

# Technical Report Documentation Page

1. Report No. <b>FHWA/AR-04-003</b>		2. Government Accession No.		3. Recipient's Catalog No.	
4. Title and Subtitle  <b>TRC-0209 Improvements to the ROADHOG Overlay Design Program Final Report</b>				5. Report Date <b>May 2004</b>	
				6. Performing Organization Code	
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9. Performing Organization Name and Address <b>University of Arkansas, Department of Civil Engineering 4190 Bell Engineering Center Fayetteville, AR 72701</b>				10. Work Unit No. (TRAIS)	
				11. Contract or Grant No. <b>TRC-0209</b>	
12. Sponsoring Agency Name and Address <b>Arkansas State Highway and Transportation Department P.O. Box 2261 Little Rock, AR 72203-2261</b>				13. Type of Report and Period covered <b>Final Report 1 Jul 02 thru 31 Dec 03</b>	
				14. Sponsoring Agency Code	
15. Supplementary Notes <b>Conducted in cooperation with U.S. Department of Transportation, Federal Highway Administration</b>					
16. Abstract  The ROADHOG overlay design system and associated computer program has been used by the Arkansas State Highway and Transportation Department (AHTD) for the design of flexible pavement overlays. The program is based on the results of research conducted for AHTD and has been through two modifications since its original inception. While the technical aspects of the program continued to meet expectations, the program itself needed updating. AHTD acquired a new falling weight deflectometer (FWD) in the 1990s, which uses a file format that is not compatible with the original version of ROADHOG. In addition, the original ROADHOG software was written in a DOS-based computer language that would not run consistently on Windows-based personal computers. Finally, a revision could provide additional features to assist designers with overlay designs and provide researchers an opportunity to re-investigate some of the basic relationships underlying the computational algorithms contained in ROADHOG.  The two primary global objectives for the proposed research included completely upgrading the existing ROADHOG computer program into an Excel based, interactive system; the second involved incorporating identified improvements to the existing ROADHOG system. In general, all project objectives were met. The ROADHOG system was programmed into Microsoft™ EXCEL® for ease of use. A new, more streamlined equation was developed for estimating the effective structural number of an existing flexible pavement. The sensitivity of ROADHOG to the (required) input of existing pavement thickness was evaluated; it appears that a one-inch difference in input existing pavement thickness results in a difference in recommended overlay thickness ranging from 0.05 to 0.2 inches. Comparisons to the ELMOD system indicated that ROADHOG continues to provide reasonable overlay thicknesses comparable to those provided by the ELMOD "basin fit" procedure. A user's guide for ROADHOG was developed to aid designers in using the Excel based system.					
17. Key Words <b>Pavement, Flexible Pavement Design, Overlay, Overlay Design</b>				18. Distribution Statement <b>No Restrictions</b>	
19. Security Classif. (Of this report) <b>(none)</b>		20. Security Classif. (Of this page) <b>(none)</b>		21. No. of Pages <b>33</b>	
22. Price					

**TRC-0209**  
**Improvements to the ROADHOG Overlay Design Program**

**EXECUTIVE SUMMARY**

The ROADHOG overlay design system and associated computer program has been used by the Arkansas State Highway and Transportation Department (AHTD) for the design of flexible pavement overlays. The program is based on the results of research conducted for AHTD and has been through two modifications since its original inception. While the technical aspects of the program continued to meet expectations, the program itself needed updating. AHTD acquired a new falling weight deflectometer (FWD) in the 1990s, which uses a file format that is not compatible with the original version of ROADHOG. In addition, the original ROADHOG software was written in a DOS-based computer language that would not run consistently on Windows-based personal computers. Finally, a revision could provide additional features to assist designers with overlay designs and provide researchers an opportunity to re-investigate some of the basic relationships underlying the computational algorithms contained in ROADHOG.

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## **CHAPTER ONE**

### **Problem Statement**

The ROADHOG overlay design system and associated computer program is currently used by the Arkansas State Highway and Transportation Department (AHTD) for the design of flexible pavement overlays. The program is based on the results of research conducted for AHTD (TRC-8705, TRC-9403) and has been through two modifications since its original inception. While the technical aspects of the program continued to meet expectations, the program itself needed updating.

AHTD acquired a new falling weight deflectometer (FWD) in the 1990s, which uses a file format that is not compatible with the original version of ROADHOG. This incompatibility necessitated an update of the software so that it can read both the data file generated by the new FWD and the files previously collected by the "old" FWD. Also, the original software was written in a DOS-based computer language that would not run consistently on Windows-based personal computers. Finally, a revision could provide additional features to assist designers with overlay designs. In addition to updates of the software, Project TRC-0209 also provided researchers an opportunity to re-investigate some of the basic relationships underlying the computational algorithms contained in ROADHOG.

## CHAPTER TWO

### Project Objectives

There were two primary global objectives for the proposed research. One was to completely upgrade the existing ROADHOG computer program into an Excel based, interactive system. The second was to incorporate any improvements to the existing ROADHOG system, both from a user-defined "operational" perspective, and from a technical design perspective. Specific project objectives included:

- *Ensure specific algorithms used by ROADHOG represent current state-of-the-practice in overlay design.*
- *Incorporate desired features into the ROADHOG computer program.*
- *Completely reprogram the ROADHOG computer system.*
- *Provide user training and design aids to designers.*

In general, all project objectives were met. The ROADHOG system was programmed into Microsoft™ EXCEL® for ease of use. The computational algorithms contained in ROADHOG were examined to ensure they continued to provide consistent, reasonable values for required overlay thickness. After two meetings with AHTD personnel, additional features were incorporated into the ROADHOG spreadsheet. Finally, users were given a demonstration regarding the use of the system at a session held at AHTD headquarters.

## CHAPTER THREE

### Background

Structural pavement design concepts developed by the American Association of State Highway and Transportation Officials (AASHTO) are based primarily on analyses of data collected at the (then) AASHO road test conducted in Illinois from 1957 to 1961. These concepts were first published for routine use by designers in the 1972 *AASHO Interim Guide for the Design of Pavement Structures*. (1) The 1972 Guide, however, did not include information relating to the design of overlays (overlays were not included in the original AASHO road test).

A completely updated and revised AASHTO *Guide* was published in 1986. (2) The 1986 *Guide* did include some design information relating to structural overlays, but did not include specific procedures to be followed by designers. Recognizing this, the Arkansas State Highway and Transportation Department (AHTD) sponsored research project TRC-8705, "NDT Overlay Design", conducted by the Dept. of Civil Engineering at the University of Arkansas. (3) The goal of the research was to develop a comprehensive design procedure for flexible overlays of existing flexible pavements, based on surface deflection data generated by the falling weight deflectometer (FWD). The two major technical achievements of TRC-8705 were methods for estimating the effective structural number of an existing flexible pavement system ( $SN_{eff}$ ) and for estimating the *in-situ* resilient modulus of the subgrade soil underlying the structure ( $M_R$ ). These two methodologies developed by the researchers were actually departures from the analyses suggested in the 1986 *Guide*. Complete descriptions of the specific procedures used by ROADHOG are available elsewhere. (3,4)

The final product of TRC-8705 was ROADHOG, a computer-based flexible pavement overlay design procedure incorporating all necessary analyses related to AASHTO structural pavement design. (4) The ROADHOG program was written in a compiled, executable database language to allow for the handling of large amounts of FWD deflection data. (5) After a period of comparative analyses with the then-existing overlay designs used by AHTD, ROADHOG was implemented by AHTD for routine use.

Amid advances in pavement design technology and the growing need for rehabilitation strategies for existing, deteriorating pavement structures, AASHTO published an updated version of its *Guide* in 1993. (6) The 1993 *Guide* included full procedures for the design of overlays of both flexible and rigid existing structures. To ensure ROADHOG provided overlay designs consistent to those provided by the procedures detailed in the 1993 *Guide*, AHTD sponsored research project TRC-9403, "Reliability and Design Procedure Revisions of ROADHOG". The analyses conducted under TRC-9403 confirmed that ROADHOG indeed provided overlay designs comparable to, and in many cases preferable to, those provided by the "new" AASHTO procedures in the 1993 *Guide*. Complete details of the comparisons are available elsewhere. (7,8)

While TRC-9403 confirmed the efficacy of the ROADHOG procedure, the computer program itself was not updated to operate fully in a WINDOWS computing environment. At that time, the program performed its functions adequately, and a complete re-programming was felt to be beyond the scope of the research project in terms of time and available funds. Continued advances in computing have rendered the original ROADHOG system increasingly obsolete. Thus, a complete re-programming of ROADHOG is needed. During the re-programming process, algorithms contained in ROADHOG should be re-evaluated to ensure ROADHOG continues to provide reasonable, consistent recommendations for overlay thickness.

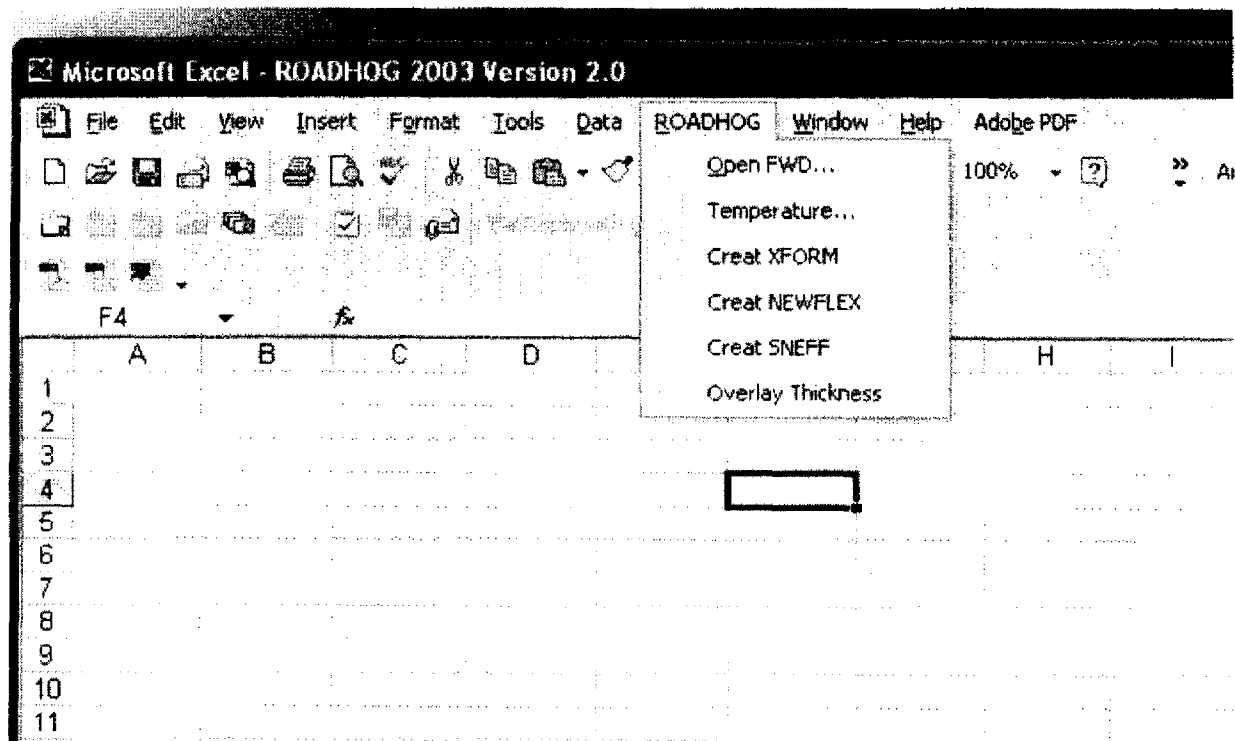
## CHAPTER FOUR

### Research Approach

#### Programming

The research team decided, in conjunction with AHTD, that the best approach to providing a user-friendly version of ROADHOG was to program the procedure into EXCEL® via embedded macros. This way, the user is free to manipulate required overlay thickness for each FWD result as needed in a spreadsheet environment. It was anticipated that AHTD personnel would develop relatively “standardized” reporting and data plotting formats for overlay data. Such an approach greatly reduced the complexity of the re-programming by taking out generic data reporting routines.

