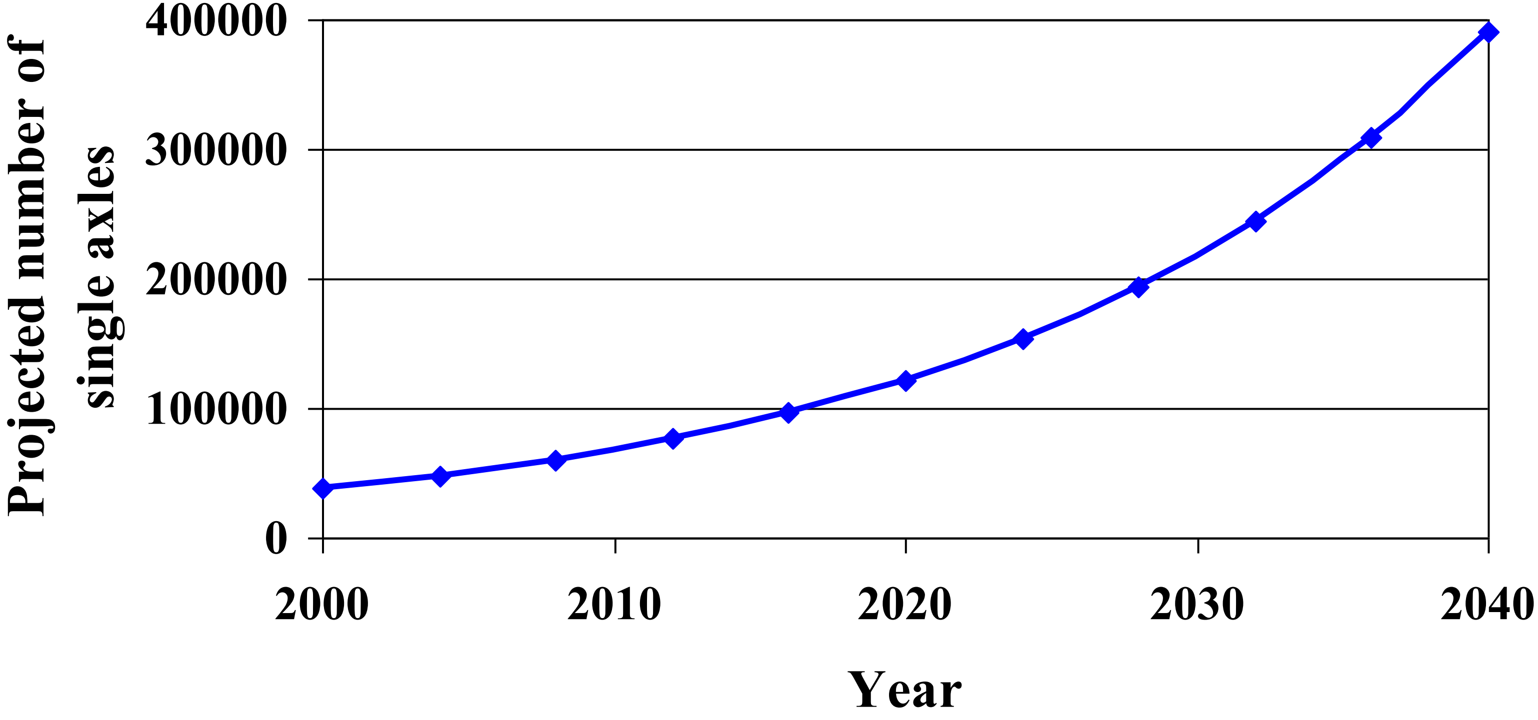
Predicting Future Traffic

- How fast will traffic grow?
- What is the design level of traffic?
- Examine historical trends
  - Develop best estimate of future growth rate
- Apply growth factor to current volume

$$Growth\ Factor = \frac{(1+g)^n - 1}{g}$$

- Assumptions
  - There is steady growth in traffic volumes
  - All other distributions remains relatively constant over the design period

Example of Single Axle Growth



Lane and Directional Distributions

- Typically design for ‘heaviest’ loaded lane
- Develop best information regarding lane distribution

