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SPECIAL NOTICE

The *Guide for Design of Pavement Structures*, when it was published in 1986, was published as two volumes. Volume 1 was written as a basic design guide and provided all of the information required to understand and apply the "Guide" to pavement design. Volume 2 was a series of appendices prepared to provide documentation or further explanations for information contained in Volume 1. Volume 2 is not required for design.

This 1993 edition of the "Guide" contains only one Volume. This Volume replaces the 1986 "Guide" Volume 1 and serves the same purpose. The major changes included in the 1993 "Guide" are changes to the overlay design procedure and the accompanying appendices L, M, and N. There are other minor changes and some of an editorial nature throughout the new Volume 1.

Volume 2 of the 1986 "Guide" is still applicable to most sections of Volume 1 of the 1993 "Guide" and is available through AASHTO, 444 N. Capitol Street, N.W., Suite 249, Washington, D.C. 20001; 202-624-5800. Request book code "GDPS3-V2." A copy of the Table of Contents from Volume 2 of the 1986 "Guide" follows.

VOLUME 2 APPENDICES

- AA. Guidelines for the Design of Highway Internal Drainage Systems
- BB. Position Paper on Pavement Management
- CC. Remaining Life Considerations in Overlay Design
- DD. Development of Coefficients for Treatment of Drainage
- EE. Development of Reliability
- FF. Relationship Between Resilient Modulus and Soil Support
- GG. Relationships Between Resilient Modulus and Layer Coefficients
- HH. Development of Effective Roadbed Soil Moduli
- II. Survey of Current Levels of Reliability
- JJ. Development of Design Nomographs
- KK. Determination of J-Factor for Undowelled Pavements
- LL. Development of Models for Effects of Subbase and Loss of Support
- MM. Extension of Equivalency Factor Tables
- NN. Recommendations for the Selection of an AASHTO Overlay
Method Using NDT Within the AASHTO Performance
Model Framework
- OO. Pavement Recycling Fundamentals
- PP. Development of NDT Structural Capacity Relationships

PREFACE

When construction, maintenance, and rehabilitation costs are considered, the single most costly element of our nation's highway system is the pavement structure. In an effort to reduce this cost, the state highway and transportation departments and the Federal Government have sponsored a continuous program of research on pavements. One output of that research effort was the *Interim Guide for the Design of Pavement Structures* published in 1972 and revised in 1981. It was based largely upon the findings at the AASHTO Road Test.

Because this is such an important topic, the Joint Task Force on Pavements—composed of members from the Subcommittee on Design, one member each from the Materials, Construction, and Maintenance Subcommittees, and one from the Planning Committee of AASHTO—was assigned the task of rewriting the Interim Guide incorporating new developments and specifically addressing pavement rehabilitation.

Because many states were found to be using at least portions of the Interim Guide and because no other generally accepted procedures could be identified, it was decided that this Guide would retain the basic algorithms developed from the AASHTO Road Test as used in the Interim Guide. Because the Road Test was very limited in scope, i.e. a few materials, one subgrade, non-mixed traffic, one environment, etc., the original Interim Guide contained many additional models to expand the framework so designers could consider other conditions. The new Guide has been further expanded with the following 14 major new considerations:

- (1) Reliability
- (2) Resilient Modulus for Soil Support
- (3) Resilient Modulus for Flexible Pavement Layer Coefficients
- (4) Drainage
- (5) Improved Environment Considerations
- (6) Tied Concrete Shoulders or Widened Lanes
- (7) Subbase Erosion for Rigid Pavements
- (8) Life Cycle Cost Considerations
- (9) Rehabilitation
- (10) Pavement Management

- (11) Extension of Load Equivalency Values
- (12) Improved Traffic Data
- (13) Design of Pavements for Low Volume Roads
- (14) State of the Knowledge on Mechanistic-Empirical Design Concepts

The Task Force recognizes that a considerable body of information exists to design pavements utilizing so-called mechanistic models. It further believes that significant improvements in pavement design will occur as these mechanistic models are calibrated to in-service performance, and are incorporated in everyday design usage. Part IV of this document summarizes the mechanistic/empirical status.

