

APPENDIX D

Generalized Pavement Performance Models

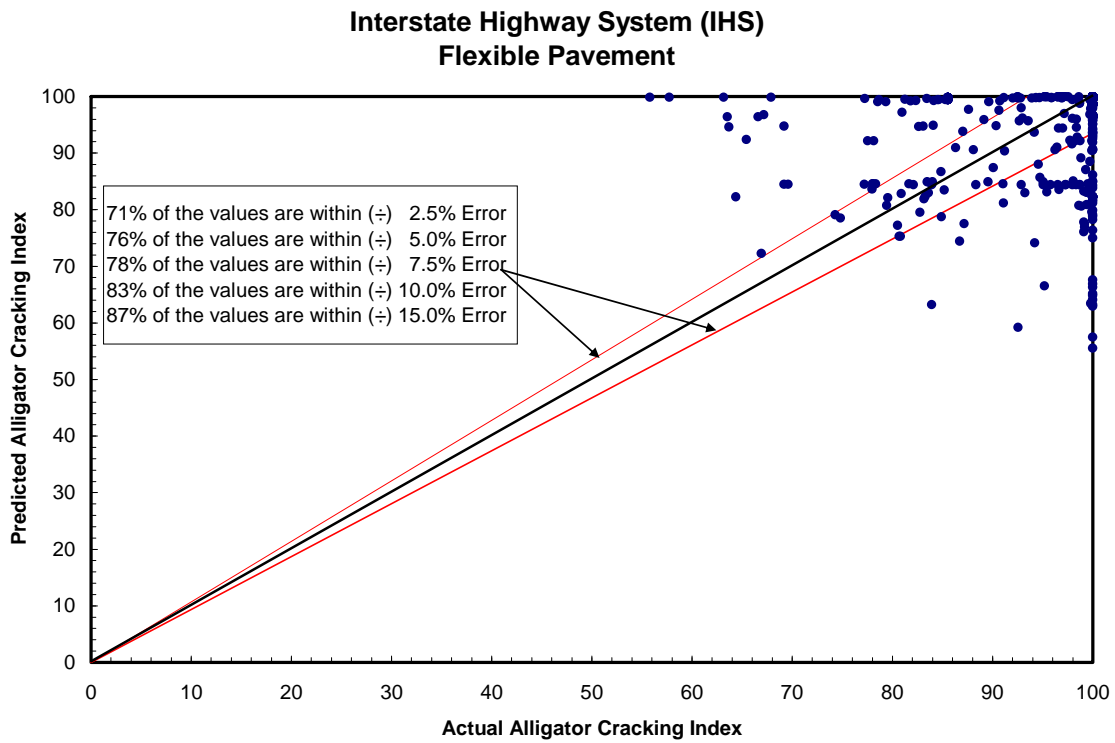
**Asphalt Concrete Pavements
(ASP)**

IHS –Alligator Cracking Index_ASP

$$ACI = 100 - 10^{[b_1(t_A)^{a_1} \log(t_A) + C]}$$

$a_1=0.55$, $b_1=0.15$, and $C= -0.75$

(+ -) Error	% of data (758)
2.5	71
5.0	76
7.5	78
10.0	83
15.0	87



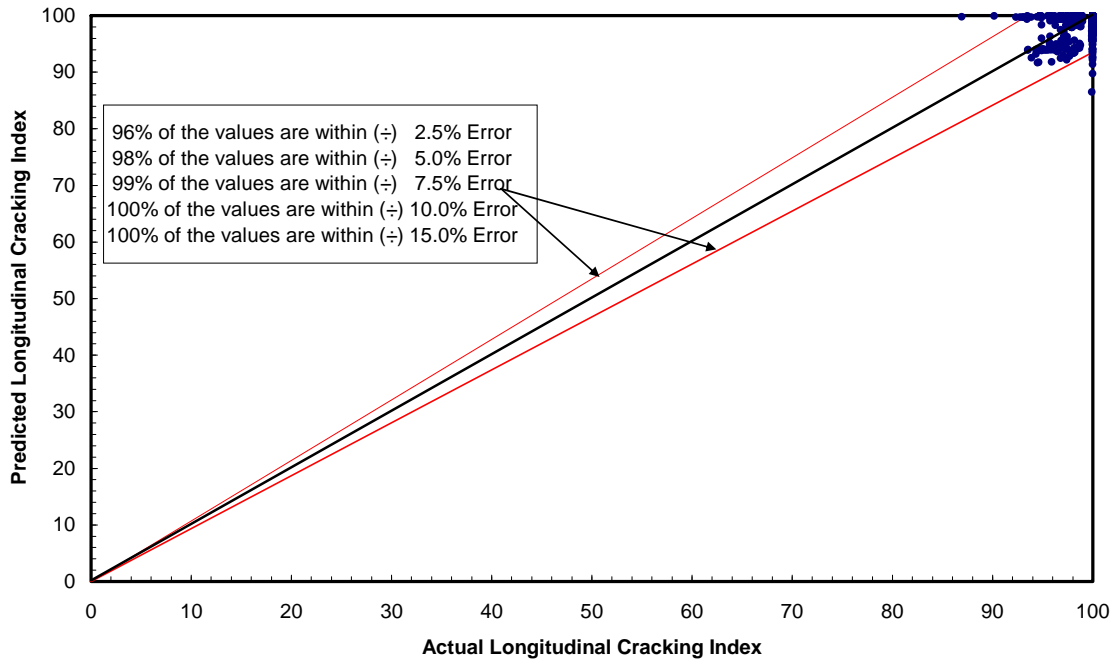
IHS –Longitudinal Cracking Index_ASP

$$LCI = 100 - B_1(t_A)^{a_{avg}}$$

$$a_{avg}=1.31, B_1=0.1$$

(+ -) %Error	% Of data (2039)
2.5	96
5	98
7.5	99
10	100
15	100

Interstate Highway System (IHS) Flexible Pavement

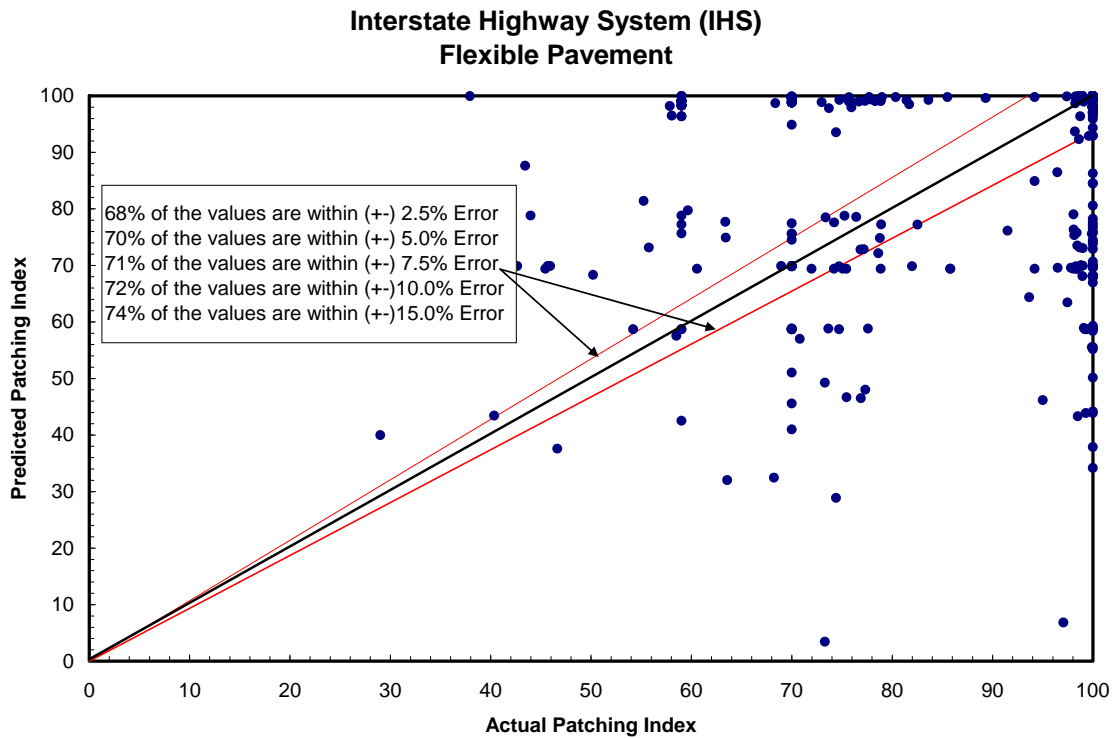


IHS –Patching Index_ASP

$$PI = 100 - 10^{[b_1(t_A)^{a_1} \log(t_A) + C]}$$

$a_1=0.20$, $b_1=0.15$, and $C= -2.75$

(+ -) %Error	% Of data (1120)
2.5	68
5.0	70
7.5	71
10.0	72
15.0	74



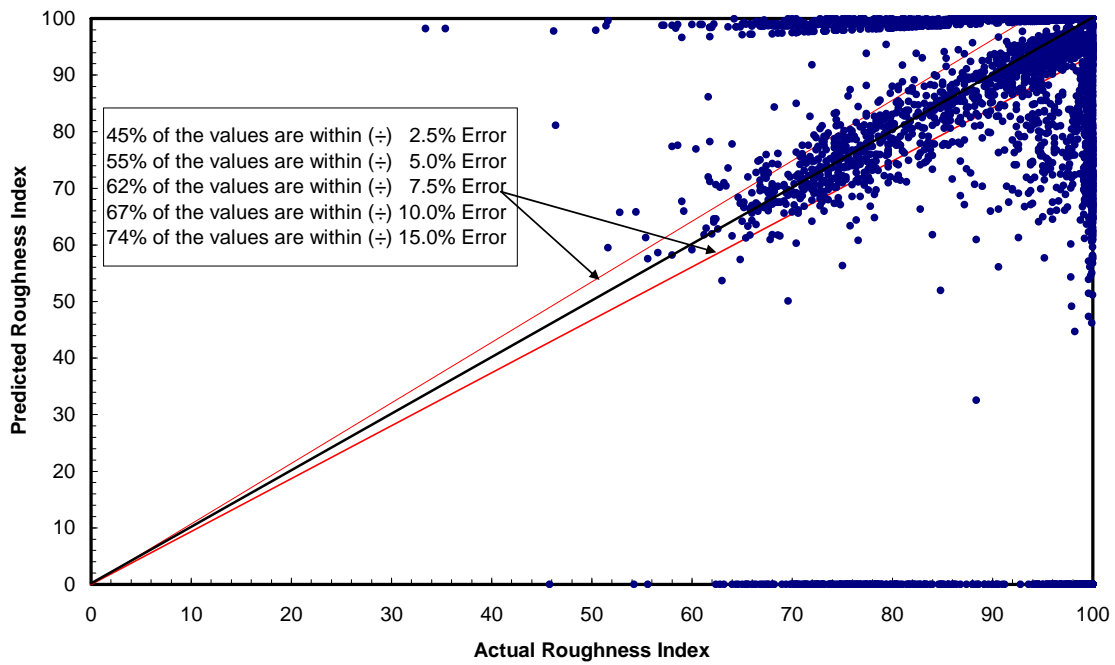
IHS –Roughness Index_ASP

$$RI = 100 - 10 \left[b_1 (t_A)^{a_1} \log(t_A) + C \right]$$

$a_1=0.55$, $b_1=0.15$, and $C= -0.75$

(+ -) Error	% of data (4927)
2.5	45
5.0	55
7.5	62
10.0	68
15.0	74

Interstate Highway System (IHS) Flexible Pavement



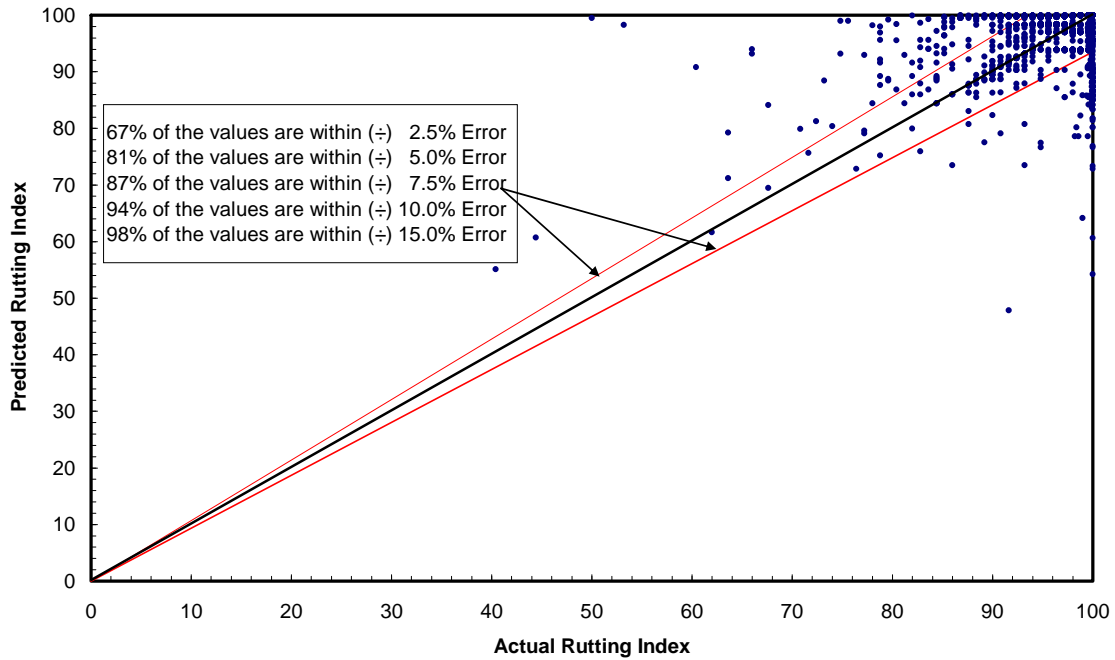
IHS –Rutting Index_ASP

$$RTI = 100 - B_1(t_A)^{a_{avg}}$$

$$a_{avg}=1.50, B_1=0.159$$

(+ -) %Error	% Of data (2045)
2.5	67
5.0	81
7.5	87
10.0	94
15.0	98

Interstate Highway System (IHS) Flexible Pavement



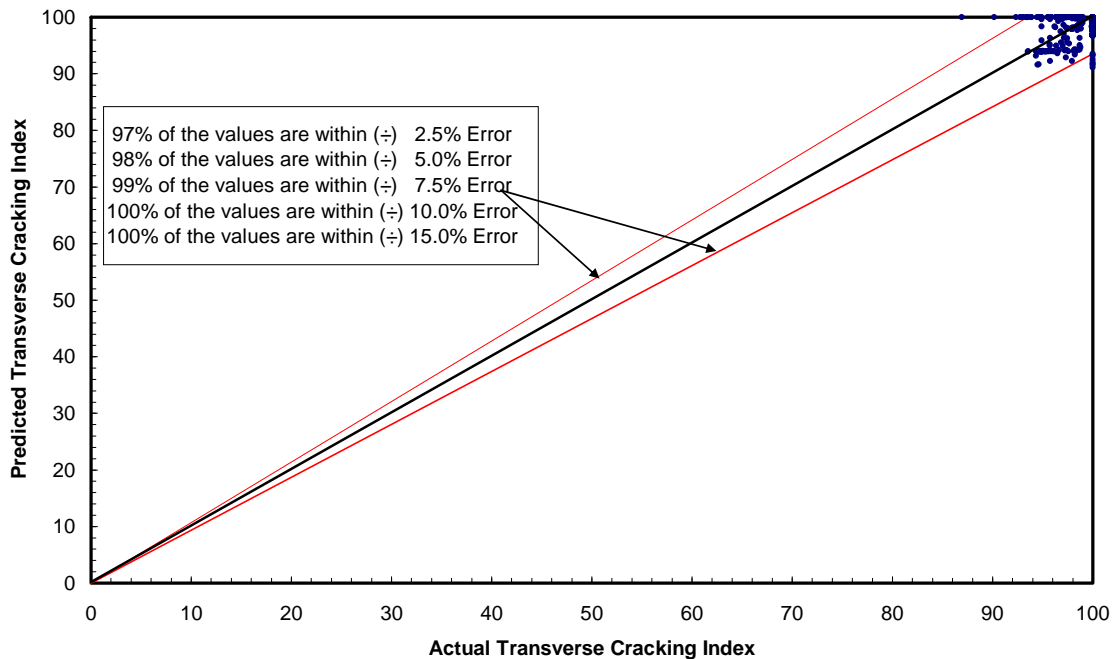
IHS –Transverse Cracking Index_ASP

$$TCI = 100 - B_1(t_A)^{a_{avg}}$$

$$a_{avg}=1.31, B_1=0.10$$

(+ -) Error	% Of data (2039)
2.5	97
5.0	98
7.5	99
10.0	100
15.0	100

Interstate Highway System (IHS) Flexible Pavement



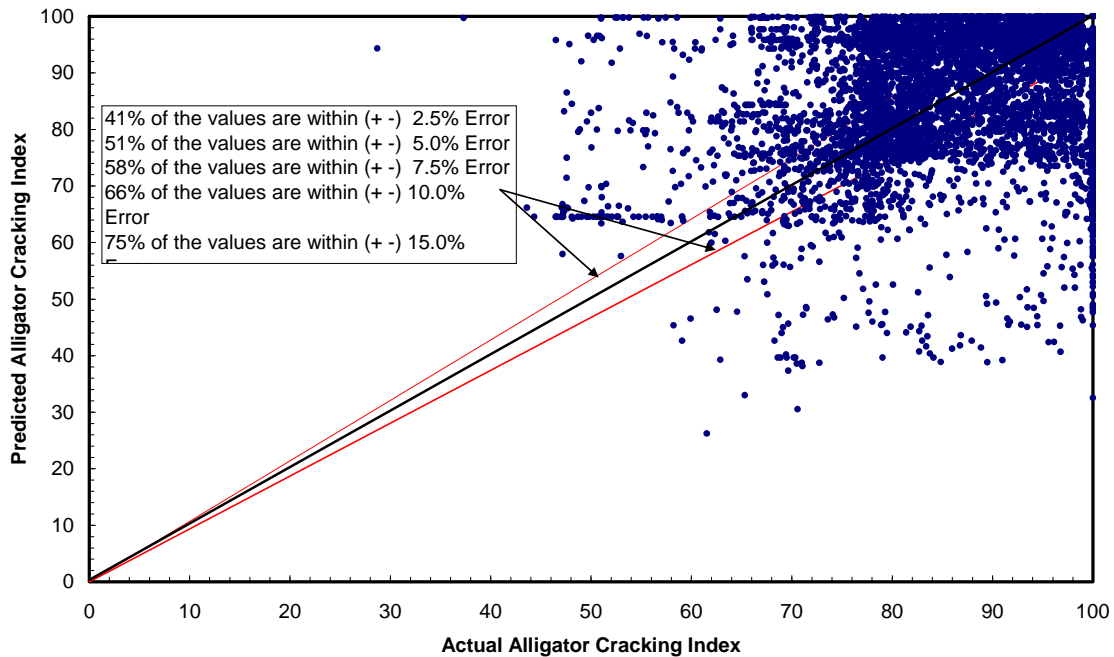
NHS –Alligator Cracking Index_ASP

$$ACI = 100 - B_1(t_A)^{a_{avg}}$$

$$a_{avg}=1.60, B_1=0.10$$

(+ -) Error	% Of data (8803)
2.5	41
5.0	51
7.5	58
10.0	66
15.0	75

National Highway System (NHS) Flexible Pavement



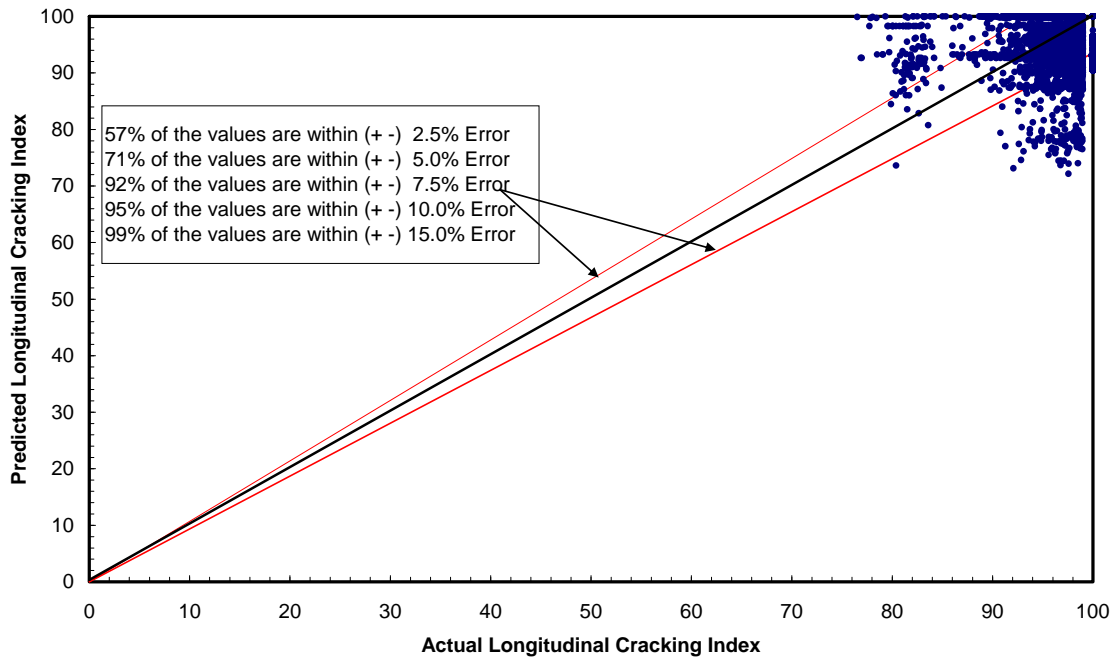
NHS –Longitudinal Cracking Index_ASP

$$LCI = 100 - B_1 (t_A)^{a_{avg}}$$

$$a_{avg}=1.35, B_1=0.25$$

(+ -) %Error	% of data (7849)
2.5	57
5.0	71
7.5	92
10.0	95
15.0	99

National Highway System (NHS) Flexible Pavement