After experimenting with a variety of methods to “launch” ROADHOG from within a spreadsheet, it was decided to include the ROADHOG modules in a pull-down menu placed in the menu bar of EXCEL®. Figure 1 shows the pull-down menu containing ROADHOG.



**Figure 1. ROADHOG Pull-Down Menu**



By using a pull-down menu approach, the ROADHOG program remains “modular” in format – that is, at any time a single module of the program can be updated with little to no effect on the operation as a whole. The user simply follows the menu options downward in order to complete a design. Specific procedures to be followed for each option on the main pull-down menu are contained in Appendix A, Implementation Report.

### **Procedure Upgrades**

Specific algorithms contained in the original ROADHOG program source code were re-evaluated prior to programming within macros. In some cases, computational algorithms and procedures were improved (see Chapter 5). In all cases, dialog boxes containing user prompts were re-envisioned.

Literature relating to procedures followed in the overlay design process was scrutinized for new and/or improved design approaches. It is noted that a thorough evaluation of the ROADHOG system relative to procedures contained in the most current AASHTO pavement design guide (1993) was performed in TRC-9403. (7,8) AASHTO-based flexible pavement overlay procedures have not significantly changed since that evaluation. Most new approaches in overlay design are related to *mechanistic* design concepts – the modeling of stresses and strains in the pavement structure, and subsequently relating these stresses and strains to pavement performance. It was beyond the scope of this project to develop and/or include mechanistic design concepts in the ROADHOG system.

One area related to FWD deflection-based procedures scrutinized by the research team involved temperature corrections of field deflections. An extensive study carried out in North Carolina recommended guidelines for correcting FWD deflections based on pavement temperature. (9) However, the amount and type(s) of data required to accomplish the recommended corrections is not routinely measured by AHTD personnel during deflection surveys. The research team decided to continue with the temperature correction originally developed for ROADHOG by Kong in TRC-8705. (3)

## CHAPTER FIVE

### Design Algorithm Modifications and Investigations

In the process of reprogramming design algorithms used in the ROADHOG system into EXCEL® macros, equations were examined for accuracy and consistency. As a result, some adjustments to ROADHOG calculation procedures were made. The sections that follow detail these investigations and adjustments.

#### Deflection / Effective Structural Number Relationship

The centerpiece of the ROADHOG procedure -- the specific algorithm that is unique to ROADHOG -- is the methodology used to estimate the effective structural number of the existing flexible pavement structure ( $SN_{eff}$ ). The concept was originally developed by Kong. (10) The effective structural number of the existing pavement is related to *Delta-D*, the difference between the FWD surface deflection measured directly under the load (the maximum deflection,  $d_0$ ) and the deflection measured at a distance from the applied load equal to the thickness of the pavement structure,  $t$  ( $d_t$ ). Figure 2 illustrates the Delta-D concept.

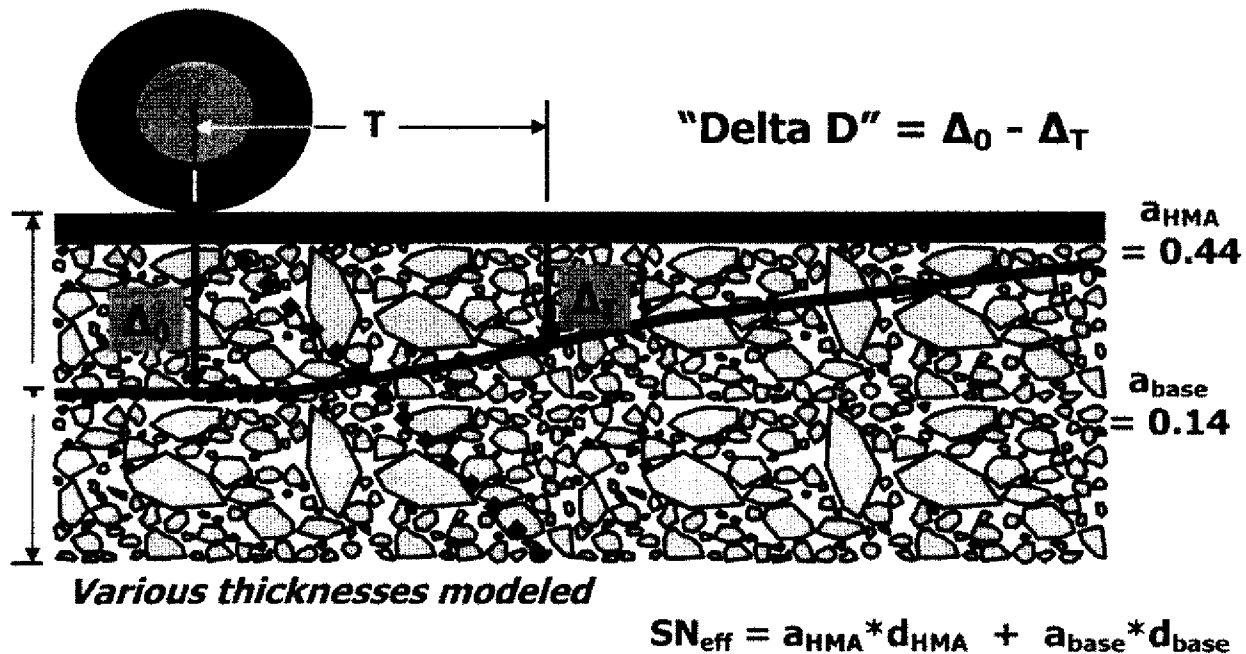
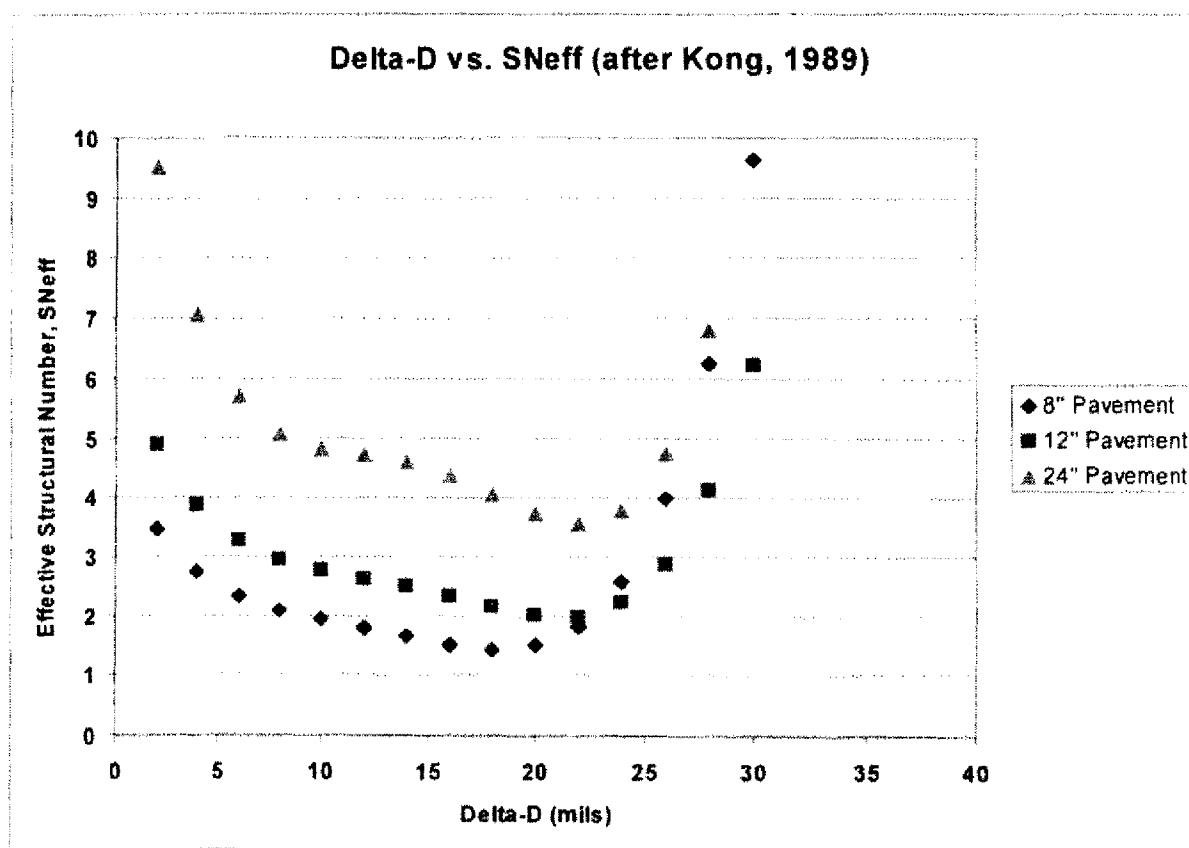


Figure 2. Effective Structural Number "Delta D" Concept

The  $SN_{eff}$  approach used in ROADHOG requires the existing pavement structure thickness to be known, or closely estimated. The SNEFF module contained in ROADHOG contains three equations relating  $SN_{eff}$  and Delta-D originally developed by Kong. (10) These three equations represent total existing pavement structure thicknesses of 8, 12, and 24 inches. Existing pavement structures with thicknesses different than these three require interpolation in the module. For example, a pavement structure of 10 inches requires the  $SN_{eff}$  to be determined for both the 8-inch and 12-inch relationship, and interpolated for the given 10-inch thickness.

