

LISBOA 2010 16th World Meeting

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Threshold Values of Pavement Characteristics at the Initial Stage of a Road Lifetime

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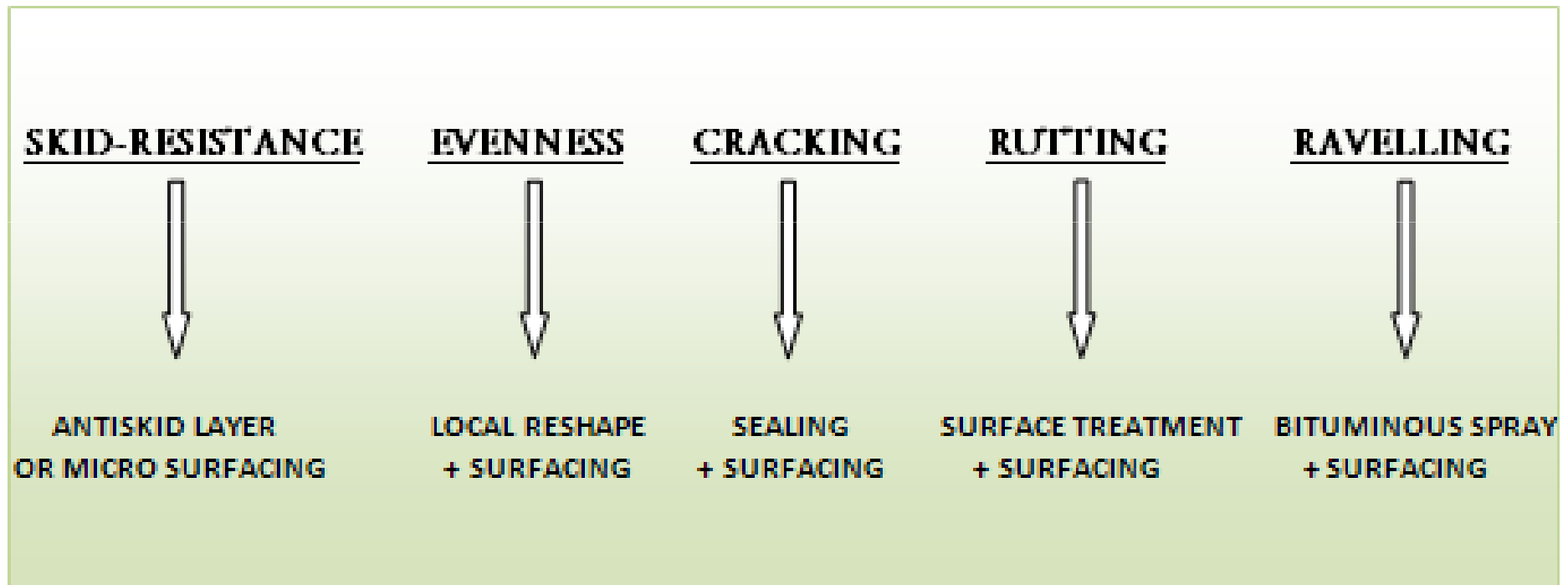
Pavement Performance and Maintenance Needs Issues

- Economizing funds and, at the same time, offering a performant road
- Occurrence of a road closure, either complete or by lanes

Pavement design

- Design of the pavement in a rational way, so that the deterioration is equally distributed to all parts and characteristics
- Balanced deterioration of the pavement, distributed among skid-resistance, evenness, surface integrity and structural condition