In order to provide state-of-the-art approaches without lengthy research, values and concepts are shown that have limited support in research or experience. Each user should consider this to be a reference document and carefully evaluate his or her need of each concept and what initial values to use. To most effectively use the Guide it is suggested that the user adopt a process similar to the following:

- (1) Conduct a sensitivity study to determine which inputs have a significant effect on pavement design answers for its range of conditions.
- (2) For those inputs that are insignificant or inappropriate, no additional effort is required.
- (3) For those that are significant and the state has sufficient data or methods to estimate design values with adequate accuracy, no additional effort is required.
- (4) Finally, for those sensitive inputs for which the state has no data or methodology to develop the inputs, research will be necessary. Because of the complexity of pavement design and the large expansion of this Guide, it is anticipated that some additional research will be cost-effective for each and every user agency in order to optimally utilize the Guide.

One significant event, the pavement performance research effort being undertaken in the Strategic High-

way Research Program (SHRP), should aid greatly in improving this document.

The Task Force believes that pavement design is gradually, but steadily transitioning from an art to a science. However, when one considers the nebulous nature of such difficult, but important inputs to design considerations such as traffic forecasting, weather forecasting, construction control, maintenance practices, etc.; successful pavement design will always depend largely upon the good judgment of the designer.

Finally, the national trend toward developing and implementing pavement management systems, PMS, appears to the Task Force to be extremely important in developing the good judgment needed by pavement designers as well as providing many other elements needed for good design, i.e. information to support adequate funding and fund allocation.

The AASHTO Joint Task Force on Pavements

EXECUTIVE SUMMARY

One of the major objectives of the AASHO Road Test was to provide information that could be used to develop pavement design criteria and pavement design procedures. Accordingly, following completion of the Road Test, the AASHO Design Committee (currently the AASHTO Design Committee), through its Subcommittee on Pavement Design Practices, developed and circulated in 1961 the "AASHO Interim Guide for the Design of Rigid and Flexible Pavements." The Guide was based on the results of the AASHO Road Test supplemented by existing design procedures and, in the case of rigid pavements, available theory.

After the Guide had been used for several years, the AASHTO Design Committee prepared and AASHTO published the "AASHTO Interim Guide for Design of Pavement Structures—1972." Revisions were made in 1981 to Chapter III of the Guide relative to design criteria for Portland Cement Concrete pavements. Evaluation of the Guide by the AASHTO Design Committee in 1983 led to the conclusion that some revisions and additions were required. Representations from government, industry, consultants, and academia led to the conclusion that the Guide should be strengthened to incorporate information developed since 1972 and that a new section on rehabilitation should be added. It is also pertinent to note that, based on responses to a questionnaire sent to the States, there was an indication that the Guide was serving its main objectives and no serious problems were indicated. In other words, the States were generally satisfied with the Guide but acknowledged that some improvements could be made.

Based on the overall evaluation of input from user agencies and the status of research, it was determined by the AASHTO Joint Task Force on Pavements that the revisions to the Guide would retain the AASHO Road Test performance prediction equations, as modified for use in the 1972 Guide, as the basic model to be used for pavement design. This determination also established the present serviceability index (PSI) as the performance variable upon which design would be based.

The major changes which have been included in the revised Guide include the following considerations:

1. *Reliability.* The procedure for design of both rigid and flexible pavements provides a common method for incorporating a reliability factor into the design based on a shift in the design traffic.
2. *Soil support value.* AASHTO test method T 274 (resilient modulus of roadbed soils) is recommended as the definitive test for characterizing soil support. The soil property is recommended for use with both flexible and rigid pavement design.
3. *Layer coefficients (flexible pavements).* The resilient modulus test has been recommended as the procedure to be used in assigning layer coefficients to both stabilized and unstabilized material.
[NOTE: Guidelines for relating resilient modulus to soil support value and layer coefficients are provided in the Guide; however, user agencies are encouraged to obtain equipment and to train personnel in order to measure the resilient modulus directly.]
4. *Drainage.* Provision has been made in the Guide to provide guidance in the design of subsurface drainage systems and for modifying the design equations to take advantage of improvements in performance to good drainage.
5. *Environment.* Improvements in the Guide have been made in order to adjust designs as a function of environment, e.g., frost heave, swelling soils, and thaw-weakening. Major emphasis is given to thaw-weakening and the effect that seasonal variations have on performance.
6. *Tied shoulders and widened lanes (rigid pavements).* A procedure is provided for the design of rigid pavements with tied shoulders or widened outside lanes.
7. *Subbase erosion.* A method for adjusting the design equations to represent possible soil erosion under rigid pavements is provided.
8. *Life-cycle costs.* Information has been added relative to economic analysis and economic comparisons of alternate designs based on life-

