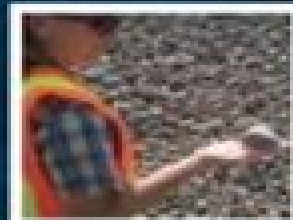
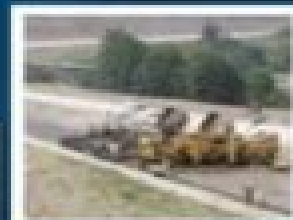


Mechanistic-Empirical Pavement Design Guide

A Manual of Practice

July 2008
Interim Edition



Guide For Mechanistic Empirical Design

ERES Consultants, Inc

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Guide For Mechanistic Empirical Design:

Guide for the Local Calibration of the Mechanistic-empirical Pavement Design Guide, 2010 This guide 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 The design procedure calculates pavement responses stresses strains and deflections and uses those responses to compute incremental damage over time The procedure empirically relates the cumulative damage to observed pavement distresses Mechanistic-empirical Pavement Design Guide American

Association of State Highway and Transportation Officials, 2008 *Mechanistic-empirical Pavement Design Guide*, 2015

Implementing the Mechanistic-empirical Pavement Design Guide Brian Coree, 2005 **Mechanistic-empirical Pavement Design Guide Implementation Plan** Todd E. Hoerner, 2007 As AASH is expected to eventually adopt the MEPDG at its primary pavement design method it is critical that the SDDOT become familiar with the MEPGD documentation and associated design software The research conducted under this project was a first step toward achieving this goal

Mechanistic-empirical design guide United States. Federal Highway Administration, 2004 **Guide for Mechanistic-empirical Design of New and Rehabilitated Pavement Structures**, 1999 **Guide for Mechanistic-empirical Design** National Cooperative Highway Research Program, ARA, inc. ERES Division, 2004

Independent Review of the Mechanistic-empirical Pavement Design Guide and Software Transportation Research Board. National Cooperative Highway Research Program, 2006 Guide for Mechanistic-empirical Design of New and Rehabilitated Pavement Structures ERES Consultants, Inc, 2004 **Mechanistic-empirical Pavement Design Guide**, 2021 This

addendum provides the additions and revisions to 3rd edition of the MEPDG including methods and inputs to the fracture based top down cracking model **Evaluation of the Mechanistic Empirical Pavement Design Guide (NCHRP 1-37A)**

Osman Ali, Institute for Research in Construction (Canada), National Research Council Canada, 2005 *Database Support and Modeling for the Mechanistic Empirical Pavement Design Guide (MEPDG)* Qiang Li, 2009 **The Handbook of**

Highway Engineering T.F. Fwa, 2005-09-28 Modern highway engineering reflects an integrated view of a road system's entire lifecycle including any potential environmental impacts and seeks to develop a sustainable infrastructure through careful planning and active management This trend is not limited to developed nations but is recognized across the globe

Edited by renowned authority **Recommended Mechanistic-empirical Pavement Design Guide and Software** National Cooperative Highway Research Program, 2004 This digest announces the availability of key products from NCHRP Project 1 37A Development of the 2002 guide for the design of new and rehabilitated pavement structures phase II for evaluation Page 1 excerpt *Local Calibration of Mechanistic Empirical Pavement Design Guide for North Eastern United States* Shariq A. Momin, 2011 *Mechanistic-Empirical Pavement Design Guide* Meng Chong Lee, 2004 *Characterization*

of Unbound Materials for Mechanistic-Empirical Pavement Design Guide (MEPDG) Jeyakaran Thavathurairaja, 2017

Development of a Flexible Pavement Design Procedure Based on the Mechanistic-empirical Pavement Design Guide Ali Qays Abdullah, 2012 This research developed design tables of new flexible pavement structures for New York State Department of Transportation based on the Mechanistic Empirical Design Guide MEPDG. The design tables were developed using the MEPDG software for Regions 1, 3 and 7 for Upstate part of New York State and for Regions 8, 10 and 11 for the Downstate part of New York State. The MEPDG software was used to run design cases for combinations of climate conditions, traffic volume, subgrade soil stiffness, M_r and pavement structures. The conditions that the MEPDG was used to run were the road structures classified as Principal Arterial, Interstate design, 95% reliability level, 15 and 20 year analysis period. Weight in Motion WIM data of Region 7 were used for Region 1 and 2, also WIM data of Region 8 were used for Region 10 and 11. Climatic data specifically for each region were used. The NYSDOT's Comprehensive Pavement Design Manual CPDM was initially used to obtain pavement design solutions for Region 7 and 8. The granular subbase materials and thicknesses recommended by CPDM were used but only the asphalt layer thicknesses were varied to include several values higher and lower than the thickness recommended by CPDM. The thickness of asphalt binder and surface layers were kept constant. Only the thickness of the base layer was changed. For each design combination, the design case with the thinnest asphalt layer for which the predicted distress was less, the performance criteria was selected as the design solution. The design solutions for Regions 7 and 8 were assembled in design tables. The examination of the design tables proved that in general Region 7 requires thicker pavement structures than Region 8 for same Annual Average Daily Truck Traffic (AADTT) and Resilient Modulus. In the second phase, the MEPDG was used to run for Region 1, 3, 10, 11. The design solutions were tabulated first to produce the design tables for each design case. Since it was expected that the climate changing has no effects on the design solutions for the regions which belong to the same New York State part, the design tables of Region 7 were compared with the design tables of Regions 1 and 3. In addition, the design tables of Region 8 were compared with those obtained for Regions 10 and 11. The comparisons proved that the change in location within the same part of New York State affects the design solution for the same combination of subgrade soil stiffness and truck traffic volume. In the third phase, the design tables for 80% design reliability were produced for each selected region. The design tables which were developed by this study provide flexibility to the designer to design the new flexible pavement structure. The designer should select the subgrade M_r , AADTT, design life and the design reliability; then the design solution could be obtained directly from the tables.

Calibration of Rutting Models for Structural and Mix Design Harold L. Von Quintus, 2012 TRB's National Cooperative Highway Research Program NCHRP Report 719 Calibration of Rutting Models for Structural and Mix Design highlights proposed revisions to the Mechanistic Empirical Pavement Design Guide MEPDG and software to incorporate three alternative rut depth prediction models that rely on repeated load triaxial permanent deformation or constant height testing to provide the

requisite input data

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