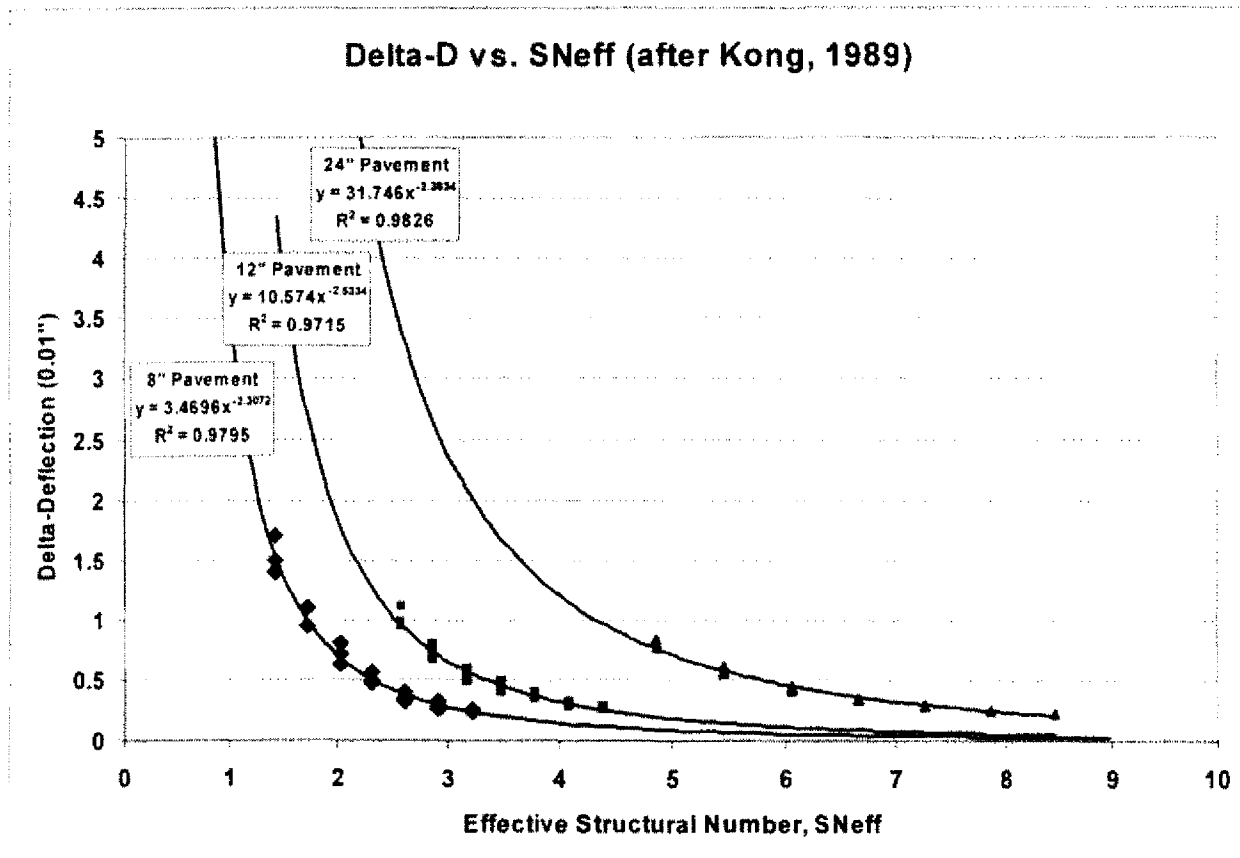
Each of Kong's relationships was originally programmed into ROADHOG using 4<sup>th</sup>-order polynomial equations, which gave the "best fit" to the data. (4) However, in testing the equations after being placed into macro-based modules for this project using field FWD files supplied by AHTD, it was noted that for certain FWD results a very erroneous  $SN_{eff}$  was obtained. Additional investigation revealed that, due to the nature of a polynomial equation, large values of Delta-D caused the equation to produce errors, as shown in Figure 3.



**Figure 3. Delta-D /  $SN_{eff}$  Relationship (after Kong, 1989)**

As shown in Figure 3, the equation used to represent Kong's Delta-D /  $SN_{eff}$  relationship contains an inflection point at Delta-D values between 20 and 25 mils (one mil is equal to 1/1000 inch). Therefore, large values of Delta-D result in erroneous  $SN_{eff}$  values.

To solve the issue illustrated in Figure 3, new equations were developed to represent Kong's original data. Figure 4 shows Delta-D /  $SN_{eff}$  curves generated using the new equations.



**Figure 4. Improved Delta-D /  $SN_{eff}$  Relationships**

It is noted that in Figure 4, the "x" and "y" axes have been reversed from those shown in Figure 3. The equations shown in Figure 4 were proven valid for any value of Delta-D. One problem remained, however. Implementation of the equations shown in Figure 4 would still require the interpolation of  $SN_{eff}$  for existing pavement thicknesses different than those shown – 8, 12, and 24 inches. The interpolation used in ROADHOG is linear; that is, it is assumed that the  $SN_{eff}$  value for existing pavement thicknesses between those shown in Figure 4 is linearly related to

those values for which  $SN_{eff}$  is known. It is obvious from the curves shown in Figure 4 that an assumption of linearity is a simplification.

Additional analyses of Kong's original Delta-D /  $SN_{eff}$  data led to the development of a single equation that incorporates any given existing pavement thickness. Figure 5 shows the equation and resulting curves in relation to Kong's data. It is apparent from Figure 5 that the new equation is adequate to describe the Delta-D /  $SN_{eff}$  relationship. The equation shown in Figure 5 is reproduced as Equation 1, and is now included in ROADHOG.

$$SN_{eff} = 0.3206 (\Delta D)^{-0.42} (Pavement Thickness)^{0.8175} \quad Eq. 1$$

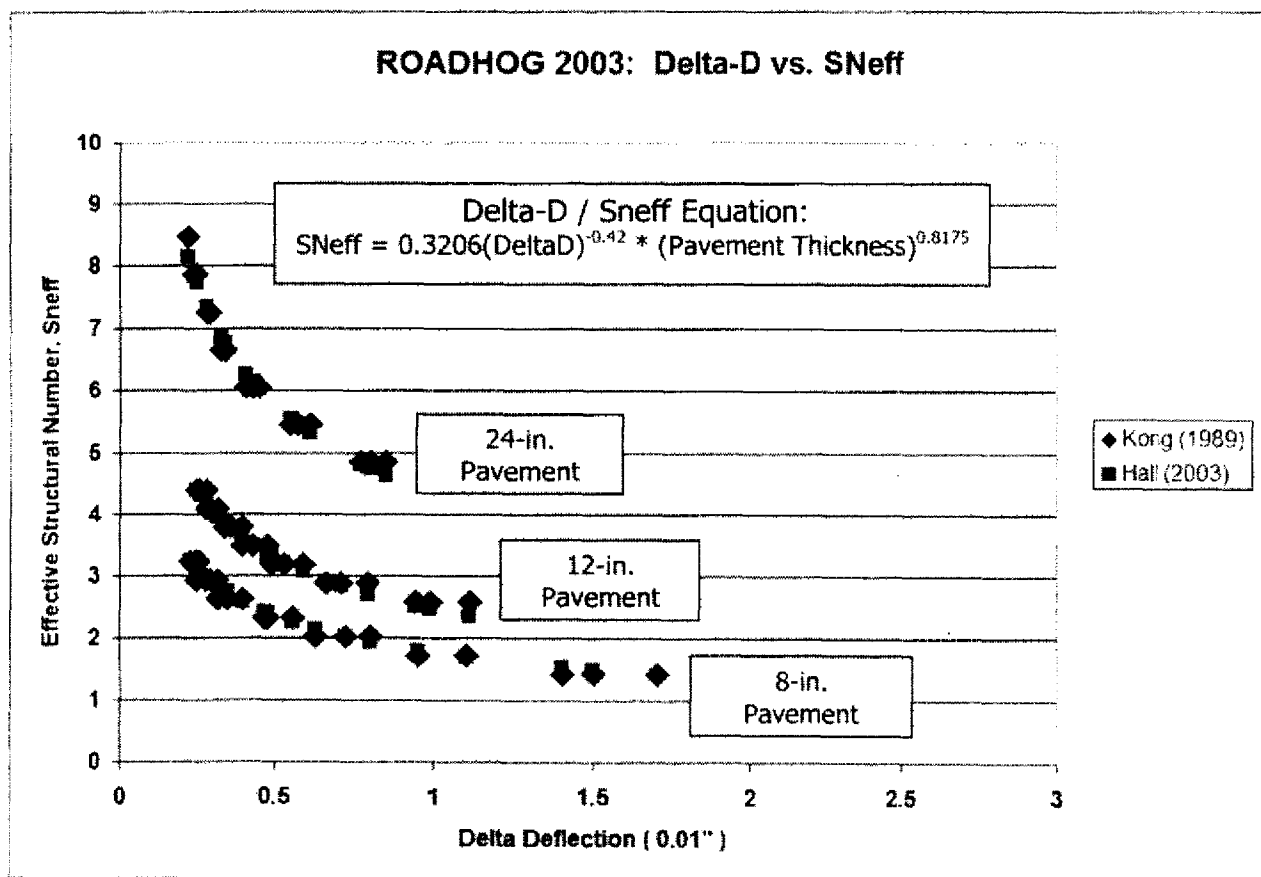


Figure 5. New ROADHOG Delta-D /  $SN_{eff}$  Relationship

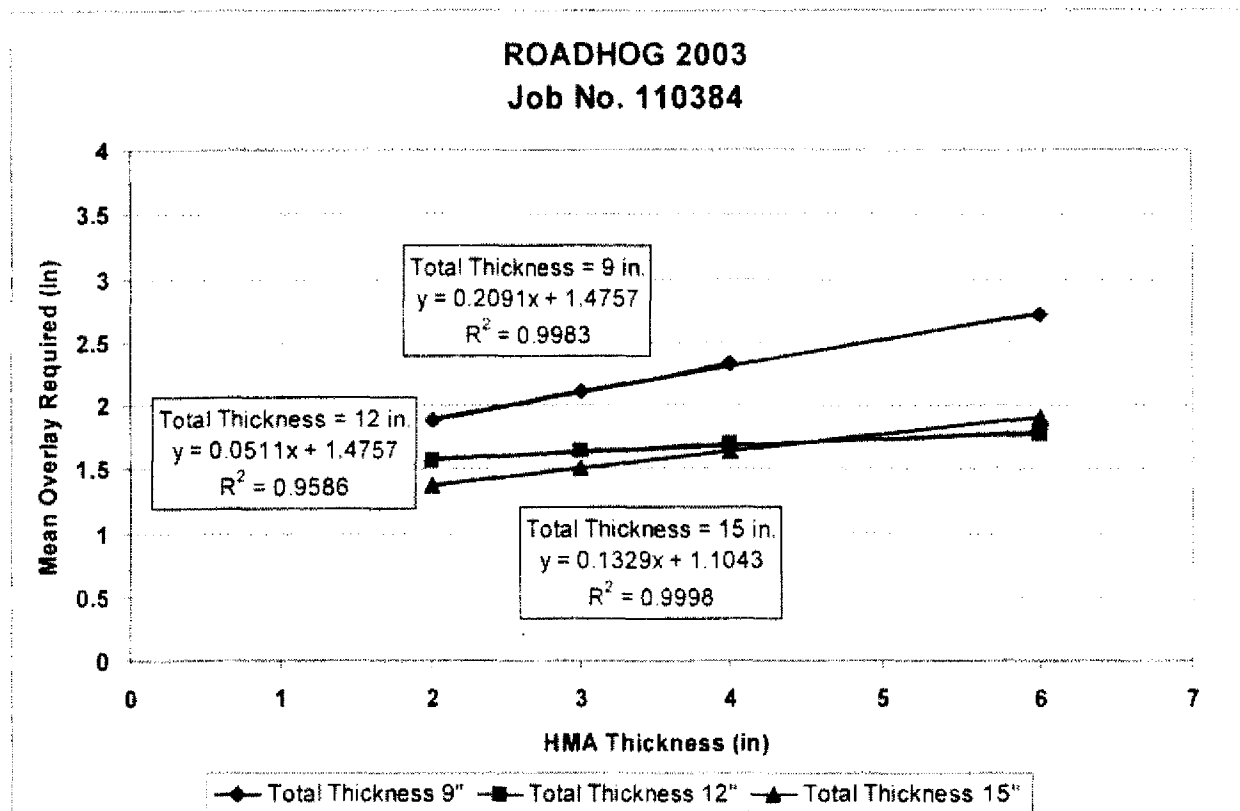
### **ROADHOG Overlay Thickness Sensitivity**

