THE NEW JKR MANUAL ON PAVEMENT DESIGN

by Ir. Mohd Hizam bin Harun

Acknowledgement

This Report is extracted from the newly revised pavement design manual of JKR titled ‘Design of Flexible Pavement Structures’. It is a manual for the structural design of new asphalt pavements and asphalt pavement overlays. The manual was prepared by Unit Kejuruteraan Pavemen, Caw. Penyelidikan & Pembangunan (CPP) in a study project which commenced in May 2005. Pengarah CPP was the Project Director and he was assisted by Ketua Unit Kejuruteraan Pavemen, Ir. Syed Abdul Rahman bin Syed Abdullah as the Study Leader. Mr. Walter Tappeiner of Advanced Pavement Technologies International was appointed as a consultant in drafting this manual in close cooperation with the Study Leader.

INTRODUCTION

The current JKR Manual on Pavement Design (Arahan Teknik (Jalan) 5/85) is loosely based on the 1981 Asphalt Institute (MS-1) and AASHTO design procedures. However these procedures have undergone several revisions; NCHRP Research Project 20-7 was undertaken, the results of which were used to formulate a substantial revision of the AASHTO Guide for the Design of Pavement Structures which was issued in 1986. Another revision to the AASHTO Guide was published in 1993 (GDPS-4) and further amended in 1998 (GDPS-4S). By comparison, Arahan Teknik (Jalan) 5/85 dates back to 1985 and is thus by international standards outdated by several “technical generations”. The Manual does not allow designing pavement structures that are either sufficiently durable for current and future highway traffic, or optimised in terms of function and user safety.

Unit Kejuruteraan Pavemen, CPP has therefore conducted a study in this area, a result of which is a revised and substantially upgraded pavement design manual which incorporates performance based stress and strain analysis and mechanistic material characterisation. The Manual is presented in the form of catalogue of pavement structures with traffic volume and sub-grade strength as primary input.

This Manual contains procedures for the design of the following pavement structures;

- New flexible and semi-flexible pavements containing one or more bound layers.
- New flexible pavements for low volume roads, consisting of unbound or cement stabilised granular materials capped with a thin bituminous surface treatment.
- New flexible and semi-flexible heavy duty pavements for severe loading conditions.
- Rehabilitation of rigid or flexible pavements through partial reconstruction or overlay with one or more bituminous layers, through hot-in-place recycling (HIPR) with or without an overlay, or cold-in-place recycling (CIPR) followed by bituminous overlay.

For the purpose of this Manual, flexible pavements shall consist of one or more bituminous paving materials and a bituminous or granular road base supported by a granular sub-base. Semi-flexible pavements shall include cement-bound or similarly stabilised base course consisting either of plant-mixed aggregate stabilised with cement, fly-ash or lime or of an in-situ recycled and stabilised layer using CIPR technique, incorporating additives such as bituminous emulsion, foamed bitumen or cement.

This Manual does NOT contain information related to the design of new rigid pavement structures.

**PAVEMENT DESIGN METHODOLOGY**

The design procedure used in this Manual is based on traditional concepts of pavement design, which is based on the assumption that the following two strains are critical to pavement performance;

- Vertical strain \( \varepsilon_z \) on top of the sub-grade
- Horizontal strain \( \varepsilon_t \) at the bottom of the lowest bound pavement course

In the design process, type and course thickness of paving materials are selected to ensure that the above strains remain within an acceptable range. Vertical sub-grade strain is adopted as a design criterion to control accumulation of permanent deformation of the sub-grade. Sub-grade deformation (strain) is primarily a function of sub-grade stiffness and strength, traffic (design load and cumulative traffic volume over design period), and the thickness and stiffness of the pavement structure above the sub-grade. Horizontal strain at the bottom of the bound layer (bituminous or cement treated material) is used to control fatigue damage due to repeated traffic loads. Both of these strain values are expressed as a function of traffic volume. The allowable design strain is that which occurs under a single pass of an Equivalent Standard Axle Load (ESAL). Allowable strain values decrease with increasing traffic volume; strain caused by a single pass of the design wheel load must be smaller for a pavement designed for high volumes of traffic than for low traffic volumes.
Determination of Design Traffic

The Equivalent Standard Axle Load (ESAL) used in this Manual is 80 kN, which corresponds to the standard axle load used in the AASHTO pavement design procedure.