Lane and Directional Distributions

- Typical Assumptions
  - Directional distribution = 50%
  - Lane Distribution

# Lanes/Direction	%Traffic In Design Lane
1	100
2	80-100
3	60-80
4	50-75

Example of Lane Distribution

ADT 20,000

75% trucks →

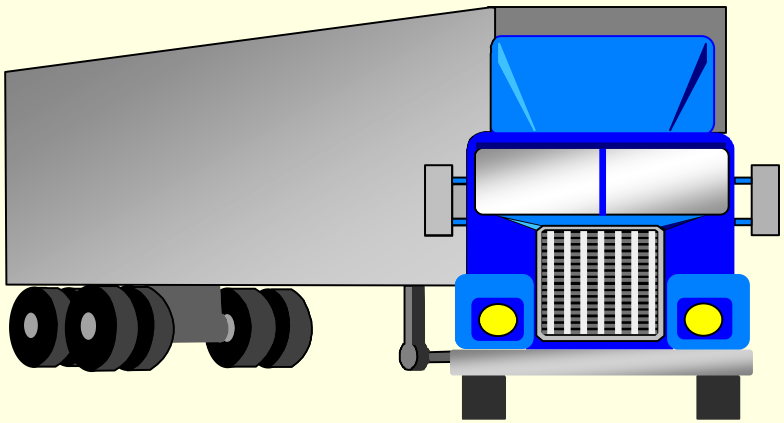
25% trucks →

ADT 60,000

53% trucks

39% trucks

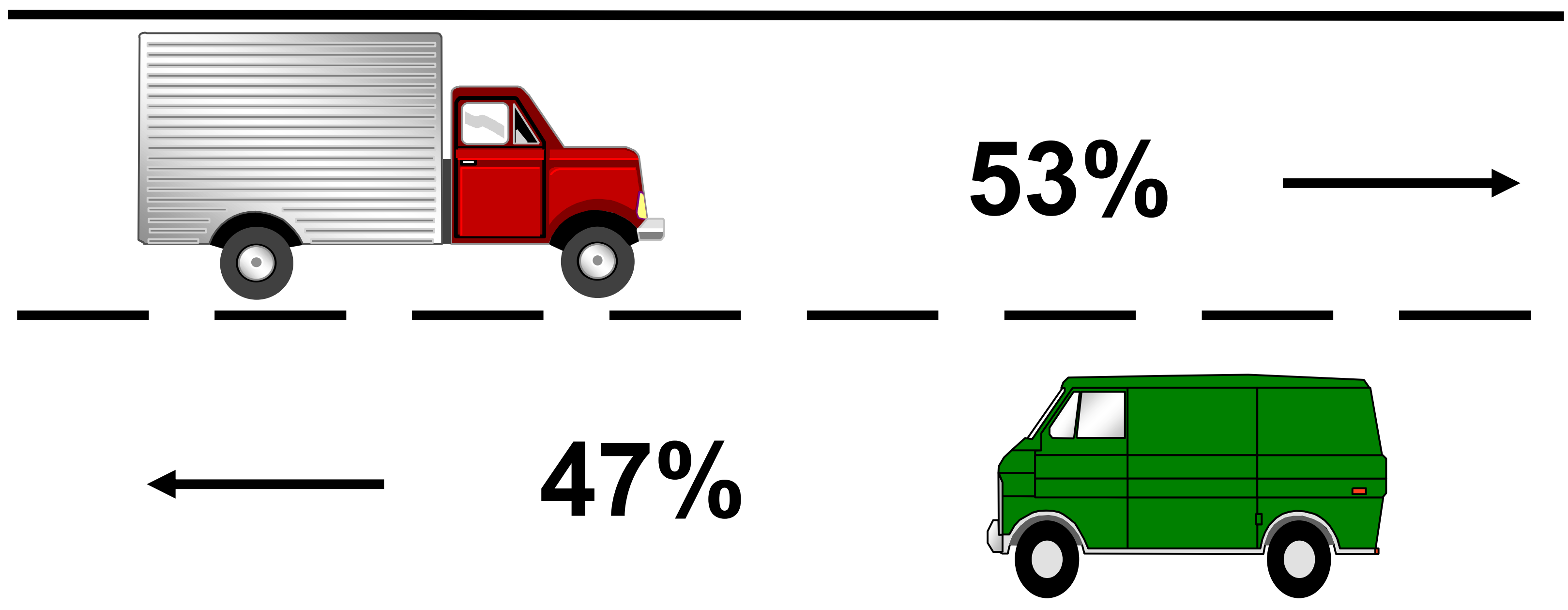
8% trucks



Design for worst case!!

Example of Directional Distribution

Percentage of trucks traffic traveling in one direction



Total Design Life ESAL

- The design life or performance period is the cumulative expected 18-kip ESAL

$$ESAL = \left(\sum_{i=1}^{m} p_i F_i\right)(ADT)_0 (T)(A)(G)(D)(L)(365)(Y)$$

p_i = percentage of total repetitions for the ith group
F_i = EALF for the ith load group
$(ADT)_0$ = average daily traffic at the start of the design period
T = percentage of trucks in the ADT
A = average number of axles per truck
G = growth factor
D = directional distribution factor
L = lane distribution factor
Y = design period in years

Load Spectra

- Deal with load variability directly
    - Load configurations
    - Tire pressures
    - Axle spacing
- Use mechanistic analysis to predict state of stress beneath each load
    - Empirically relate stresses to performance

Sources of Traffic Data

- Traffic Data Monitoring Systems
  - Automatic traffic recorders (ATR)
  - Automatic vehicle classification (AVC)
    - Determine configuration of vehicle and divide vehicles into different classes
  - Weigh-in-motion (WIM)
    - Axle weights/counts and vehicle classification

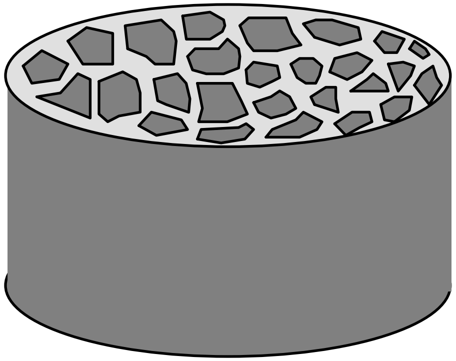
Materials

- Asphalt Materials
- PCC Materials
- Cementitiously Stabilized Materials
- Non-stabilized granular base/subbase
- Subgrade soils
- Bedrock

Asphalt Materials

- Resilient Modulus
- Dynamic Modulus
- Fatigue Characteristics
- Permanent Deformation

Asphalt Modulus



- Function of
  - Temperature
  - Rate of loading
  - Age
  - Volumetric properties
- Use of time-temperature superposition to determine "master curve"
- As the temperature increases, the modulus decreases
- As loading time increases, the modulus decreases
- As HMA ages with time, the modulus increases

Asphalt Modulus

- Resilient Modulus
  - Compression
  - Indirect Tension
- Dynamic Modulus
  - Measured-Compression
  - Calculated from regression equation