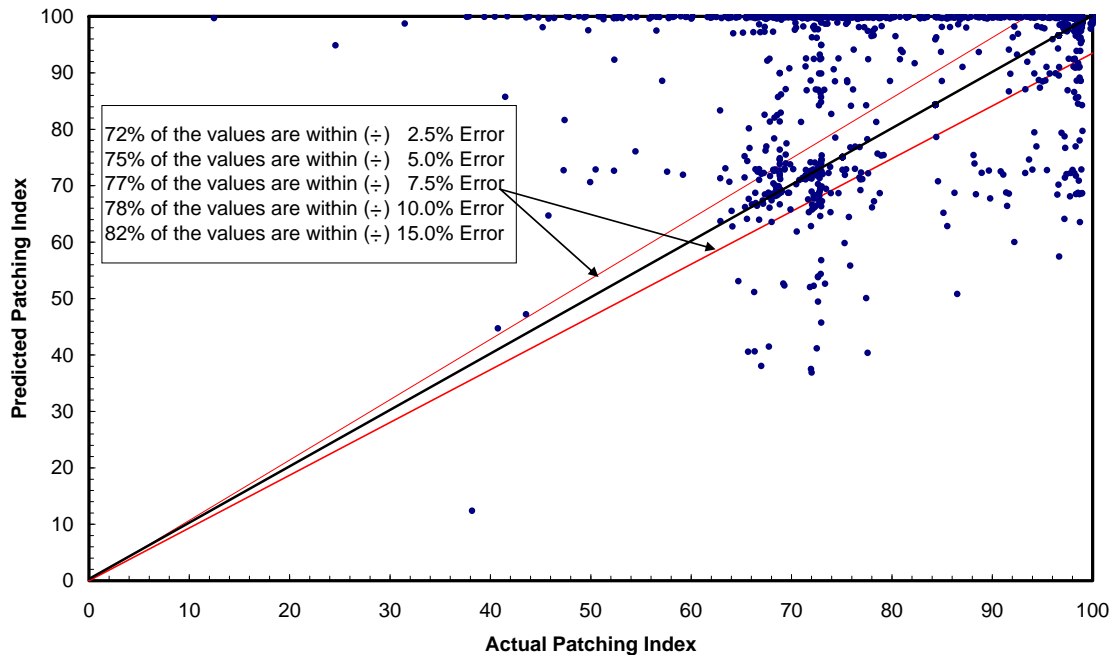
NHS -Patching Index_ASP

$$PI = 100 - B_1(t_A)^{a_{avg}}$$

$$a_{avg}=1.54, B_1=0.0036$$

(+ -) %Error	% Of data (3838)
2.5	72
5	75
7.5	77
10	79
15	82

National Highway System (NHS) Flexible Pavement



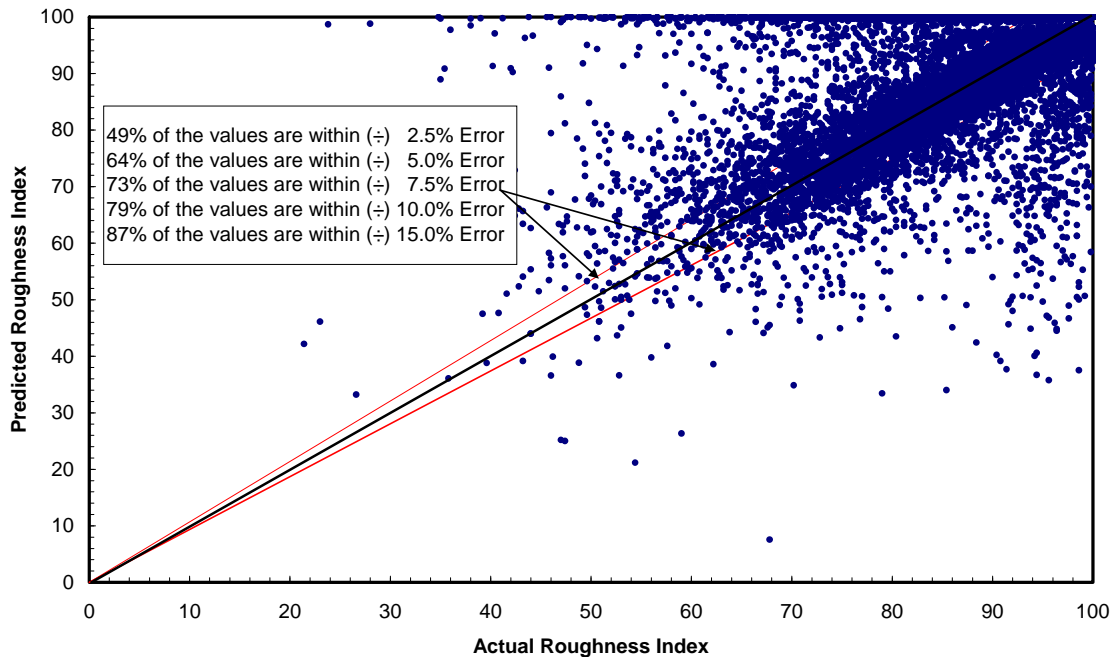
NHS -Roughness Index_ASP

$$RI = 100 - 10 \left[b_1 (t_A)^{a_1} \log(t_A) + C \right]$$

$a_1=0.25$, $b_1=0.35$, and $C=0.125$

(+ -) %Error	% of data (14576)
2.5	54
5	65
7.5	74
10	80
15	87

National Highway System (NHS) Flexible Pavement



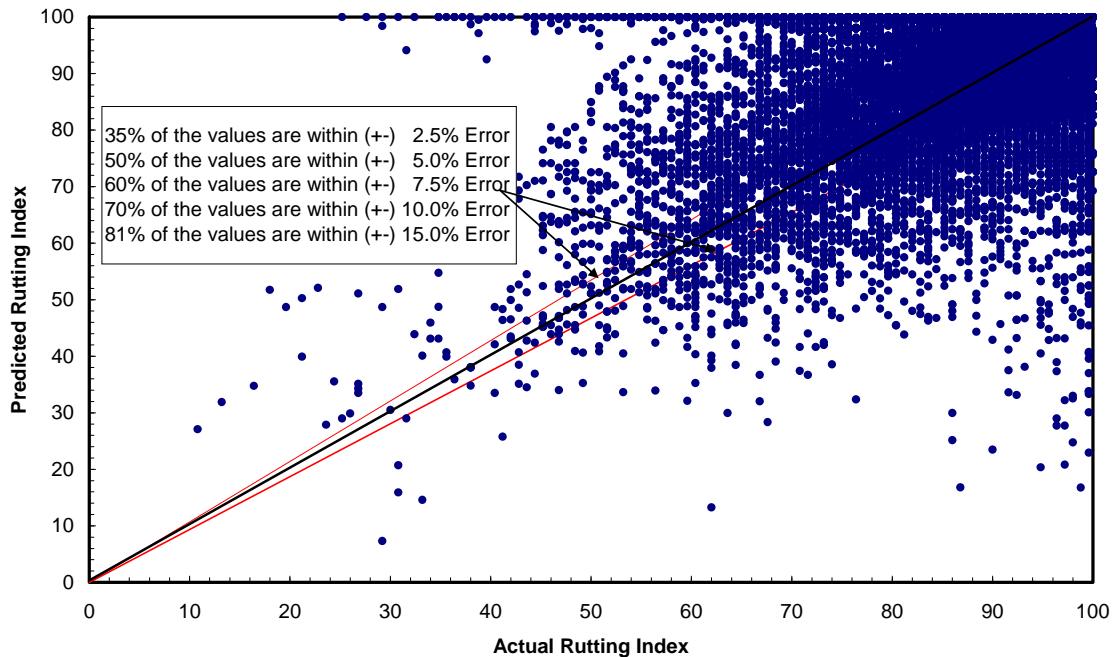
NHS –Rutting Index_ASP

$$RTI = 100 - 10 \left[b_1 (t_A)^{a_1} \log(t_A) + C \right]$$

$a_1=0.25$, $b_1=0.65$, and $C=-0.625$

(+ -) %Error	% Of data (16250)
2.5	35
5	50
7.5	60
10	70
15	81

National Highway System (NHS) Flexible Pavement



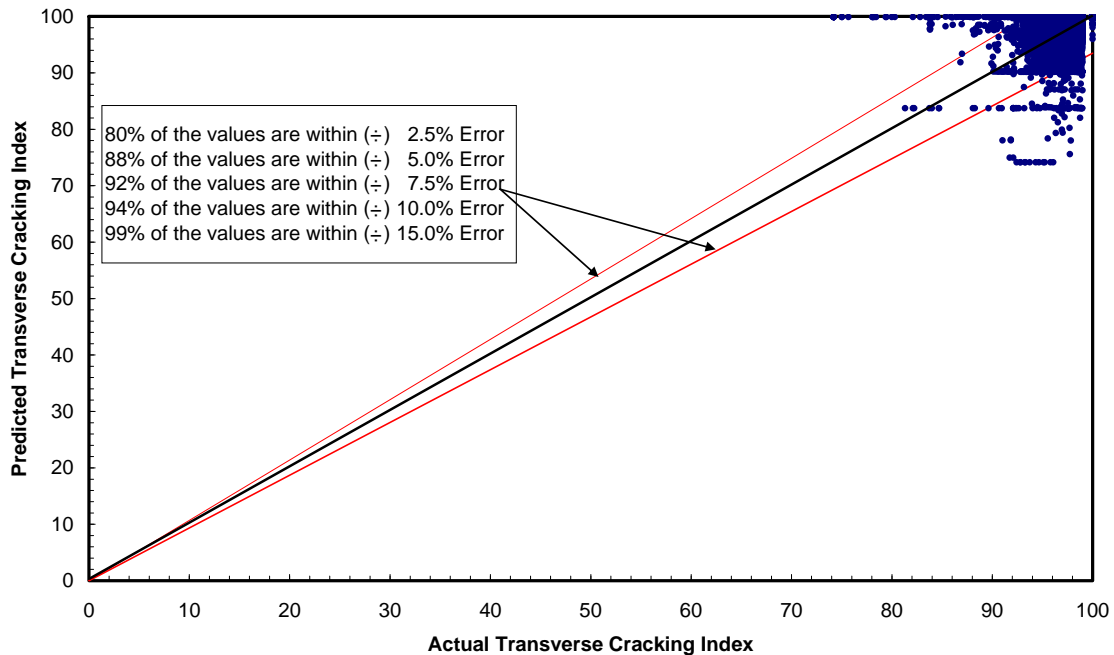
NHS –Transverse Cracking Index_ASP

$$TCI = 100 - B_1(t_A)^{a_{avg}}$$

$$a_{avg}=1.34, B_1=0.10$$

(+ -) Error	% of data (10878)
2.5	80
5	88
7.5	92
10	94
15	99

National Highway System (NHS) Flexible Pavement



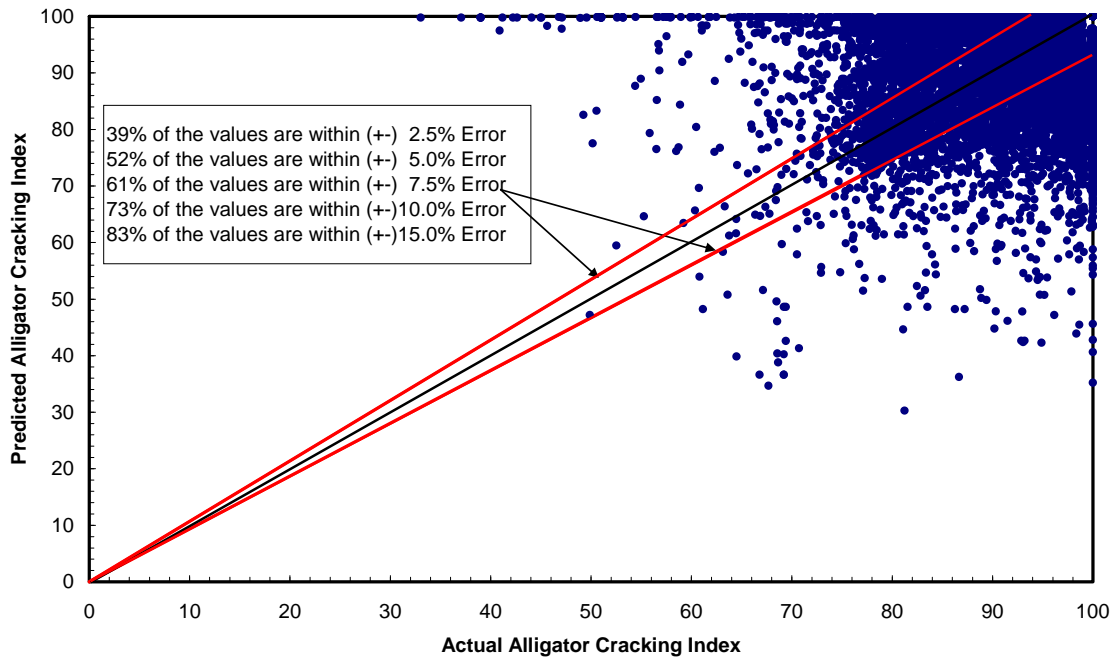
RHS –Alligator Cracking Index_ASP

$$ACI = 100 - B_1(t_A)^{a_{avg}}$$

$$a_{avg}=1.75, B_1=0.063$$

(+ -) Error	% of data (8713)
2.5	39
5	52
7.5	61
10	73
15	83

Regional Highway System (RHS) Flexible Pavement



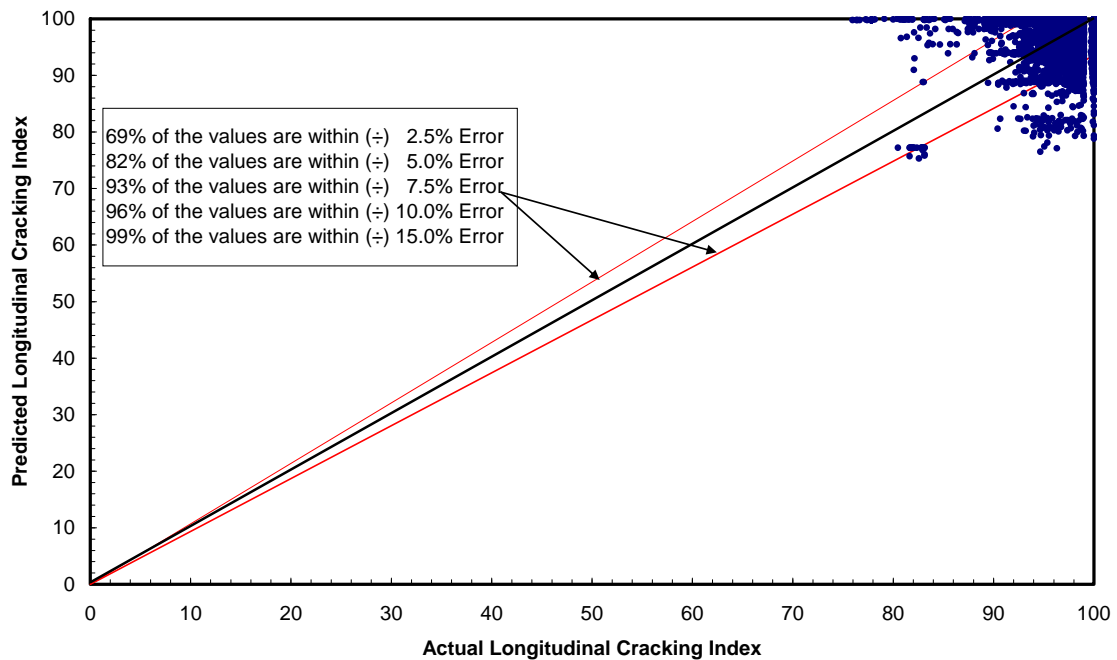
RHS –Longitudinal Cracking Index_ASP

$$LCI = 100 - B_1 (t_A)^{a_{avg}}$$

$$a_{avg}=1.35, B_1=0.10$$

(+ -) %Error	% of data (9027)
2.5	69
5	82
7.5	93
10	96
15	99

Regional Highway System (RHS) Flexible Pavement



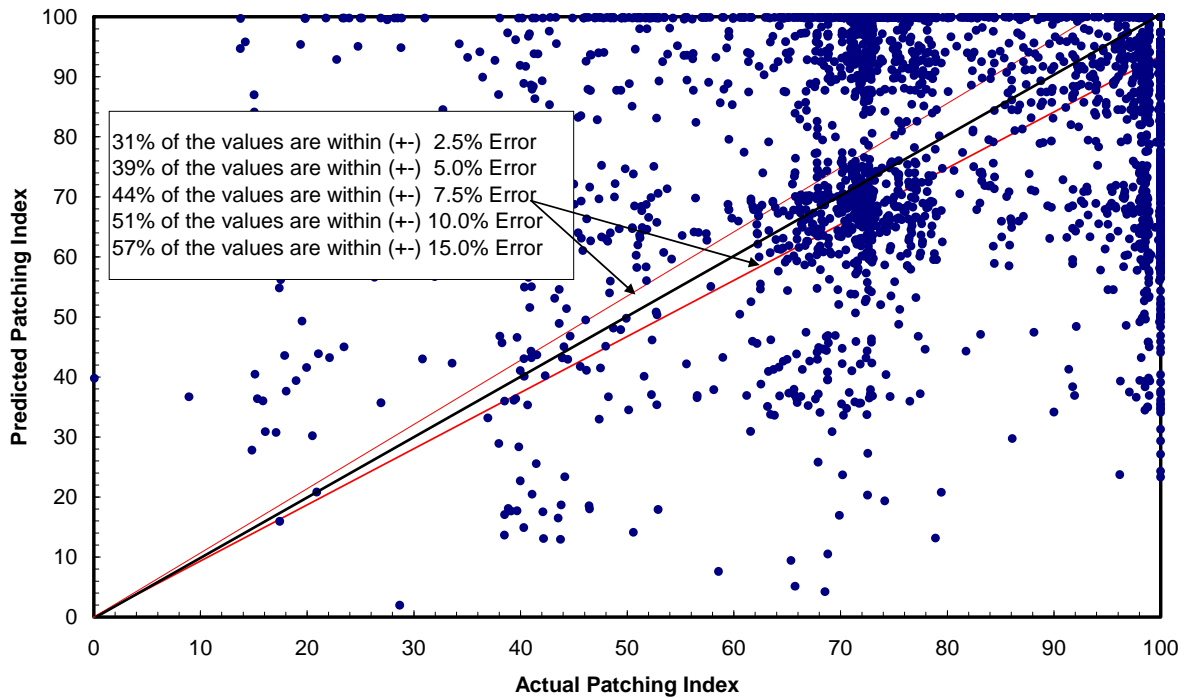
RHS –Patching Index_ASP

$$PI = 100 - B_1(t_A)^{a_{avg}}$$

$$a_{avg}=1.52, B_1=0.150$$

(+ -) %Error	% Of data (3926)
2.5	31
5.0	39
7.5	44
10.0	51
15.0	57

Regional Highway System (RHS) Flexible Pavement



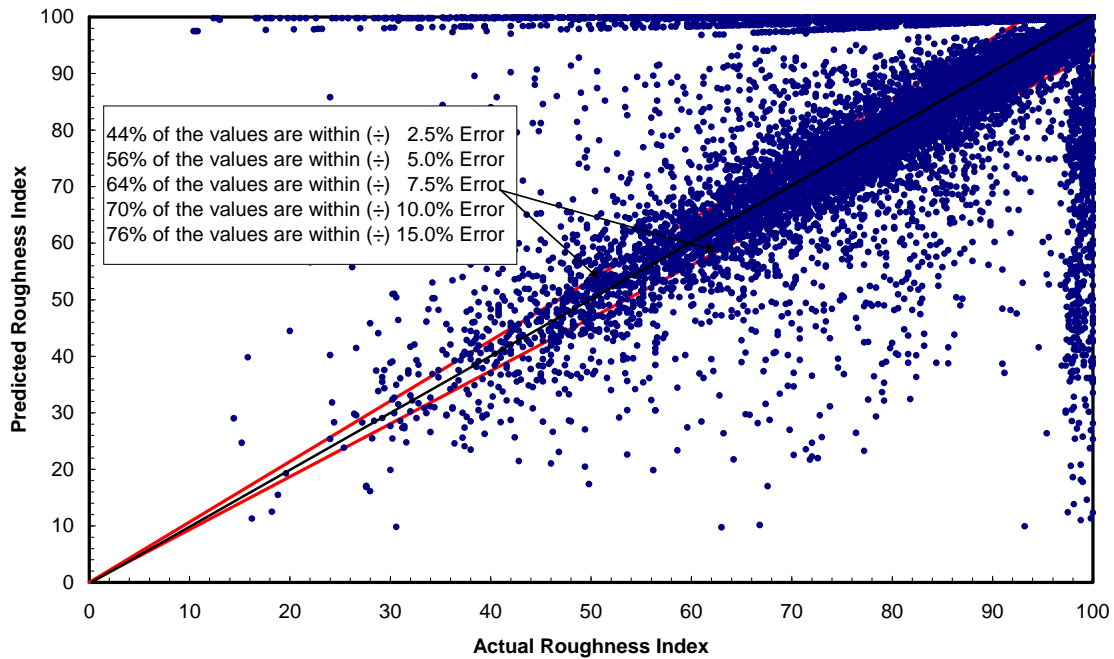
RHS –Roughness Index_ASP

$$RI = 100 - 10 \left[b_1 (t_A)^{a_1} \log(t_A) + C \right]$$

$a_1=0.25$, $b_1=0.40$, and $C=-0.50$

(+ -) %Error	% Of data (14530)
2.5	44
5.0	56
7.5	64
10.0	70
15.0	76

Regional Highway System (RHS) Flexible Pavement