The ROADHOG overlay design procedure is primarily deflection based; that is, most inputs into the design procedure are calculated using pavement surface deflections obtained using the falling weight deflectometer (FWD). The NEWFLEX module does require the designer to input AASHTO new flexible pavement design variables: Traffic, Reliability, Standard Deviation, and Delta PSI (for in-depth discussions of these inputs refer to the AASHTO Guide (6) ). The Arkansas State Highway and Transportation Department (AHTD) provides guidance for selecting these inputs. (11)

Additional designer inputs are required by the SNEFF module – total pavement structure thickness and total thickness of the hot-mix asphalt (ACHM) layers (surface, base, and binder courses). In many cases these values are known; in other cases pavement thickness is only estimated. AHTD provided a field FWD file for Job No. 110384, Route 49, Section 10, located in Phillips County. The nominal measured pavement thickness on site was determined to be approximately twelve inches, including approximately six inches of ACHM. A number of design “runs” were performed with ROADHOG 2003, using various pavement and ACHM thickness values within the SNEFF module. All other inputs were held constant. Figure 6 is a plot of required overlay thickness versus ACHM thickness for Job 110384.

Of primary interest in Figure 6 is the slope(s) of the lines shown that represent various total input pavement thickness values. These slopes range from 0.05 to 0.21; the slope relates to the relative sensitivity of the required overlay thickness to the input ACHM thickness. For this job, underestimating the ACHM thickness (in the SNEFF input) by one inch could result in underestimating the required overlay thickness by 0.05 to 0.2 inches. Thus, in order to ensure the required overlay thickness remains within about one-half inch of the “true” required overlay thickness (the overlay thickness which would result from using a precise, known measurement of pavement layer thicknesses) a designer would need to estimate total and ACHM thicknesses within about two inches.

The relative sensitivity of ROADHOG-generated overlay thickness values shown in Figure 6 are typical for most of the jobs provided by AHTD. In general, overestimating or underestimating ACHM thickness in the SNEFF module by one inch may result in over- or underestimating required overlay thickness by up to one-quarter inch.



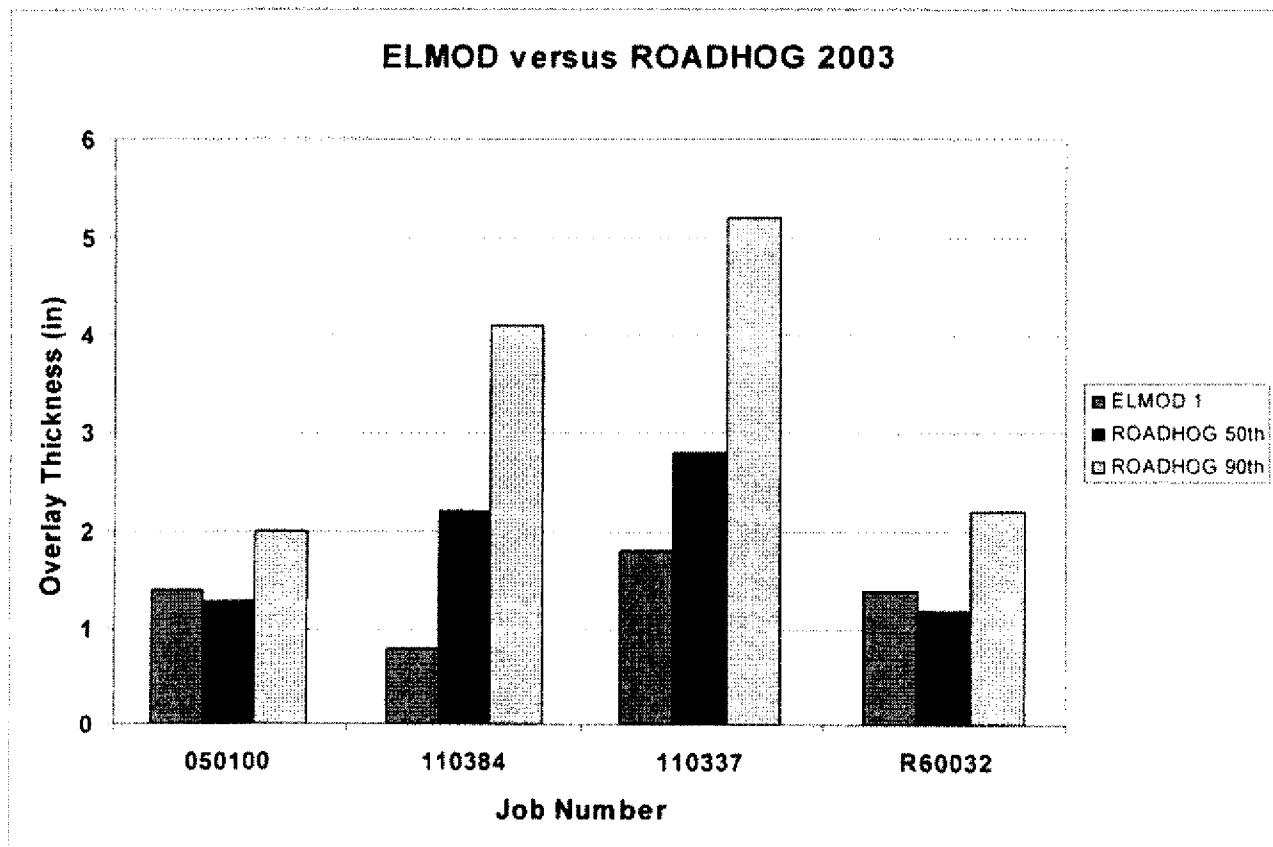
**Figure 6. Sensitivity of Overlay Thickness to Pavement / ACHM Thickness (Job 110384)**

### **ROADHOG versus ELMOD**

Four overlay design projects were provided by AHTD to perform a comparison between the ROADHOG design procedure and the ELMOD (Elastic Layer Method Overlay Design) procedure. Routine use of ROADHOG was discontinued due to difficulties running the software on Windows-based computers, and deflection-based overlay design analyses have subsequently been performed using ELMOD. The comparison is based on overlay thickness values obtained from ELMOD when performed using the 'deflection basin fit' protocol. Traffic inputs and pavement layer thicknesses used in ROADHOG were taken from the ELMOD output files. Table 1 lists the projects used in the comparison. Figure 7 shows the comparison of overlay thickness values.

Job No.	Route	Section	County	Total Thickness (in)	ACHM Thickness (in)	No. of FWD Observations
050100	36	3	White	10	8	59
110384	49	10	Phillips	12	6	229
110337	64	17	Crittenden	13	7	108
R60032	70	8	Garland	15	7.5	66

**Table 1. Projects Used for ROADHOG / ELMOD Comparison**



**Figure 7. Overlay Thickness Comparison – ROADHOG versus ELMOD**



Figure 7 shows a mixed-bag of results. A comparison of ELMOD results with the 50<sup>th</sup> Percentile (average) ROADHOG results suggests the two procedures provide similar recommendations regarding overlay thickness. However, the ELMOD results shown represent a 90<sup>th</sup> Percentile value. A comparison of ELMOD results with the 90<sup>th</sup> Percentile ROADHOG values indicates that ROADHOG recommends a higher overlay thickness for all jobs shown – yet it must be noted that the “average” (50<sup>th</sup> Percentile) ROADHOG result is typically used for design. Reiterating the first observation, it appears that ROADHOG provides a similar, if not only slightly more conservative, recommended overlay thickness than does ELMOD.

## CHAPTER SIX

### Conclusions and Recommendations

As stated earlier, all project objectives were generally met. Specific observations, conclusions, and recommendations related to the project are contained in the listing that follows.

- The ROADHOG overlay design system has been programmed into Microsoft™ EXCEL®.
- Design procedures contained in ROADHOG continue to reflect current AASHTO flexible pavement design and rehabilitation principles.
- Specific ROADHOG algorithms related to the estimation of the effective structural number ( $SN_{eff}$ ) of the existing pavement were upgraded. A new equation was developed and incorporated which includes a direct input of existing pavement thickness – eliminating the need to interpolate results for thicknesses other than 8, 12, and 24 inches.
- The sensitivity of the ROADHOG procedure was evaluated in terms of the accuracy of the existing pavement thickness input. It appears that a change in the existing pavement structure thickness and/or ACHM thickness input of one inch results in an associated change in required overlay thickness ranging from 0.05 to 0.2 inches.
- A comparison of required overlay thickness generated by ROADHOG with thickness generated by ELMOD shows that ROADHOG provides overlay thickness comparable to the “basin fit” ELMOD model (90<sup>th</sup> percentile value).
- Overall, the ROADHOG procedure may be used with confidence to design ACHM overlays of existing flexible pavements.

An Implementation Report containing a user guide for the ROADHOG system is included in this report as Appendix A.

## REFERENCES

1. *Interim Guide for the Design of Pavement Structures*, American Association of State Highway Officials, Washington, D.C., 1972.
2. *AASHTO Guide for the Design of Pavement Structures*, American Association of State Highway and Transportation Officials, Washington, D.C., 1986.
3. Elliott, R.P., Hall, K.D., Morrison, N.T., and Hong, K.S., "The Development of ROADHOG, A Flexible Pavement Overlay Design Procedure", *Final Report, TRC-8705 NDT Overlay Design*, Report No. FHWA/AR-91/003, Arkansas State Highway and Transportation Department, Little Rock, AR, Nov. 1990.
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10. Kong, S.H., "Determination of Effective Structural Number in Flexible Pavement Overlay Design", Master's Thesis, University of Arkansas, Fayetteville, Arkansas, 1987.
11. *Roadway Plan Development Guidelines*, Arkansas State Highway and Transportation Department, Little Rock, Arkansas. 1997.

## **APPENDIX A**

### **IMPLEMENTATION REPORT ROADHOG User's Manual**

## **ROADHOG User's Manual**

The ROADHOG design procedure is contained in macro programming within a Microsoft Excel spreadsheet. This document provides information related to running the ROADHOG program. It does not provide details concerning the theory and concepts behind AASHTO pavement design or specific ROADHOG algorithms. For design concepts, refer to the Project Final Reports for TRC-8705, TRC-9403, and TRC-0209.

