Mechanistic Emperical

A Research Connection Event

Pavement Design

Sponsored By:

DIVISION OF RESEARCH & INNOVATION (DRI)

Thursday, June 28th, 2007

9:30am - 11:30am

DRI Offices
Veteran Affairs Building - 5th floor - Room #518
1227 "O" Street, Sacramento Ca.

VTC PARTICIPATION LOCATIONS:

HQ2101/ NTR-HQ / FMP/HQ_Tlab / HQ_VA_518 / VCI-M D1 / D1 / VC2-R/D02 / D2-119 / D3M / D3-Gateway Oaks/ D3 Conference Room / District Office D3/ VC5/D05 / DD5-201 / D6-119 / VC6/D06 / D7[01-038] / VTC/D07 / D8-1206 / VTC's/D08/ D9-109 / VC9/ D09 / D10-162 / D11[3-204] / VC11/D11/ D12[D4-149]

IF YOUR VTC ROOM IS NOT LISTED AND YOU WISH TO PARTICIPATE - EMAIL YOUR ADD REQUEST TO VTC@DOT.CA.GOV

Current Caltrans pavement design methods are empirical (observations of pavement performance.) Caltrans is now moving towards implementation of mechanistic-empirical (ME) design methods that combine pavement performance with calculations of stresses, strains and deflections in the pavement layers under the traffic loads and climate conditions. These two approaches to pavement design will be compared, and the reasons for moving to ME design will be discussed, including potential for cost savings through innovation in design and materials.

About The Presenter...

John Harvey is a Professor of Civil and Environmental Engineering at the University of California, Davis. He is Principal Investigator for the Caltrans Partnered Pavement Research Center Project operated by the University of California Pavement Research Center for research and development of a wide range of pavement technology. He is a licensed professional engineer in California.

The UC Pavement Research Center operates from the Davis and Berkeley campuses.