



PAVEMENT MATERIALS FOR HEAT ISLAND MITIGATION

DESIGN AND MANAGEMENT STRATEGIES



Hui Li



PAVEMENT MATERIALS FOR HEAT ISLAND MITIGATION: DESIGN AND MANAGEMENT STRATEGIES

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Butterworth-Heinemann is an imprint of Elsevier
The Boulevard, Langford Lane, Kidlington, Oxford, OX5 1GB, UK
225 Wyman Street, Waltham, MA 02451, USA

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ISBN: 978-0-12-803476-7

Library of Congress Cataloging-in-Publication Data

A catalogue record for this book is available from the Library of Congress

British Library Cataloguing-in-Publication Data

A catalogue record for this book is available from the British Library

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PREFACE

This dissertation book examines the effects of various cool pavement design and management strategies for improving the thermal environment and mitigating near-surface heat island effects through field measurements, modeling, and simulation. In this research, nine experimental test sections were designed, constructed, and instrumented, and the thermal performance of various types of pavements and management strategies (including high-reflectance pavement, high-thermal-resistance pavement, and permeable pavement with evaporative cooling) was empirically investigated. Different cooling effects were identified for each strategy along with their advantages and associated disadvantages. Relevant properties of pavement materials (e.g., albedo, permeability, thermal conductivity, heat capacity, and evaporation rate) were measured, in many cases using newly developed methods. With these fundamental material properties, a local microclimate model was developed, validated, and applied to conduct sensitivity analysis on some key parameters to evaluate the thermal impacts of various cool pavement strategies in different climate regions. In addition, the impacts of various strategies on outdoor human thermal comfort were evaluated for three different climate regions (Sacramento and Los Angeles in California and Phoenix in Arizona). One type of thermal load associated with building energy use was evaluated for Davis, California.

Findings indicate that using high-reflectance pavement will reduce pavement surface temperature and consequently might help improve the air quality through a reduction in the formation of ground-level ozone. However, increasing the pavement reflectance would affect the human thermal comfort during hot periods owing to an increase in the mean radiant temperature contributed by the increased reflected radiation striking human bodies. Enhancing the evaporation from the pavement through the use of permeable pavement and creating shading on pavement with trees or other devices (e.g., solar panels) are likely to be effective strategies to reduce pavement surface temperature and improve human thermal comfort in hot periods. However, to be effective in arid and semiarid climates such as California, the water level must be kept near the surface of the permeable pavement through infusions of wastewater such as waste landscape irrigation.

Some cool pavement strategies used to improve the summer thermal environment might make the cold winter slightly colder. Therefore strategies such as evaporation and shading only in summer, which can help reduce the summer hot temperatures but will not heavily reduce the winter cold temperatures, are desirable for some regions.

Based on the findings from the studies presented in this dissertation book, some preliminary recommendations on the application of cool pavement strategies for mitigating near-surface heat island effects are:

1. Pave less and plant more. For some areas such as parking lots and alleys, the sites could be partly paved, and more grass and/or trees could be planted on the sites to reduce negative impacts of pavement.
2. Pave smart if it has to be paved. Permeable pavements (integrated with irrigation systems during hot dry seasons), including pervious concrete pavement, porous asphalt pavement, and permeable interlocking concrete pavers and reinforced grass pavers, could be good alternatives for paving if applicable, to both manage storm-water runoff and potentially help mitigate near-surface heat island effects and improve the thermal environment.
3. Care should be taken with the application of high-reflectance pavements. High-reflectance pavements can be used in open areas to help mitigate the heat island effects. However, special attention should be given when applied in high-density areas or areas with frequent walking or cycling human occupancy.
4. Consider evaporation and shading. Evaporation and shading could be very effective strategies to help improve the thermal environment in hot climates.
5. The models developed in the study for local microclimate, thermal comfort, and building energy use can be used, if needed, and improved for evaluating the seasonal impacts of various pavement strategies in different contexts.
6. Life cycle cost analysis and/or cost-benefit analysis, as well as environmental life cycle assessment, should be performed to quantitatively evaluate the life cycle economic and environmental impacts of various cool pavement strategies in different climates.

This book is a compilation of many recent studies and it is recommended as a good read to both academics and policy makers. Read and enjoy.

ACKNOWLEDGMENTS

I have taken efforts in this dissertation project. However, it would not have been possible without the kind support and help of many individuals and organizations.

First, I would like to express my profound gratitude to my Ph.D. advisor, Professor John Harvey, for providing me an opportunity to do my study on cool pavements and for his continued assistance, support, guidance, and encouragement throughout the research, which led me to the right way.

I would also like to extend my appreciation to my other committee members, Professor Susan Handy, Professor Carl L. Monismith, and Dr Melvin Pomerantz, for their encouragement, guidance, and invaluable comments on this dissertation.