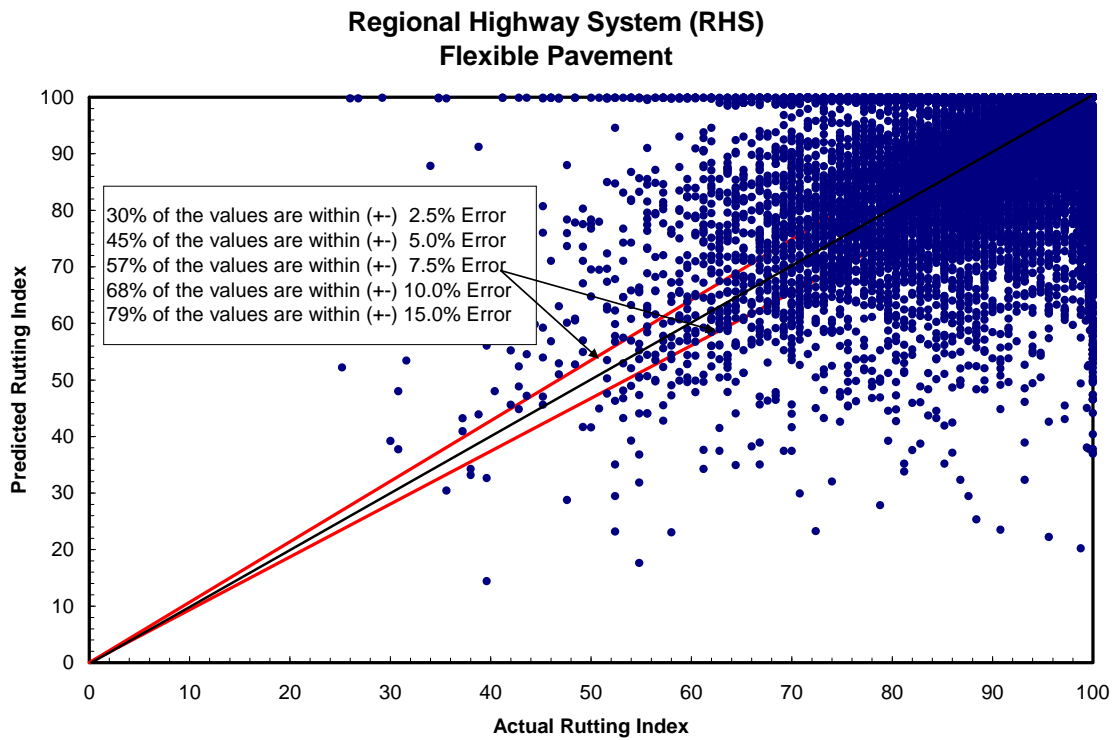


RHS –Rutting Index_ASP

$$RTI = 100 - 10 \left[b_1 (t_A)^{a_1} \log(t_A) + C \right]$$

$a_1=0.15$, $b_1=0.86$, and $C= 0.14$

(+ -) %Error	% Of data (12383)
2.5	30
5.0	45
7.5	57
10.0	68
15.0	79



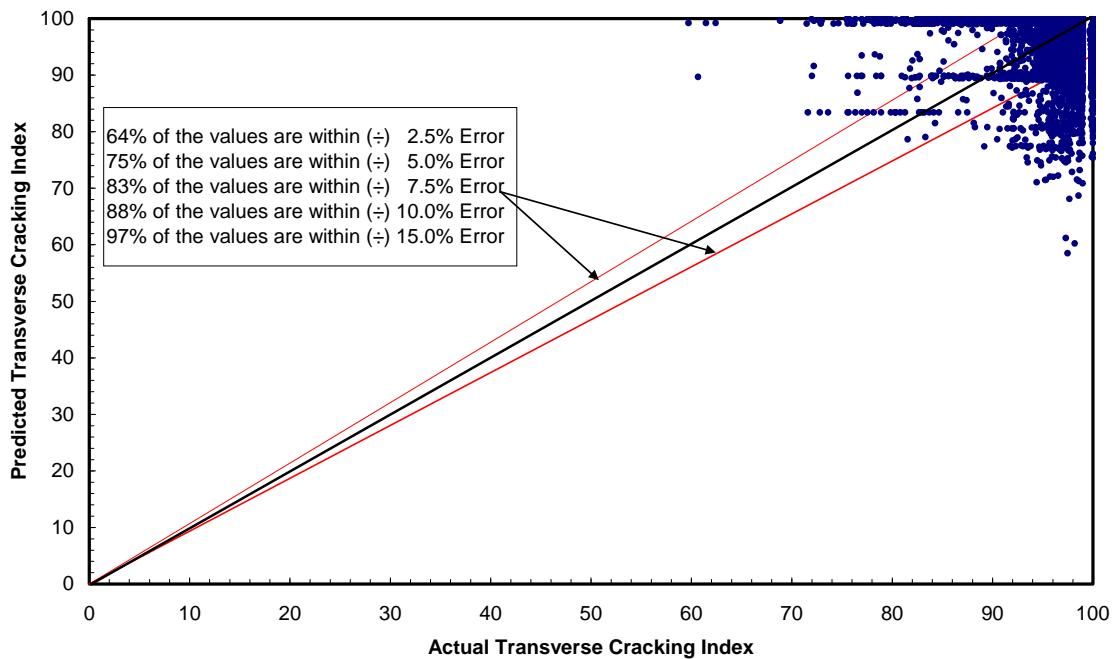
RHS –Transverse Cracking Index_ASP

$$TCI = 100 - B_1 (t_A)^{a_{avg}}$$

$a_1=1.30$, and $b_1=0.1$,

(+ -) %Error	% of data (11241)
2.5	59
5	71
7.5	80
10	86
15	97

Regional Highway System (RHS) Flexible Pavement



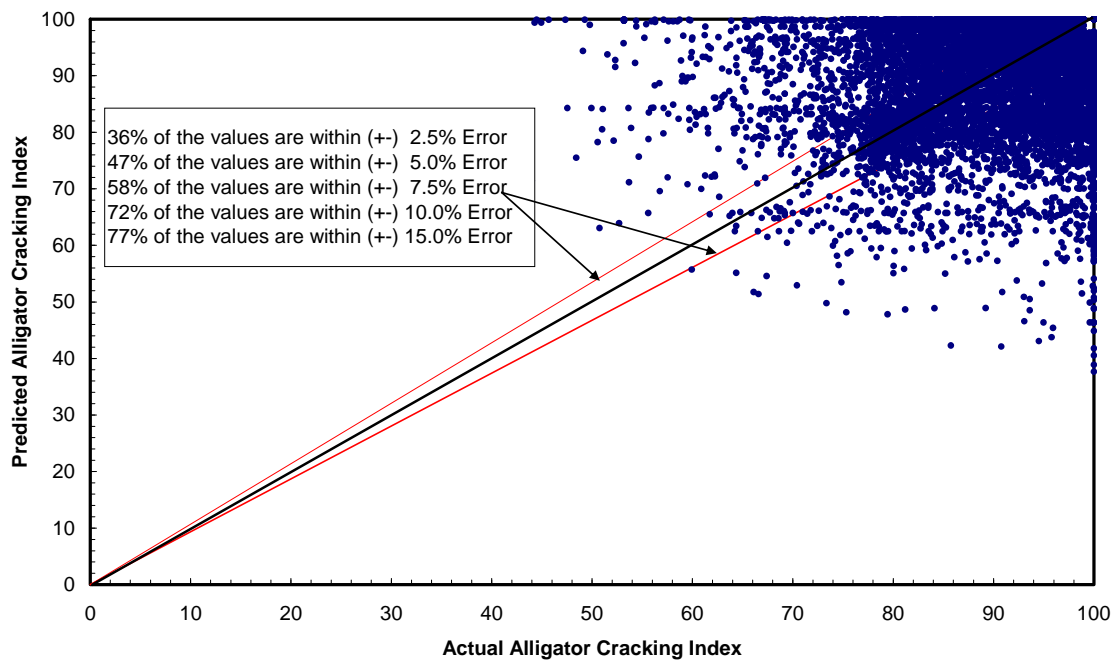
SHS –Alligator Cracking Index_ASP

$$ACI = 100 - B_1(t_A)^{a_{avg}}$$

$$a_{avg}=1.50, B_1=0.135$$

(+ -) Error	% of data (12736)
2.5	36
5.0	47
7.5	58
10.0	68
15.0	77

State Highway System (SHS) Flexible Pavement



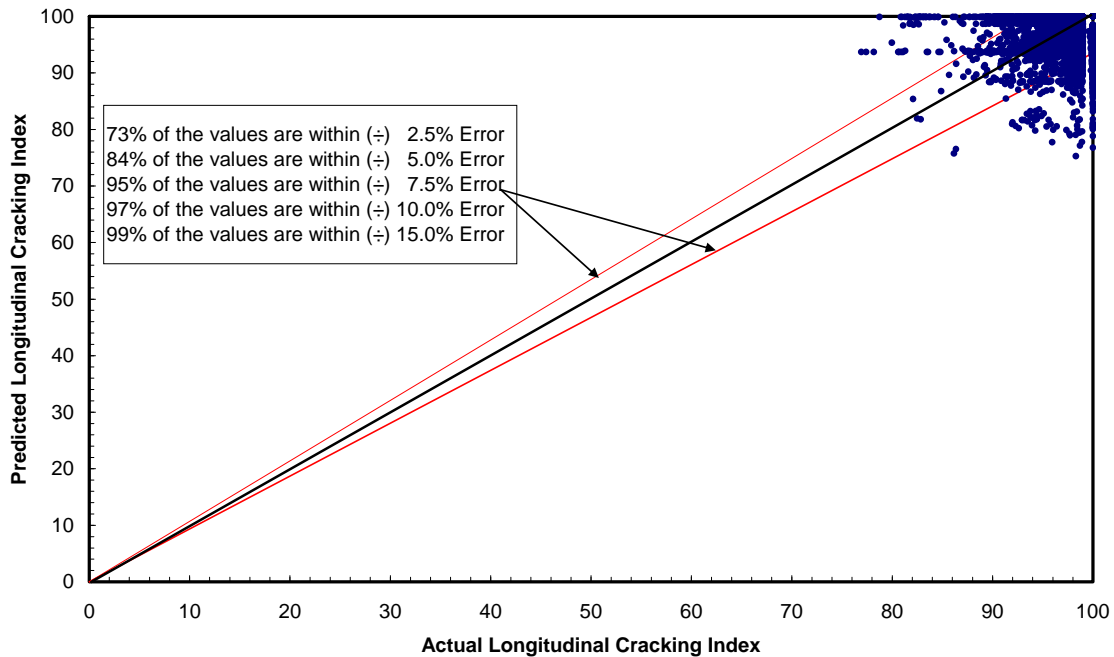
SHS –Longitudinal Cracking Index_ASP

$$LCI = 100 - B_1 (t_A)^{a_{avg}}$$

$$a_{avg}=1.37, B_1=0.133$$

(+ -) %Error	% of data (6685)
2.5	67
5.0	80
7.5	94
10.0	97
15.0	99

State Highway System (SHS) Flexible Pavement



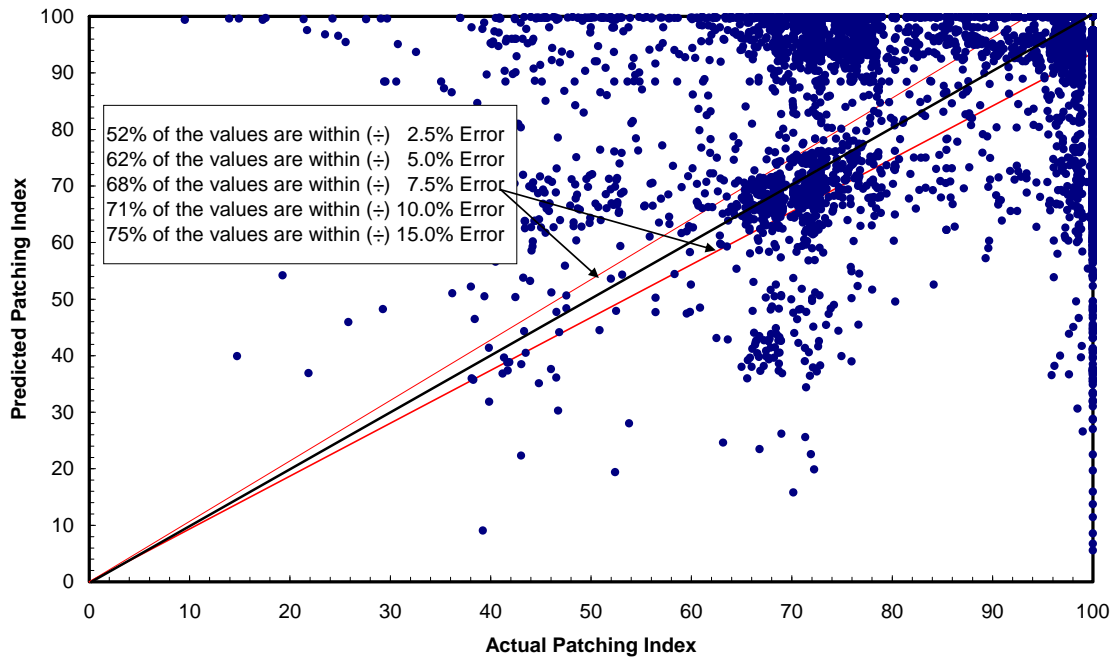
SHS -Patching Index_ASP

$$PI = 100 - B_1(t_A)^{a_{avg}}$$

$$a_{avg}=1.61, B_1=0.1$$

(+ -) %Error	% Of data (9428)
2.5	52
5.0	62
7.5	68
10.0	71
15.0	75

State Highway System (SHS) Flexible Pavement



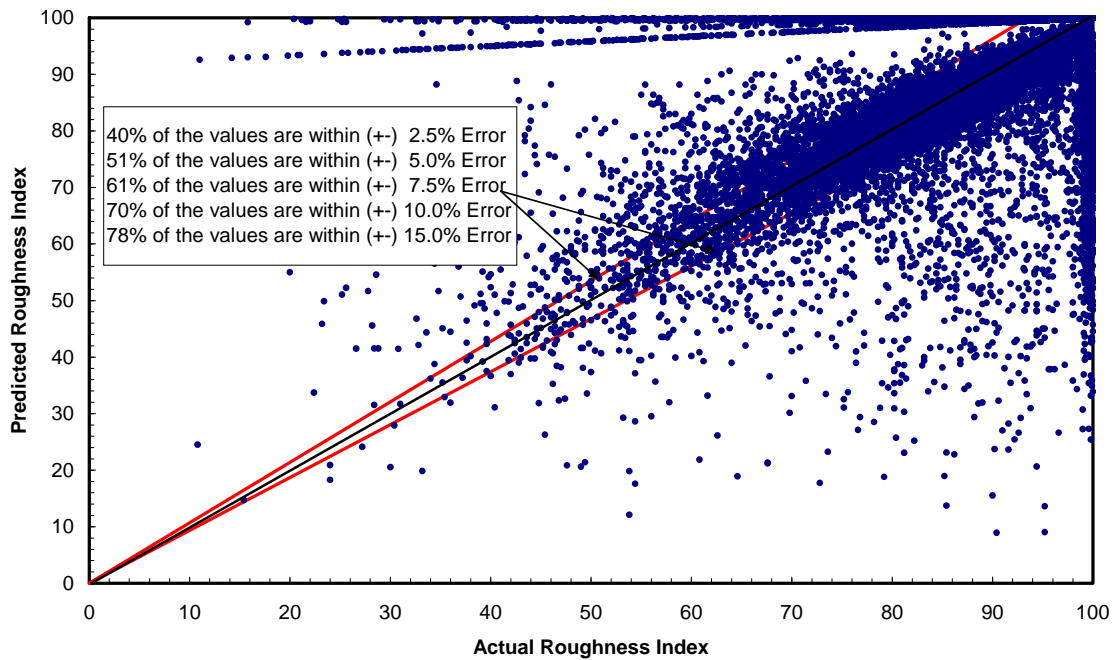
SHS -Roughness Index_ASP

$$RI = 100 - 10 \left[b_1 (t_A)^{a_1} \log(t_A) + C \right]$$

$a_1=0.1623$, $b_1=0.5486$, and $C= -0.3649$

(+ -) %Error	% Of data (18914)
2.5	40
5.0	52
7.5	61
10.0	69
15.0	78

State Highway System (SHS) Flexible Pavement



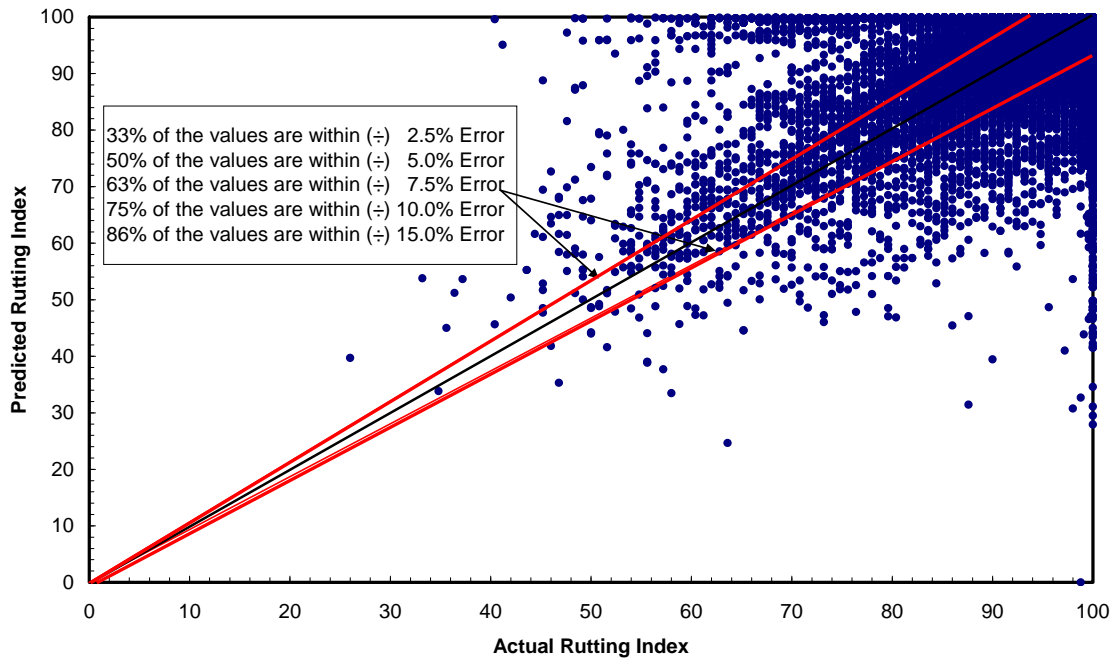
SHS –Rutting Index_ASP

$$RTI = 100 - 10^{[b_1(t_A)^{a_1} \log(t_A) + C]}$$

$a_1=0.28$, $b_1=0.57$, and $C= -1.0$

(+ -) %Error	% Of data (11991)
2.5	33
5.0	50
7.5	63
10.0	75
15.0	86

State Highway System (SHS) Flexible Pavement



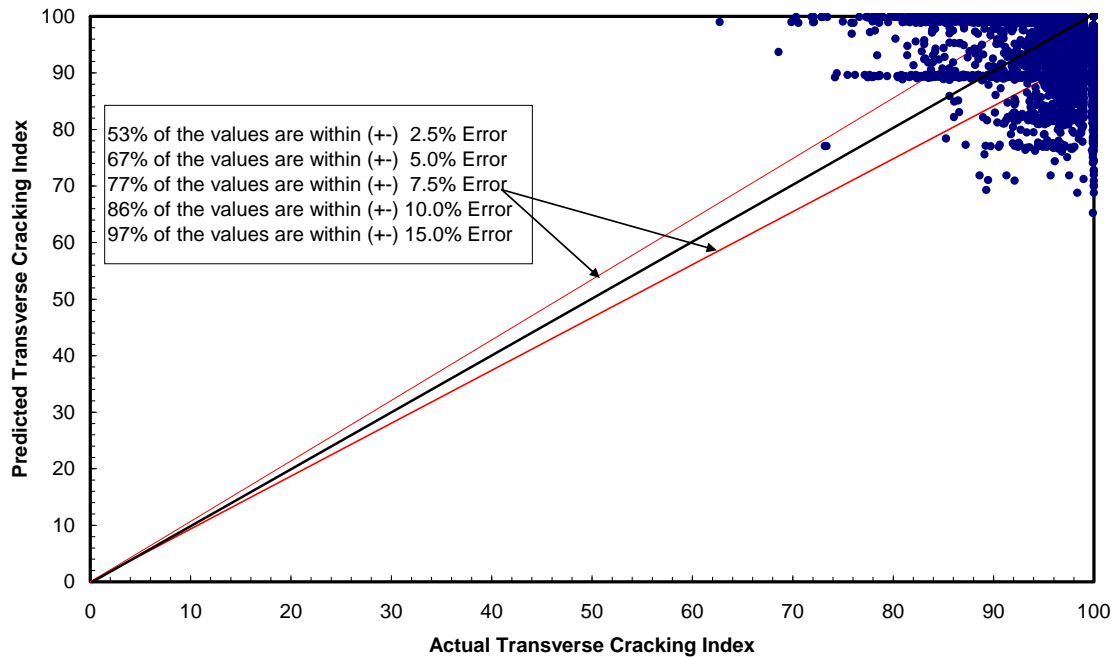
SHS –Transverse Cracking Index_ASP

$$TCI = 100 - B_1(t_A)^{a_{avg}}$$

$$a_{avg}=1.30, B_1=0.158$$

(+ -) Error	% Of data (13223)
2.5	53
5.0	67
7.5	77
10.0	86
15.0	97

State Highway System (SHS) Flexible Pavement



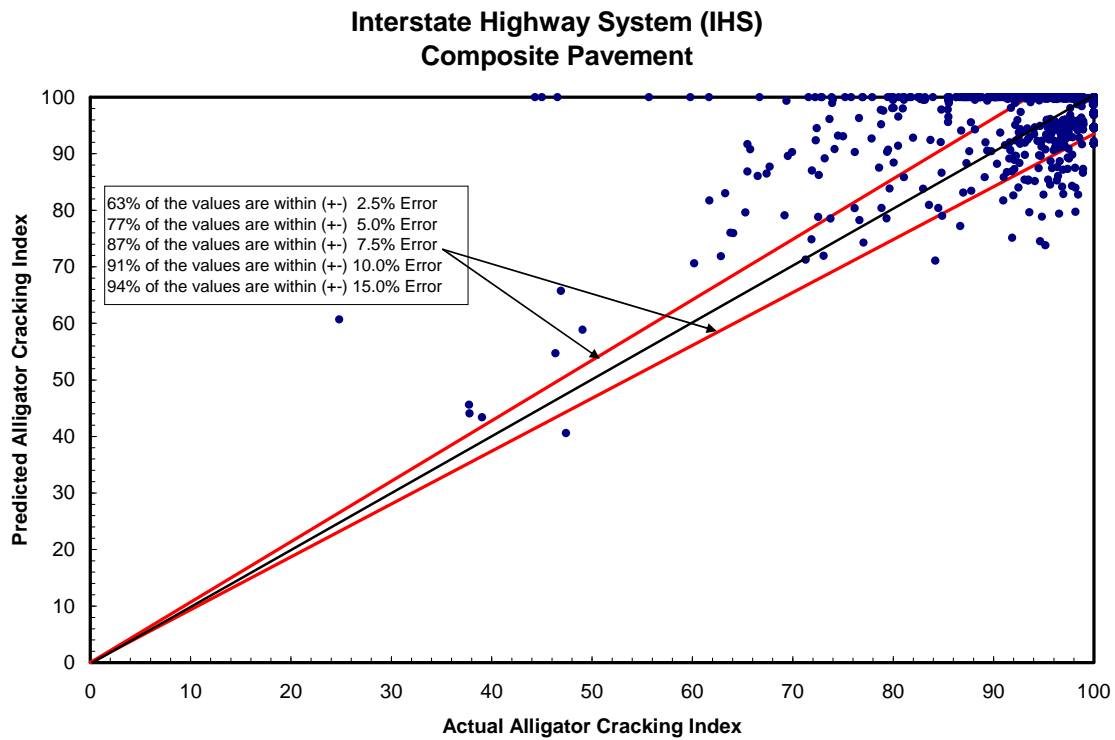
Composite Pavements (COM)