Traffic volume is calculated from a known or estimated volume of commercial vehicles (CV) and axle load spectrum. Axle loads of passenger cars are too low to cause significant pavement distress; therefore, traffic counts and axle load spectra used for pavement design are based on the volume and type of commercial vehicles. Traffic data that are considered in this Manual include;

- Number of commercial vehicles during Year 1 of Design Period, which is the expected year of completion of construction.
- Vehicle class and axle load distribution.
- Directional and lane distribution factors.
- Tyre characteristics and inflation pressure.
- Traffic growth factors.

Three types of raw traffic data are typically collected and entered into a data base; vehicle counts, vehicle classification, and load data. Based on current Malaysian practice of traffic characterisation, two types of data are available for structural pavement design;

- Traffic volume and percent commercial vehicles from the JKR national traffic data base (administered by the Highway Planning Unit or HPU).
Axle load studies, which provide information about the axle load spectrum for selected types of roads and highways in Malaysia.

Axle load studies provide information about the type of commercial vehicles and axle loads for a specific road section. Axle configurations and corresponding load equivalence factors (LEF) used as basis for this Manual are shown in Table 1.

For pavement design purposes, mixed traffic (axle loads and axle groups) is converted into the number of ESAL repetitions by using load factors. The structural design of a pavement is then based on the total number of ESAL passes over the design period. Load factors can be determined from theoretically calculated or experimentally measured truck and axle loads. Information from axle load studies carried out in Malaysia and from legal loads in Malaysia (Maximum Permissible Gross Vehicle and Axle Loads, RTA 1987, Weight Restriction Order 2003) have been used as basis for calculating commercial vehicle load factors for traffic classes monitored by HPU.

### TABLE 1: Axle Configuration and Vehicle Load Factors (VLF) based on Traffic Categories used by HPU

<table>
<thead>
<tr>
<th>Vehicle</th>
<th>Basis for Calculating VLF</th>
<th>Vehicle Load Factor (VLF)</th>
</tr>
</thead>
<tbody>
<tr>
<td>HPU Class Designation</td>
<td>Class</td>
<td>LEF</td>
</tr>
<tr>
<td>Cars and Taxis</td>
<td>C</td>
<td>&lt;0.01</td>
</tr>
<tr>
<td>Small Trucks and Vans (2 Axles)</td>
<td>CV1</td>
<td>0.1</td>
</tr>
<tr>
<td>Large Trucks (2 to 4 Axles)</td>
<td>CV2</td>
<td>4.5</td>
</tr>
<tr>
<td>Articulated Trucks (3 or more Axles)</td>
<td>CV3</td>
<td>2.6</td>
</tr>
<tr>
<td>Buses (2 or 3 Axles)</td>
<td>CV4</td>
<td>1.5</td>
</tr>
<tr>
<td>Motorcycles</td>
<td>MC</td>
<td>N/A</td>
</tr>
<tr>
<td>Commercial Traffic (Mixed)</td>
<td>CV %</td>
<td></td>
</tr>
</tbody>
</table>
Note: Axle load studies provide the most reliable basis for calculating ESAL; axle load studies should be carried out and used whenever feasible.

In the absence of an axle load study, Table 1a below shall be used as a guide.

**TABLE 1a: Guide for Load Equivalence Factor without Axle Load Study**

<table>
<thead>
<tr>
<th>Percentage of Selected Commercial Vehicles*</th>
<th>0 – 15%</th>
<th>16 – 50%</th>
<th>51 – 100%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type of Road</td>
<td>Load Equivalence Factor</td>
<td>Local 1.2</td>
<td>Trunk 2.0</td>
</tr>
</tbody>
</table>

* Selected commercial vehicles refer to those carrying timber and quarry materials.