Resilient Modulus

$$M_r = \frac{\sigma_D}{\varepsilon_r}$$

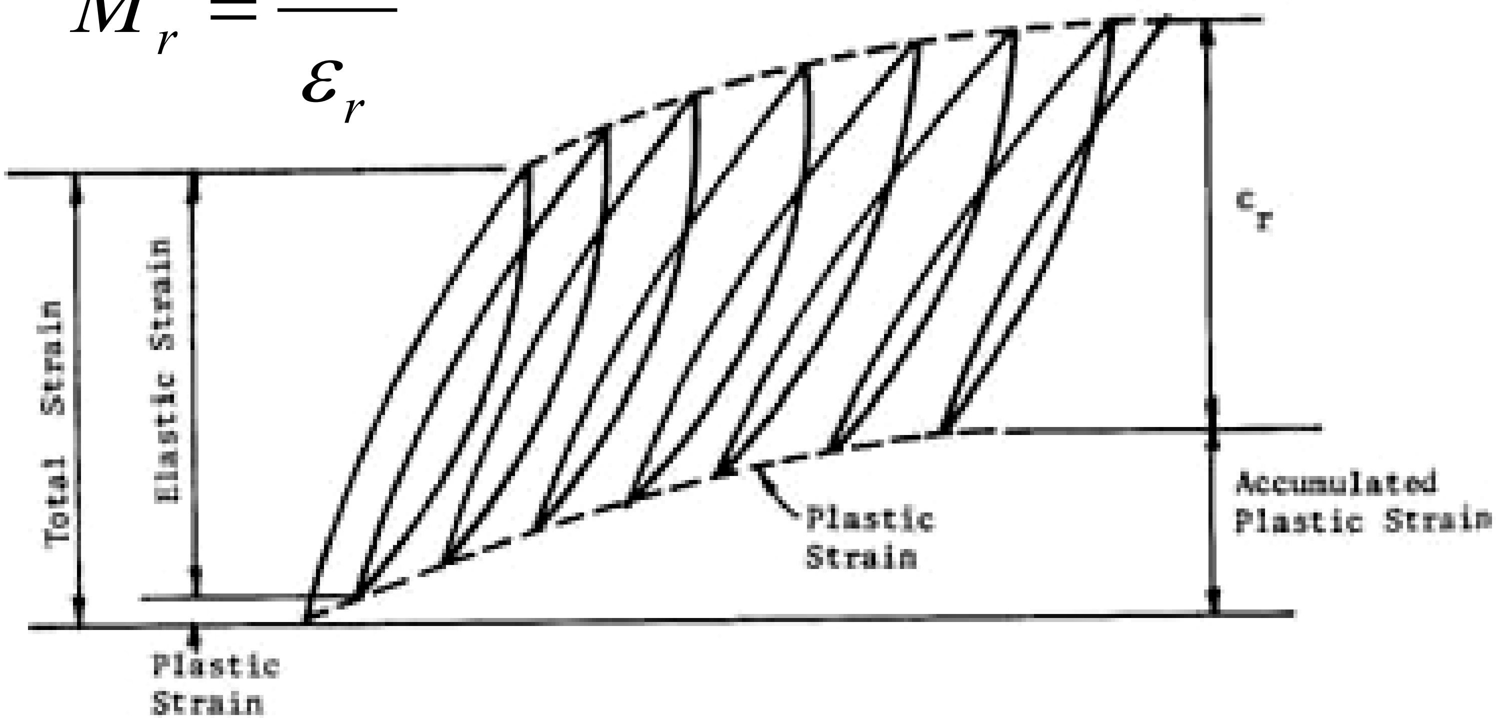
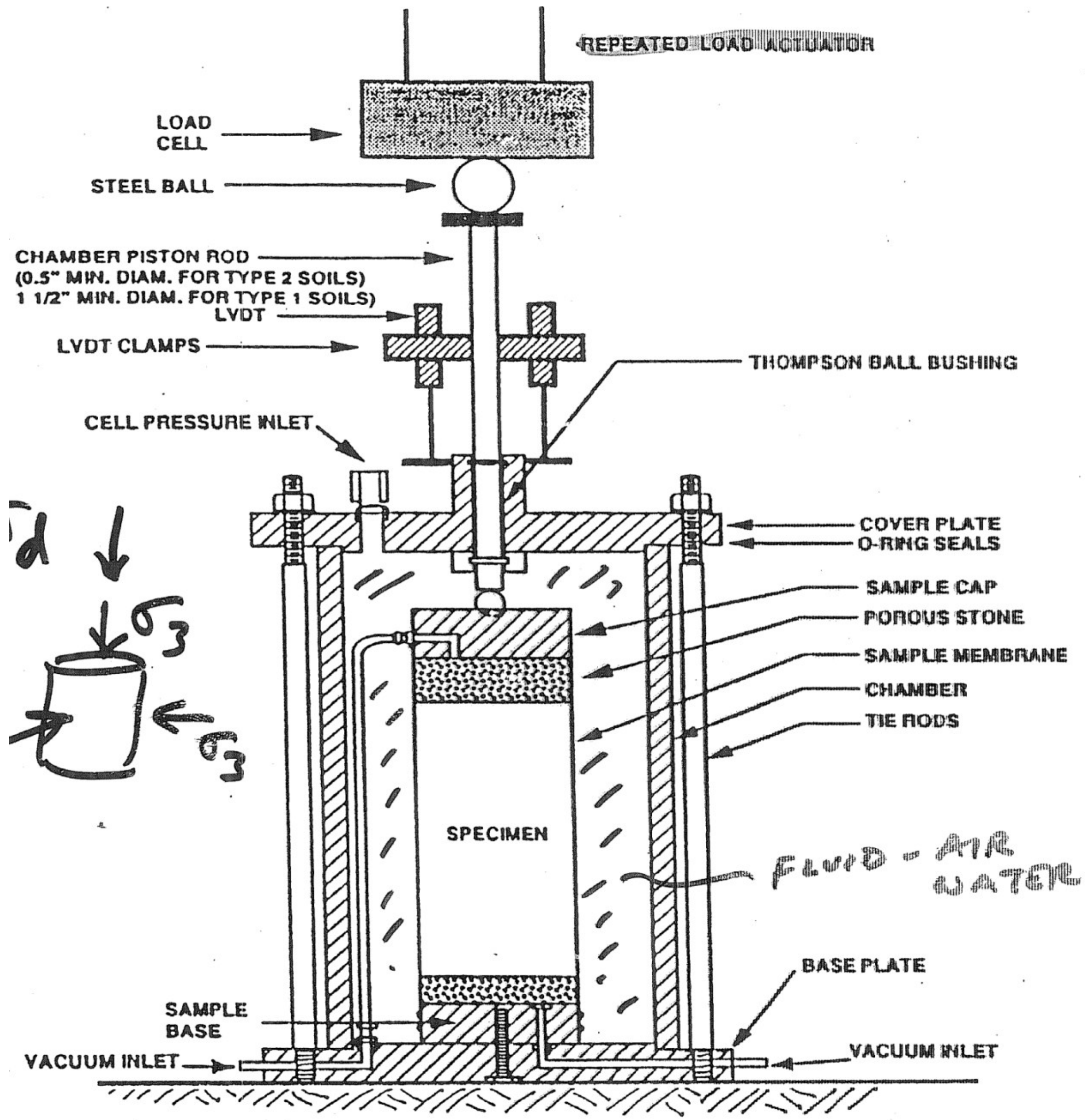


Figure 7.1 Strains under repeated loads.