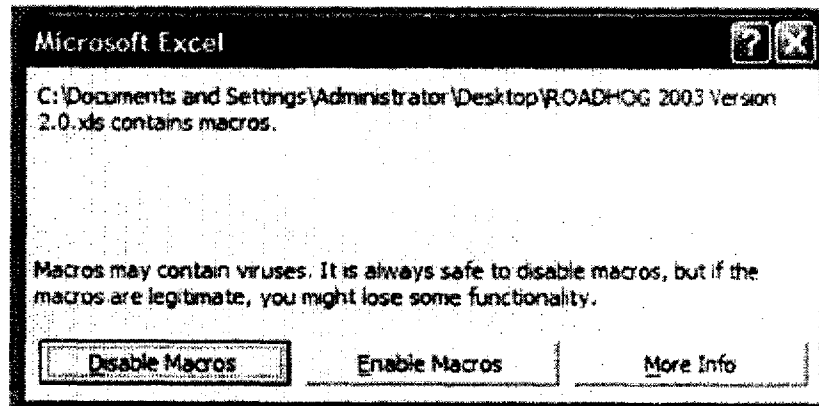
This document does not contain detailed instructions regarding the normal file operations associated with the Windows operating environment, nor detailed instructions regarding normal operations associated with Microsoft Excel.

## Opening ROADHOG

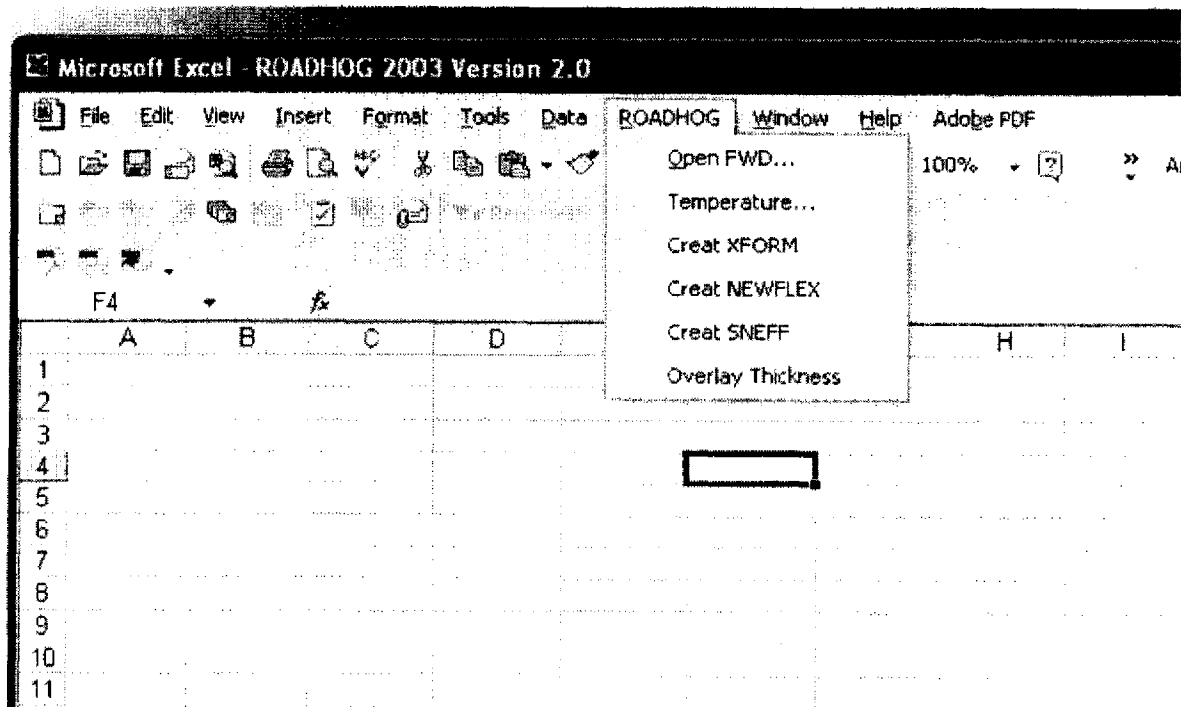
ROADHOG is started by double-clicking the ROADHOG 2003 Version 2.0 icon – this opens an Excel spreadsheet containing the ROADHOG macro. ROADHOG cannot be started from within the Excel program – it must be started “externally” using the icon.



Since ROADHOG is programmed as a macro within Excel, a macro-enable dialog box will appear when the spreadsheet opens. Click the “Enable Macros” button to ensure ROADHOG is available.



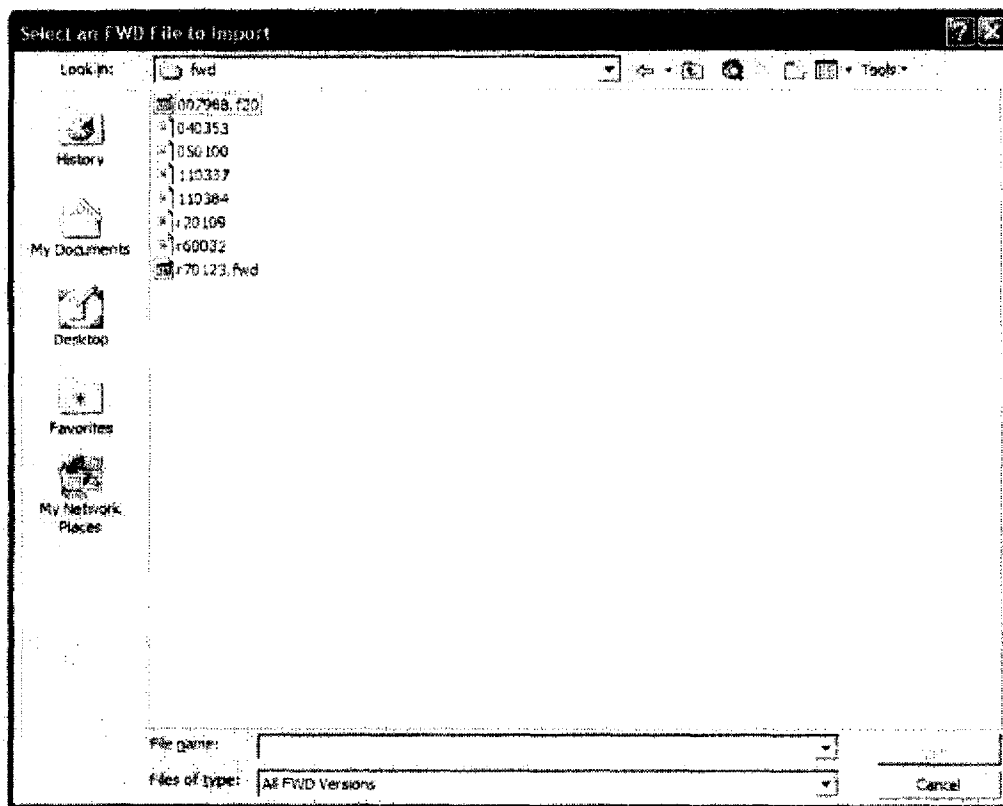
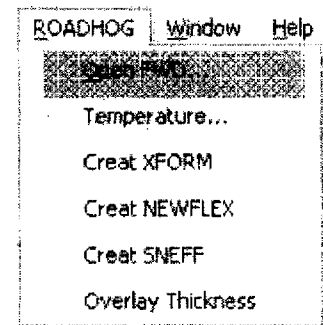
The ROADHOG macro program places a pulldown menu in the main menu bar of Excel. To initiate ROADHOG and access its modules, simply click on the ROADHOG entry in the menu bar. The modules contained in ROADHOG will appear. Clicking on any entry in the pull-down menu will launch that module.



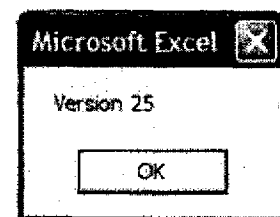
The sections that follow detail the use of each module in ROADHOG.

## Importing an FWD File into ROADHOG

- Click on the ROADHOG entry in the Excel menu bar.
- Highlight and click the "Open FWD" entry in the ROADHOG pull-down menu.
- Select the desired FWD file within the file selection dialog box (this box operates identically to any Windows-based program).



- Once a file has been selected, the user is informed of the FWD version number (15, 20, 25). Click the "OK" button to acknowledge the selection.



- This file is a delimited text file – it must be transformed into a ROADHOG data file before use.

Microsoft Excel ROADHOG ZODI Version 2.0

File Edit View Insert Format Tools Data ROADHOG Window Help Acrobat

ROADHOG Overlay Design System

ROADHOG Overlay Design System Version 2.0

No. of Stages: 108

Date: (MM/DD)