<table>
<thead>
<tr>
<th>Combined Thickness of Bituminous Layers (cm)</th>
<th>Tyre Inflation Pressure (kPa)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>480</td>
</tr>
<tr>
<td>10</td>
<td>1.2</td>
</tr>
<tr>
<td>15</td>
<td>1.0</td>
</tr>
<tr>
<td>20</td>
<td>1.0</td>
</tr>
<tr>
<td>22</td>
<td>1.0</td>
</tr>
<tr>
<td>26</td>
<td>1.0</td>
</tr>
</tbody>
</table>

**TABLE 1b: Tyre Pressure Adjustment Factor (TAF)**

The following permissible gross vehicle weights (MGVW) and maximum axle loads (MAL) in accordance with List 1 (Peninsular Malaysia) of the Road Transport Act, Weight Restrictions Order 2003, were used as basis for calculating Vehicle Load Factors (VLF) shown in Table 1.

- **Axle Loads:**
  - Maximum Single Axle (4 Wheels): 12 tonnes
  - Maximum Tandem Axle: 19 tonnes
  - Maximum Tridem Axle: 21 tonnes

- **Maximum Permissible Gross Vehicle Weights (RIGID Vehicles):**
  - 2-Axle: 18 tons
  - 3-Axle: 26 tons
  - 4-Axle: 33 tons
- Maximum Permissible Gross Vehicle Weights (ARTICULATED Vehicles):
  - 3-Axle: 30 tons
  - 4-Axle: 37 tons
  - 5-Axle: 40 tons
  - 6-Axle: 44 tons

### Design Procedure

The procedure for calculating the **Traffic Category** to be used as design input (number of 80 kN ESALs over Design Period, see Table 3), is as follows;

1. From traffic counts for the project under consideration (information provided by HPU for the past 5 or more years), determine;
   a. Initial **Average Daily Traffic in one direction (ADT)**; the average should be based on a minimum of 3 days, 24 hours per day. If traffic count covers a time period of 06:00 to 22:00 hours, multiply the traffic count reported by HPU with a factor of 1.2.
   b. Percentage of **Commercial Vehicles (CV)** with an un-laden weight of more than 1.5 tons ($P_{CV}$) and break-down into vehicle categories (shown in Table 1).
   c. Average Annual **Traffic Growth Factor ($r$)** for CV.

2. Determine the following information from the geometric design of the road for which the structural pavement design is carried out;
   a. Number of lanes.
   b. Terrain conditions (flat; rolling; mountainous).

3. Select **Design Period** (20 years for Traffic Categories T 3 to T 5 and minimum 10 years for Traffic Categories T 1 and T 2).

   Note: *Estimate Traffic Category based on conceptual design and refine, if needed, during pavement design process.*

4. Calculate the **Design Traffic (Number of ESALs) for the Design Lane and Base Year $Y_1$ (First Year of Design Period)** using the following formula;

   $$ESAL_{Y_1} = ADT \times 365 \times P_{CV} \times VLF \times L \times T \tag{1}$$

   where;
   - $ESAL_{Y_1}$ = Number of ESALs for the Base Year (Design Lane)
   - $ADT$ = Average Daily Traffic
   - $P_{CV}$ = Percentage of CV (Un-Laden Weight > 1.5 tons)
VLF = Vehicle Load (Equivalence) Factor (including Tire Factor)
L = Lane Distribution Factor (refer to Table 1c)
T = Terrain Factor (refer to Table 1d)

VLF in Equation (1) is 3.5 (weighted average distribution of commercial traffic and axle loads. If site specific distribution of traffic by vehicle type is available, Equation (1) shall be refined as follows;

\[ ESAL_{Y1} = \left[ ADT_{VC1} \times VLF_1 + ADT_{VC2} \times VLF_2 + \ldots + ADT_{VC4} \times VLF_4 \right] \times 365 \times L \times T \]  

(2)

where;
ADT_{VC2}, etc = Average Daily Number of Vehicles in each Vehicle Class
VLF_2, etc = Vehicle Load Factor of applicable vehicle class
Other symbols as shown for Equation (1).

Other design input factors used in Equations (1) and (2) are provided in Tables 1c and 1d below.

<table>
<thead>
<tr>
<th>Number of Lanes (in ONE direction)</th>
<th>Lane Distribution Factor, L</th>
</tr>
</thead>
<tbody>
<tr>
<td>One</td>
<td>1.0</td>
</tr>
<tr>
<td>Two</td>
<td>0.9</td>
</tr>
<tr>
<td>Three or more</td>
<td>0.7</td>
</tr>
</tbody>
</table>

**TABLE 1c: Lane Distribution Factors**

Note: Traffic in the primary design lane (one direction) decreases with increasing number of lanes.