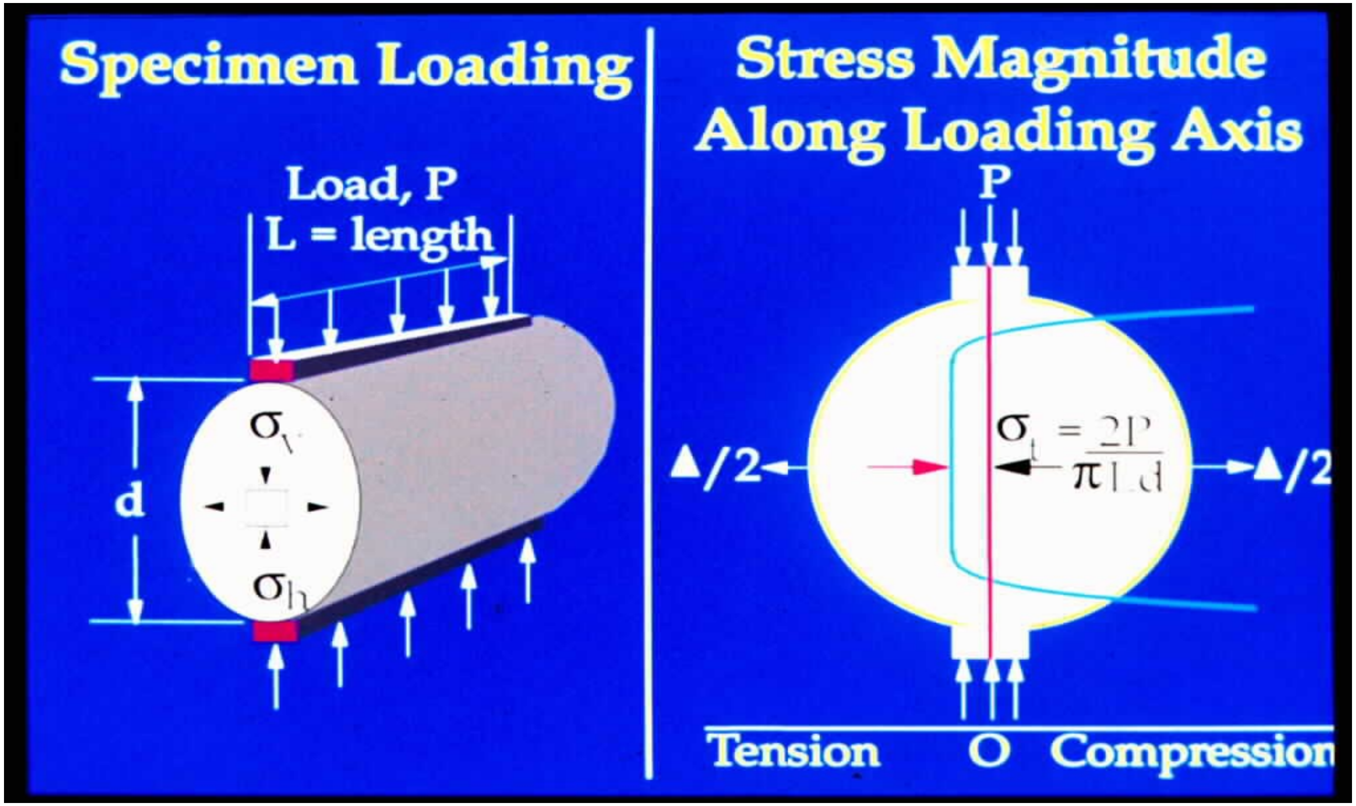
Compression Test for Mr



Test Condition

- Sample size: 4in. (102mm) in diameter and 8in. (203mm) in height
- Sample conditioning 50-200 cycles to ensure uniform deformation
- Test at 3 temperatures: 41F, 77F, and 104F (5, 25, and 40C)
- 20psi (138kPa) haversine loading with a duration of 0.1s and a rest of 0.9s

IDT Test for Mr



$$M_r = \frac{P(\nu + 0.2734)}{\delta t}$$

Test Condition

- ASTM(1989b) D4123-82
- Sample size: 4in. (102mm) in diameter and 2.5in. (64mm) thick
- Sample conditioning 50-200 cycles to ensure uniform deformation
- Test at 3 temperatures: 41F, 77F, and 104F (5, 25, and 40C)
- P = 40 to 60lb. (180 to 270kN) with a load duration of 0.1s applied every 3s