Rehabilitation Options for Pavement Defects

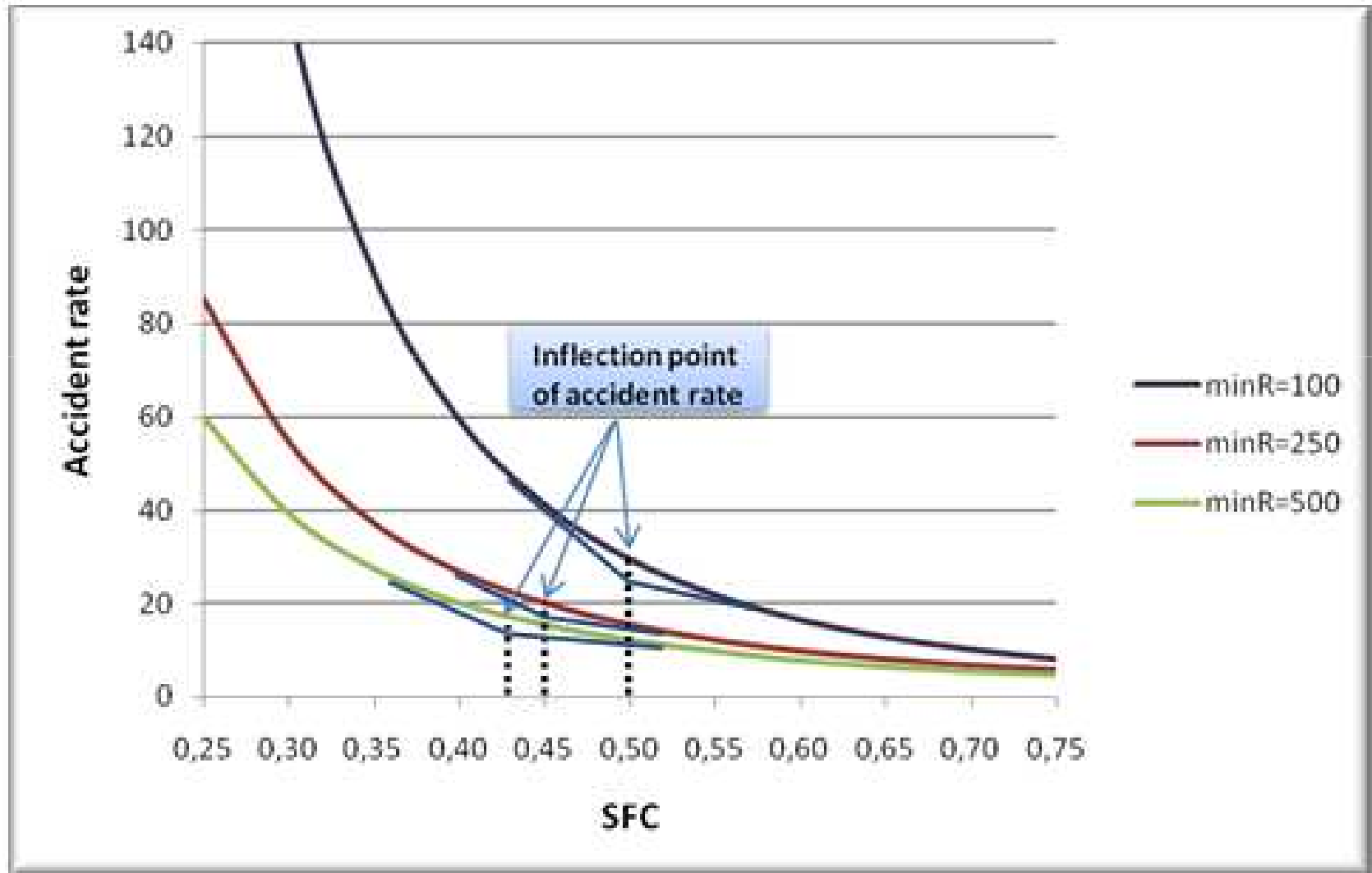




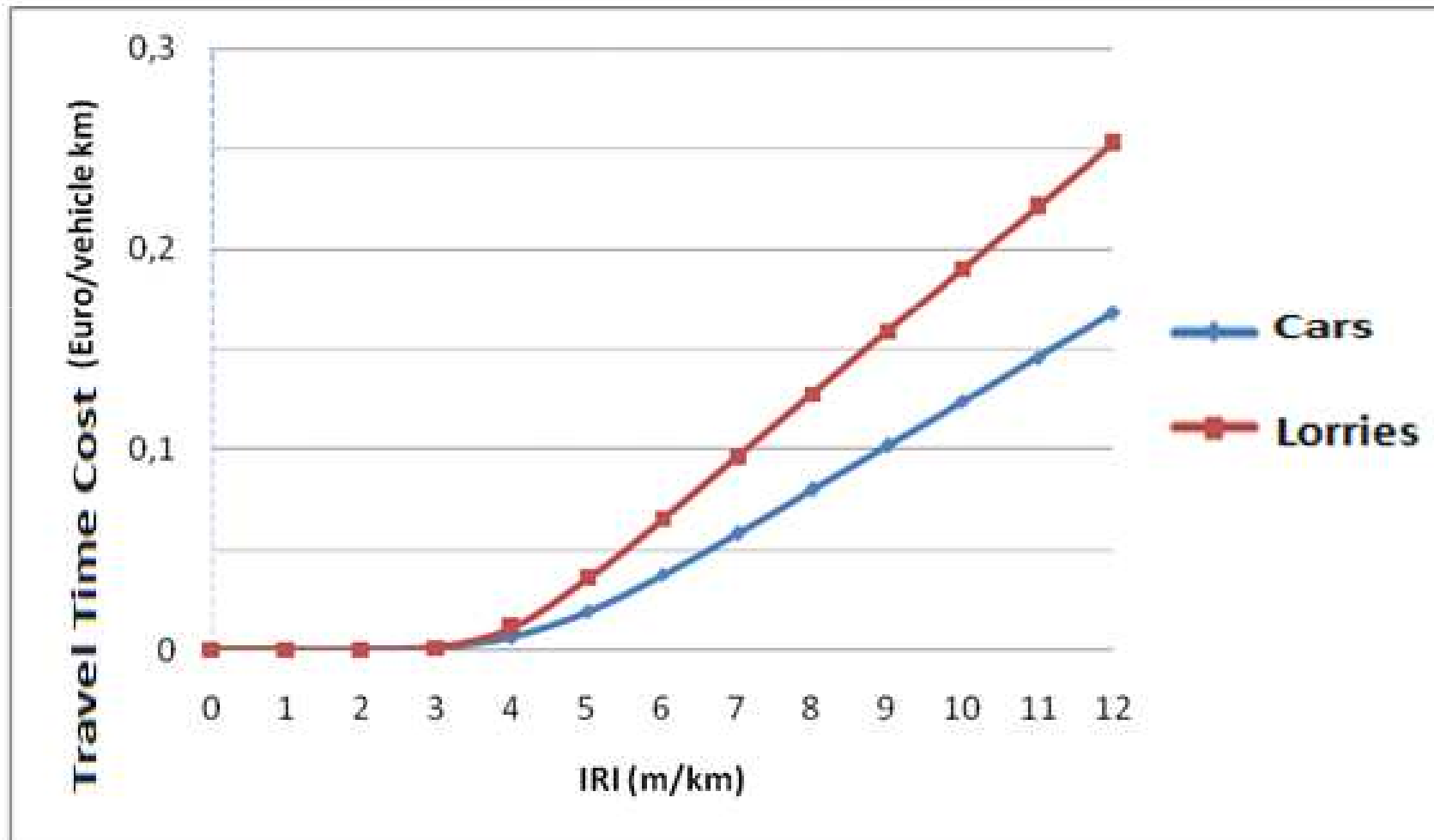
Criteria for Defining Limit Values of Pavement Characteristics

- Qualitative determination of limit values
- Quantitative determination of limit values

Criteria for Defining Limit Values of Pavement Characteristics



Criteria for Defining Limit Values of Pavement Characteristics



Traffic Relating Equations of Pavement Features

- $PSR = PSR_0 * [1 - a * \ln(1 + T)]$
- $SFC = SFC_0 * (1 - k * T)$
- $IRI = IRI_0 * e^{(0.059 * b * A)}$ or $IRI = IRI_0 * e^{\lambda T}$
- $RD = RD_0 + \beta * h_0 * T^{0.25}$



Long service life of pavement

- Rare maintenance operations
- Lower cost of upgrading works
- Minimum disturbance to traffic

Basic concept