IHS -Alligator Index_COM

$$ACI = 100 - 10 \left[b_1 (t_A)^{a_1} \log(t_A) + C \right]$$

$a_1=0.37$, $b_1=0.462$, and $C= -1.355$

(+ -) %Error	% Of data (2691)
2.5	63
5.0	77
7.5	87
10.0	91
15.0	94



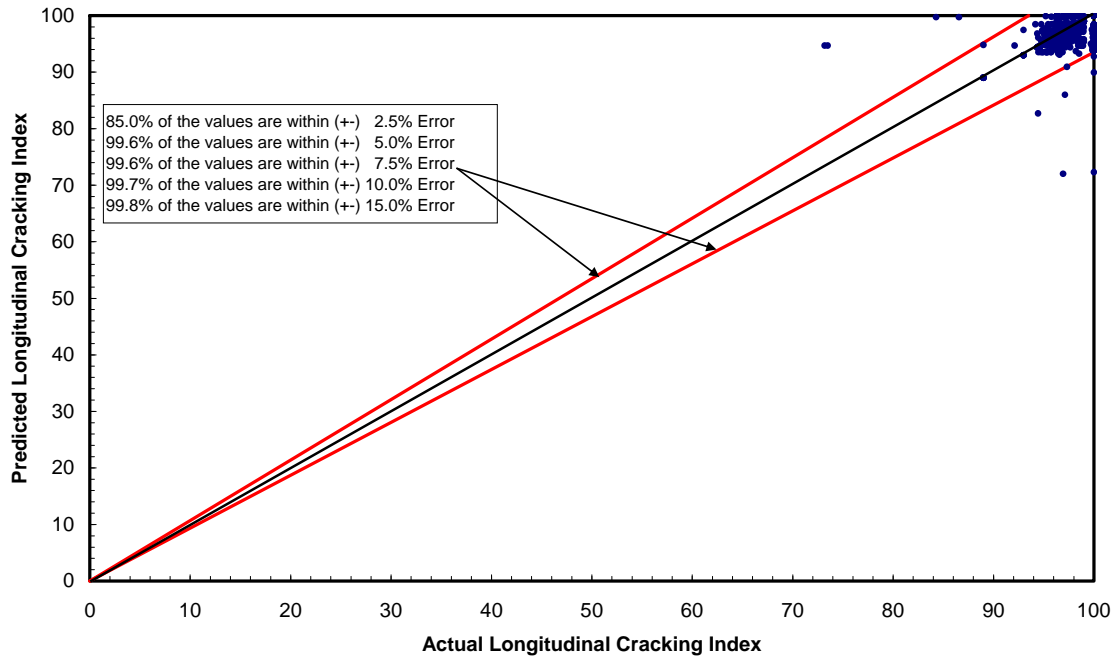
IHS –Longitudinal Cracking Index_COMP

$$LCI = 100 - B_1 (t_A)^{a_{avg}}$$

$$a_{avg}=1.43, B_1=0.12$$

(+ -) %Error	% Of data (2928)
2.5	85
5.0	99.6
7.5	99.7
10.0	99.8
15.0	100

Interstate Highway System (IHS) Composite Pavement



IHS –Patching Index_COMP

Insufficient Data

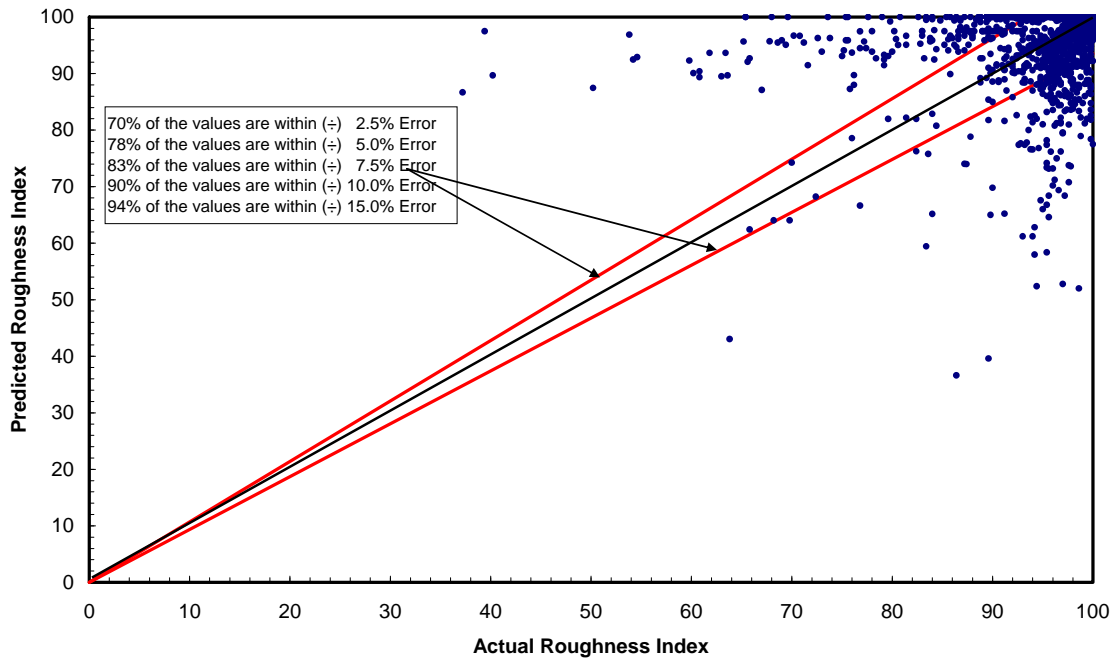
IHS –Roughness Index_COMP

$$RI = 100 - 10^{[b_1(t_A)^{a_1} \log(t_A) + C]}$$

$a_1=0.13$, $b_1=0.78$, and $C= -0.60$

(+ -) Error	% Of data (3170)
2.5	70
5.0	78
7.5	83
10.0	90
15.0	94

Interstate Highway System (IHS) Composite Pavement



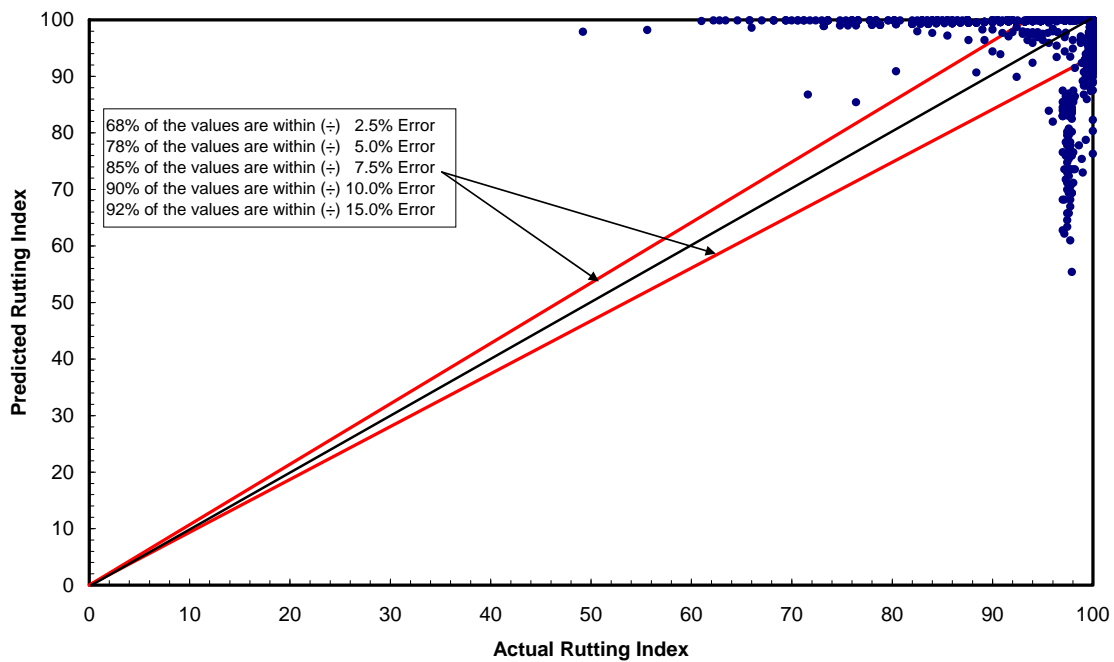
IHS -Rutting Index_COMP

$$RTI = 100 - 10 \left[b_1 (t_A)^{a_1} \log(t_A) + C \right]$$

$a_1=0.20$, $b_1=0.90$, and $C= -1.5$

(+ -) %Error	% Of data (2770)
2.5	68
5.0	78
7.5	85
10.0	90
15.0	92

Interstate Highway System (IHS) Composite Pavement



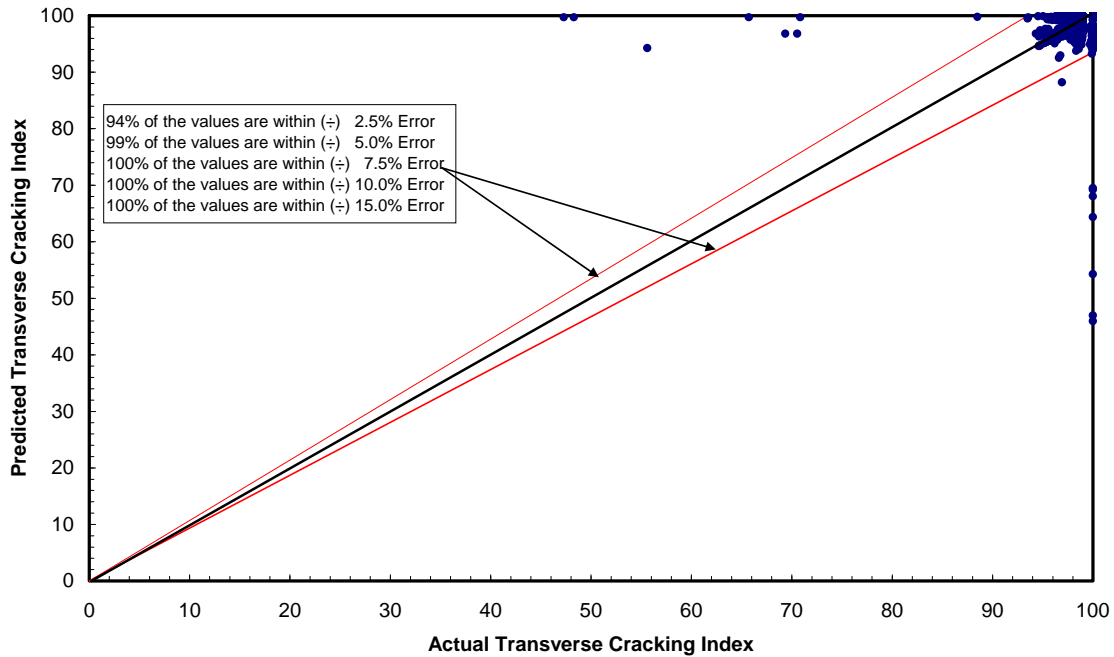
IHS –Transverse Cracking Index_COMP

$$TCI = 100 - 10^{[b_1(t_A)^{a_1} \log(t_A) + C]}$$

$a_1=0.17$, $b_1=0.85$, and $C= -1.15$

(+ -) Error	% of data (2772)
2.5	93
5.0	99
7.5	99
10.0	99
15.0	99

Interstate Highway System (IHS) Composite Pavement



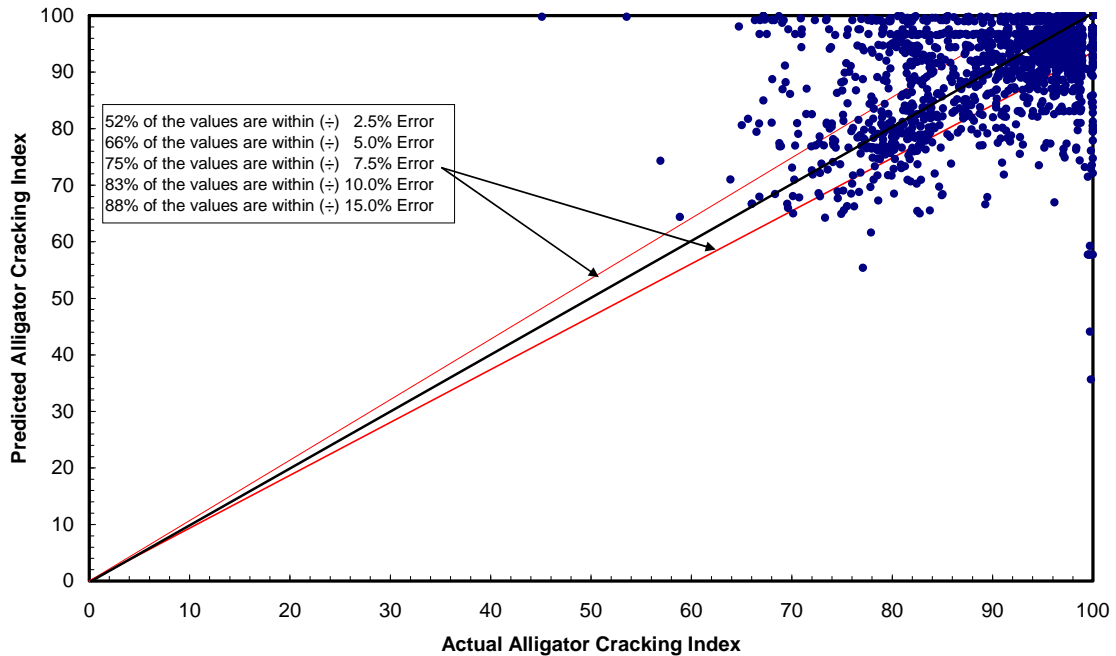
NHS –Alligator Cracking Index_COMP

$$ACI = 100 - B_1(t_A)^{a_{avg}}$$

$$a_{avg}=1.60, B_1=0.10$$

(+ -) Error	% Of data (2724)
2.5	52
5.0	66
7.5	75
10.0	83
15.0	88

National Highway System (NHS) Composite Pavement



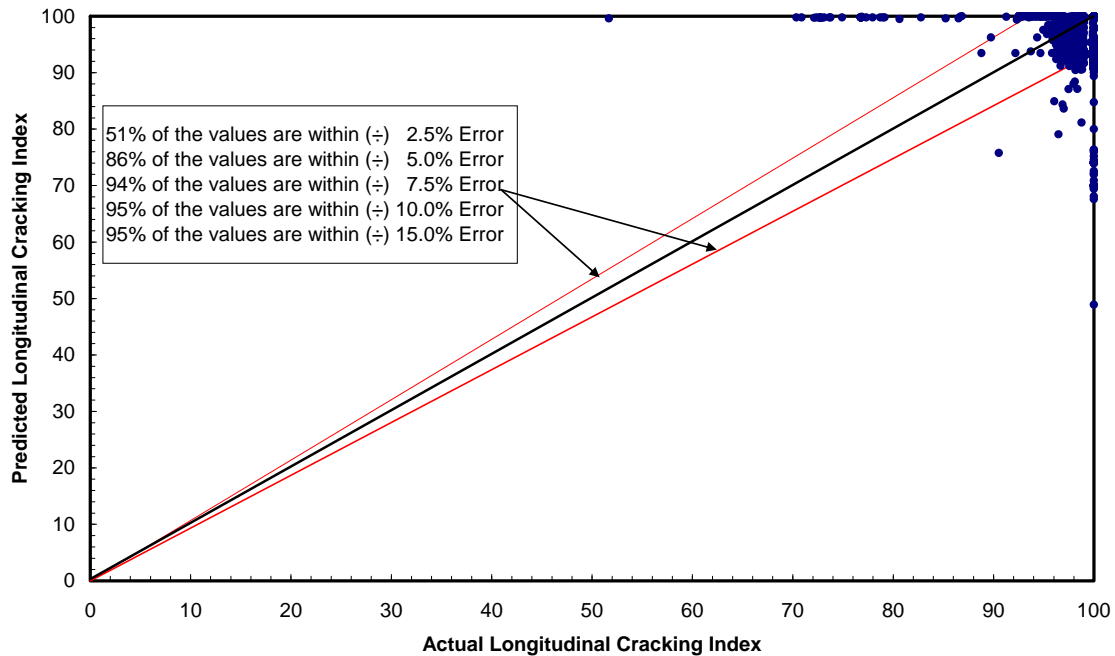
NHS –Longitudinal Cracking Index_COMP

$$LCI = 100 - B_1 (t_A)^{a_{avg}}$$

$$a_{avg}=1.34, B_1=0.112$$

(+ -) %Error	% Of data (2200)
2.5	51
5.0	86
7.5	94
10.0	95
15.0	95

National Highway System (NHS) Composite Pavement



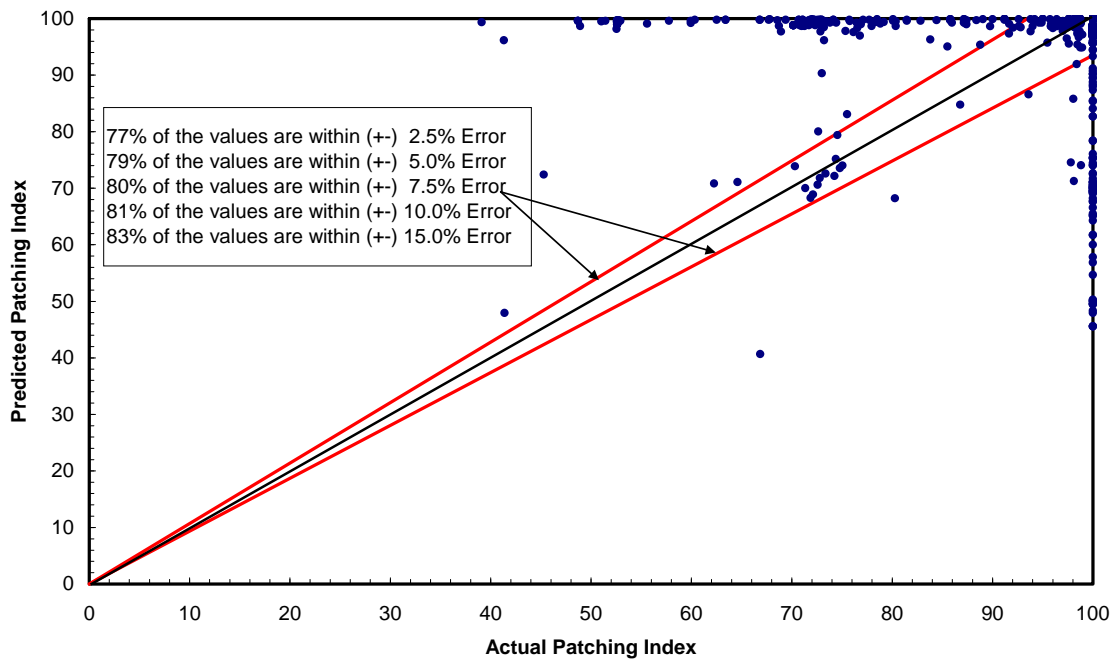
NHS –Patching Index_COMP

$$PI = 100 - B_1(t_A)^{a_{avg}}$$

$$a_{avg}=1.57, B_1=0.045$$

(+ -) %Error	% Of data (2171)
2.5	77
5.0	79
7.5	80