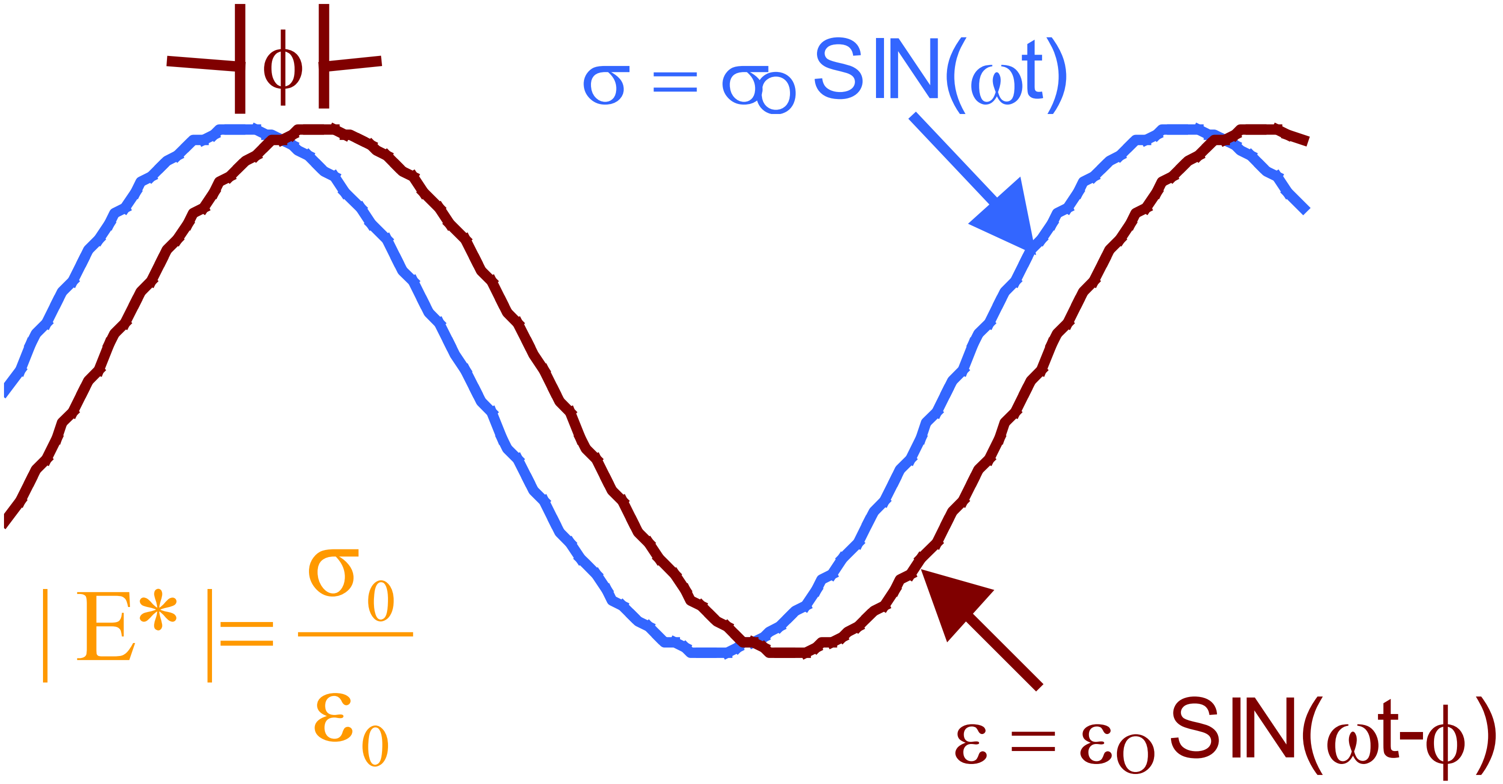
Dynamic Modulus E*

- Difference between MR and E*
  - MR: use any waveform with a given rest period
  - E*: use sinusoidal or haversine loading with no rest period
- E* is used to describe the stress-strain relationship of visco-elastic materials

Dynamic Modulus Test

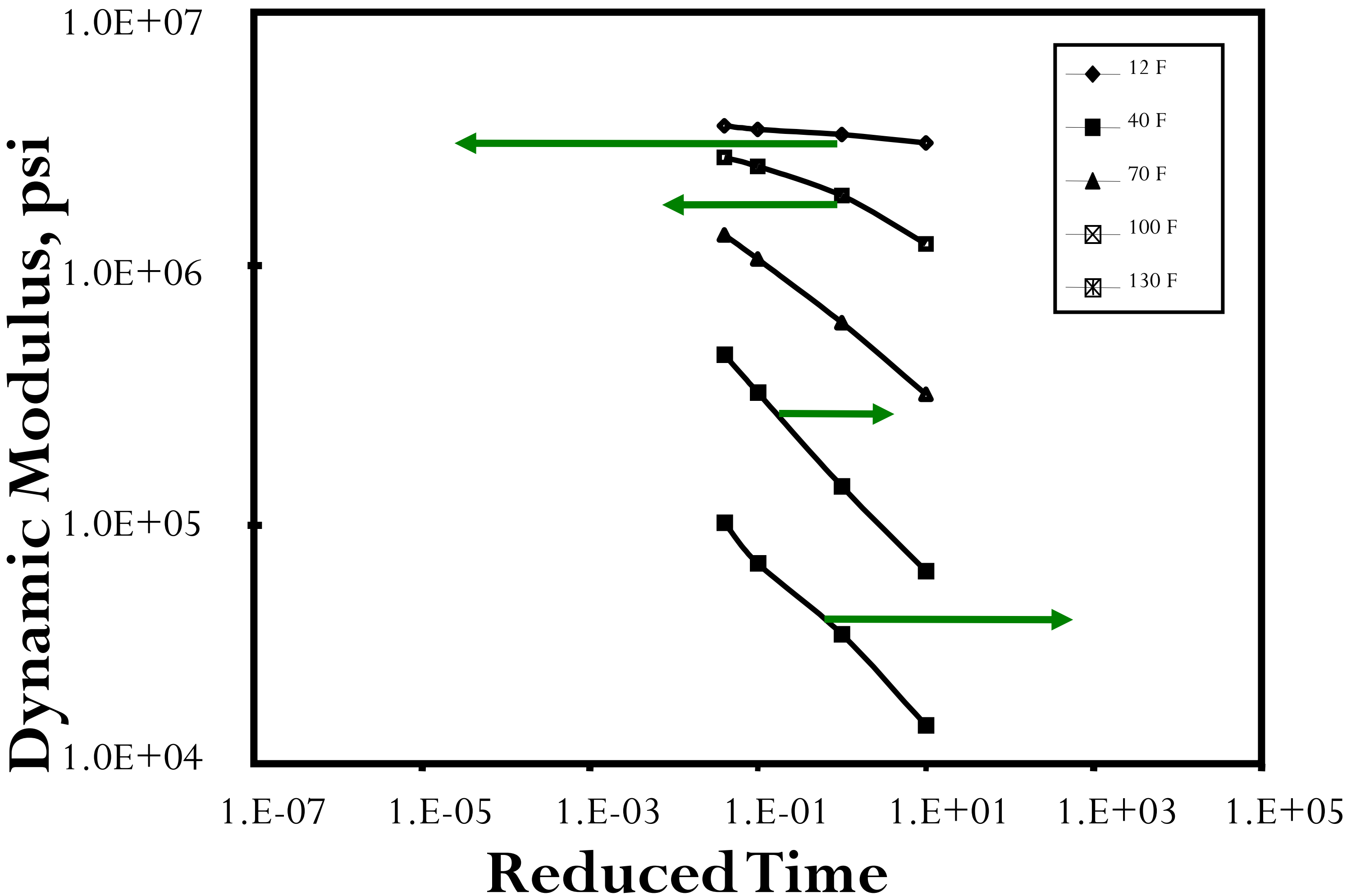
- ASTM (1989b) D3497-79
- Compressive haversine loading
- At temperatures of 41, 77, and 104F (5, 25, and 40C)
- At frequencies of 1, 4, and 16Hz for each temperature
- E* is the ratio between the axial stress and the recoverable axial strain

