

0-7077: Evaluation Selection Criteria for TxDOT Form 2088, Surface Aggregate Selection Form

Background

Since 1999, the Texas Department of Transportation (TxDOT) has followed a formal program that provides engineers a framework for identifying existing pavement friction, tools for specifying new pavement surfaces that meet project-specific friction demand, and a means to track the effectiveness of the program. The program was originally named the Texas Wet Weather Accident Reduction Program but then was renamed the Wet Surface Crash Reduction Program (WSCRP) in 2011. Wet-weather accident analysis, aggregate selection, and skid testing are three interrelated phases of the program. Form 2088 was created as a tool to help designers evaluate the friction demand and proposed available friction of a new pavement. This form includes selection of a coarse aggregate through the surface aggregate classification system.

What the Researchers Did

The researchers performed a synthesis study to evaluate the factors and criteria included in Form 2088. The current state of the practice and emerging research for the criteria used to determine pavement friction demand and availability were evaluated for flexible pavement surfaces. The researchers prepared and distributed a survey to TxDOT and other state departments of transportation to assess the state of the practice involving the criteria used to:

- Determine friction demand for aggregates used on the surface of flexible pavements.
- Determine the friction available on a proposed pavement surface.
- Select aggregate properties to meet the friction criteria for flexible pavements.

Figure 1 shows the locations of the survey and specification review. The survey request's locations are shown in light blue, and the respondents are shown in darker blue.

What They Found

Form 2088 does not provide adequate guidance for TxDOT designers. Some districts select the same surface aggregate classification (SAC) on all projects, regardless of the Form 2088 designated SAC. The researchers provided interim changes to Form 2088. Future research was also identified, and further recommendations to improve Form 2088 were developed.

What This Means

Improvements to the WSCRP will provide designers with the guidance needed to select the appropriate aggregate to help reduce the risk of wet-weather crashes.

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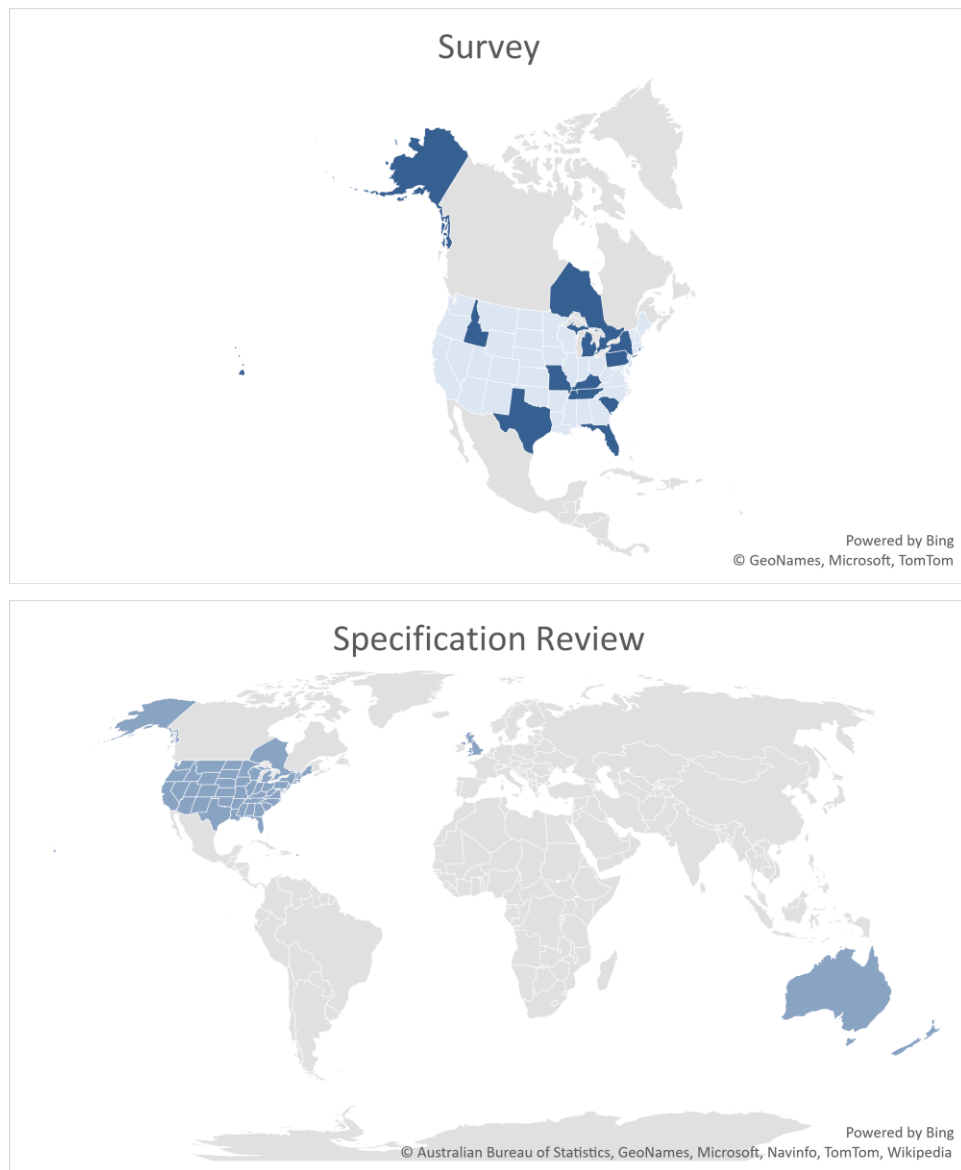


Figure 1. Survey and Specification Review.

For More Information

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