10.0	81
15.0	83

National Highway System (NHS) Composite Pavement



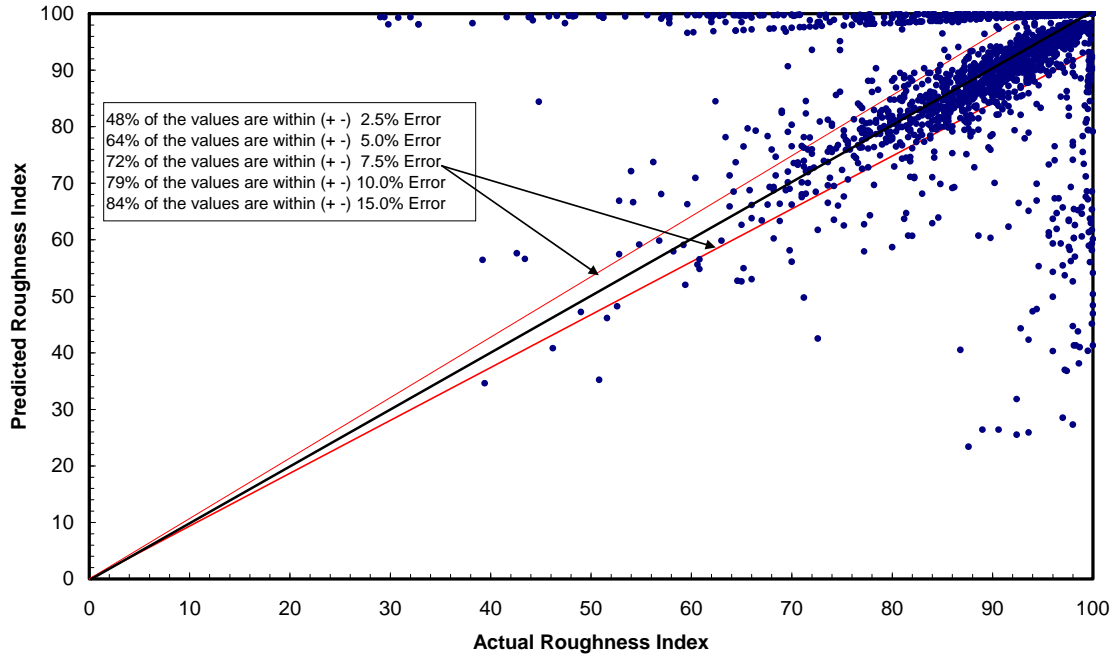
NHS –Roughness Index_COMP

$$RI = 100 - 10 \left[b_1 (t_A)^{a_1} \log(t_A) + C \right]$$

$a_1=0.2150$, $b_1=0.60$, and $C= -0.75$

(+ -) Error	% Of data (2726)
2.5	48
5.0	64
7.5	72
10.0	79
15.0	84

National Highway System (NHS) Composite Pavement



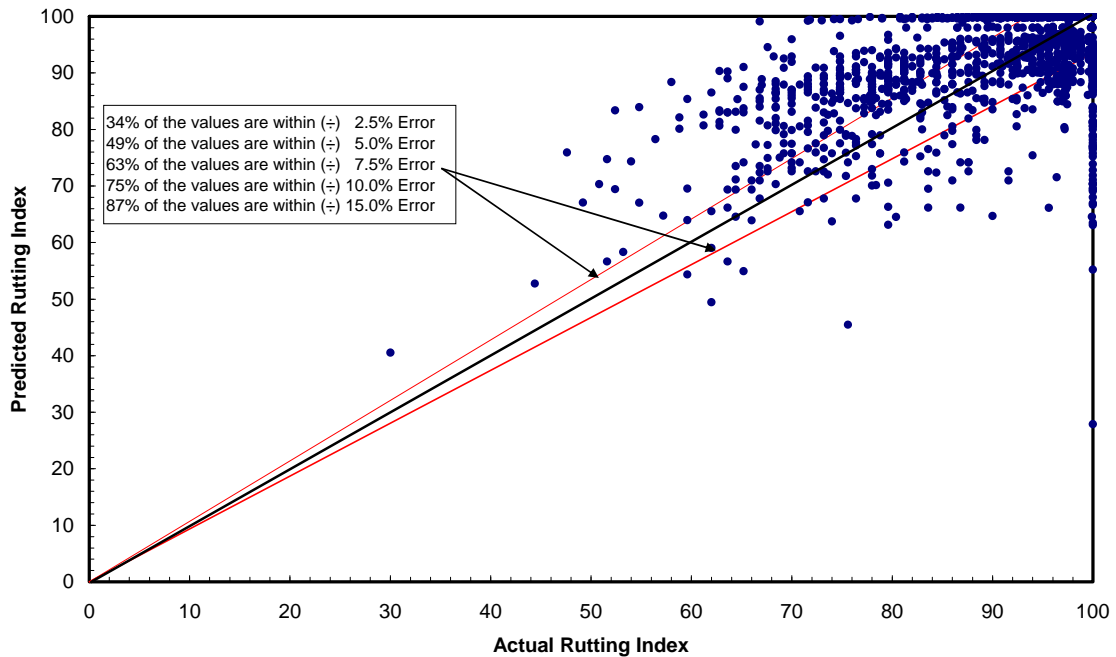
NHS -Rutting Index_COMP

$$RTI = 100 - B_1(t_A)^{a_{avg}}$$

$$a_{avg}=1.40, B_1=0.20$$

(+ -) %Error	% Of data (2612)
2.5	34
5.0	49
7.5	63
10.0	75
15.0	87

National Highway System (NHS) Composite Pavement



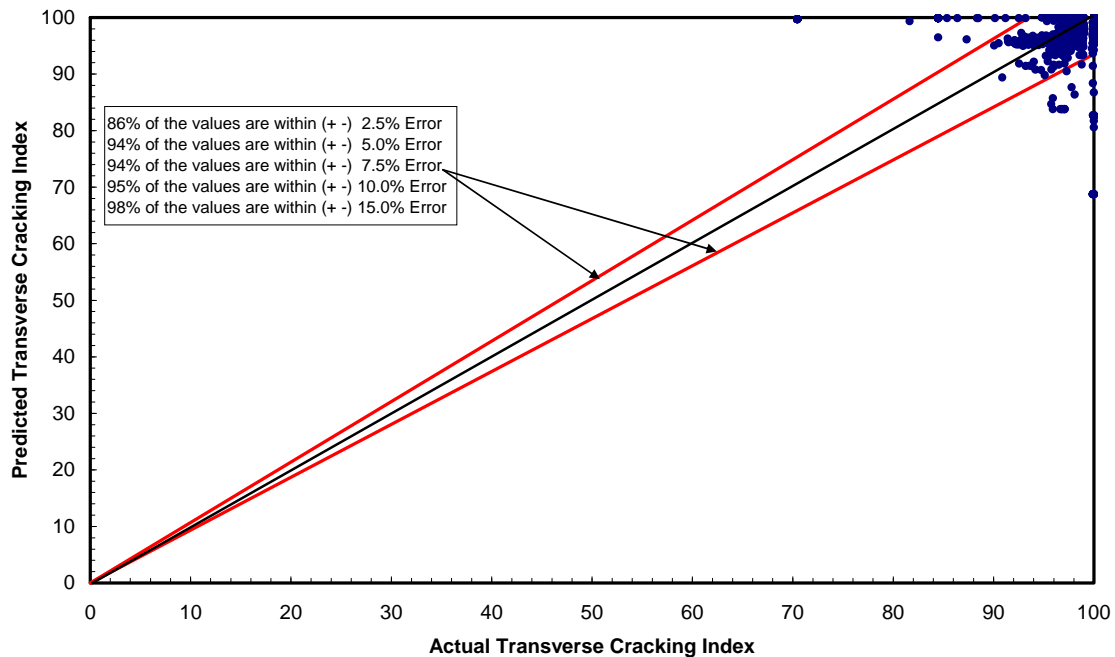
NHS –Transverse Cracking Index_COMP

$$TCI = 100 - B_1(t_A)^{a_{avg}}$$

$$a_{avg}=1.31, B_1=0.126$$

(+ -) Error	% Of data (2355)
2.5	86
5.0	94
7.5	94
10.0	95
15.0	97

National Highway System (NHS) Composite Pavement



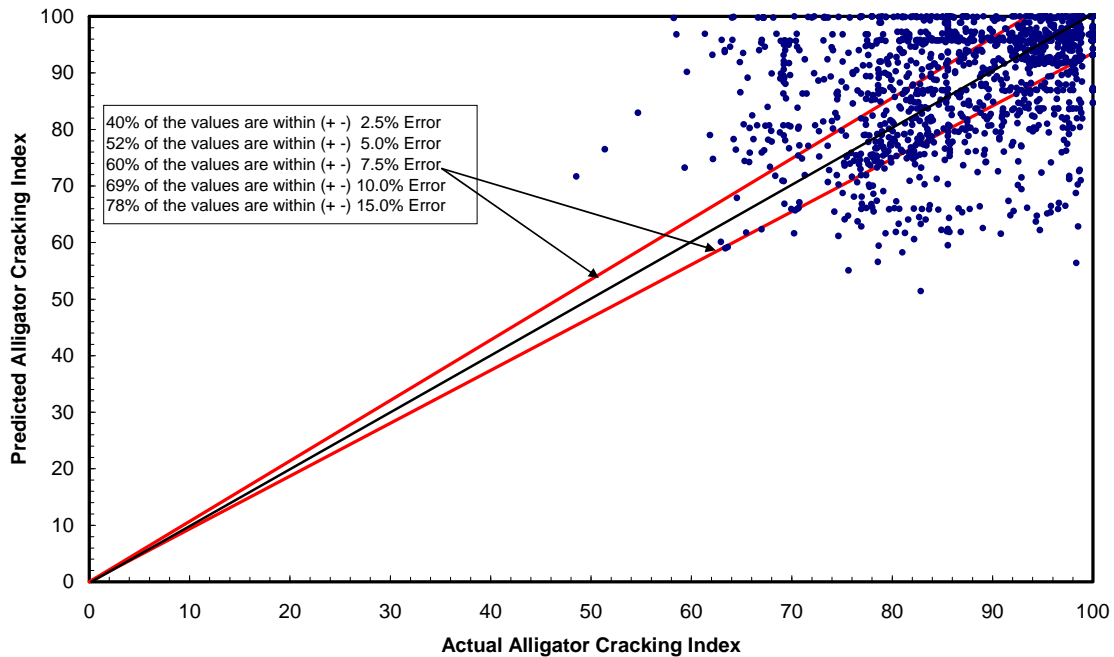
RHS –Alligator Cracking Index_COMP

$$ACI = 100 - B_1(t_A)^{a_{avg}}$$

$$a_{avg}=1.51, B_1=0.159$$

(+ -) Error	% Of data (2333)
2.5	40
5.0	52
7.5	60
10.0	69
15.0	78

Regional Highway System (RHS) Composite Pavement



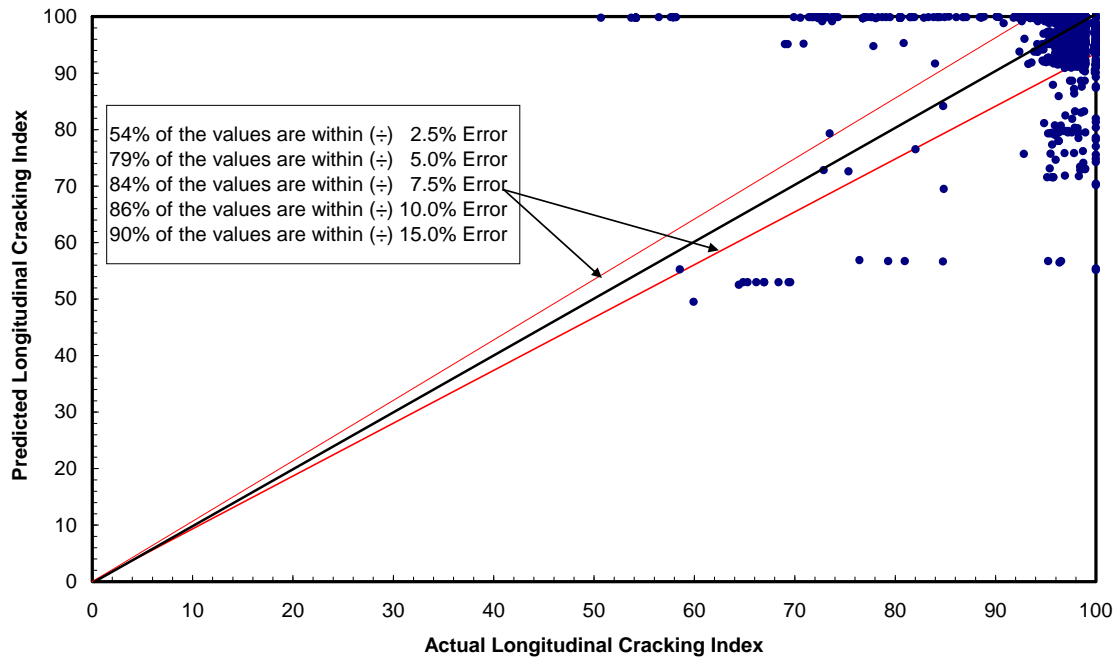
RHS –Longitudinal Cracking Index_COMP

$$LCI = 100 - B_1 (t_A)^{a_{avg}}$$

$$a_{avg}=1.30, B_1= 0.141$$

(+ -) %Error	% Of data (2333)
2.5	48
5.0	76
7.5	82
10.0	85
15.0	89

Regional Highway System (RHS) Composite Pavement



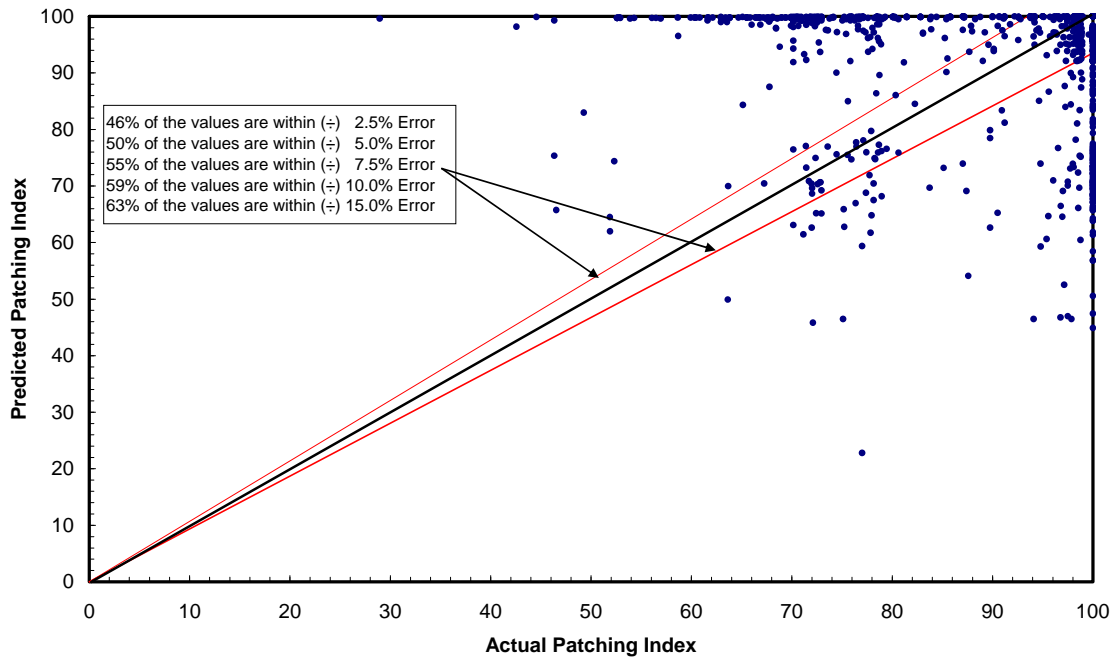
RHS –Patching Index_COMP

$$PI = 100 - B_1(t_A)^{a_{avg}}$$

$$a_{avg}=1.55, B_1= 0.063$$

(+ -) %Error	% Of data (2019)
2.5	46
5.0	50
7.5	55
10.0	59
15.0	63

Regional Highway System (RHS) Composite Pavement



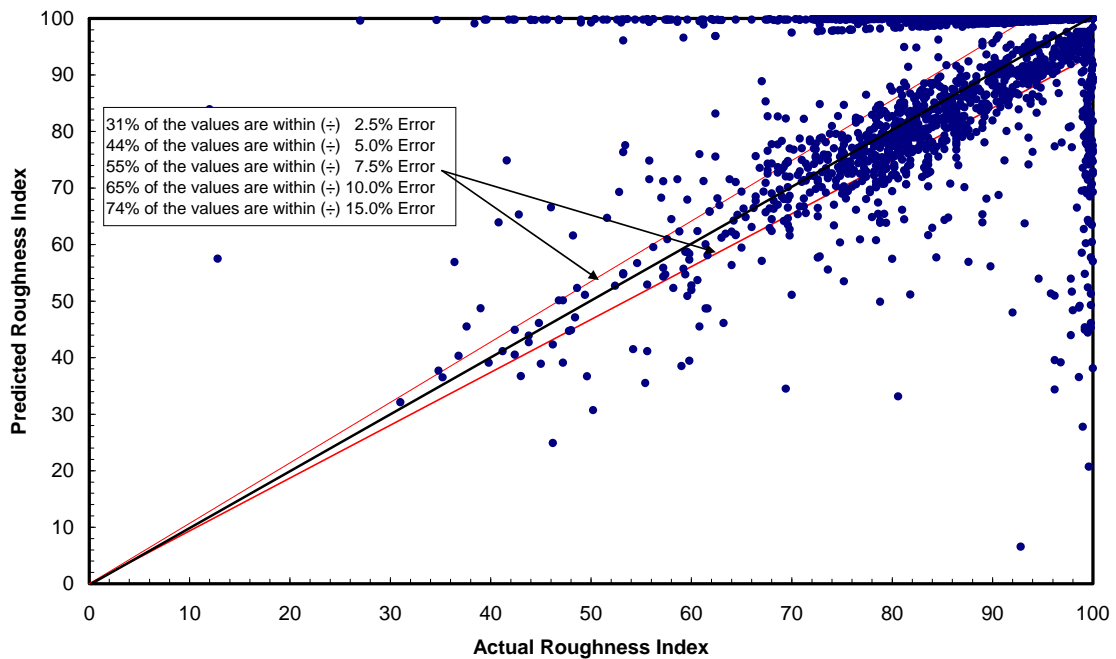
RHS –Roughness Index_COMP

$$RI = 100 - 10 \left[b_1 (t_A)^{a_1} \log(t_A) + C \right]$$

$a_1=0.125$, $b_1=0.64$, and $C= -0.10$

(+ -) Error	% Of data (2230)
2.5	31
5.0	44
7.5	55
10.0	65
15.0	74

Regional Highway System (RHS) Composite Pavement



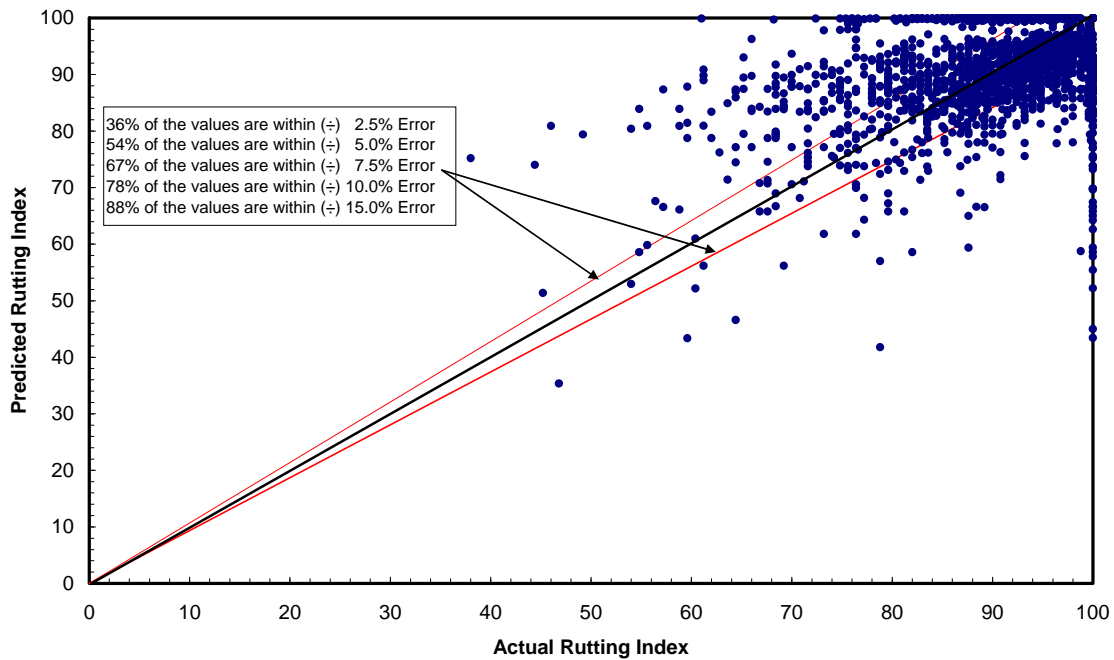
RHS –Rutting Index_COMP

$$RTI = 100 - B_1 (t_A)^{a_{avg}}$$

$$a_{avg}=1.35, B_1=0.159$$

(+ -) %Error	% Of data (2996)