Grateful acknowledgment goes to Paulette Salisbury and Tom Tietz (California Nevada Cement Association), Craig Hennings (Southwest Concrete Pavement Association), David R. Smith (Interlocking Concrete Pavement Institute), Guy S. Collignon (Enviro-Crete, Inc.), Scott Erickson (Evolution Paving Resources), and Bruce Camper and Clark Bell (Pacific Coast Building Products, Inc.) for providing materials and construction assistance for the experimental test sections.

I would also like to thank Ting Wang, Lin Chai, Stephanus Louw, Doug McCarter, Mark Hannum, Irwin Guada, Dr Rongzong Wu, Dr James Signore, Dr David Jones, and many other people for help during the construction of the test sections and other activities of the research. I am also thankful to Chun Y. Kwan, Chongsuck Cho, Nevin R. Natividad, Siyuan Xian, and Dr Changmo Kim for their help with some measurements. Special thanks are given to David Rapkin for helping with the instrumentation and to Joe Holland for helping with the thermal images.

The research was supported by a doctoral dissertation fellowship granted from the Sustainable Transportation Center (the precursor of National Center for Sustainable Transportation) at the University of California at Davis, which receives funding from the U.S. Department of Transportation and Caltrans, the California Department of Transportation, through the University Transportation Centers program. The research activities described in this dissertation were also in part sponsored by the California Department of Transportation (Caltrans), Division of Research and

Innovation. Both sponsorships are gratefully acknowledged. The contents of this dissertation reflect the views of the author and do not reflect the official views or policies of the Sustainable Transportation Research Center, the U.S. Department of Transportation, the State of California, or the Federal Highway Administration.

Finally, yet most importantly, I would like to express my sincere gratitude and love to my family and friends for their constant understanding, encouragement, support, and help throughout my life.

CONTENTS

<i>List of Figures</i>	xiii
<i>List of Tables</i>	xxiii
<i>Preface</i>	xxv
<i>Acknowledgments</i>	xxvii

1 Introduction	1
1.1 Heat Island Effect	4
1.2 Potential Impacts of Heat Islands	5
1.2.1 Compromised Human Health and Comfort	6
1.2.2 Increased Energy Use	7
1.2.3 Elevated Emissions of Air Pollutants and Greenhouse Gases	8
1.2.4 Impaired Water Quality	8
1.2.5 Pavement Life	10
1.2.6 Overview of an Open System for Evaluating the Pavement-Environment Interaction	10
1.3 Causes of Heat Islands	11
1.4 Potential Mitigation Measures for Heat Islands	11
2 Literature Review on Cool Pavement Research	15
2.1 Cool Pavements and Cooling Mechanisms	16
2.1.1 Modification of Thermal Properties of Pavement Materials	16
2.1.2 Enhancement of Evaporation from Pavements	19
2.1.3 Enhancement of Convection between Pavement and Air	22
2.1.4 Reducing Heat Energy in Pavements	23
2.2 Summary of Research Relevant to Cool Pavements	24
2.2.1 Pavement and Near-Surface Air Temperature	24
2.2.2 Thermal Comfort	36
2.2.3 Energy Use	38
2.3 Life Cycle Assessment	40
2.3.1 Life Cycle Cost Analysis	41
2.3.2 Environmental Life Cycle Assessment	41
2.4 Summary of Research and Knowledge Gaps	41
2.4.1 Environmental Performance	42
2.4.2 Life Cycle Analysis	42
2.4.3 Implementation Issues	42

3	Scope, Methodologies, and Organization	43
3.1	Problem Statement	43
3.2	Study Goal and Scope	44
3.3	Study Objectives	44
3.4	Tasks and Methodologies	45
3.5	Organization of the Following Parts of This Book	45
4	Reflective Pavements and Albedo	47
4.1	Introduction	47
4.2	Objectives	49
4.3	Design and Construction of Experimental Sections	49
4.4	Measurement Methodology for Albedo	51
4.4.1	Measurement Method and Equipment	51
4.4.2	Pavement Materials for Measurement	56
4.4.3	Plan for Measurement	58
4.5	Results and Discussion on Albedo	61
4.5.1	Albedo of the Nine Test Sections	61
4.5.2	Albedo of Other Pavement Materials and Some Other Land Covers	63
4.5.3	Diurnal Variation of Albedo	66
4.5.4	Seasonal Variation of Albedo	66
4.5.5	Change of Albedo over Time	68
4.5.6	Influence of Cloudiness on Albedo	69
4.5.7	Influence of Wind Speed and Air Temperature on Albedo	71
4.5.8	Effect of Albedo on Pavement Temperature	73
4.6	Summary and Conclusions	75
5	Permeable Pavements and Permeability	79
5.1	Introduction	79
5.1.1	Review and Background	80
5.1.2	Objectives	81
5.2	Methods	81
5.2.1	Description of the National Center for Asphalt Technology Method	81
5.2.2	Description of the American Society for Testing and Materials Method C1701	83
5.2.3	Experimental Plan and Data Collection	84
5.2.4	Statistical Analysis	85
5.3	Results	86