Latitude	Longitude	Height	Station	Lane	Year	Month	Date	Hour	Temp	AC Temp	Surf Temp	Air Temp	Lane	D	200	300	450	600
35.211	90.2182	72.1	5 Right-1		2002	8	27	8	0	-3.4	25.4	25.6	291	389.9	822.5	354.3	117.7	96.1
35.211005	90.2182	72.1	4 Right-1		2002	8	27	8	0	-3.4	27.6	26.2	305	337.1	811.4	286.5	167.3	110.7
35.2091	90.2182	72.9	3 Right-1		2002	8	27	8	0	-3.4	27.6	26.4	301	332.6	805.5	293.6	172.2	113.4
35.20815	90.2186	73.1	2 Right-1		2002	8	27	8	0	-3.4	27.6	26.1	306	332.2	805.5	293.6	172.2	113.4
35.20715	90.2229	73.1	1 Right-1		2002	8	27	8	0	-3.4	27.6	26.1	306	332.2	805.5	293.6	172.2	113.4
35.20622	90.225	73.1	0 Right-1		2002	8	27	8	0	-3.4	27.7	26.5	314	341.5	783.7	229.5	134.9	96.7
35.20525	90.2292	73.7	9 Right-1		2002	8	27	8	0	-3.4	26.7	26.1	317	384	833	270.6	161.8	109
35.20429	90.2321	73.7	8 Right-1		2002	8	27	5	0	-3.4	26.5	26.2	313	365.6	839.5	273.9	172	119.1
35.20332	90.2354	74.6	7 Right-1		2002	8	27	5	0	-3.4	26.4	26.4	304	331.2	834.2	226.5	126.5	92.1
35.20236	90.2415	73.8	6 Right-1		2002	8	27	5	0	-3.4	29.1	26.7	306	322	207.9	173.6	112.7	79.5
35.20126	90.2415	73.7	5 Right-1		2002	8	27	9	0	-3.1	26.7	26.1	314	331.5	863.2	263.2	152.7	101.6
35.199	90.2415	72.1	4 Right-1		2002	8	27	5	0	-3.4	29.2	26.9	318	371	229.1	180.2	111.1	83.8
35.198047	90.2508	72.6	3 Right-1		2002	8	27	5	0	-3.4	29.1	26.6	315	352.5	269.3	255.6	119.4	79.1
35.19795	90.2541	74.3	2 Right-1		2002	8	27	5	0	-3.4	31.6	26.7	319	393.2	265	213.4	121.9	77.3
35.19705	90.2573	73.1	1 Right-1		2002	8	27	5	0	-3.4	30.1	27.4	312	363.2	333.6	263.7	149.9	94.5
35.19715	90.2620	73.6	0 Right-1		2002	8	27	5	0	-3.2	30.2	27.1	312	367.1	331	263.7	149.5	97.9
35.19757	90.2639	73.4	26 Right-1		2002	8	27	10	0	-3.4	32.4	33.6	315	377.4	252.1	244.9	132.6	86.4
35.19763	90.267	73.2	25 Right-1		2002	8	27	10	0	-3.4	32.8	33.8	312	381.4	479.9	317.4	203.4	121.9
35.19662	90.27	73.1	24 Right-1		2002	8	27	10	0	-3.4	31.2	33.5	312	375.5	249.4	207.2	129.1	80
35.20155	90.2726	72.7	23 Right-1		2002	8	27	12	0	-3.4	33.7	28.9	319	419.3	301.5	293.6	170.5	103
35.20095	90.2842	72.2	22 Right-1		2002	8	27	10	0	-3.4	33.8	28.7	309	411	305.5	242.7	179.7	108.2
35.20029	90.2871	72	20 Right-1		2002	8	27	10	0	-3.4	33.9	28.2	307	393.0	343.1	207.2	158.6	104.4
35.20032	90.2906	72.2	19 Right-1		2002	8	27	10	0	-3.4	34.6	29.2	308	406.5	401.1	317.2	175.6	112.5
35.21631	90.2916	72.2	18 Right-1		2002	8	27	10	0	-3.4	35.4	29.6	307	423.6	302.5	305	179.8	111.8
35.20927	90.2916	72.9	17 Right-1		2002	8	27	10	0	-3.4	35.3	29.5	306	411	305.5	242.7	179.7	108.2
35.20815	90.2916	73.1	16 Right-1		2002	8	27	10	0	-3.4	34.4	30.2	309	401.7	302.5	305	179.8	111.8
35.20715	90.2965	73.1	15 Right-1		2002	8	27	10	0	-3.4	34.1	30.2	306	406.6	303.7	305.9	171.2	111.3
35.20617	90.2916	73.1	14 Right-1		2002	8	27	10	0	-3.4	35	30.4	310	401	302.5	263.1	153.1	117.9
35.20423	90.2806	73.1	13 Right-1		2002	8	27	10	0	-3.4	36	30.5	310	377.7	302.5	261.6	152.5	94
35.20295	90.2714	73.5	12 Right-1		2002	8	27	10	0	-3.4	35	31	309	402.2	377.2	263.7	146	90.1
35.20174	91.2742	73.3	11 Right-1		2002	8	27	10	0	-3.5	35.1	30.6	307	413.3	427.5	312.2	159.3	100.8
35.20058	90.2717	73.5	10 Right-1		2002	8	27	10	0	-3.4	35.9	29.5	308	404.5	404.4	264.4	145	104.9
35.19925	90.2687	74	9 Right-1		2002	8	27	10	0	-3.4	36.5	30.1	309	398.3	399.3	248.8	141.5	93.2
35.19811	90.2657	74	8 Right-1		2002	8	27	10	0	-3.4	35.3	31.2	312	372.9	271.1	235	116.1	86.3
35.19735	90.2625	74.2	7 Right-1		2002	8	27	10	0	-3.4	35.7	29.8	307	345.2	345.2	236.5	132.8	86.9
35.19722	90.2591	74.2	6 Right-1		2002	8	27	10	0	-3.4	36.6	31.2	309	362.7	337.5	269.4	166.7	107.2
35.19705	90.2559	74.4	5 Right-1		2002	8	27	10	0	-3.4	36.6	31.2	309	371.5	299.9	253.9	122.9	78.1
35.19695	90.2494	74.4	4 Right-1		2002	8	27	10	0	-3.4	36.7	31.1	309	376	309.7	254.5	134.1	74.7
35.19684	90.2427	74.5	3 Right-1		2002	8	27	10	0	-3.4	36.9	31.1	309	376	309.7	254.5	134.1	74.7
35.19674	90.2361	74.8	2 Right-1		2002	8	27	11	0	-3.4	39.1	34.4	303	405.8	405.8	250.2	200.7	144.9
35.2004	90.2333	73.1	1 Right-1		2002	8	27	11	0	-3.4	39.6	34.1	303	392.4	395	246.4	136.7	97.5
35.2004	90.2407	73.5	0 Right-1		2002	8	27	11	0	-3.4	40.5	33.7	302	392.8	397	239.5	126	88.4
35.2004	90.2479	73.9	9 Right-1		2002	8	27	11	0	-3.5	41.1	33.1	301	393.2	398.8	239.5	126	88.4

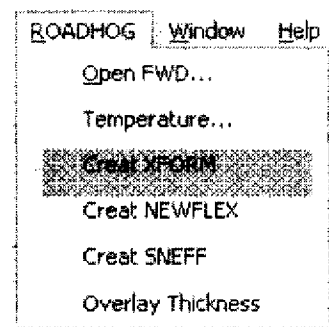
Draw: A. ROADHOG Overlay Design System

Ready



## Transforming a Field FWD File into a ROADHOG Data File

- Click on the ROADHOG entry in the Excel menu bar.
- Highlight and click the "Creat XFORM" entry in the ROADHOG pull-down menu.



Microsoft Excel - ROADHOG 2003 Version 1.0

ROADHOG Overlay Design System

XFORM Module - General Data Sheet

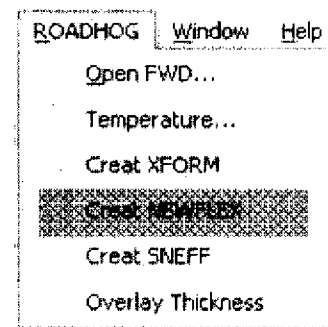
No. of Station: 166

LOCATION				DATE/TIME (Y/M/D)				TEMPERATURE'S				FWD		IF ST / DROPT				
Lat (deg)	Long (deg)	Elev (ft)	Station	Lane	Y	M	D	HR	DIR	MBIA (degC)	Surface (degC)	Air (degC)	Load (kPa)	0	200	300	450	600
35.211	-90.2165	72.7	1	Right-1	2002	8	27	8	0	3.8	26.3	28.8	565.1	372	124	244	511	92
35.21025	-90.2136	72.7	4	Right-1	2002	8	27	8	0	3.4	27.6	28.3	565.1	376	151	248	524	107
35.2091	-90.2127	72.6	5	Right-1	2002	8	27	6	0	3.4	27.8	28.4	565.1	402	165	250	528	109
35.20815	-90.2158	72.3	8	Right-1	2002	8	27	8	0	3.4	28.5	28.7	565.1	396	159	250	521	111
35.20715	-90.2229	72.3	11	Right-1	2002	8	27	8	0	3.4	28.5	28.7	565.1	368	145	250	520	111
35.20622	-90.225	72.3	14	Right-1	2002	8	27	8	0	3.4	27.7	28.0	565.1	375	150	250	513	96
35.20525	-90.2292	72.7	17	Right-1	2002	8	27	8	0	3.4	28.0	28.1	565.1	379	159	250	519	102
35.20428	-90.2353	72.7	20	Right-1	2002	8	27	8	0	3.4	28.2	28.2	565.1	383	170	272	519	118
35.20332	-90.2394	72.9	23	Right-1	2002	8	27	8	0	3.8	28.9	28.8	565.1	429	205	278	525	90
35.20235	-90.2416	73.8	26	Right-1	2002	8	27	9	0	3.4	29.1	28.7	565.1	395	195	268	527	77
35.20125	-90.2435	73.7	29	Right-1	2002	8	27	9	0	3.4	28.5	28.7	565.1	409	197	254	515	100
35.199	-90.2474	72.1	32	Right-1	2002	8	27	8	0	3.3	29.2	28.3	565.1	396	181	251	515	82
35.19842	-90.2508	72.8	35	Right-1	2002	8	27	9	0	3.4	28.4	28.6	565.1	396	181	251	518	79
35.19796	-90.2541	74.3	38	Right-1	2002	8	27	9	0	3.4	31.0	28.7	565.1	394	204	261	519	76
35.19751	-90.2572	73.3	41	Right-1	2002	8	27	8	0	3.4	30.7	27.3	565.1	380	190	251	513	51
35.19715	-90.2606	73.5	44	Right-1	2002	8	27	9	0	3.4	30.8	28.8	565.1	384	194	258	518	87
35.19757	-90.2618	73.4	47	Right-1	2002	8	27	10	0	3.4	30.6	29.0	565.1	371	209	252	511	84
35.19859	-90.267	75.2	50	Right-1	2002	8	27	10	0	3.3	30.8	29.2	565.1	383	178	251	521	122
35.19962	-90.27	73.1	53	Right-1	2002	8	27	10	0	3.4	30.3	29.6	565.1	385	247	250	519	73
35.20106	-90.2729	72.5	56	Right-1	2002	8	27	10	0	3.4	30.3	29.0	565.1	415	343	268	511	100
35.20208	-90.2848	72.2	59	Right-1	2002	8	27	10	0	3.4	31.0	28.7	565.1	412	384	313	511	108
35.20325	-90.2877	72.5	62	Right-1	2002	8	27	10	0	3.4	31.9	28.3	565.1	393	362	302	507	106
35.20462	-90.2905	72.2	65	Right-1	2002	8	27	10	0	3.4	31.6	29.2	565.1	419	377	313	518	113
35.20581	-90.2935	72.2	68	Right-1	2002	8	27	10	0	3.4	31.4	28.8	565.1	413	382	320	504	124
35.20696	-90.2916	72.9	71	Right-1	2002	8	27	10	0	3.4	31.5	29.8	565.1	392	351	311	509	119
35.20797	-90.2894	73.9	74	Right-1	2002	8	27	10	0	3.3	31.4	30.2	565.1	438	384	316	516	111
35.20872	-90.2885	73.7	77	Right-1	2002	8	27	10	0	3.4	31.4	30.3	565.1	418	396	318	512	112
35.20947	-90.2838	73.7	80	Right-1	2002	8	27	10	0	3.4	31	30.4	565.1	429	376	314	502	107
35.20923	-90.2805	73.5	83	Right-1	2002	8	27	10	0	3.3	31	30.1	565.1	395	327	294	512	97
35.20988	-90.2776	73.5	86	Right-1	2002	8	27	10	0	3.4	31	31	565.1	414	375	282	514	85
35.21141	-90.2746	73.3	89	Right-1	2002	8	27	10	0	3.8	31.7	30.9	565.1	513	427	312	515	131
35.2122	-90.2711	73.2	92	Right-1	2002	8	27	10	0	3.8	31.7	29.8	565.1	518	393	302	516	125
35.19625	-90.268	72.3	95	Right-1	2002	8	27	10	0	3.4	30.4	30.4	565.1	389	319	298	514	91
35.19711	-90.267	74.1	98	Right-1	2002	8	27	10	0	3.4	30.3	31.2	565.1	393	315	303	517	81
35.19716	-90.2712	74.1	101	Right-1	2002	8	27	10	0	3.4	30.3	30.4	565.1	391	305	308	517	81
35.19721	-90.2693	74.2	104	Right-1	2002	8	27	10	0	3.4	31.4	31.2	565.1	361	316	307	502	109
35.19766	-90.2556	74.4	107	Right-1	2002	8	27	10	0	3.8	30.4	29.4	565.1	393	284	308	505	74
35.19813	-90.257	74.8	110	Right-1	2002	8	27	10	0	3.4	30.7	29.1	565.1	422	334	318	514	114
35.19815	-90.2494	72.4	113	Right-1	2002	8	27	11	0	3.8	30.7	30.6	565.1	323	327	351	505	71

The XFORM process executes automatically – the TextFWD worksheet is used to create a new worksheet – XFORM – that is formatted for further use in ROADHOG. Note that multiple FWD drops are separated in the XFORM worksheet.