- cycle costs. Present worth and/or equivalent uniform annual cost evaluations during a specified analysis period are recommended for making economic analyses.
9. *Rehabilitation.* A major addition to the Guide is the inclusion of a section on rehabilitation. Information is provided for rehabilitation with or without overlays.
 10. *Pavement management.* Background information is provided regarding pavement management and the role of the Guide in the overall scheme of pavement management.
 11. *Load equivalency values.* Load equivalency values have been extended to include heavier loads, more axles, and terminal serviceability levels of up to 3.0.
 12. *Traffic.* Extensive information concerning methods for calculating equivalent single axle loads and specific problems related to obtaining reliable estimates of traffic loading are provided.
 13. *Low-volume roads.* A special category for design of pavements subjected to a relative small number of heavy loads is provided in the design section.
 14. *Mechanistic-Empirical design procedure.* The state of the knowledge concerning mechanistic-empirical design concepts is provided in the Guide. While these procedures have not, as yet, been incorporated into the Guides, extensive information is provided as to how such methods could be used in the future when enough documentation can be provided.

TABLE OF CONTENTS

	<i>Page</i>
Preface	vii
Executive Summary	ix
PART I PAVEMENT DESIGN AND MANAGEMENT PRINCIPLES	
Chapter 1 Introduction and Background	I-3
1.1 Scope of the Guide.....	I-3
1.2 Design Considerations	I-5
1.3 Pavement Performance	I-7
1.4 Traffic	I-10
1.4.1 Evaluation of Traffic	I-10
1.4.2 Limitations	I-12
1.4.3 Special Cases	I-13
1.5 Roadbed Soil.....	I-13
1.6 Materials of Construction	I-15
1.6.1 Flexible Pavements	I-16
1.6.2 Rigid Pavements	I-21
1.6.3 Shoulders	I-22
1.7 Environment	I-22
1.8 Drainage	I-27
1.8.1 General Design Considerations	I-28
1.8.2 Design of Pavement Subsurface Drainage.....	I-28
1.8.3 Incorporation of Drainage Into Guide	I-28
1.9 Shoulder Design	I-29
Chapter 2 Design Related Project Level Pavement Management	I-31
2.1 Relationship of Design to Pavement Management.....	I-31
2.2 The Guide as Structural Subsystem for a State Project-Level PMS	I-34
2.3 Pavement Type Selection	I-39
2.4 Network Level Pavement Management.....	I-39
Chapter 3 Economic Evaluation of Alternative Pavement Design Strategies	I-41
3.1 Introduction.....	I-41
3.2 Life-Cycle Costs.....	I-41
3.3 Basic Concepts	I-41
3.4 Definitions Related to Economic Analysis.....	I-42
3.4.1 Transport Improvement Costs.....	I-42
3.4.2 User Benefits	I-42
3.5 Factors Involved in Pavement Cost and Benefits	I-44
3.6 Initial Capital Costs (Investment Costs).....	I-44
3.6.1 Maintenance Cost	I-44
3.6.2 Rehabilitation and Resurfacing Cost	I-44

Contents—Continued

3.6.3	Salvage or Residual Value.....	I-45
3.6.4	User Cost.....	I-45
3.6.5	Traffic Delay Cost to User.....	I-46
3.6.6	Identification of Pavement Benefit.....	I-46
3.6.7	Analysis Period.....	I-46
3.7	Methods of Economic Evaluation.....	I-47
3.8	Discussion of Interest Rates, Inflation Factors and Discount Rates.....	I-47
3.8.1	Discounting and the Opportunity Cost of Capital.....	I-47
3.8.2	Inflation.....	I-48
3.9	Equations for Economic Analysis.....	I-49
3.9.1	Equivalent Uniform Annual Cost Method.....	I-49
3.9.2	Present Worth Method.....	I-49
3.9.3	Summary.....	I-51
Chapter 4	Reliability.....	I-53
4.1	Definitions.....	I-53
4.1.1	General Definition of Reliability.....	I-53
4.1.2	Definition of Design Pavement Section.....	I-53
4.1.3	Definition of Pavement Condition, Accumulated Axle Loads, and Pavement Performance Variables.....	I-54
4.2	Variance Components and Reliability Design Factor.....	I-56
4.2.1	Components of Pavement Design-Performance Variability.....	I-56
4.2.2	Probability Distribution of Basic Deviations.....	I-57
4.2.3	Formal Definition of Reliability Level and Reliability Design Factor.....	I-60
4.3	Criteria for Selection of Overall Standard Deviation.....	I-62
4.4	Criteria for Selection of Reliability Level.....	I-62
4.5	Reliability and Stage Construction Alternatives.....	I-63
Chapter 5	Summary.....	I-65
References for Part I.....		I-67