2.5	36
5.0	54
7.5	67
10.0	78
15.0	88

Regional Highway System (RHS) Composite Pavement



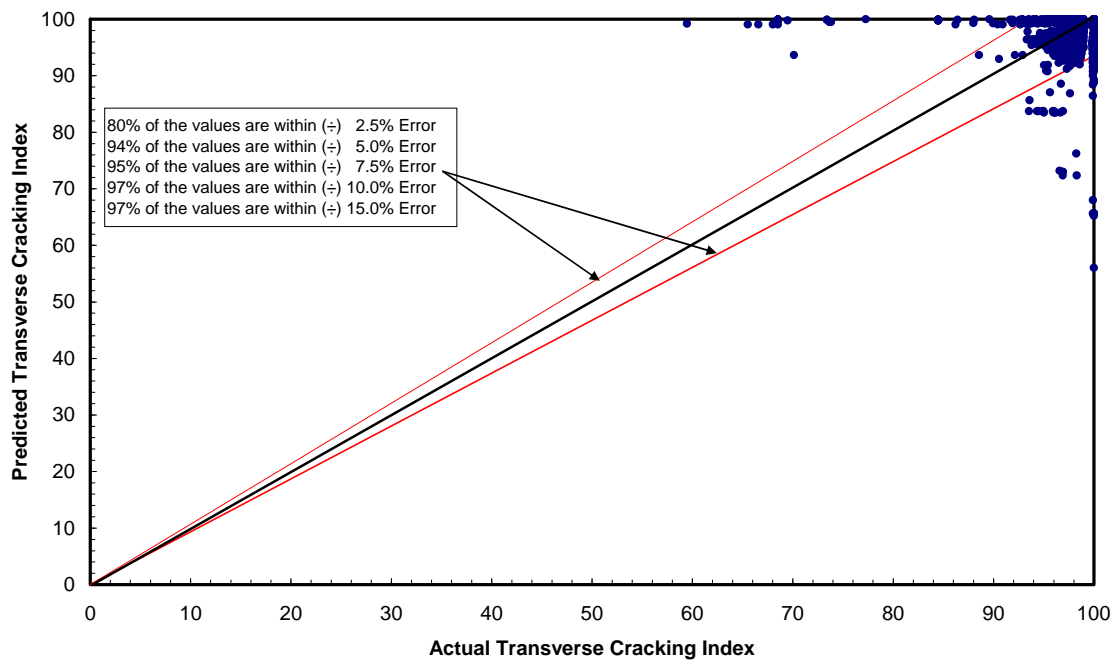
RHS –Transverse Cracking Index_COMP

$$TCI = 100 - B_1(t_A)^{a_{avg}}$$

$$a_{avg}=1.25, B_1=0.159$$

(+ -) Error	% Of data (2531)
2.5	80
5.0	94
7.5	95
10.0	97
15.0	97

Regional Highway System (RHS) Composite Pavement

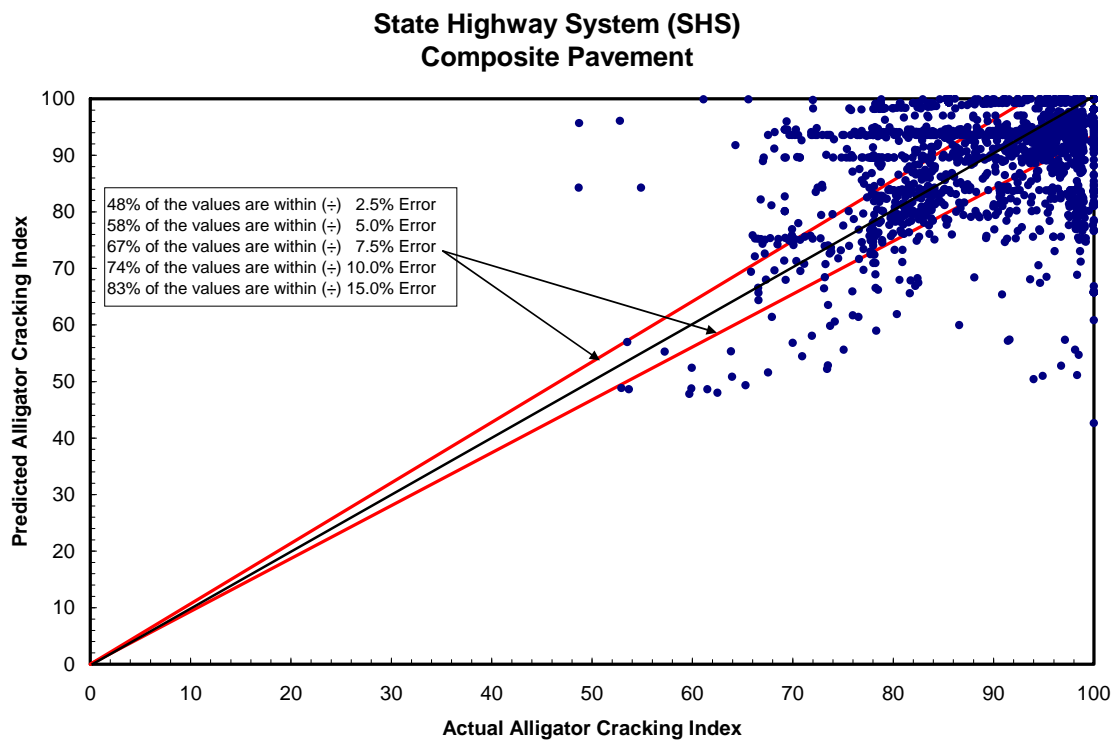


SHS –Alligator Cracking Index_COMP

$$ACI = 100 - B_1(t_A)^{a_{avg}}$$

$$a_{avg}=1.54, B_1=0.10$$

(+ -) Error	% Of data (3011)
2.5	48
5.0	68
7.5	67
10.0	74
15.0	83



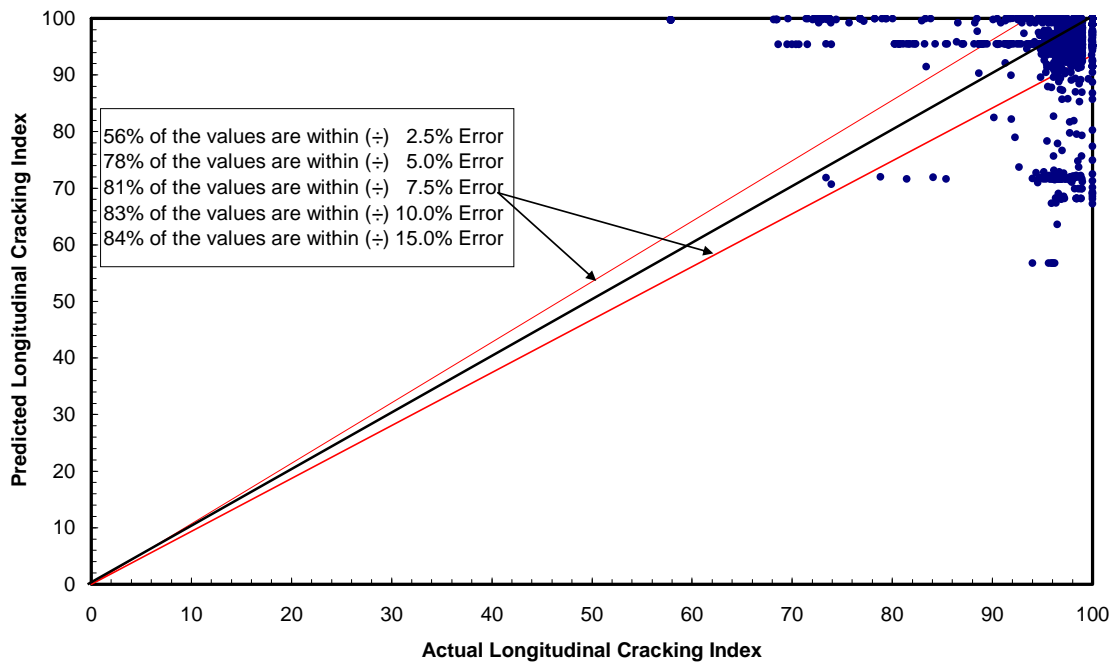
SHS –Longitudinal Cracking Index_COMP

$$LCI = 100 - B_1 (t_A)^{a_{avg}}$$

$$a_{avg}=1.37, B_1=0.10$$

(+ -) %Error	% Of data (2833)
2.5	56
5.0	78
7.5	81
10.0	83
15.0	84

State Highway System (SHS) Composite Pavement



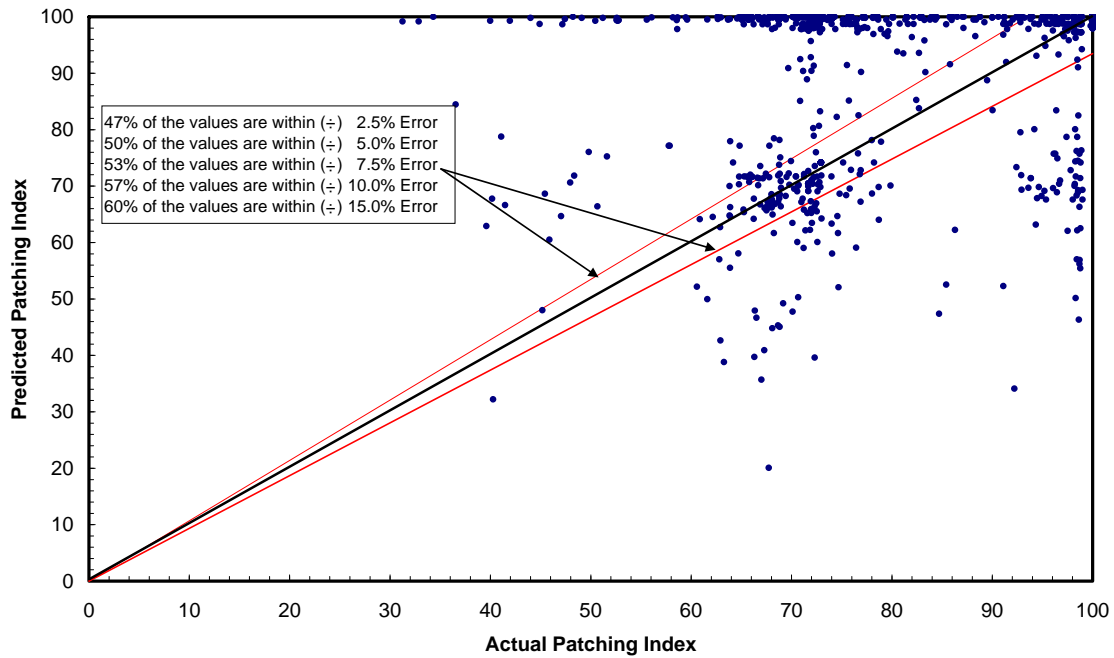
SHS –Patching Index_COMP

$$PI = 100 - B_1(t_A)^{a_{avg}}$$

$$a_{avg}=1.58, B_1=0.0174$$

(+ -) %Error	% Of data (2129)
2.5	47
5.0	50
7.5	53
10.0	57
15.0	60

State Highway System (SHS) Composite Pavement

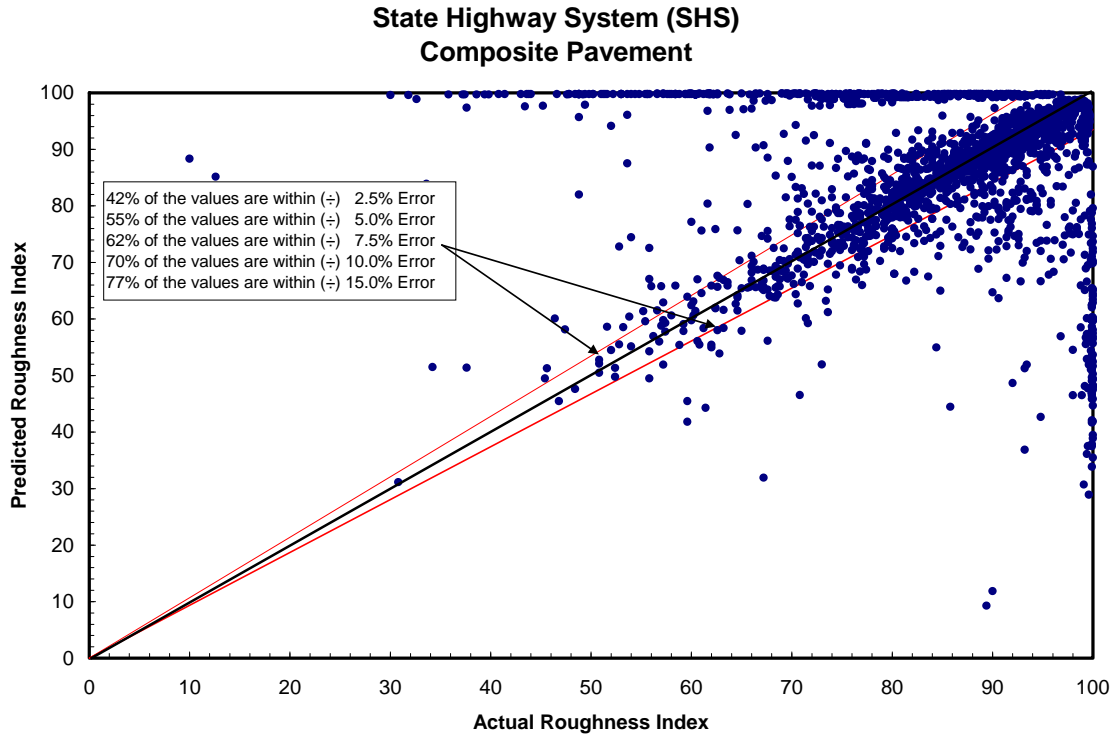


SHS –Roughness Index_COMP

$$RI = 100 - 10^{[b_1(t_A)^{a_1} \log(t_A) + C]}$$

$a_1=0.10$, $b_1=0.72$, and $C= -0.50$

(+ -) Error	% Of data (2839)
2.5	42
5.0	55
7.5	62
10.0	70
15.0	77



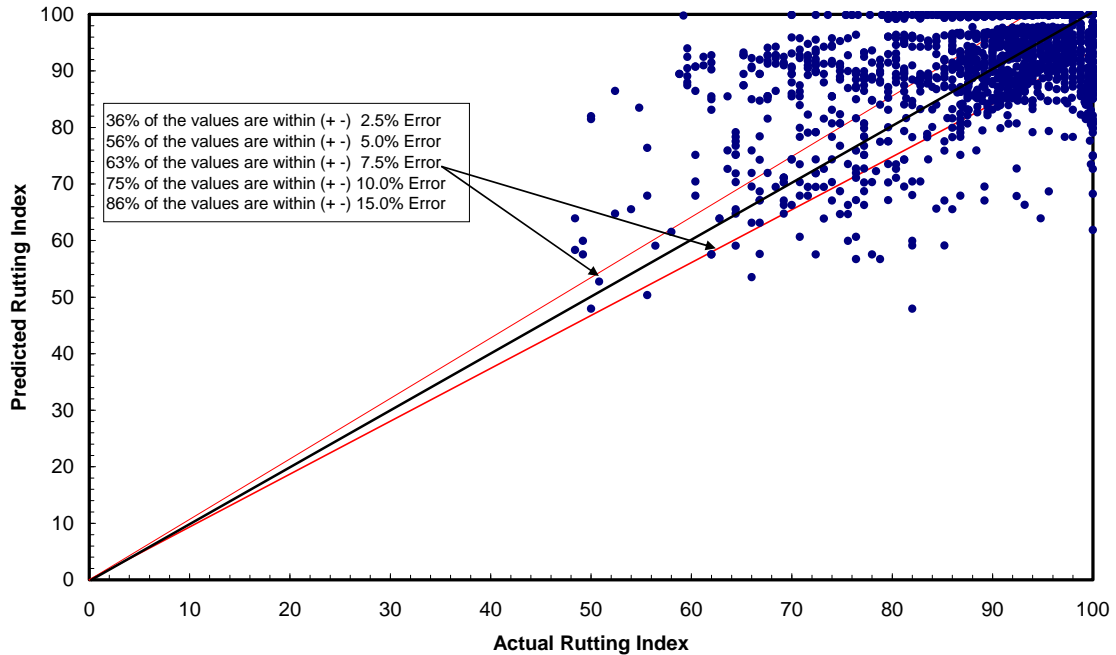
SHS –Rutting Index_COMP

$$RTI = 100 - B_1(t_A)^{a_{avg}}$$

$$a_{avg}=1.35, B_1=0.126$$

(+ -) %Error	% Of data (2658)
2.5	36
5.0	53
7.5	63
10.0	75
15.0	86

State Highway System (SHS) Composite Pavement



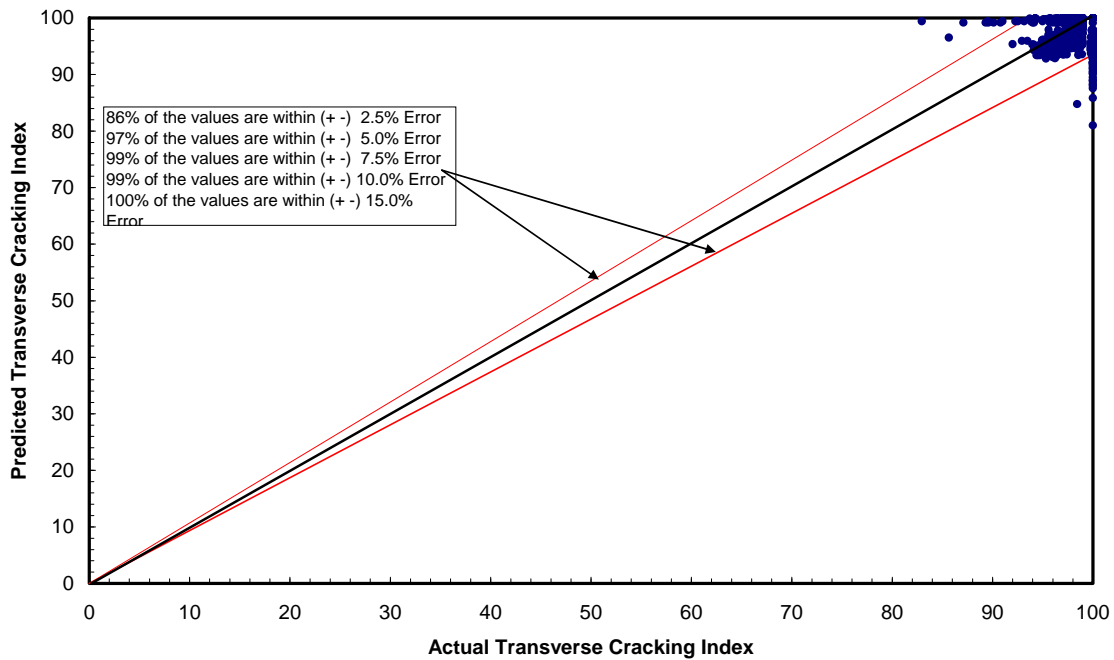
SHS –Transverse Cracking Index_COMP

$$TCI = 100 - B_1 (t_A)^{a_{avg}}$$

$$a_{avg}=1.30, B_1=0.126$$

(+ -) Error	% Of data (2140)
2.5	86
5.0	97
7.5	99
10.0	99
15.0	100

State Highway System (SHS) Composite Pavement



IHS –Longitudinal Cracking Index_CRCP

Insufficient Data

IHS –Roughness Index_CRCP

Insufficient Data

IHS –Transverse Cracking Index_CRCP

Insufficient Data

NHS –Longitudinal Cracking Index_CRCP

Insufficient Data

NHS –Roughness Index_CRCP

Insufficient Data

