Course Objectives

The technical, political, and economic environment in which many pavements are designed, constructed, and rehabilitated today differs significantly from that which existed [50 years ago, so] pavement engineers need the tools to practice true engineering, as a supplement to the “cookbook” pavement design that has been most prevalent in the past.

Load Transfer (Rigid)

Source: WSDOT Pavement Guide Interactive CD-ROM
Load Transfer (Flexible)
Pavement Structure (Flexible)

Source: WSDOT Pavement Guide Interactive CD-ROM
Pavement Structure (Rigid)

Source: WSDOT Pavement Guide Interactive CD-ROM
Contraction Joints

Source: WSDOT Pavement Guide Interactive CD-ROM
Missing Contraction Joint

Source: WSDOT Pavement Guide Interactive CD-ROM
Skewed Contraction Joints

Source: WSDOT Pavement Guide Interactive CD-ROM
Slab Continuity
Slab Continuity
Aggregate Interlock

Source: WSDOT Pavement Guide Interactive CD-ROM
Tie Bars
CRCP

Typical Crack Spacing: 
~ 1.1 - 2.4 m (3.5 - 8 ft.)

Source: WSDOT Pavement Guide Interactive CD-ROM