Dynamic Modulus

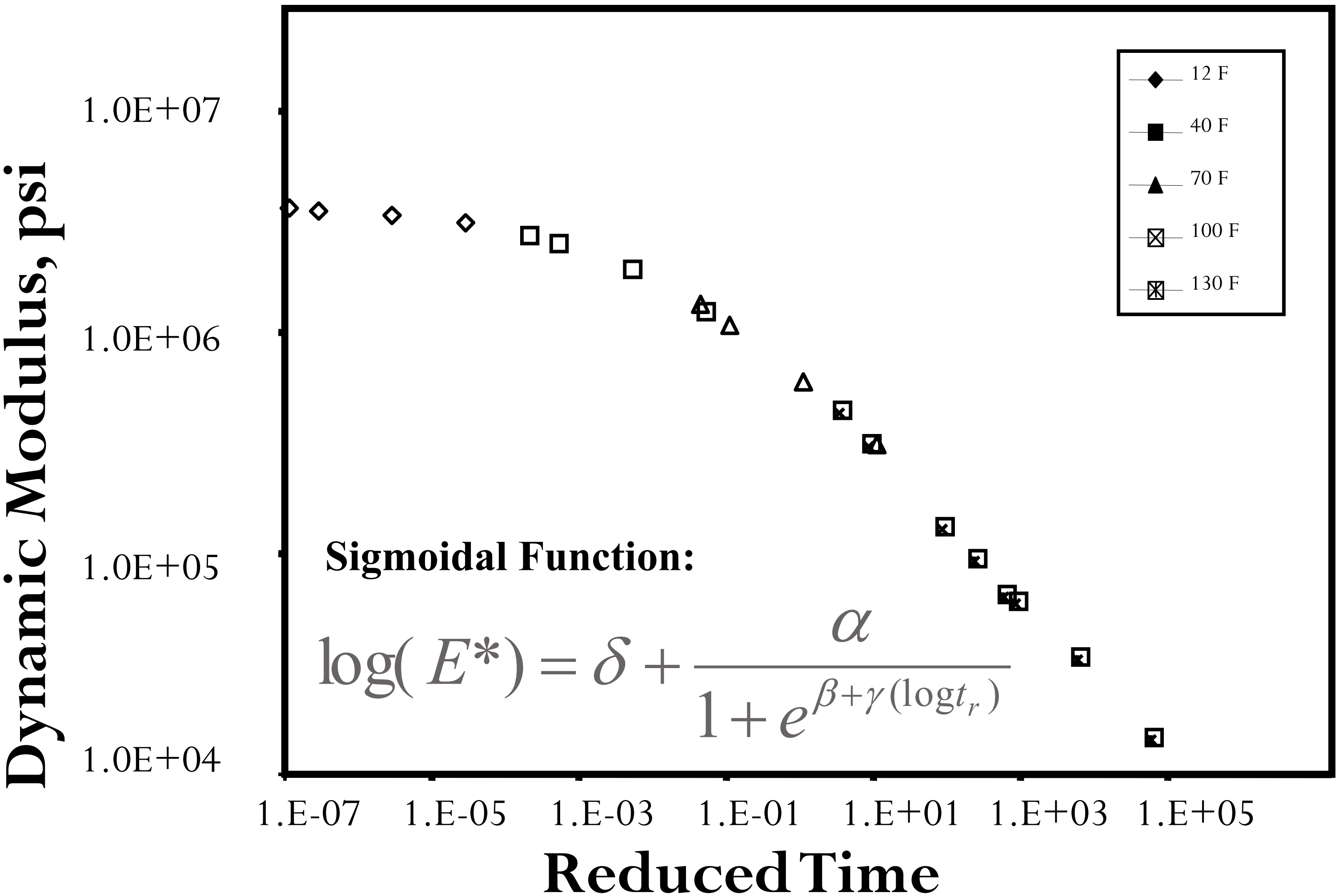


$$|E^*| = \frac{\sigma_0}{\varepsilon_0}$$

Dynamic Modulus Master Curve



Dynamic Modulus Master Curve

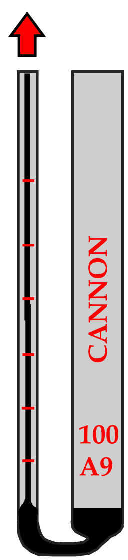


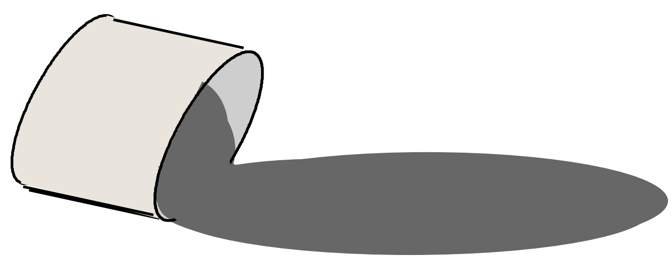
$$\log(E^*) = \delta + \frac{\alpha}{1+e^{\beta+\gamma(\log t_r)}}$$

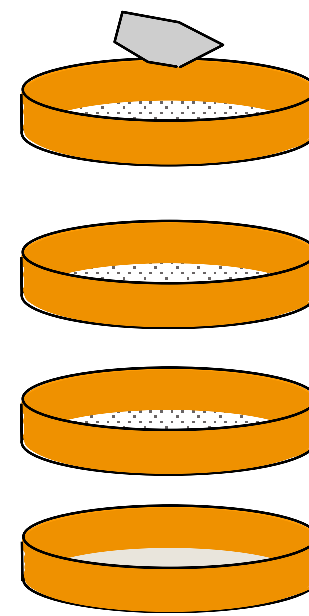
Dynamic Modulus Equation

- Function of:
  - Asphalt binder viscosity
  - Loading frequency
  - Air void content
  - Effective asphalt content