NHS –Transverse Cracking Index_CRCP

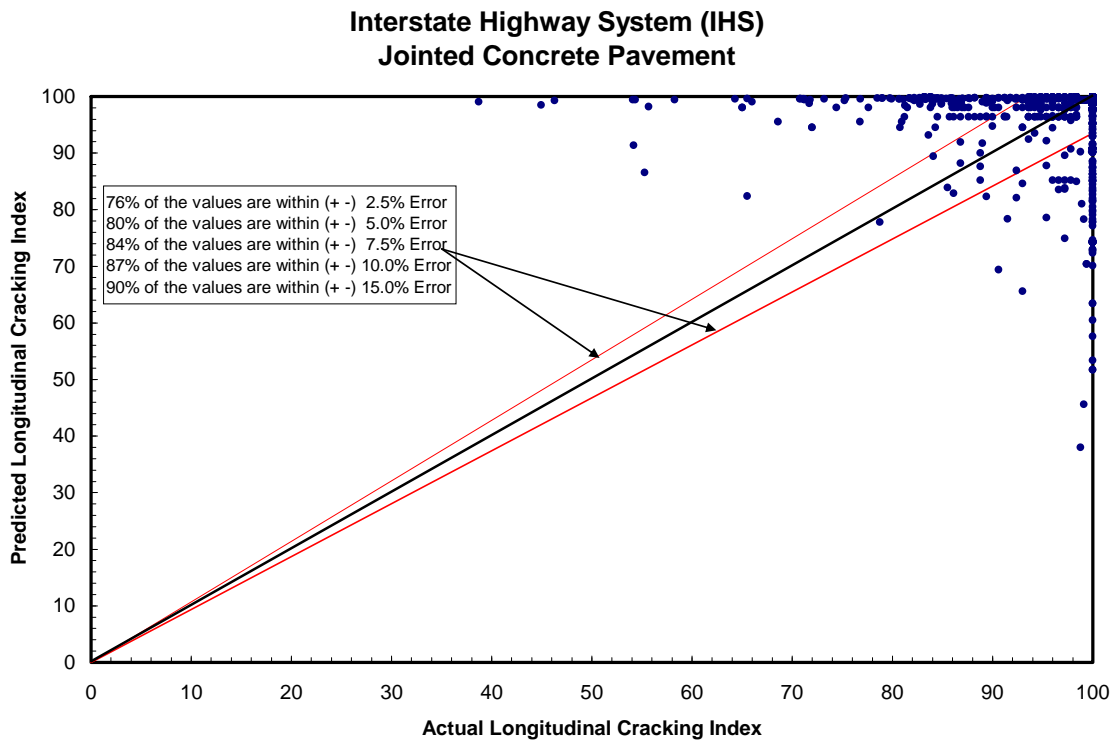
Insufficient Data

IHS –Longitudinal Cracking Index_JCP

$$LCI = 100 - 10^{[b_1(t_A)^{a_1} \log(t_A) + C]}$$

$a_1=0.15$, $b_1=1.0$, and $C= -1.0$

(+ -) %Error	% Of data (2778)
2.5	76
5.0	80
7.5	84
10.0	87
15.0	90



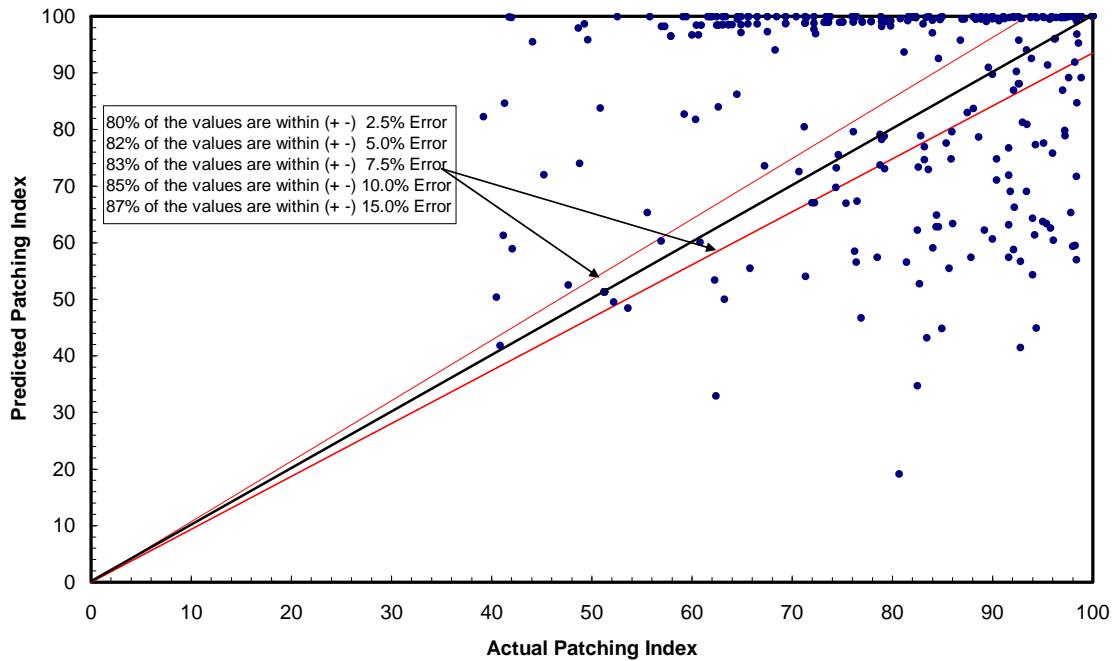
IHS –Patching Index_JCP

$$PI = 100 - 10 \left[b_1 (t_A)^{a_1} \log(t_A) + C \right]$$

$a_1=0.25$, $b_1=0.75$, and $C= -1.50$

(+ -) %Error	% Of data (2786)
2.5	80
5.0	82
7.5	83
10.0	85
15.0	87

Interstate Highway System (IHS) Jointed Concrete Pavement



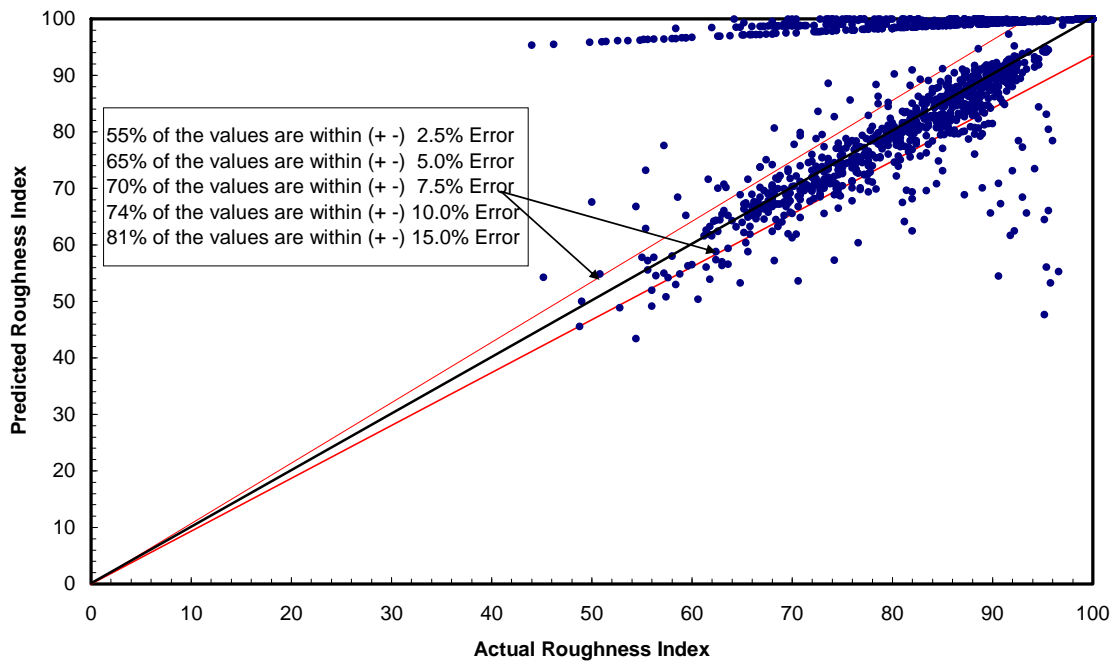
IHS -Roughness Index_JCP

$$RI = 100 - 10 \left[b_1 (t_A)^{a_1} \log(t_A) + C \right]$$

$a_1=0.24$, $b_1=0.50$, and $C= -0.398$

(+ -) Error	% Of data (2243)
2.5	55
5.0	65
7.5	70
10.0	74
15.0	81

Interstate Highway System (IHS) Jointed Concrete Pavement

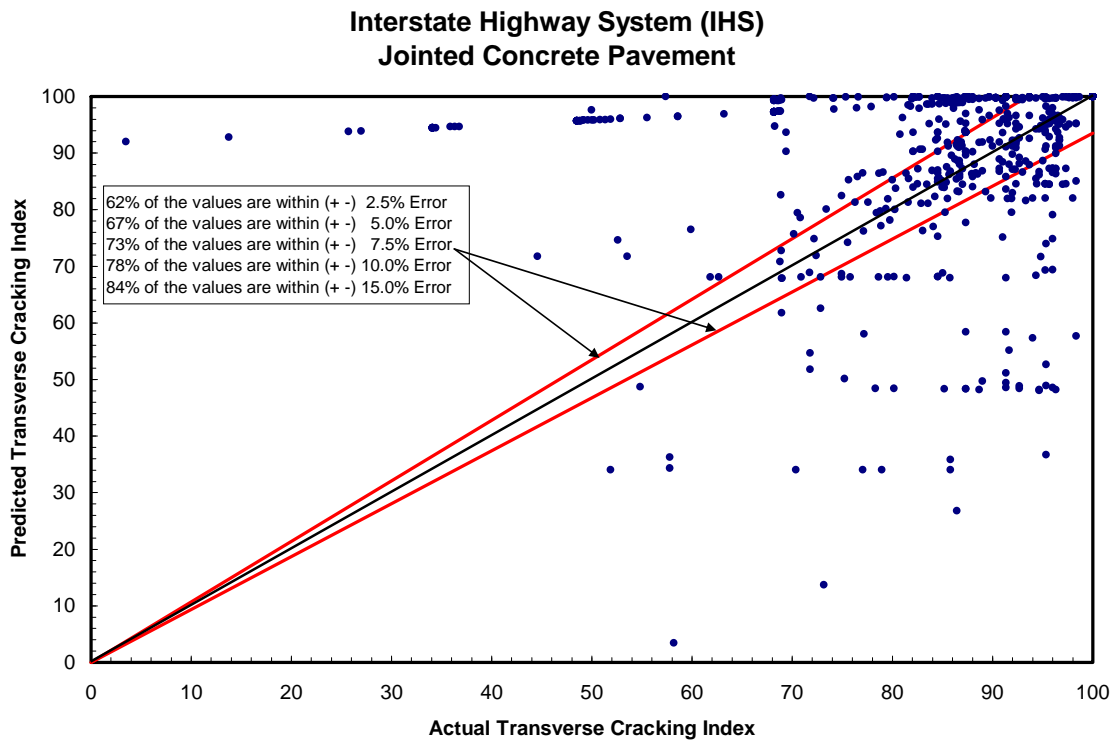


IHS – Transverse Cracking Index_JCP

$$TCI = 100 - 10^{[b_1(t_A)^{a_1} \log(t_A) + C]}$$

$a_1=0.15$, $b_1=0.50$, and $C= -1.0$

(+ -) Error	% Of data (2230)
2.5	62
5.0	67
7.5	73
10.0	78
15.0	84

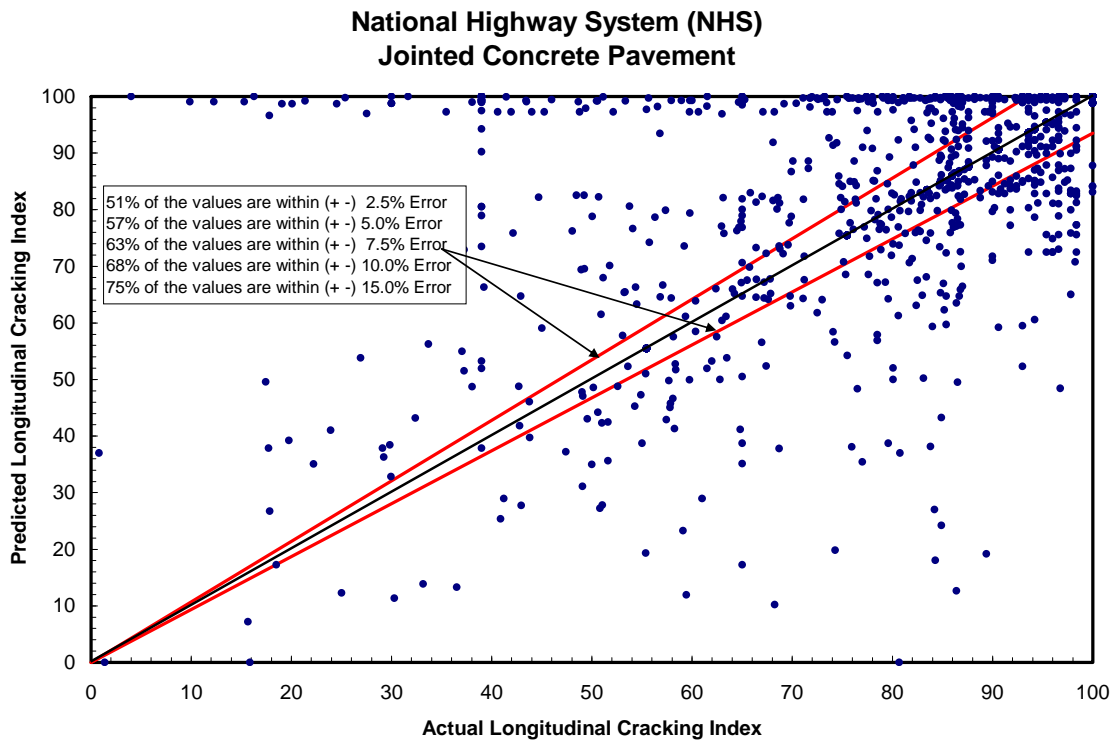


NHS –Longitudinal Cracking Index_JCP

$$LCI = 100 - 10^{[b_1(t_A)^{a_1} \log(t_A) + C]}$$

$a_1=0.28$, $b_1=0.54$, and $C= -0.89$

(+ -) %Error	% Of data (2229)
2.5	51
5.0	57
7.5	63
10.0	68
15.0	75



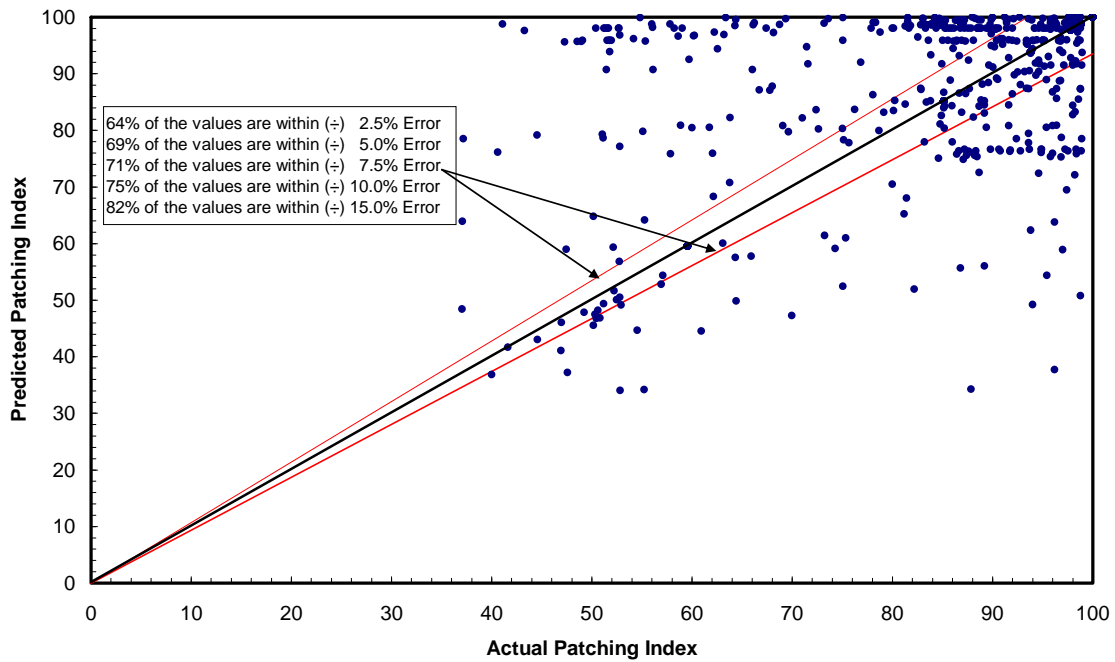
NHS –Patching Index_JCP

$$PI = 100 - B_1(t_A)^{a_{avg}}$$

$$a_{avg}=1.57, B_1=0.106$$

(+ -) %Error	% Of data (1872)
2.5	64
5.0	69
7.5	71
10.0	75
15.0	82

National Highway System (NHS) Jointed Concrete Pavement

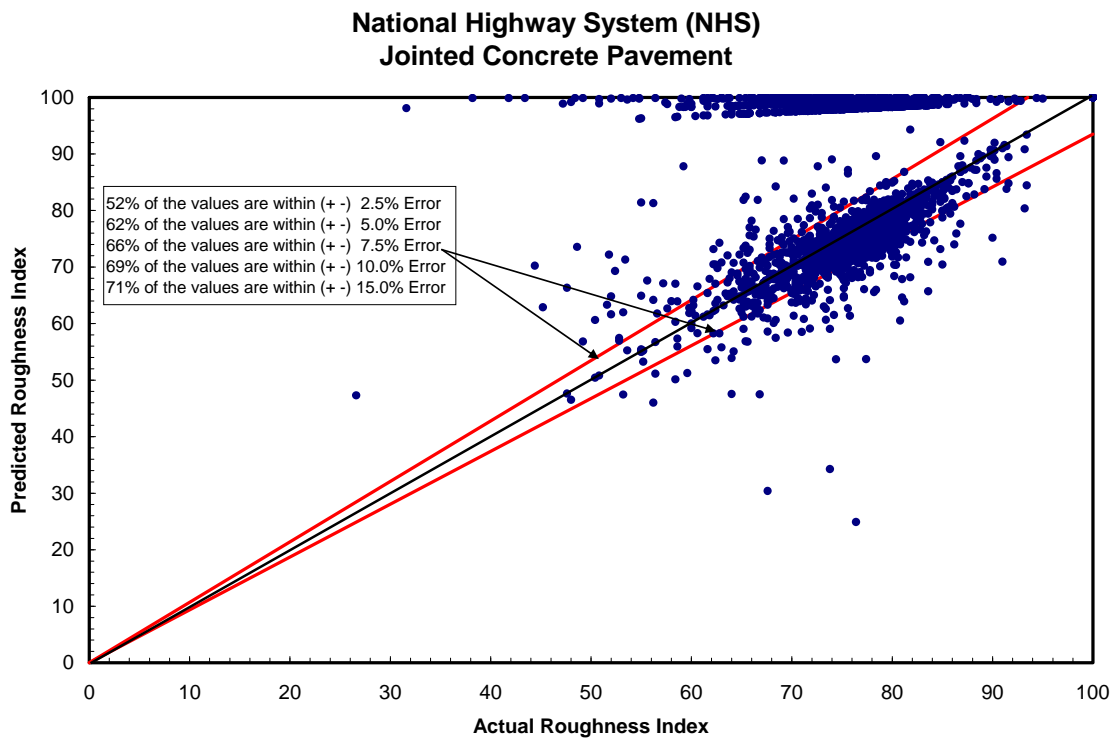


NHS -Roughness Index_JCP

$$LCI = 100 - 10^{[b_1(t_A)^{a_1} \log(t_A) + C]}$$

$a_1=0.12$, $b_1=0.60$, and $C= -0.30$

(+ -) Error	% Of data (3459)
2.5	52
5.0	62
7.5	66
10.0	69
15.0	71



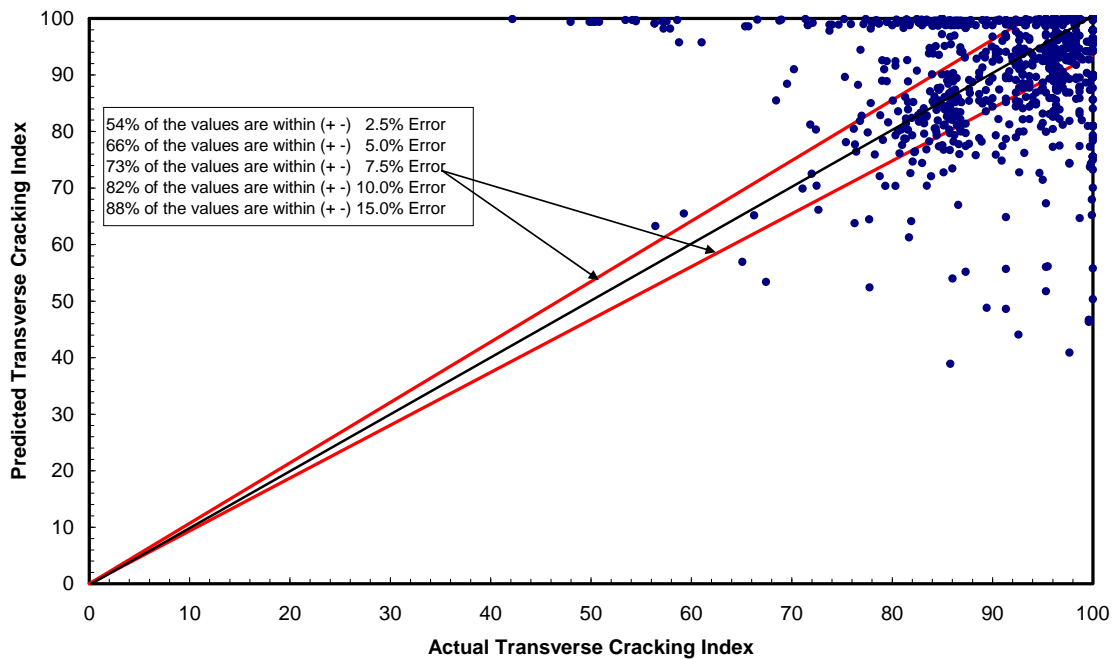
NHS –Transverse Cracking Index_JCP

$$LCI = 100 - 10^{[b_1(t_A)^{a_1} \log(t_A) + C]}$$

$a_1=0.12, b_1=1.0, \text{ and } C= -0.95$

(+ -) Error	% Of data (1948)
2.5	54
5.0	66
7.5	73
10.0	82
15.0	88