- Definition of suitable values of pavement characteristics at the “opening-to-traffic” stage establishing high level-of-service for a long time
- Time schedule - the timing of future maintenance



Basic structure

- Definition of limit values at the operational stage
- Establishment of traffic – dependent equations

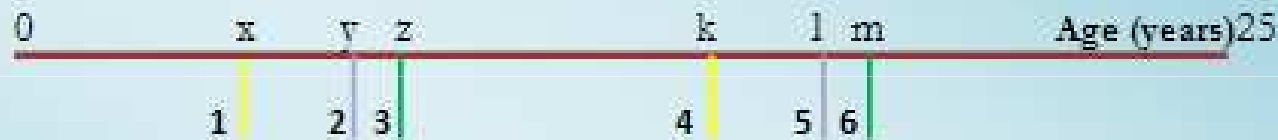
Basic structure

- Assuming $RD=0$, at the initial stage of a road lifetime
- Time elapsed and traffic volume introduced in traffic – dependent equations

Common practice vs proposed methodology

- █ Skid-resistance upgrading
- █ Evenness repair
- █ Rutting treatment
- █ Overall rehabilitation

Separate rehabilitation operations for each feature



Number of operations and road closures in common practice: 6

Overall rehabilitation by adjusting initial values for SFC and IRI



Number of operations required and road closures by adjustment of initial values: 2