PART II PAVEMENT DESIGN PROCEDURES FOR NEW CONSTRUCTION OR RECONSTRUCTION

Chapter 1	Introduction.....	II-3
1.1	Background.....	II-3
1.2	Scope.....	II-3
1.3	Limitations.....	II-4
1.4	Organizations.....	II-4
Chapter 2	Design Requirements.....	II-5
2.1	Design Variables.....	II-5
2.1.1	Time Constraints.....	II-5
2.1.2	Traffic.....	II-6
2.1.3	Reliability.....	II-9
2.1.4	Environmental Effects.....	II-10
2.2	Performance Criteria.....	II-10
2.2.1	Serviceability.....	II-10
2.2.2	Allowable Rutting.....	II-12
2.2.3	Aggregate Loss.....	II-12

Contents—Continued

2.3	Material Properties for Structural Design	II-12
2.3.1	Effective Roadbed Soil Resilient Modulus	II-12
2.3.2	Effective Modulus of Subgrade Reaction	II-16
2.3.3	Pavement Layer Materials Characterization	II-16
2.3.4	PCC Modulus of Rupture	II-16
2.3.5	Layer Coefficients	II-17
2.4	Pavements Structural Characteristics	II-22
2.4.1	Drainage	II-22
2.4.2	Load Transfer	II-25
2.4.3	Loss of Support	II-27
2.5	Reinforcement Variables	II-27
2.5.1	Jointed Reinforced Concrete Pavements	II-27
2.5.2	Continuously Reinforced Concrete Pavements	II-28
Chapter 3 Highway Pavement Structural Design		II-31
3.1	Flexible Pavement Design	II-31
3.1.1	Determine Required Structural Number	II-31
3.1.2	Stage Construction	II-33
3.1.3	Roadbed Swelling and Frost Heave	II-33
3.1.4	Selection of Layer Thickness	II-35
3.1.5	Layered Design Analysis	II-35
3.2	Rigid Pavement Design	II-37
3.2.1	Develop Effective Modulus of Subgrade Reaction	II-37
3.2.2	Determine Required Slab Thickness	II-44
3.2.3	Stage Construction	II-44
3.2.4	Roadbed Swelling and Frost Heave	II-47
3.3	Rigid Pavement Joint Design	II-48
3.3.1	Joint Types	II-48
3.3.2	Joint Geometry	II-49
3.3.3	Joint Sealant Dimensions	II-50
3.4	Rigid Pavement Reinforcement Design	II-51
3.4.1	Jointed Reinforced Concrete Pavements	II-51
3.4.2	Continuously Reinforced Concrete Pavements	II-51
3.4.3	Transverse Reinforcement	II-62
3.5	Prestressed Concrete Pavement	II-65
3.5.1	Subbase	II-65
3.5.2	Slab Length	II-65
3.5.3	Magnitude of Prestress	II-66
3.5.4	Tendon Spacing	II-66
3.5.5	Fatigue	II-66
3.5.6	PCP Structural Design	II-66
Chapter 4 Low-Volume Road Design		II-69
4.1	Design Chart Procedures	II-69
4.1.1	Flexible and Rigid Pavements	II-69
4.1.2	Aggregate-Surfaced Roads	II-69
4.2	Design Catalog	II-77
4.2.1	Flexible Pavement Design Catalog	II-77
4.2.2	Rigid Pavement Design Catalog	II-81
4.2.3	Aggregate-Surfaced Road Design Catalog	II-81
References for Part II		II-87