The Terrain Factor, T that shall be used in the determination of the design traffic volume (ESAL) is shown in Table 1d below.

<table>
<thead>
<tr>
<th>Type of Terrain</th>
<th>Terrain Factor, T</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flat</td>
<td>1.0</td>
</tr>
<tr>
<td>Rolling</td>
<td>1.1</td>
</tr>
<tr>
<td>Mountainous/Steep</td>
<td>1.3</td>
</tr>
</tbody>
</table>

**TABLE 1d: Terrain Factors**
Note: As terrain changes from flat to mountainous topography, the percentage of road sections with steep slopes and with curves increases, thus increasing stresses and strains in pavement structures due to breaking, acceleration and cornering of commercial vehicles.

5. Calculate the **Design Traffic (Number of ESALs) for the Design Period (Design Life in Years)** using the following formula;

\[
\text{Design Traffic } ESAL_{\text{DES}} = ESAL_{Y1} \times \frac{[(1 + r)^n - 1]}{r}
\]  

(3)

where;

- \( ESAL_{\text{DES}} \) = Design Traffic for the Design Lane in one Direction (determines the Traffic Category used as Basis for selecting a Pavement Structure from the Catalogue)
- \( ESAL_{Y1} \) = Number of ESALs for the Base Year (Equation 1 or 2)
- \( r \) = Annual Traffic Growth Factor for Design Period
- \( n \) = Number of Years in Design Period

Alternatively, the following simplified *Equation (3a)* shall be used in conjunction with the Total Growth Factor shown in *Table 2* below.

\[
\text{Design Traffic } ESAL_{\text{DES}} = ESAL_{Y1} \times \text{TGF}
\]  

(3a)

<table>
<thead>
<tr>
<th>Design Period (Years)</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>5.20</td>
<td>5.31</td>
<td>5.42</td>
<td>5.53</td>
<td>5.64</td>
<td>5.75</td>
</tr>
<tr>
<td>10</td>
<td>10.95</td>
<td>11.46</td>
<td>12.01</td>
<td>12.58</td>
<td>13.18</td>
<td>13.82</td>
</tr>
<tr>
<td>15</td>
<td>17.29</td>
<td>18.60</td>
<td>20.02</td>
<td>21.58</td>
<td>23.28</td>
<td>25.13</td>
</tr>
<tr>
<td>20</td>
<td>24.30</td>
<td>26.87</td>
<td>29.78</td>
<td>33.06</td>
<td>36.79</td>
<td>41.00</td>
</tr>
<tr>
<td>25</td>
<td>32.03</td>
<td>36.46</td>
<td>41.65</td>
<td>47.73</td>
<td>54.86</td>
<td>63.25</td>
</tr>
<tr>
<td>30</td>
<td>40.57</td>
<td>47.58</td>
<td>56.08</td>
<td>66.44</td>
<td>79.06</td>
<td>94.46</td>
</tr>
</tbody>
</table>

**TABLE 2: Total Growth Factors (TGF)**
For the purpose of this Manual, predicted traffic expressed as number of ESALs over the design period is classified into the following traffic categories (Table 3).

<table>
<thead>
<tr>
<th>Traffic Category</th>
<th>Design Traffic (ESAL x 10^6)</th>
<th>Probability (Percentile) Applied to Properties of Sub-Grade Materials</th>
</tr>
</thead>
<tbody>
<tr>
<td>T 1</td>
<td>≤ 1.0</td>
<td>≥ 60%</td>
</tr>
<tr>
<td>T 2</td>
<td>1.1 to 2.0</td>
<td>≥ 70%</td>
</tr>
<tr>
<td>T 3</td>
<td>2.1 to 10.0</td>
<td>≥ 85%</td>
</tr>
<tr>
<td>T 4</td>
<td>10.1 to 30.0</td>
<td>≥ 85%</td>
</tr>
<tr>
<td>T 5</td>
<td>&gt; 30.0</td>
<td>≥ 85%</td>
</tr>
</tbody>
</table>

