

# IMPLEMENTATION OF THE 2002 AASHTO DESIGN GUIDE FOR PAVEMENT STRUCTURES IN KDOT

\*\*\*PART-II : ASPHALT PAVEMENT STRUCTURES\*\*\*

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*The National Cooperative Highway Research Program (NCHRP) 1-37A project has developed a guide for the design of new and rehabilitated pavement structures based on mechanistic-empirical principles. The guide is commonly known as Mechanistic-Empirical Pavement Design Guide (MEPDG). The current American Association of State Highway and Transportation Officials (AASHTO) pavement design method is based on the empirical relationships that were developed from the AASHTO Road Test done near Ottawa, Illinois (1958-1960). The new NCHRP design guide, based on mechanistic-empirical principles, combines the advantage of advanced analytical modeling capabilities and field performance observed in the pavements. The transition from empirical to mechanistic-empirical methods is challenging as the implementation of the new design guide requires site specific material, traffic and climatic inputs for accurate analysis and prediction of pavement response and performance. The objective of this work is to assist the Kansas Department of Transportation in implementation of the new design guide by developing a data base of material inputs required by MEPDG software for asphalt concrete mixes. The comparison of measured and predicted dynamic moduli for the samples compacted at a target air void of 7% showed that the measured values were always higher than the values predicted by the Witczak model when the model used the binder data either derived from the laboratory tests or the values recommended by the NCHRP Guide. The Hirsch model predicted moduli that were even lower than those predicted by the Witczak model. The ratio between the measured and the predicted moduli increased when the air voids of the samples approached 4.0%. For all but two asphalt mixes, the predicted Indirect Tensile Strength (ITS), at -10C was smaller than the average measured ITS, the error being as much as 50%. The models included in the MEPDG severely overestimate the creep compliance of Kansas Superpave mixes at -10C. The predicted values are about three times the corresponding measured values.*

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