Contents—Continued

PART III PAVEMENT DESIGN PROCEDURES FOR REHABILITATION OF EXISTING PAVEMENTS

Chapter 1 Introduction	III-3
1.1 Background	III-3
1.2 Scope	III-3
1.3 Assumptions/Limitations	III-4
1.4 Organization	III-4
Chapter 2 Rehabilitation Concepts	III-7
2.1 Background	III-7
2.2 Rehabilitation Factors	III-7
2.2.1 Major Categories	III-7
2.2.2 Recycling Concepts	III-7
2.2.3 Construction Considerations	III-7
2.2.4 Summary of Major Rehabilitation Factors	III-7
2.3 Selection of Alternative Rehabilitation Methods	III-8
2.3.1 Overview	III-8
2.3.2 Problem Definition	III-9
2.3.3 Potential Problem Solutions	III-12
2.3.4 Selection of Preferred Solution	III-15
2.3.5 Summary	III-16
Chapter 3 Guides for Field Data Collection	III-19
3.1 Overview	III-19
3.2 The Fundamental Analysis Unit	III-19
3.2.1 General Background	III-19
3.2.2 Methods of Unit Delineation	III-19
3.3 Drainage Survey for Rehabilitation	III-21
3.3.1 Role of Drainage in Rehabilitation	III-21
3.3.2 Assessing Need for Drainage Evaluation	III-25
3.3.3 Pavement History, Topography, and Geometry	III-25
3.3.4 Properties of Materials	III-25
3.3.5 Climatic Zones	III-26
3.3.6 Summary	III-28
3.4 Condition (Distress) Survey	III-28
3.4.1 General Background	III-28
3.4.2 Minimum Information Needs	III-28
3.4.3 Utilization of Information	III-28
3.5 NDT Deflection Measurement	III-30
3.5.1 Overview	III-30
3.5.2 Uses of NDT Deflection Results	III-32
3.5.3 Evaluating the Effective Structural Capacity	III-35
3.5.4 Joint Load Transfer Analysis	III-38
3.5.5 Use in Slab-Void Detection	III-44
3.6 Field Sampling and Testing Programs	III-45
3.6.1 Test Types	III-45
3.6.2 Major Parameters	III-45
3.6.3 Necessity for Destructive Testing	III-49
3.6.4 Selecting the Required Number of Tests	III-49

Contents—Continued

Chapter 4	Rehabilitation Methods Other Than Overlay	III-59
4.1	Evaluation of Pavement Condition	III-59
	4.1.1 Surface Distress	III-59
	4.1.2 Structural Condition	III-59
	4.1.3 Functional Condition	III-60
4.2	Development of Feasible Alternatives and Strategies	III-60
4.3	Major Nonoverlay Methods	III-62
	4.3.1 Full-Depth Repair	III-62
	4.3.2 Partial-Depth Pavement Repair	III-64
	4.3.3 Joint and Crack Sealing	III-65
	4.3.4 Subsealing of Concrete Pavements	III-66
	4.3.5 Diamond Grinding of Concrete Surfaces and Cold Milling of Asphalt Surfaces	III-67
	4.3.6 Subdrainage Design	III-68
	4.3.7 Pressure Relief Joints	III-69
	4.3.8 Restoration of Joint Load Transfer in Jointed Concrete Pavements ..	III-70
	4.3.9 Surface Treatments	III-71
	4.3.10 Prediction of Life of Rehabilitation Techniques Without Overlay ...	III-73
Chapter 5	Rehabilitation Methods With Overlays	III-79
5.1	Overlay Type Feasibility	III-79
5.2	Important Considerations in Overlay Design	III-80
	5.2.1 Pre-overlay Repair	III-80
	5.2.2 Reflection Crack Control	III-80
	5.2.3 Traffic Loadings	III-80
	5.2.4 Subdrainage	III-81
	5.2.5 Rutting in AC Pavements	III-81
	5.2.6 Milling AC Surface	III-81
	5.2.7 Recycling the Existing Pavement	III-81
	5.2.8 Structural versus Functional Overlays	III-81
	5.2.9 Overlay Materials	III-81
	5.2.10 Shoulders	III-81
	5.2.11 Existing PCC Slab Durability	III-82
	5.2.12 PCC Overlay Joints	III-82
	5.2.13 PCC Overlay Reinforcement	III-82
	5.2.14 PCC Overlay Bonding/Separation Layers	III-82
	5.2.15 Overlay Design Reliability Level and Overall Standard Deviation ...	III-82
	5.2.16 Pavement Widening	III-82
	5.2.17 Potential Errors and Possible Adjustments to Thickness Design Procedure	III-83
	5.2.18 Example Designs and Documentation	III-83
5.3	Pavement Evaluation for Overlay Design	III-83
	5.3.1 Design of Overlay Along Project	III-84
	5.3.2 Functional Evaluation of Existing Pavement	III-84
	5.3.3 Structural Evaluation of Existing Pavement	III-85
	5.3.4 Determination of Design M_R	III-91
5.4	AC Overlay of AC Pavement	III-94
	5.4.1 Feasibility	III-94
	5.4.2 Pre-overlay Repair	III-94
	5.4.3 Reflection Crack Control	III-95
	5.4.4 Subdrainage	III-95
	5.4.5 Thickness Design	III-95