- Cumulative percent retained on
  - 19-mm
  - 9.5-mm
  - 4.76-mm
- Percent passing 0.075-mm sieve





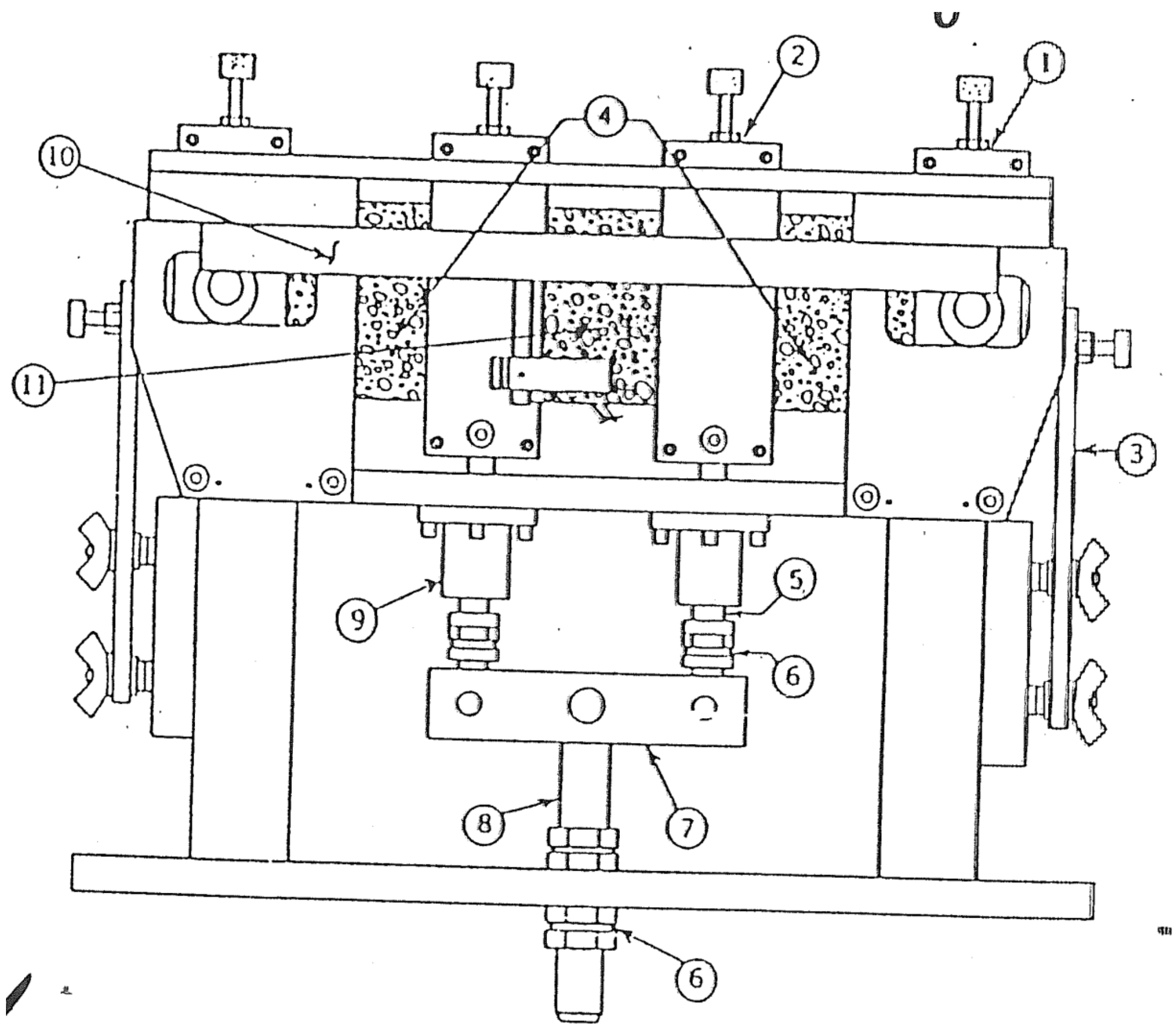


Fatigue Characteristics

Fatigue testing

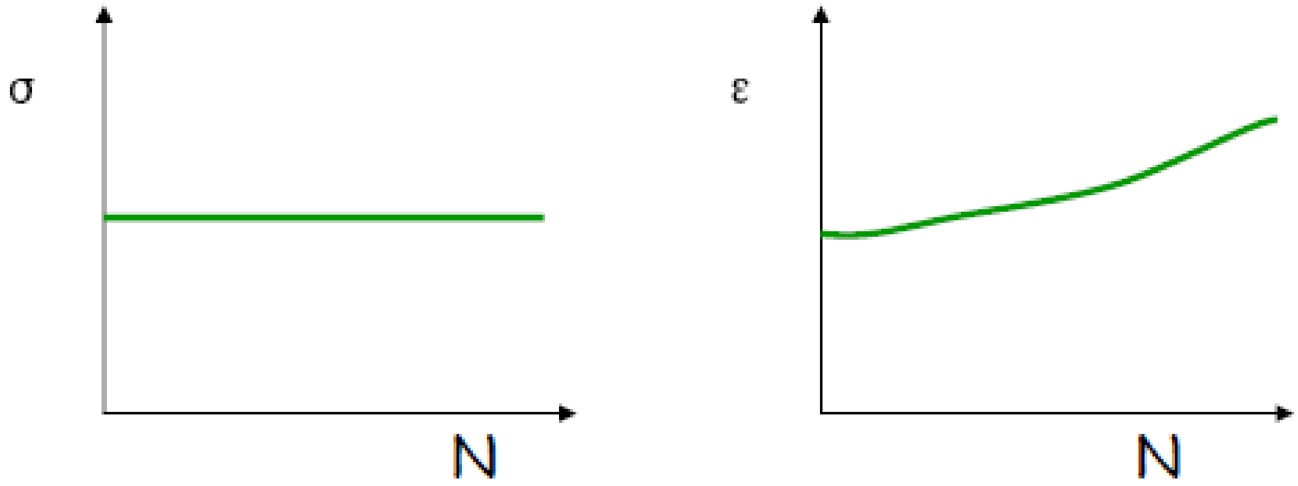
- Four-point bending beam (third-point bending)
- Three-point bending beam (center-point bending)
- Cantilever beam
- Indirect tensile (IDT)

