

Guide For Mechanistic Empirical Design

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Guide for Mechanistic-Empirical Design OF NEW AND REHABILITATED PAVEMENT STRUCTURES FINAL DOCUMENT APPENDIX QQ: STRUCTURAL RESPONSE MODELS FOR RIGID PAVEMENTS NCHRP Prepared for National Cooperative Highway Research Program Transportation Research Board National Research Council Submitted by ARA, Inc., ERES Division 505 West University Avenue

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This appendix describes the mechanistic-empirical concepts involved and the development and calibration of the transverse crack prediction model for jointed plain concrete pavements (JPCP). These pavements are commonly constructed on new alignments, or for reconstruction projects, or as overlays of existing pavements.

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The mechanistic-empirical (M-E) format of the Design Guide provides a framework for future continuous improvement to keep up with changes in trucking, materials, construction, design concepts, computers, and so on. In addition, guidelines for implementation and staff training have been prepared to facilitate use of the new design procedure, as well as strategies to maximize acceptance by the transportation community. Authors: ARA, Inc.

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An M-E based Design Guide will provide the highway community
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The Mechanistic-Empirical Pavement Design Guide (MEPDG), as it has now become known, was completed in 2004 and released to the public for review and evaluation. A formal review of the products

Mechanistic-Empirical Pavement Design Guide
Guide. The online version of the Mechanistic-Empirical Pavement Design Guide is available to anyone with Internet access who has an interest in evaluating the guide and software. The pavement design guide is provided in an Adobe PDF format that is read-only, non-save, non-printable, and non-editable. It is recommend that the latest version of Adobe Acrobat be used when viewing these files.

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AASHTO MEPDG - Mechanistic-Empirical Pavement Design Guide

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This book provides guidance to calibrate the Mechanistic-Empirical Pavement Design Guide (MEPDG) software to local conditions, policies, and materials. It provides the highway community with a state-of-the-practice tool for the design of new and rehabilitated pavement structures, based on mechanistic-empirical (M-E) principles.

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In addition, several other benefits of mechanistic-empirical

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design were listed in the 1986 edition of AASHTO's Guide For Design of Pavement Structures (2):

- Estimating the effect of new loading conditions (high tire pressures, different axle configurations, etc.).

MDOT User Guide for ME Pavement Design – Michigan
Developed by the AASHTO Committee on Materials and Pavements, this guide describes the pavement design methodology termed mechanistic-empirical (M-E) pavement design. Based on engineering mechanics that have been validated through extensive road test performance data, the guide presents information necessary for pavement design engineers to use the M-E design and analysis method.

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AASHTO. 0.00 · Rating details · 0 ratings · 0 reviews. This manual describes a pavement design methodology, termed mechanistic-empirical (M-E) pavement design, that represents a major change from the pavement design methods in practice

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Asphalt Material Design Inputs for Use with the ...
Mechanistic design can model the stresses within the pavement to design a cross section that will resist rutting.

- The Road Test only lasted approximately 2 years, and has been used for the design of pavements that are supposed to last 20 years, for example. This requires significant extrapolation.

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