## **Determination of $SN_{future}$ – New Pavement Design: NEWFLEX Module**

- Click on the ROADHOG entry in the Excel menu bar.
- Highlight and click the “Creat NEWFLEX” entry in the ROADHOG pull-down menu.



- Supply pavement design input values in the NEWFLEX dialog box (shown below). Click “OK” in the dialog box to complete the NEWFLEX module.

A screenshot of the "NEWFLEX INPUTS" dialog box. The dialog box has a title bar with "NEWFLEX INPUTS" and a close button (X). Inside, there are four input fields with labels: "Design Traffic, w18 (ESAL):", "Reliability, R (%)ate:", "Standard Deviation, So:", and "Performance, DPSI:". To the right of the input fields are two buttons: "OK" and "Cancel".

Values used for pavement design required by the NEWFLEX module are established by the AHTD Roadway Design section. AHTD policy for new pavement design may be found in the AHTD *Roadway Plan Development Guidelines*.

ROADHOG Overlay Design System

NEWFLEX Module Design Structural Number 100

No. of Station

AASHTO Flexible Design Inputs

Design Traffic, w/E (E.S.A.): 1000000 Standard Deviation, Se: 0.40

Reliability, R (%): 90 Performance, PSI: 7.0

LOCATION				Lane	FWD Load (lb)	SURFACE DEFLECTION (in/in)												Subgrade Modulus (psi)	SHIRW	FWD Load (lb)
Lat (deg)	Long (deg)	Elev (ft)	Station			0	8	12	16	24	30	44	60	72	84					
33.51	90.212	77.1	1	Right	9000	14.7	14.3	8.6	5.3	3.5	2.5	2	1.7	1.2	1350	1700	1000			
33.51	90.212	77.1	2	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	3	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	4	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	5	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	6	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	7	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	8	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	9	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	10	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	11	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	12	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	13	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	14	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	15	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	16	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	17	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	18	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	19	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	20	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	21	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	22	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	23	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	24	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	25	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	26	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	27	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	28	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	29	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	30	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	31	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	32	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	33	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	34	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	35	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	36	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	37	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	38	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	39	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	40	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	41	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	42	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	43	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	44	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			
33.51	90.212	77.1	45	Right	9000	12.9	11.5	8.0	4.8	3.0	2.1	1.5	1.2	0.9	1410	1400	1000			

ROADHOG 2003 Version 2.0

NEWFLEX Module Design Structural Number 100

AASHTO Flexible Design Inputs

Design Traffic, w/E (E.S.A.): 1000000 Standard Deviation, Se: 0.40

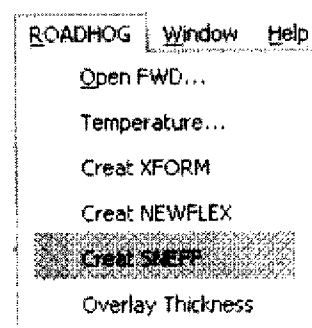
Reliability, R (%): 90 Performance, PSI: 7.0

The NEWFLEX module creates a new worksheet – NEWFLEX. Within the NEWFLEX module, three calculations are executed; the results are shown on the NEWFLEX screen. The calculations include:

- The FWD load/force is normalized to 9000 pounds; resulting pavement deflections are adjusted to reflect this normalization.
- The subgrade resilient modulus is calculated from normalized FWD deflections.
- The AASHTO flexible design equation is solved, based on the input values provided in the NEWFLEX dialog box and the calculated subgrade resilient modulus.

## Determination of S<sub>Neffective</sub> – SNEFF Module

- Click on the ROADHOG entry in the Excel menu bar.
- Highlight and click the “Creat SNEFF” entry in the ROADHOG pull-down menu.



- Supply pavement layer thickness and hot-mix asphalt layer thickness values in the SNEFF dialog box (shown below).
- ROADHOG contains algorithms for adjusting deflections for measured pavement temperature. To enlist this procedure, click YES in the Temperature Correction area of the SNEFF dialog box. Designers should note that FWD results obtained during periods when pavement temperatures range beyond approximately 65 – 75 deg. F should be corrected for possible temperature effects.
- Click “OK” in the dialog box to complete the SNEFF module.

A screenshot of the "SNEFF INPUTS" dialog box. The dialog has a title bar with "SNEFF INPUTS" and a close button. It contains two input fields: "Total Pavement Thickness (in):" with a text description "(includes all paving layers, e.g. hot-mix asphalt, base, subbase, to the NEAREST INCH)" and "Thickness of HMA (in.):". Below these is a "Temperature Correction" section with two radio buttons: "Yes" (which is selected) and "No". On the right side of the dialog are "OK" and "Cancel" buttons.

Microsoft Excel - ROADHOG, 2003 version 7.0

File Edit View Insert Format Data Tools ROADHOG Window Help

ROADHOG Overlay Design System

Existing Pavement Inputs  
Total Pavement Thickness (in) 36  
ACHM Thickness (in) 6

With Temperature Correction

ROADHOG Overlay Design System  
SNEFF Module - Effective Structural Number  
No. of Stations 198

LOCATION						FWD	DISTANCE (ft) FROM LOAD (in)												Effective SNEFF		FWD
Lat (deg)	Long (deg)	Elev (ft)	Station	Lane	Load (lb)	0	8	12	18	24	36	48	60	72	Delta D (in)	SNEFF	Load (lb)				
30 21 51	90 21 01	72.7	3	Right-1	9000	14.7	12.2	9.4	6.6	4.6	2.8	2	1.3	1.2	7.8	320	18.3				
30 21 02	90 21 36	72.7	4	Right-1	9000	12.8	11.5	8.8	6.1	4.2	2.2	2	2.1	1.9	5.1	371	16.2				
30 20 51	90 21 67	72.9	5	Right-1	9000	15.8	14	11.3	8.1	4.3	3.1	2.4	2	1.6	7.6	326	16.4				
30 20 41	90 21 98	73	6	Right-1	9000	7.3	6.3	5.5	3.8	2.6	2.2	1.7	1.6	1.2	2.9	423	15.2				
30 21 15	90 22 29	73	7	Right-1	9000	19.9	18.6	15.1	11.1	7.1	2.7	2.1	1.3	1.4	4.1	424	10.7				
30 20 22	90 22 6	73	8	Right-1	9000	13.3	11	8.8	5.2	3.8	1	2.1	1.9	1.6	6.9	334	14.7				
30 19 58	90 22 32	73.1	9	Right-1	9000	14.9	12.6	10.1	6.3	2.2	3.3	2.1	1.6	1.7	7.7	326	13.8				
30 20 48	90 23 22	73.7	10	Right-1	9000	15	13.2	10.8	6.7	4.6	3.6	2.8	2.1	1.9	6.8	333	16.7				
30 20 32	90 23 54	74.9	11	Right-1	9000	9	8.1	7	4.5	3.5	2.7	2.1	1.8	1.4	2.8	411	15.5				
30 20 16	90 24 12	74.8	12	Right-1	9000	8.4	8	6.6	4.2	1	2.4	1	1.6	1.4	3.1	444	9.1				
30 20 16	90 24 12	74.8	13	Right-1	9000	16.1	13.9	10	5.8	3.9	2.8	2.2	1.9	1.6	2.8	392	15				
30 19 58	90 24 35	72.1	14	Right-1	9000	10.8	8.9	7.2	4.5	3.2	2.6	2	1.8	1.5	5.1	376	10.8				
30 19 42	90 24 08	72.6	15	Right-1	9000	15.7	10	8	4.6	3.1	2.7	1.8	1.6	1.3	4	364	10.2				
30 19 36	90 23 41	74.3	17	Right-1	9000	11.6	10.4	8	4.7	3	2.1	1.6	1.3	1.1	6.8	341	12.5				
30 19 34	90 23 73	73.3	18	Right-1	9000	14	12	10.3	5.6	3.7	2.7	1.9	1.6	1.3	6.5	322	14.6				
30 19 11	90 23 59	71.2	19	Right-1	9000	13.7	12.1	10.4	5.8	3.4	2.4	1.9	1.7	1.1	4.6	326	14.8				
30 19 26	90 24 39	73.4	20	Right-1	9000	15.7	14.4	9	2.2	1.6	2.3	1.6	1.6	1.2	3.2	231	18				
30 19 40	90 24 7	71.2	21	Right-1	9000	25.2	18.4	14.7	7.5	4.2	3	2.2	1.9	1.6	1.7	3.3	208	21.4			
30 19 33	90 27	73.1	22	Right-1	9000	19.4	9	7.9	4.7	3	2.3	1.4	1.3	1.2	1.3	3.7	300	11.3			
30 20 19	90 27 29	74.1	23	Right-1	9000	18.5	13.1	11.3	4.7	4.1	2.9	1.9	1.6	1.5	4.1	291	15.2				
30 20 06	90 28 05	75.2	24	Right-1	9000	16.2	15.2	13.8	8.9	4.1	3.2	2.6	2	1.7	1.6	3.1	300	11.6			
30 20 22	90 28 37	72	25	Right-1	9000	11	13.9	11.1	6.2	3.1	3	2.1	1.9	1.6	6	34	15.5				
30 20 02	90 29 07	73.2	26	Right-1	9000	15.6	15.1	12.3	6.9	4.4	3.2	2.1	2	1.7	10.8	208	20.4				
30 21 03	90 29 16	75.2	27	Right-1	9000	18.2	15	12.2	7.6	4.9	3.2	2	2	1.7	1.5	2.9	300	15.1			
30 20 52	90 29 36	75.9	28	Right-1	9000	30	21.8	16.2	7.8	4.7	3.4	2.6	2.2	1.9	10.4	291	20.2				
30 20 33	90 29 54	73.1	29	Right-1	9000	18	17	12.2	6.9	4.4	3	2.1	2.2	1.7	9.5	16	18.3				
30 20 67	90 29 53	73	30	Right-1	9000	17.5	15.7	12.2	6.5	4.3	3.2	2	2	1.7	10.6	7.26	15.1				
30 20 4	90 30 35	73.7	31	Right-1	9000	16.5	12.8	10.1	5.4	4.6	3.4	2.7	2.2	1.6	9.5	2.25	10.1				
30 20 54	90 30 56	73.5	32	Right-1	9000	14.9	12.6	10.2	5	3.8	2.4	2	1.9	1.6	7.4	1.2	10.8				
30 20 29	90 31 16	71.6	33	Right-1	9000	17.9	15.8	12.1	7	4	2.6	2	1.9	1.6	9.7	2.4	10.7				
30 20 14	90 31 46	73.1	34	Right-1	9000	21.2	16.8	12.1	6.7	4	2.8	2	1.9	1.6	11.9	2.3	10.6				
30 20 55	90 31 53	73.8	35	Right-1	9000	11.7	12.5	10.2	5.3	4.1	2.9	2	1.9	1.6	9.7	0.31	14.5				
30 19 52	90 32 01	72	36	Right-1	9000	14.5	12.5	9.4	5.4	3.7	2.6	2	1.9	1.6	10.7	0.39	16.2				
30 19 51	90 32 51	71	37	Right-1	9000	12.5	10.8	9.3	6.8	3.7	2.6	1.9	1.9	1.6	10.1	0.31	12.8				
30 19 39	90 32 59	74.2	38	Right-1	9000	13.7	12	8.4	5.7	3.4	2.2	1.9	1.9	1.6	7.1	1.8	14.1				
30 19 56	90 33 59	74.4	39	Right-1	9000	14.2	12.4	10.2	6.1	4.1	2.7	2	1.9	1.6	6.6	1.2	14.2				
30 19 17	90 33 57	74.8	40	Right-1	9000	12.3	11.6	9.7	8.8	3.9	2.4	1	1	1.2	5.2	1.2	17.1				
30 19 03	90 34 34	73.4	41	Right-1	9000	16.7	15	8.5	4.5	2.9	2.4	1	1	1.2	10.9	0.31	17.1				
30 19 03	90 34 34	73.4	42	Right-1	9000	12.7	9.7	7.5	4.2	2.8	2.1	1	1	1.4	2.9	900	12.7				