Contents—Continued

	5.4.6 Surface Milling	III-105
	5.4.7 Shoulders	III-105
	5.4.8 Widening	III-106
5.5	AC Overlay of Fractured PCC Slab Pavement	III-106
	5.5.1 Feasibility	III-107
	5.5.2 Pre-overlay Repair	III-108
	5.5.3 Reflection Crack Control	III-108
	5.5.4 Subdrainage	III-108
	5.5.5 Thickness Design	III-108
	5.5.6 Shoulders	III-111
	5.5.7 Widening	III-111
5.6	AC Overlay of JPCP, JRCP, and CRCP	III-113
	5.6.1 Feasibility	III-113
	5.6.2 Pre-overlay Repair	III-113
	5.6.3 Reflection Crack Control	III-114
	5.6.4 Subdrainage	III-115
	5.6.5 Thickness Design	III-115
	5.6.6 Shoulders	III-125
	5.6.7 Widening	III-125
5.7	AC Overlay of AC/JPCP, AC/JRCP, and AC/CRCP	III-125
	5.7.1 Feasibility	III-125
	5.7.2 Pre-overlay Repair	III-127
	5.7.3 Reflection Crack Control	III-127
	5.7.4 Subdrainage	III-128
	5.7.5 Thickness Design	III-128
	5.7.6 Surface Milling	III-135
	5.7.7 Shoulders	III-135
	5.7.8 Widening	III-136
5.8	Bonded Concrete Overlay of JPCP, JRCP, and CRCP	III-136
	5.8.1 Feasibility	III-136
	5.8.2 Pre-overlay Repair	III-137
	5.8.3 Reflection Crack Control	III-137
	5.8.4 Subdrainage	III-137
	5.8.5 Thickness Design	III-137
	5.8.6 Shoulders	III-143
	5.8.7 Joints	III-143
	5.8.8 Bonding Procedures and Material	III-145
	5.8.9 Widening	III-145
5.9	Unbonded JPCP, JRCP, or CRCP Overlay of JPCP, JRCP, CRCP, or AC/PCC	III-145
	5.9.1 Feasibility	III-145
	5.9.2 Pre-overlay Repair	III-145
	5.9.3 Reflection Crack Control	III-145
	5.9.4 Subdrainage	III-146
	5.9.5 Thickness Design	III-146
	5.9.6 Shoulders	III-151
	5.9.7 Joints	III-151
	5.9.8 Reinforcement	III-153
	5.9.9 Separation Interlayers	III-153
	5.9.10 Widening	III-153
5.10	JPCP, JRCP, and CRCP Overlay of AC Pavement	III-153
	5.10.1 Feasibility	III-153

Contents—Continued

5.10.2	Pre-overlay Repair	III-153
5.10.3	Reflection Crack Control	III-153
5.10.4	Subdrainage	III-154
5.10.5	Thickness Design	III-154
5.10.6	Shoulders	III-155
5.10.7	Joints	III-155
5.10.8	Reinforcement	III-155
5.10.10	Widening	III-155
References for Chapter 5		III-157

PART IV MECHANISTIC-EMPIRICAL DESIGN PROCEDURES

1.1	Introduction	IV-3
1.2	Benefits	IV-4
1.3	Framework for Development and Application	IV-4
1.4	Implementation	IV-7
1.4.1	Design Considerations	IV-8
1.4.2	Input Data	IV-8
1.4.3	Equipment Acquisition	IV-9
1.4.4	Computer Hardware and Software	IV-9
1.4.5	Training Personnel	IV-9
1.4.6	Field Testing and Calibration	IV-10
1.4.7	Testing	IV-10
1.5	Summary	IV-10
References for Part IV		IV-11