5.4	Discussion	89
5.4.1	Measurement Variability	89
5.4.2	Influence of Operator on Permeability Measurement	90
5.4.3	Correlation between ASTM and NCAT Methods	90
5.5	Implications of the Results and Recommendations	92
5.6	Summary and Conclusions	96
6	Thermal Resistance Pavements and Thermal Properties	97
6.1	Introduction	98
6.1.1	Background	98
6.1.2	Objectives	102
6.2	Theoretical Model for Simulation of Temperature	102
6.2.1	Governing Equations	103
6.2.2	Initial and Boundary Conditions	105
6.3	Analytical Solution for Simulation of Temperature Distribution	106
6.3.1	Infinite Plate (Plane Wall)	106
6.3.2	Infinitely Long Cylinder	106
6.3.3	Short Cylinder	106
6.3.4	Short Beam	107
6.4	Case Study for Simulation of Temperature and Sensitivity Analysis	107
6.4.1	Procedure for Simulation of Temperature Profile	107
6.4.2	Input Parameters for the Case Study	107
6.4.3	Roots Finding for Eigenvalue Function	109
6.4.4	Influence of the Number of Terms N on the Solution	110
6.4.5	Simulation Results of Temperature Profiles	112
6.4.6	Sensitivity Analysis of Thermal Property Parameters on the Solution	114
6.4.7	Influence of Specimen Shape and Size on the Solution	116
6.5	Procedure for Back-Calculation of Thermal Properties	117
6.5.1	Optimization Method	117
6.5.2	Uniqueness of the Back-Calculated Thermal Properties	118
6.5.3	Initial Range and Step Length of Independent Parameters	119
6.5.4	Adaptive Range and Step Length Method	120
6.6	Case Study for Back-Calculation of Thermal Properties	120
6.6.1	Laboratory Test Results of Temperature	120
6.6.2	Optimized Thermal Properties and Predicted Temperature with the Optimized Parameters	122
6.6.3	Thermal Properties from the Optimized Parameters	122
6.6.4	Influence of the Length of Testing Time on the Optimized Parameters	125
6.7	Thermal Properties of Surface Materials Used in Experimental Sections	129
6.8	Summary and Conclusions	132

7	Evaporation Rate and Evaporative Cooling Effect of Pavement Materials	135
7.1	Introduction	135
7.1.1	Background	135
7.1.2	Objective and Scope	137
7.2	Materials and Methods	137
7.2.1	Description of Test Materials	137
7.2.2	Experimental Plan	140
7.2.3	Data Analysis and Presentation	143
7.3	Results and Discussion	143
7.3.1	Weather Data and Surface Temperature Change over Time	143
7.3.2	Water Weight Change over Time	145
7.3.3	Evaporation Rate and Cooling Effect (Latent Heat Flux) Change over Time	146
7.3.4	Average Evaporation Rates of Various Materials for Various Periods	147
7.3.5	Effects of Permeability and Air Void Content on Evaporation Rate	150
7.3.6	Effect of Water Level Depth on Evaporation Rate	151
7.4	Summary and Conclusions	152
8	Thermal Performance of Various Pavement Materials	155
8.1	Objectives	156
8.2	Methodology	156
8.2.1	Experimental Sections	156
8.2.2	Instrumentation for Experimental Sections	156
8.2.3	Overall Experiment Plan	158
8.3	Thermal Performance of Various Pavements in Different Seasons	159
8.3.1	Overview of Temperature Profiles at Various Locations over a Hot 3-Day Period	160
8.3.2	Diurnal Variation of Surface Temperatures of Various Pavements	163
8.3.3	Times of Maximum and Minimum Air Temperature, Solar Radiation, and Pavement Surface Temperature	165
8.3.4	Seasonal Variation of Surface Temperatures of Various Pavements	168
8.3.5	In-depth Pavement Temperatures (≥ 25.4 cm (10 in) Deep)	170
8.3.6	Near-Surface Air Temperatures of Various Pavements	170
8.3.7	Initial Comparison of Thermal Performance of Permeable and Impermeable Pavements	170
8.3.8	Calculated Heat Exchange between Pavement and Near-Surface Air	176
8.4	Thermal Behavior and Cooling Effect of Permeable Pavements under Dry and Wet Conditions	178
8.4.1	Wetting/Irrigation Experimental Procedure	178
8.4.2	Statistical Analysis	178