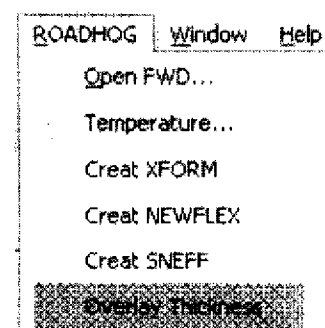
Test ASD / ROADHOG / SNEFF / ON / THK / SNEFF /

Start

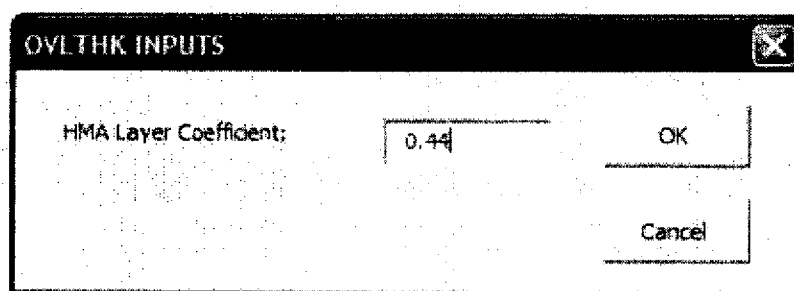
The SNEFF module creates a new worksheet – SNEFF. For each FWD drop, the worksheet shows the calculated “Delta D” (see TRC-0209 Final Report) and the associated effective structural number of the existing pavement structure ( $S_{NEFF}$ ). The worksheet also shows, in the header section, the input total pavement thickness, the input ACHM thickness, and whether temperature correction was chosen.

## **Determination of Overlay Thickness – OVLTHK Module**

- Click on the ROADHOG entry in the Excel menu bar.
- Highlight and click the “Overlay Thickness” entry in the ROADHOG pull-down menu.



- Supply the AASHTO structural layer coefficient for hot-mix asphalt in the OVLTHK dialog box (shown below). For ease of use, a default value of 0.44 is supplied.
- Click “OK” in the dialog box to complete the OVLTHK module.



- AHTD uses the following ‘a’ values (layer coefficient) for hot-mix asphalt:  

Surface (9.5 mm and 12.5 mm nominal maximum size):	0.44
Binder (25 mm nominal maximum size)	0.44
Base (37.5 mm nominal maximum size)	0.36
- The OVLTHK module does not contain a provision for using more than one structural layer coefficient ‘a’ value within a single overlay. In other words, a given recommended overlay thickness may be subdivided into surface and binder layers (since each uses an ‘a’ value of 0.44), but cannot include a base layer.

Microsoft Excel ROADHOG 2003 Version 2.0

ROADHOG Overlay Design System

ROADHOG Overlay Design System  
OVLTHK Module Determine Overlay Thickness  
No. of Station 100

AASHTO Flexible Design Inputs  
MAA Layer Coefficient 0.40

Avg. OVLTHK 3.47  
Std. Dev. 2.03

Avg. OVLTHK 3.40  
Std. Dev. 2.05

LOCATION				TEST / DROP1				TEST / DROP2				
Sta	Long (deg)	Elev (ft)	Section	Lane	MR	SN <sub>NEW</sub>	SN <sub>EFF</sub>	OVLTHK (in)	MR	SN <sub>NEW</sub>	SN <sub>EFF</sub>	OVLTHK (in)
1	82.210	72.7	1	Right 1	11137	3.738	3.36	1	12960	3.765	3.20	1.1
2	82.210	72.7	1	Right 1	11137	3.738	3.36	1	11182	3.853	3.14	0.6
3	82.210	72.7	1	Right 1	11137	3.738	3.36	1	11182	3.853	3.28	1.2
4	82.210	72.7	1	Right 1	11137	3.738	3.36	0	11681	3.581	3.53	0
5	82.210	72.7	1	Right 1	11681	3.738	3.36	0	11681	3.581	4.34	0
6	82.210	72.7	1	Right 1	11681	3.738	3.36	1	11681	3.581	4.4	1.1
7	82.210	72.7	1	Right 1	11681	3.738	3.36	1	11681	3.581	3.25	1.1
8	82.210	72.7	1	Right 1	11681	3.738	3.36	1	11681	3.581	3.31	1.1
9	82.210	72.7	1	Right 1	11681	3.738	3.36	0	11681	3.581	3.5	0
10	82.210	72.7	1	Right 1	11681	3.738	3.36	0	11681	3.581	4.11	0
11	82.210	72.7	1	Right 1	11681	3.738	3.36	1	11681	3.581	3.72	1.1
12	82.210	72.7	1	Right 1	11681	3.738	3.36	0	11681	3.581	3.54	0
13	82.210	72.7	1	Right 1	11681	3.738	3.36	1	11681	3.581	3.54	0.2
14	82.210	72.7	1	Right 1	11681	3.738	3.36	0	11681	3.581	3.47	0
15	82.210	72.7	1	Right 1	11681	3.738	3.36	0	11681	3.581	3.26	0.5
16	82.210	72.7	1	Right 1	11681	3.738	3.36	1	11681	3.581	2.97	1.7
17	82.210	72.7	1	Right 1	11681	3.738	3.36	0	11681	3.581	3.12	1.1
18	82.210	72.7	1	Right 1	11681	3.738	3.36	0	11681	3.581	3.56	0
19	82.210	72.7	1	Right 1	11681	3.738	3.36	0	11681	3.581	3.59	0
20	82.210	72.7	1	Right 1	11681	3.738	3.36	2	11681	3.581	2.95	2
21	82.210	72.7	1	Right 1	11681	3.738	3.36	2	11681	3.581	3.05	2
22	82.210	72.7	1	Right 1	11681	3.738	3.36	1	11681	3.581	3.34	1
23	82.210	72.7	1	Right 1	11681	3.738	3.36	1	11681	3.581	3.992	3.2
24	82.210	72.7	1	Right 1	11681	3.738	3.36	2	11681	3.581	2.75	2.8
25	82.210	72.7	1	Right 1	11681	3.738	3.36	1	11681	3.581	2.55	4.3
26	82.210	72.7	1	Right 1	11681	3.738	3.36	0	11681	3.581	2.71	2.8
27	82.210	72.7	1	Right 1	11681	3.738	3.36	0	11681	3.581	2.62	2.1
28	82.210	72.7	1	Right 1	11681	3.738	3.36	1	11681	3.581	2.71	2.7
29	82.210	72.7	1	Right 1	11681	3.738	3.36	0	11681	3.581	3.20	1.9
30	82.210	72.7	1	Right 1	11681	3.738	3.36	2	11681	3.581	2.7	2.1
31	82.210	72.7	1	Right 1	11681	3.738	3.36	2	11681	3.581	2.47	3.4
32	82.210	72.7	1	Right 1	11681	3.738	3.36	1	11681	3.581	3.27	1.4
33	82.210	72.7	1	Right 1	11681	3.738	3.36	1	11681	3.581	2.99	1.4
34	82.210	72.7	1	Right 1	11681	3.738	3.36	0	11681	3.581	2.71	0.1
35	82.210	72.7	1	Right 1	11681	3.738	3.36	0	11681	3.581	2.66	1.4
36	82.210	72.7	1	Right 1	11681	3.738	3.36	0	11681	3.581	3.12	1.9

ROADHOG / RECORD / USER FILE / SHEET / OVLTHK / STATION

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The OVLTHK module creates a new worksheet – OVLTHK. For each FWD drop, the worksheet includes the following information:

- Drop location / station
- Subgrade resilient modulus ( $M_R$ )
- Future required structural number ( $SN_{NEW}$ )
- Effective structural number of existing pavement ( $SN_{EFF}$ )
- Required overlay thickness

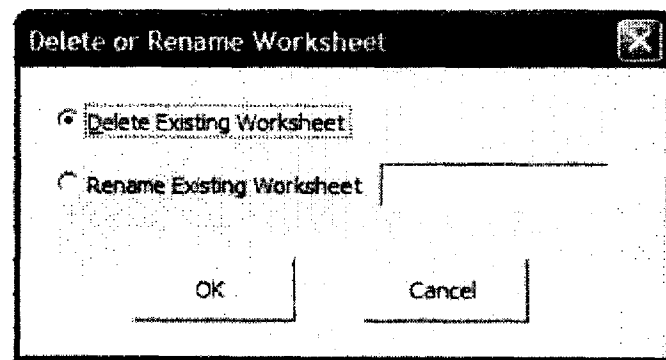
The OVLTHK worksheet also shows, for each drop series, the average recommended overlay thickness and the associated standard deviation. Designers may use this information to determine various “percentile” thickness requirements.

### **Performing Multiple Overlay Designs Using the Same FWD File**

ROADHOG allows the designer to perform multiple design scenarios without restarting the design process 'from scratch'. Typically, multiple designs may be investigated by the following process:

- A new set of design values, i.e. Reliability, are used in the NEWFLEX module to create a new set of required (future) structural numbers.
- An associated new set of required overlay thicknesses are generated using the OVLTHK module.

When a new design run is desired, simply re-perform the NEWFLEX module. When a new module is started (after the module has been previously performed) the user is given a choice of deleting the previous design, or saving the previous design by saving the worksheet using a different name, as shown in the dialog box below:



The designer is cautioned that if an existing worksheet is deleted in order to create a new design, subsequent modules must still be performed – data is not updated automatically. For example, if a new NEWFLEX module is performed (and a new NEWFLEX worksheet is created) – a new OVLTHK worksheet is not automatically created, nor is the existing OVLTHK worksheet automatically updated. The OVLTHK module must be re-performed in order to use the newly created NEWFLEX module in design.



## Saving a ROADHOG Design

Once a design has been completed, the entire Excel workbook file may be saved. **The designer is strongly cautioned to save the completed ROADHOG design file using the 'Save As' command in the File menu in order to avoid overwriting the original ROADHOG file.** The 'Save As' command is shown (below) in the File pull-down menu.