APPENDICES

A.	Glossary of Terms	A1
B.	Pavement Type Selection Guidelines	B1
C.	Alternate Methods of Design for Pavement Structures	C1
D.	Conversion of Mixed Traffic to Equivalent Single Axle Loads for Pavement Design	D1
E.	Position Paper on Shoulder Design	E1
F.	List of Test Procedures	F1
G.	Treatment of Roadbed Swelling and/or Frost Heave in Design	G1
H.	Flexible Pavement Design Example	H1
I.	Rigid Pavement Design Example	I1
J.	Analysis Unit Delineation by Cumulative Differences	J1
K.	Typical Pavement Distress Type-Severity Descriptions	K1
L.	Documentation of Design Procedures	L1
M.	An Examination of the AASHTO Remaining Life Factor	M1
N.	Overlay Design Examples	N1
Index		1

PART I
PAVEMENT DESIGN AND
MANAGEMENT PRINCIPLES

CHAPTER 1

INTRODUCTION AND BACKGROUND

1.1 SCOPE OF THE GUIDE

This *Guide for the Design of Pavement Structures* provides a comprehensive set of procedures which can be used for the design and rehabilitation of pavements; both rigid (portland cement concrete surface) and flexible (asphalt concrete surface) and aggregate surfaced for low-volume roads. The Guide has been developed to provide recommendations regarding the determination of the pavement structure as shown in Figure 1.1. These recommendations will include the determination of total thickness of the pavement structure as well as the thickness of the individual structural components. The procedures for design provide for the determination of alternate structures using a variety of materials and construction procedures.

A glossary of terms, as used in this Guide, is provided in Appendix A. It is recognized that some of the terms used herein may differ from those used in your local practice; however, it is necessary to establish standard terminology in order to facilitate preparation of the Guide for nationwide use. Insofar as is possible, AASHTO definitions have been used herein.

It should be remembered that the total set of considerations required to assure reliable performance of a pavement structure will include many factors other than the determination of layer thicknesses of the structural components. For example, material requirements, construction requirements, and quality control will significantly influence the ability of the pavement structure to perform according to design expectations. In other words, "pavement design" involves more than choosing thicknesses. Information concerning material and construction requirements will be briefly described in this Guide; however, a good pavement designer must be familiar with relevant publications of AASHTO and ASTM, as well as the local agencies, i.e., state agencies or counties, for whom the design is being prepared. It is extremely important that the designer prepare special provisions to the standard specifications when circumstances indicate that non-standard conditions exist for a specific project. Examples of such a condition could involve a roadbed soil which is known to be expansive or nonstandard mate-

rials which are to be stabilized for use in the pavement structure or prepared roadbed.

Part I of this Guide has been prepared as general background material to assist the user in the proper interpretation of the design procedures and to provide an understanding of the concepts used in the development of the Guide. Detailed information related directly to a number of design considerations, e.g., reliability, drainage, life-cycle costs, traffic, and pavement type selection, will be found in the Appendices. References used in the preparation of the Guide can be found following each of the four major Parts.

Part I, Chapter 3 of the Guide provides information concerning economic evaluation of alternate pavement design strategies. It should not be concluded that the selection of a pavement design should be based on economics alone. There are a number of considerations involved in the final design selection. Appendix B of the Guide on pavement type selection provides an extensive list of guidelines which should be used in comparing alternate design strategies.

Part II of this Guide provides a detailed method for the design of new pavements or for reconstruction of existing pavements on the existing alignment with new or recycled materials.

Part III of this Guide provides alternative methods for pavement rehabilitation with or without the addition of an overlay. The methodology used in this part of the Guide represents the state of the knowledge regarding the deterioration of a pavement structure before and after an overlay has been applied. It is recognized that there are alternate methods for the determination of overlay requirements; a number of these methods are cited in Appendix C. The method included in Part III is somewhat more basic in concept than other existing methods and has the capability for broader application to different types of overlays, e.g., flexible on rigid, flexible on flexible, rigid on rigid, and rigid on flexible type pavements. The method is also compatible with the performance and design concepts used in Part II. In this way, consideration of such factors as drainage, reliability, and traffic is the same for both new and rehabilitated (overlaid) pavement structures.