Not uniform deterioration



Commonly used limit values of pavement features

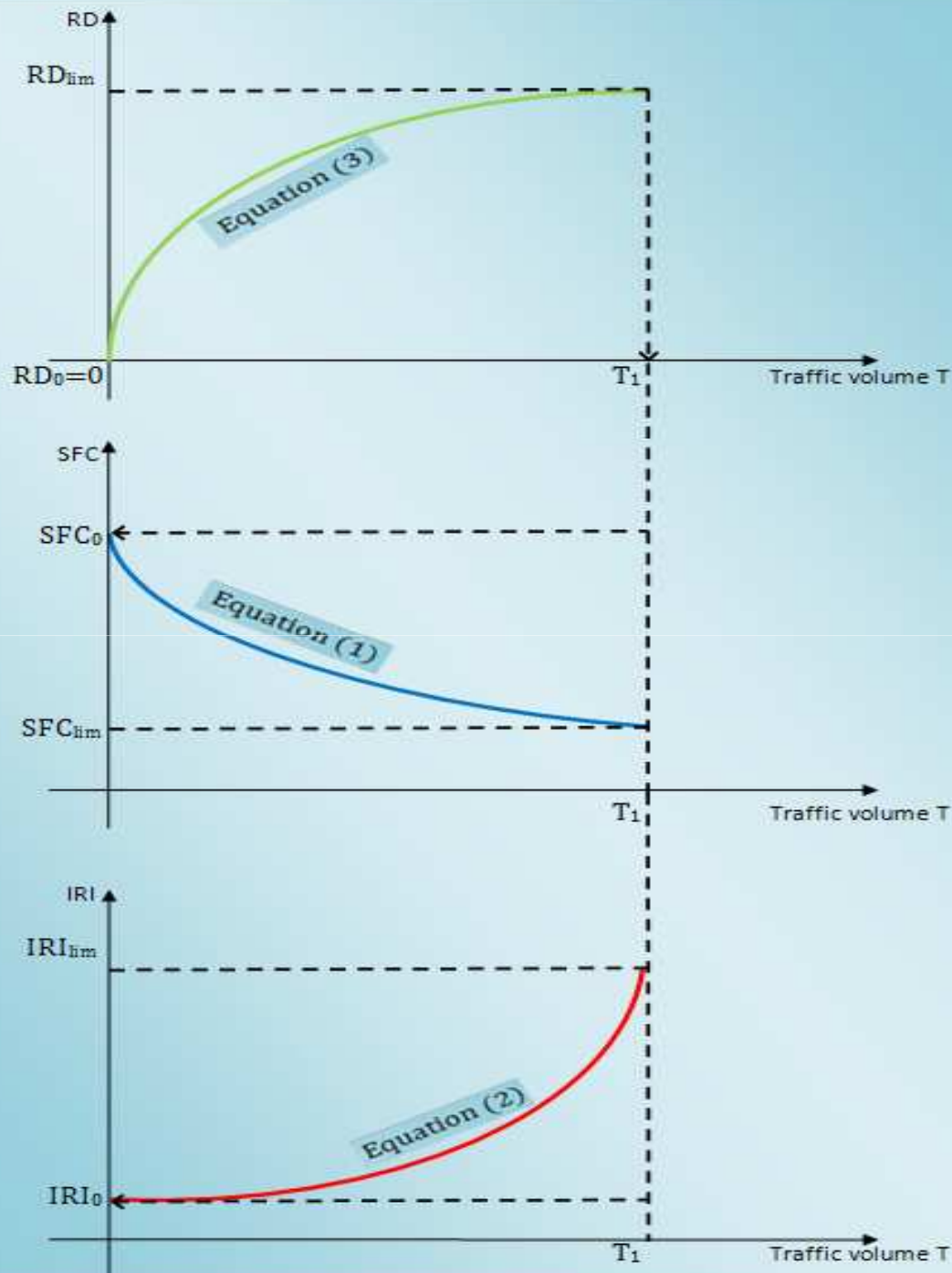
Pavement feature	Indicator or factor used	Limit values at the operational stage of road life	
		National network	Regional network
Skid-resistance	SFC	0.40 - 0.50	0.40 - 0.50
Evenness	IRI (m/km)	2.65 - 3.00	3.00 - 3.40
Rutting	RD (mm)	6 - 15	12 - 20

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Sharing the road

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Benefits for the Road Operator - Conclusions

- Minimum required maintenance operations
- Useful tool for a rational policy of managing road assets with direct retributive profit in terms of maintenance expenses, users cost and ride discomfort