**TABLE 3: Traffic Categories used in this Manual (ESAL = 80 kN)**

Note: Whenever feasible, statistical analysis shall be used to evaluate laboratory or field test results for use as input for pavement design (sub-grade, sub-base, road base and bituminous courses). The above probability values shall be applied to material strength and stiffness values as follows:

*Design Input Value = Mean – (Normal Deviate x Standard Deviation)*

For normal distribution and single-tailed analysis, the following Normal Deviate values shall apply:

- 60% Probability: Mean - 0.253 x STD
- 70% Probability: Mean - 0.525 x STD
- 85% Probability: Mean - 1.000 x STD

**Properties of Sub-Grade**

Sub-grade strength is one of the most important factors in determining pavement thickness, composition of layers and overall pavement performance. The magnitude and consistency of support that is provided by the sub-grade is dependent on soil type, density and moisture conditions during construction and changes that may occur over the service life of a pavement.

For pavement design purposes, several parameters shall be used to categorise sub-grade support. Traditionally, the California Bearing Ratio (CBR) has been widely used for this purpose. Mechanistic pavement design procedures require elastic modulus and Poisson’s ratio as input for all pavement layers, including the
sub-grade which is usually treated as an isotropic semi-infinite elastic medium. For this Manual, CBR has been retained as a design tool; however, direct measurement of elastic stiffness values of the sub-grade is recommended whenever feasible. Elastic stiffness values used for the design of the pavement structures presented in this Manual are shown in Table 4 along with the CBR values used as input values for selecting pavement structures from the catalogue.

A minimum CBR of 5% is recommended for pavements that have to support traffic volumes corresponding to Traffic Classes T 2 through T 5. If the sub-grade (cut or fill) does not meet this minimum CBR requirement, at least 0.3m of unsuitable sub-grade soil shall be replaced or stabilised to ensure that the selected minimum CBR value is obtained under due consideration of applicable moisture conditions and probability of meeting the design input value. For road pavements designed for large volumes of traffic (Traffic Classes T 4 and T 5), a minimum sub-grade strength corresponding to CBR of 12% is recommended. For pavement design purposes, the use of average CBR or sub-grade modulus test results is not recommended; it would signify that there is only a 50% probability that the design input value is met.

<table>
<thead>
<tr>
<th>Sub-Grade Category</th>
<th>CBR (%)</th>
<th>Elastic Modulus (MPa)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Range</td>
<td>Design Input Value</td>
</tr>
<tr>
<td>SG 1</td>
<td>5 to 12</td>
<td>50 to 120</td>
</tr>
<tr>
<td>SG 2</td>
<td>12.1 to 20</td>
<td>80 to 140</td>
</tr>
<tr>
<td>SG 3</td>
<td>20.1 to 30.0</td>
<td>100 to 160</td>
</tr>
<tr>
<td>SG 4</td>
<td>&gt; 30.0</td>
<td>120 to 180</td>
</tr>
</tbody>
</table>

**TABLE 4: Classes of Sub-Grade Strength (based on CBR) used as Input in the Pavement Catalogue of this Manual**

The correlation between sub-grade stiffness and CBR values shown in Table 4 above is based on the following criteria;

- For cohesive soils, a relationship similar to that shown in *TRRL LR 1132: “The Structural Design of Bituminous Roads”* is used.
Properties of Paving Materials

For the purpose of this Manual, paving materials are classified into several categories in accordance with their intended function within the pavement structure. The categories include (from top of the pavement downwards);

- Bituminous wearing and binder courses.
- Bituminous road base.
- Unbound granular road base.
- Cemented or otherwise stabilised road base.
- Unbound granular sub-base.

When shown in project drawings and specifications, recycled asphalt pavement (RAP) shall be used instead of unbound granular road base, or up to 30% of RAP shall be included in bituminous road base. Use of in-place recycled materials, such as CIPR and HIPR, is considered in Section 6 (Rehabilitation of Flexible Pavements) of this Manual.

Descriptions of all paving materials used in this Manual are contained in the new JKR Standard Specifications for Road Works and are summarised in Figure 6 of this Manual.

