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Director	

Flyer

LTPP 2007 Year in Review

FHWA-HRT-08-039

This flyer is a brochure that describes the Long Term Pavement Performance (LTPP) program 2007 accomplishments. They are: LTPP Standard Data Release 1,

database. A computer program (MicroMoist) was developed to aid in the computation of soil parameters based on TDR trace data and calibration information. Details on the program are provided along with descriptions of the tables

Safety Evaluation of STOP AHEAD Pavement Markings

Technical R

needed by State and local jurisdictions to m

flashing beacons, while accounting for potential selection bias and regression-to-the-mean effects. Overall, installation of flashing beacons in North Carolina resulted in statistically significant reductions in total, angle, and injury plus fatal crashes. The intersections in South Carolina experienced ve

Informational Report on Lighting Design for Midblock Crosswalks

FHWA-HRT-08-0c3

This report provides information on lighting parameters and design criteria that should be considered when installing fixed roadway lighting for midblock crosswalks. The information is based on static and dynamic experiments of driver performance with regard to the detection of pedestrians and surrogates in midblock crosswalks. Experimental condition variables included la

Cable-stayed bridges have been established as efficient and cost effective structural form in the 152-meter (m) to 472-m span range. Longer spans are being constructed employing increasingly longer stay cables. The stay cables are laterally flexible structural members with very low fundamental frequency and very little inherent damping. For this reason, the stay cables have been known to be susceptible to excitations, especially during construction, wind, and rain-wind conditions.

Early cable-stayed bridges were observed exhibiting large stay oscillations under certain environmental conditions. From field observations it became evident that these vibrations were occurring under moderate rain combined with moderate wind

The second part of this project involved a review of the American Association of State Highway and Transportation Officials (AASHTO) *Standard Specifications for Transportation Materials and Methods of Sampling and Testing*, the AASHTO *Standard Specifications for Highway Bridges*, the AASHTO *Load and Resistance Factor Design (LRFD) Bridge Design Specifications*, and the AASHTO *LRFD Bridge Construction Specifications* for provisions that directly impact the use of HPC. The detailed review is included in this report.

The third part of the project involved the development of proposed revisions to the AASHTO specifications where sufficient research results exist to support the revisions. Proposed revisions to 15 material specifications, 14 test methods, 30 articles of the standard design specifications, 17 articles of the LRFD design specifications, and 16 articles of the LRFD construction specifications are included in this report. In addition, a new materials specification for combined aggregates and a new test method for slump flow are proposed. Proposed revisions to the FHWA definition of HPC are also included.

The fourth part of the project involved the development of specific recommendations for needed research where sufficient results do not exist to support needed changes in the specifications. Six research problem statements related to concrete materials and four research problems related to structural design are recommended.

<http://www.fhwa.dot.gov/bridge/pubs/05057/>

Wind-Induced