National Highway System (NHS) Jointed Concrete Pavement



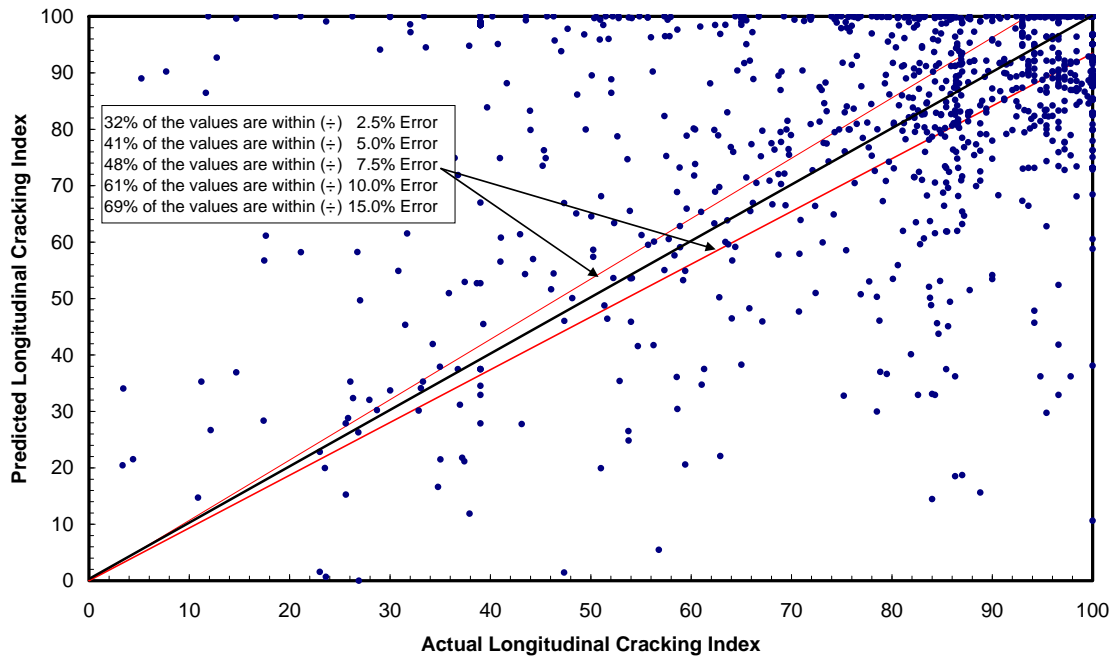
RHS –Longitudinal Cracking Index_JCP

$$LCI = 100 - B_1(t_A)^{a_{avg}}$$

$$a_{avg}=1.57, B_1=0.1741$$

(+ -) %Error	% Of data (2025)
2.5	32
5.0	41
7.5	48
10.0	61
15.0	69

Rural Highway System (RHS) Jointed Concrete Pavement



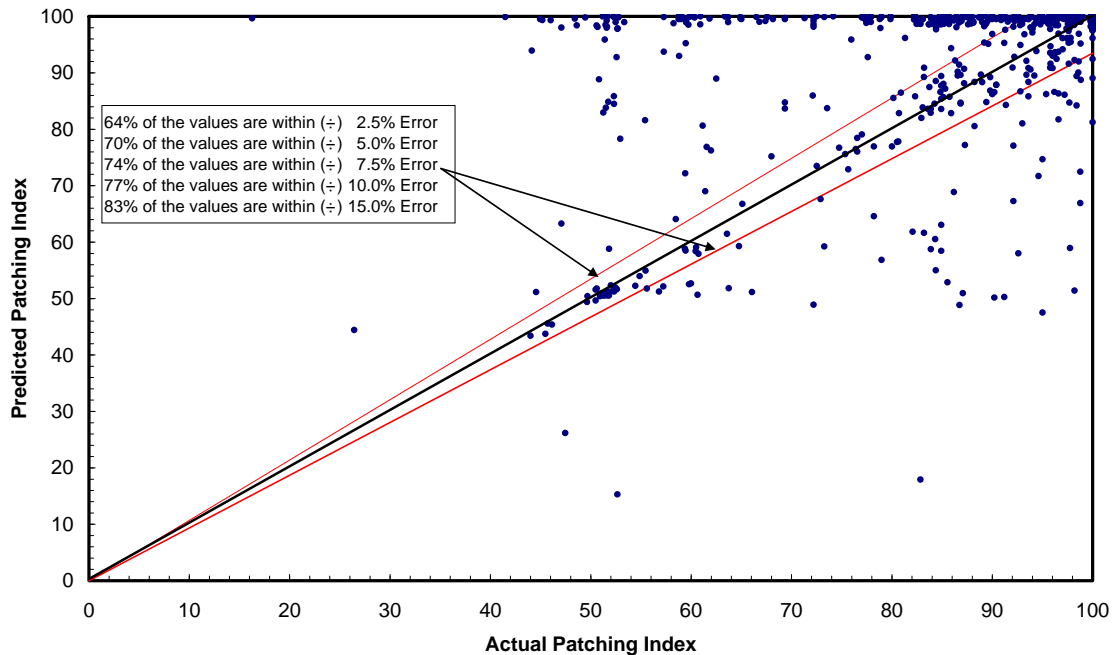
RHS -Patching Index_JCP

$$PI = 100 - B_1(t_A)^{a_{avg}}$$

$$a_{avg}=1.55, B_1=0.0170$$

(+ -) %Error	% Of data (1951)
2.5	64
5.0	70
7.5	74
10.0	77
15.0	83

Rural Highway System (RHS) Jointed Concrete Pavement



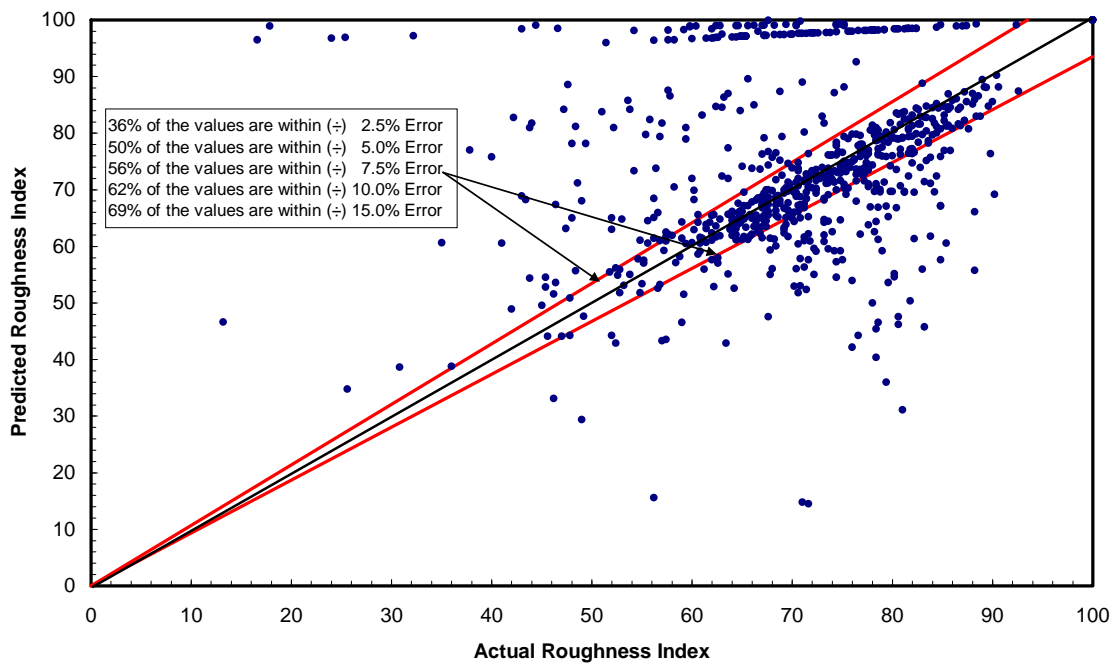
RHS –Roughness Index_JCP

$$RI = 100 - B_1(t_A)^{a_{avg}}$$

$$a_{avg}=1.20, B_1=0.178$$

(+ -) Error	% Of data (1884)
2.5	36
5.0	50
7.5	56
10.0	62
15.0	69

Regional Highway System (RHS) Jointed Concrete Pavement



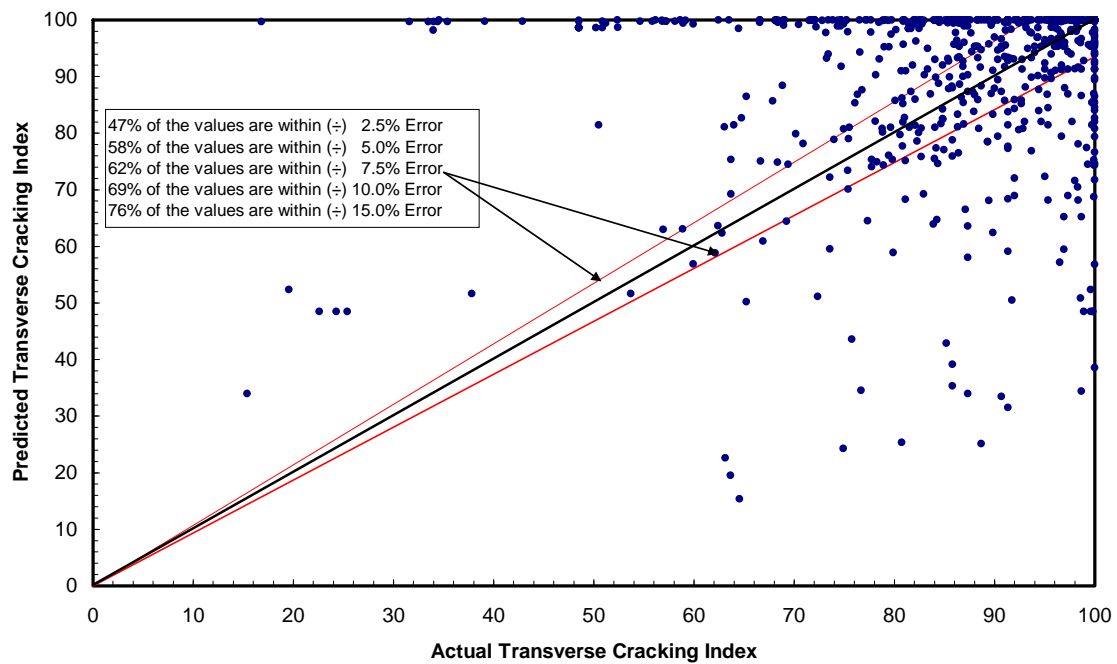
RHS - Transverse Cracking Index_JCP

$$TCI = 100 - B_1(t_A)^{a_{avg}}$$

$$a_{avg}=1.42, B_1=0.239$$

(+ -) Error	% Of data (1671)
2.5	47
5.0	58
7.5	62
10.0	69
15.0	76

Regional Highway System (RHS) Jointed Concrete Pavement

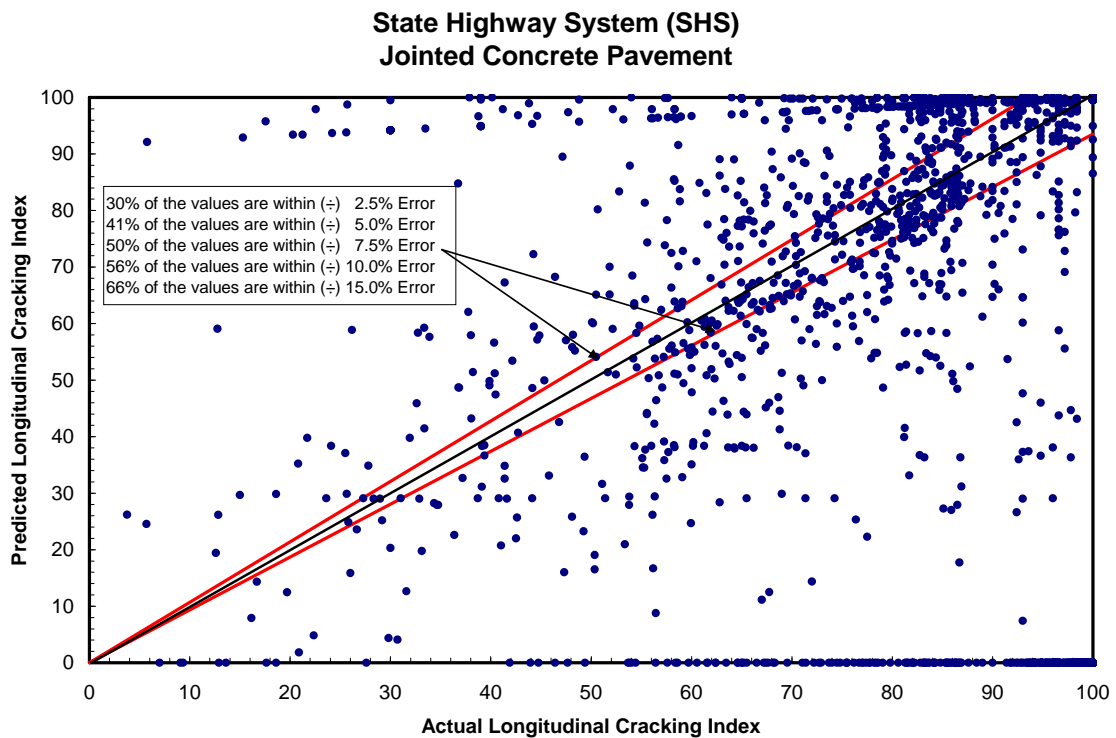


SHS –Longitudinal Cracking Index_JCP

$$LCI = 100 - 10^{[b_1(t_A)^{a_1} \log(t_A) + C]}$$

$a_1=0.19$, $b_1=0.77$, and $C= -1.31$

(+ -) %Error	% Of data (2326)
2.5	30
5.0	41
7.5	50
10.0	56
15.0	66



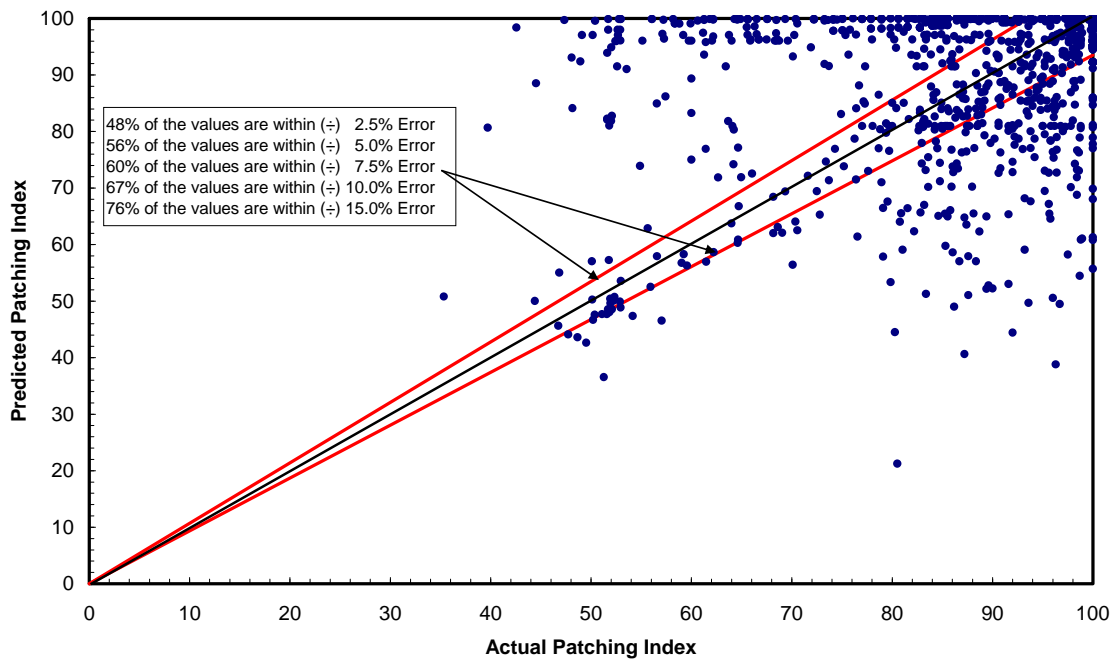
SHS -Patching Index_JCP

$$PI = 100 - 10 \left[b_1 (t_A)^{a_1} \log(t_A) + C \right]$$

$a_1=0.18, b_1=0.81, \text{ and } C= -1.123$

(+ -) %Error	% Of data (2128)
2.5	48
5.0	56
7.5	60
10.0	67
15.0	76

State Highway System (SHS) Jointed Concrete Pavement

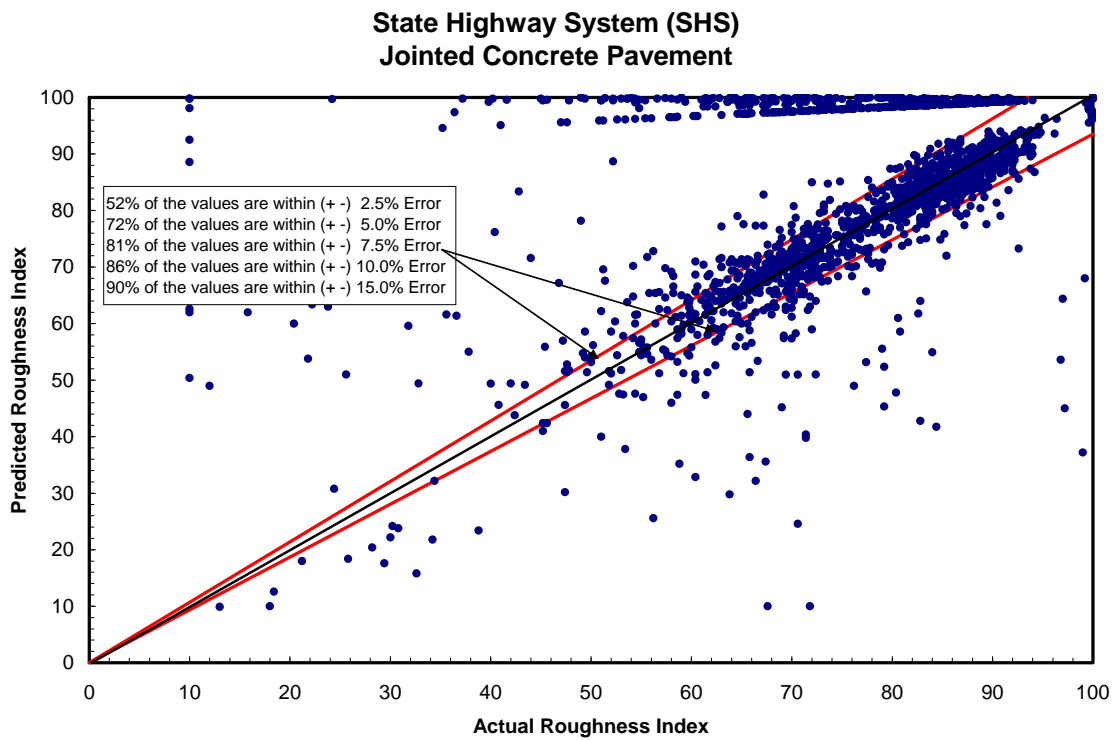


SHS –Roughness Index_JCP

$$RI = 100 - 10 \left[b_1 (t_A)^{a_1} \log(t_A) + C \right]$$

$a_1=0.17$, $b_1=0.52$, and $C= -0.016$

(+ -) Error	% Of data (2308)
2.5	52
5.0	72
7.5	81
10.0	86
15.0	90



SHS –Transverse Cracking Index_JCP

$$RI = 100 - 10 \left[b_1 (t_A)^{a_1} \log(t_A) + C \right]$$

$a_1=0.17$, $b_1=0.80$, and $C= -0.855$

(+ -) Error	% Of data (2002)
2.5	49
5.0	60
7.5	65
10.0	73
15.0	81