Bituminous Wearing and Binder Courses

Specifications for bituminous mixtures are contained in the JKR Standard Specifications for Road Works. For the purpose of pavement design, the elastic modulus and Poisson’s ratio are the two most important properties of bituminous mixtures.

Elastic modulus of bituminous mixtures is primarily a function of its composition and density, and of the temperature and loading time to which a bituminous mixture is exposed in a pavement. The effect of temperature on elastic modulus and on the Poisson’s ratio is pronounced. Within the range of temperatures that can occur in road pavements in Malaysia, elastic modulus values will vary from a few hundred MPa at high pavement temperatures to about 3000 MPa at the low end of pavement temperatures. Over the same temperature range, the Poisson’s ratio varies from about 0.35 to 0.45.

For the design of pavement structures presented in this Manual, the following average pavement temperatures are adopted;

- Bituminous Wearing and Binder Courses: 35°C
- Bituminous Road Base: 25°C

The design used to develop the catalogue of pavement structures shown in this Manual is based on default values (Table 5 below). If mechanistic design is
carried out in lieu of adopting one of the pavement structures offered in this Manual, material input parameters similar to those shown below or developed on the basis of mechanistic laboratory tests (elastic modulus) shall be used. The use of design input values that differ by more than 50% from the design values shown below is discouraged.

### TABLE 5a: Elastic Properties of Unmodified Bituminous Mixtures

<table>
<thead>
<tr>
<th>Bituminous Mixture based on PEN 50/70 Bitumen</th>
<th>Elastic Modulus (MPa)</th>
<th>Poisson’s Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>25°C</td>
<td>35°C</td>
</tr>
<tr>
<td>Wearing Course AC 10 and AC 14</td>
<td>----</td>
<td>1500</td>
</tr>
<tr>
<td>Wearing Course SMA 14 and SMA 20</td>
<td>----</td>
<td>1500</td>
</tr>
<tr>
<td>Binder Course AC 28</td>
<td>2500</td>
<td>2000</td>
</tr>
<tr>
<td>Road Base AC 28</td>
<td>2500</td>
<td>---</td>
</tr>
</tbody>
</table>

### TABLE 5b: Elastic Properties of Polymer Modified Bituminous Mixtures

<table>
<thead>
<tr>
<th>Bituminous Mixture based on PMB</th>
<th>Elastic Modulus (MPa)</th>
<th>Poisson’s Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>25°C</td>
<td>35°C</td>
</tr>
<tr>
<td>Wearing Course AC 10 and AC 14</td>
<td>----</td>
<td>1800</td>
</tr>
<tr>
<td>Wearing Course SMA 14 and SMA 20</td>
<td>----</td>
<td>1800</td>
</tr>
<tr>
<td>Binder Course AC 28</td>
<td>3200</td>
<td>2500</td>
</tr>
<tr>
<td>Road Base AC 28</td>
<td>3200</td>
<td>---</td>
</tr>
</tbody>
</table>

Notes to Tables 5a and 5b:

1. The elastic modulus values shown above are based on the bituminous binders as shown in the tables, on average mixture air voids of 5.0%, and on a loading time of 0.1 second (corresponding to a traffic speed of about 60 km/hour at a depth of 10 cm below pavement surface).

2. If PEN 70/100 bitumen is used instead of PEN 50/70, reduce the elastic stiffness values shown in Table 5a by 20%.

3. When polymer modified asphalt is specified, use type and grade of PMB in accordance with JKR standard or project specifications.

**Bituminous Road Base**
For the purpose of flexible pavement design, bituminous road base shall be treated similarly to bituminous binder and wearing courses, except that a lower average temperature is used for this layer. The bottom of the bituminous road base is subject to fatigue-type repeated tensile loading, the effect of which is evaluated in traditional and advanced pavement design.

**Crushed Aggregate and Wet Mix Road Base**

Unbound granular materials used for road base consist of crushed rock or gravel with a grading that imparts on the mixture a mechanically stable course that is capable of distributing effectively traffic loads transmitted by overlaying bituminous courses. The performance of well graded granular materials is largely governed by their shear strength, stiffness and by material break-down that may occur during construction and as a consequence of heavy traffic. The presence of excessive fine material and moisture has a detrimental influence on stiffness and stress distribution capacity of unbound granular courses. Adequate shear strength and drainage is usually obtained when the percentage of fine material (≤ 0.075 mm) does not exceed 10%.