Four-Point Bending Beam Fatigue Test (AASHTO T-321)



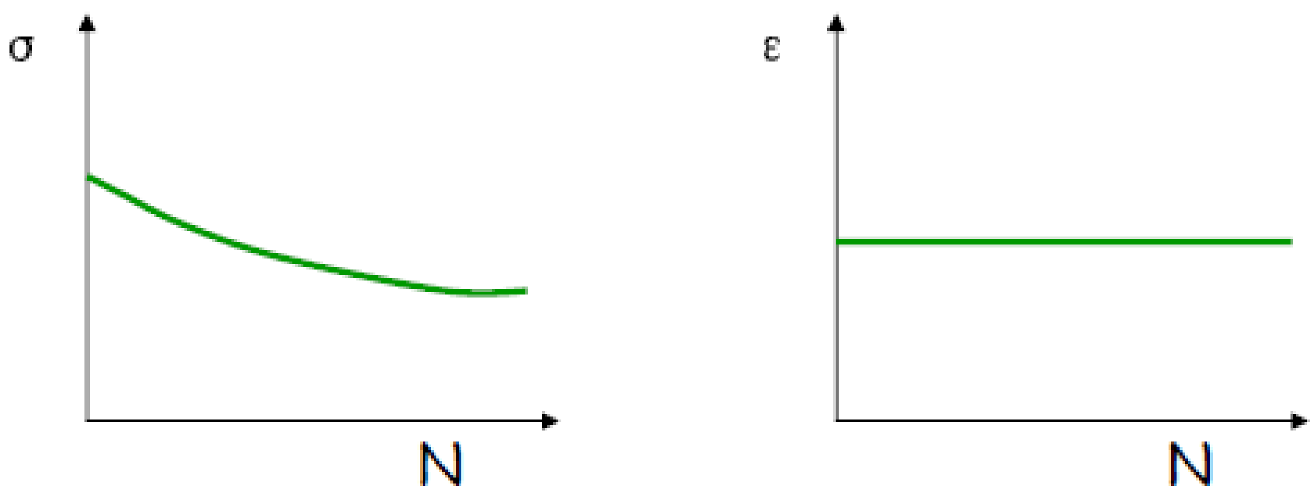
Testing Conditions

- Loading modes
  - Controlled stress & controlled strain
- Temperature: 20C
- Haversine wave shape @ 10Hz frequency
- Test results
  - For each cycle, report: stress, strain, flexural stiffness, phase angel, temperature, energy…
- Failure criteria:
  - Controlled stress: complete fracture
  - Controlled strain: 50% initial flexural stiffness reduction



Thick pavements > 6 in.

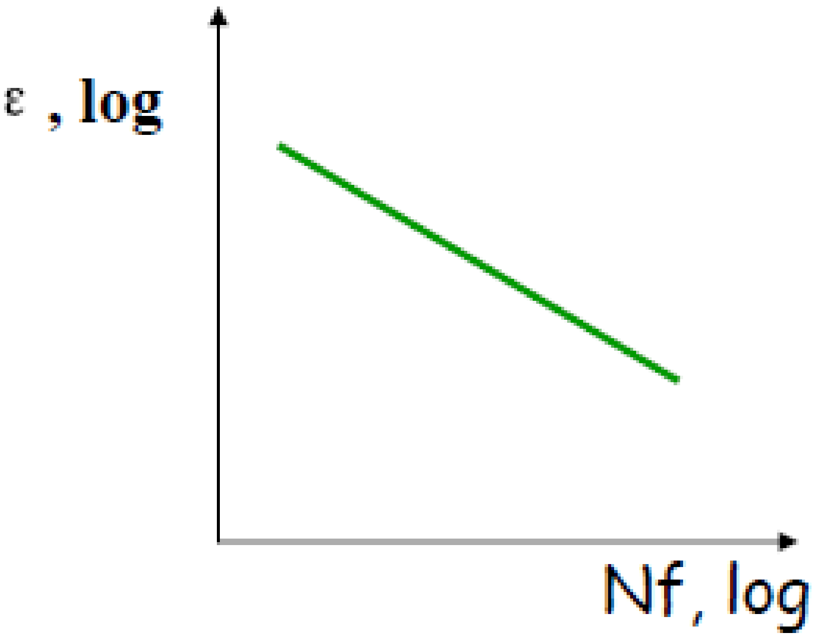
Constant Stress Test



Thin pavements < 2 in.

Constant Strain Test

Fatigue Data Analysis



$$N_f = k_1 \varepsilon^{-k_2}$$

$$N_f = k_1 E^{-k_3}$$

Permanent Deformation

- Asphalt rutting
- Granular material rutting
- Subgrade rutting

Testing Method

- Repeated load test
  - Similar as resilient modulus test except that loads up to 100,000 repetitions
  - Record the deformation at a number of designated cycles

Rutting Models

<u>Two categories</u>

1. Subgrade strain model: Control subgrade rutting by limiting subgrade compressive strain on top of subgrade
2. Permanent deformation model: Account for the permanent deformation properties for each layer in determining the total deformation occurs at the pavement surface

1. Subgrade strain model

control subgrade rutting

$$Nf = f_4 (\varepsilon_v)^{-f_5}$$

Organization	f_4	f_5	Allowable Rut Depth, mm (in)
Asphalt Institute	1.365×10^{-9}	4.477	13 (0.5)
Shell (revised 1985) 50% Reliability 85% Reliability 95% Reliability	 6.15×10^{-7} 1.94×10^{-7} 1.05×10^{-7}	 4.0 4.0 4.0	13 (0.5)
U.K. Transport and Road Research Laboratory — (85% Reliability)	6.18×10^{-8}	3.95	10 (0.4)
Belgian Road Research Center	3.05×10^{-9}	4.35	10 (0.4)

(after Huang 1993)

2. Permanent Deformation Model

control permanent deformation in AC layers

$$\log(\varepsilon_p) = a + b(\log N)$$

$$\varepsilon_p = AN^b$$

Where :

ε_p = permanent strain

N = number of repeated loas repititions

A, a, b = regression coefficient