Temperature and loading time have no significant effect on modulus, strength and durability of granular base materials. JKR Standard Specifications for Road Works include two types of granular base material;

- Crushed Aggregate Road Base
- Wet-Mix Road Base

Both materials show similar composition, but construction practices are different. The minimum CBR requirement for Crushed Aggregate Road Base and for Wet-Mix Road Base is 80% corresponding to an elastic modulus of about 350 ± 100 MPa.

**Stabilised Road Base**

The objective of stabilisation is treatment of a road paving material to correct a known deficiency or to improve its overall performance and thus enhance its ability to perform its function in the pavement. Base materials can be stabilised in-situ or mixed with stabilisers in a plant and laid by a paver or other approved construction equipment. Plant mixed stabilised material tends to be more uniform in composition and strength, and should be preferred. If in-place stabilisation is used, a cold recycler with appropriate mixing chamber should be used.

JKR Standard Specifications for Road Works include the following types of stabilised road base;

- Aggregates stabilised primarily with cement and other hydraulic binders (STB 1).
• Aggregates stabilised primarily with bituminous emulsion (STB 2) or a combination of emulsion and cementitious material.

Materials stabilised with cement exhibit higher stiffness and strength, but are more prone to cracking. Materials stabilised primarily with bituminous emulsion show usually lower structural stiffness but are more strain tolerant. Both of these stabilising agents can be combined to yield a paving mixture with desired performance properties. For the design of pavement structures included in the catalogue of this guide, the following elastic modulus and Poisson’s ratio values were assumed;

• STB 1: Stabilised base with 3% to 5% Portland cement.
  \[ E = 1800 \text{ MPa}; \ \nu = 0.40 \]

• STB 2: Stabilised base with bituminous emulsion or foamed bitumen and a maximum of 2% Portland cement.
  \[ E = 1200 \text{ MPa}; \ \nu = 0.35 \]

Temperature

The development of this Manual is based on pavement temperatures that are representative of average climatic conditions in Malaysia as follows;

• Mean Annual Air Temperature: 28°C
• Maximum Air Temperature: 45°C
• Maximum Average Air Temperature during the hottest 7-Day Period (over the Pavement Design Life): 38°C

Design Period and Reliability

For Traffic Category T 3 through T 5, a design life of 20 years is recommended. For low volume roads and other rural road pavements, a design life of 10 years may be adequate. The above design life and a probability of 85% were used as basis for designing the pavement structures presented in this Manual.

CATALOGUE OF PAVEMENT STRUCTURES

A catalogue from which pavement structures can be selected for a range of sub-grade support conditions and traffic volumes is presented in Figures 8A, 8B, 8C, 8D and 8E of this Manual. As an example, Figure 8C of this Manual is shown below (layer thickness is in cm). These pavement cross sections have been designed for roads and highways that are typical for conditions in Malaysia. For rural and other low volume roads, either cross sections from this catalogue (Traffic Category: < 1 million ESALs) or pavement structures provided in Table 7 of Section 4.1 can be used. For pavements with unusually severe loading conditions, such as container terminals or other areas where pavements are
exposed to high loads and long loading times, the use of a mechanistic design
procedure and of special high-performance paving materials is recommended.

Pavement materials used in this catalogue are shown in Figure 6 of this Manual
and included in the new JKR Standard Specification for Road Works.

Mechanistic Design using Elastic Layer Programs

For the design of pavement structures shown in the catalogue of this Manual,
one or more of the following programs were used as design tools:

- Asphalt Institute SW-1 (based on Manuals MS-1; MS-11; MS-17; MS-23)
- Pavement Design: A Guide to the Structural Design of Road Pavements,
  STANDARDS AUSTRALIA and AUSTROADS, 2004, in conjunction with
  CIRCLY Version 5.0
- SHELL SPDM Version 3.0
- Pavement Design and Analysis by Yang H. Huang, Second Edition,
  2003 in conjunction with KENLAYER

Worked Example

Design a road pavement for a 2-lane highway with an average daily traffic of
1350 vehicles, 16% of which are commercial vehicles with an un-laden weight >
1.5 tons.

Step 1: Development of Design Input

Traffic count data indicate a total of 2700 vehicles in both directions; pavement
design is then based on 1350 vehicles (one direction, 24 hour period). If the
design is based on traffic data from an HPU survey, the result based on a 16-
hour survey (usually 06:00 to 22:00 hours) should be multiplied with 1.2.

The following additional project related information is available;

- $P_{CV} = 16\%$ (no detailed break-down by vehicle type)
- Lane Distribution Factor, $L = 1.0$ (one lane in one direction)
- Terrain Factor, $T = 1.1$ (rolling)
- Design Life = 20 years
- Annual Traffic Growth = 4.0%
**Step 2:** Determine Design Traffic (Traffic Category)

\[ ESAL_{Y1} \text{ (Base Year)} = ADT \times 365 \times P_{CV} \times VLF \times L \times T \]
\[ = 1350 \times 365 \times 16/100 \times 3.5 \times 1.0 \times 1.1 \]
\[ = 0.304 \text{ million} \]

Design Traffic over 20 Years; \[ ESAL_{DES} = ESAL_{Y1} \times \text{TGF} \]
\[ = 0.304 \times 29.78 \]
\[ = 9.05 \text{ million} \]

**Traffic Category T 3**

**Step 3:** Determine Sub-Grade Strength (Sub-Grade Category)

Results from Sub-Grade testing;
- CBR Mean = 18.5%
- CBR Standard Deviation = 4.4%
- Probability 85% (Normal Deviate = 1.282)

Characteristic CBR value used for design;
\[ = 18.5\% - 1.282 \times 4.4\% \]
\[ = 18.5\% - 5.6\% \]
\[ = 12.9\% \]

**Sub-Grade Category SG 2**

**Step 4:** Select one of the pavement structures from **Figure 8C** (T 3, SG 2)

- Conventional flexible with unmodified PEN 50/70 bitumen;
  - Bituminous Surface Course (AC-10 or AC-14): 5 cm
  - Bituminous Binder/Base Course (AC 28): 12 cm
  - Crushed Aggregate Base or Wet-Mix Base: 25 cm
  - Granular Sub-Base: 20 cm

**CONCLUDING REMARKS**

The newly revised pavement design manual of JKR titled Design of Flexible Pavement Structures shall replace the current JKR Manual on Pavement Design ie. Arahan Teknik (Jalan) 5/85. The new Manual provides JKR and consultants engaged in pavement engineering projects in Malaysia with a uniform process of designing pavements for all classes of traffic. The Manual is based on proven, validated pavement design technologies; it builds on past JKR practice and experience and on design methodologies that have been successfully used in other countries over the last twenty years. The design approach recommended in the Manual combines improved design development data and mechanistic methods of analysis into a single tool that is presented in the form of a catalogue of pre-designed pavement structures.
In the case of special project conditions or requirements, mechanistic elastic multi-layer design can be carried out using project specific input parameters in conjunction with one of the software programs recommended in the Manual.

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FIGURE 8C: Pavement Structures for Traffic Category T 3: 2.0 to 10.0 million ESALs (80 kN)

<table>
<thead>
<tr>
<th>Pavement Type</th>
<th>Sub-Grade Category</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>SG 1: CBR 5 to 12</td>
</tr>
<tr>
<td>Conventional Flexible:</td>
<td></td>
</tr>
<tr>
<td>Granular Base</td>
<td>BSC: 5</td>
</tr>
<tr>
<td></td>
<td>CAB: 20</td>
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<tr>
<td></td>
<td>GSB: 20</td>
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<tr>
<td>Deep Strength:</td>
<td></td>
</tr>
<tr>
<td>Stabilised Base</td>
<td>BSC: 5</td>
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<tr>
<td></td>
<td>BC: 10</td>
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<td>STB 1: 15</td>
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<td>GSB: 20</td>
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<tr>
<td>Full Depth:</td>
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</tr>
<tr>
<td>Asphalt Concrete Base</td>
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<tr>
<td></td>
<td>GSB: 20</td>
</tr>
</tbody>
</table>