8.4.3	Results and Discussion	179
8.4.4	Degree Hours for Quantitative Temperature Comparison over a Period	181
8.4.5	Influence of Weather during the Wet Period	186
8.5	Thermal Images of Experimental Pavement Sections	189
8.6	Summary and Conclusions	194
9	Thermal Interaction between Pavement and Near-Surface Air	199
9.1	Objectives	199
9.2	Materials and Methodology	200
9.2.1	Pavement Sections for Measurement	200
9.2.2	Measurement Method and Equipment	200
9.2.3	Correction for Near-Surface Air Temperature Measured by Thermocouple Sensors	200
9.3	Results and Discussion	203
9.3.1	Example Results on Asphalt Pavement PA1 and Concrete Pavement PC1	203
9.3.2	Temporal and Spatial Variation of Near-Surface Air Temperatures on Asphalt Pavement PA2 and Concrete Pavement PC2	206
9.3.3	Influence of Wind Speed on Near-Surface Air Temperature Profile	208
9.4	Modeling of Near-Surface Air Temperature Profile	211
9.4.1	Developing the Dimensionless Parameters for the Model	211
9.4.2	Model Development and Obtaining Coefficient C through Regression on the Model	212
9.4.3	Correlation between Coefficient C and Wind Speed	212
9.4.4	Application of the Model	213
9.5	Summary and Conclusions	215
10	Thermal Interaction between Pavement and Building Surfaces	219
10.1	Introduction	219
10.2	Experimental Materials and Methodology	220
10.2.1	Experimental Setup	220
10.2.2	Pavement Sections and Measurement plan	221
10.3	Experimental Results and Discussion	221
10.3.1	Examination of the Two Walls	221
10.3.2	Example Results on Asphalt Pavement PA1 and Concrete Pavement PC1	222
10.3.3	Temporal and Spatial Profiles of Wall Temperatures on Asphalt Pavement PA2 and Concrete Pavement PC2	226
10.3.4	Thermal Images of Walls and Pavements on B1 and C1	229

10.4	Modeling and Simulation	231
10.4.1	Integrated Finite Element Method (FEM) Model	231
10.4.2	Boundary Conditions	231
10.5	Simulation Results and Discussion	232
10.5.1	Temperature Profiles	232
10.5.2	View Factor	235
10.6	Summary and Conclusions	235
11	Pavement Thermal Modeling: Development and Validation	239
11.1	Introduction	240
11.2	Overview of the Integrated Local Microclimate Model	240
11.2.1	Theoretical Development of Local Microclimate Model	240
11.2.2	Numerical Implementation of the Model	242
11.2.3	Model Validation against Field Measurement	242
11.3	Development of a Framework for the General Local Microclimate Model	243
11.3.1	Energy Balance on Pavement Surface	243
11.3.2	Thermal Interactions between Pavement and Other Surfaces	247
11.4	Simplified Model for Thermal Interactions between Pavement and Near-Surface Air	250
11.4.1	Conduction	251
11.4.2	Convection	252
11.4.3	Radiation	252
11.4.4	Evaporation	254
11.5	Model Validation	254
11.5.1	Pavement Structures and Model Parameters	255
11.5.2	Weather Data	255
11.5.3	Validation Results for Asphalt Pavements	255
11.5.4	Validation Results for Concrete Pavements	255
11.6	Summary and Conclusions	257
12	Simulation of Thermal Behavior of Design and Management Strategies for Cool Pavement	263
12.1	Simulation Using the Simplified Model	263
12.1.1	Pavement Structure and Integrated Local Modeling	264
12.1.2	Thermal Property Parameters and Climate Conditions	265
12.1.3	Initial and Boundary Conditions	265
12.2	Example Simulation Results	265
12.2.1	Temperature Over Depth	267
12.2.2	Temperature Over Time	268

12.3	Simulation-Based Sensitivity Analysis Using the Simplified Model	269
12.3.1	Thermal Conductivity	269
12.3.2	Specific Heat	271
12.3.3	Density	272
12.3.4	Solar Absorptivity	272
12.3.5	Thermal Emissivity	275
12.3.6	Convection Coefficient–Slope A	276
12.3.7	Wind Speed	277
12.3.8	Solar Radiation	277
12.3.9	Evaporation	277
12.3.10	Summary of Sensitivity Analysis	278
12.4	Summary and Conclusions	278
13	Impacts of Pavement Strategies on Human Thermal Comfort	281
13.1	Mean Radiant Temperature	282
13.1.1	Definition	282
13.1.2	Difference between Mean Radiant Temperature and Air Temperature	282
13.1.3	Calculation of Mean Radiant Temperature	283
13.2	Shading	284
13.3	Thermal Comfort Index	284
13.4	Human Body Energy Balance Modeling	285
13.4.1	The Mass and Body Surface Area	286
13.4.2	Thermal Signals of the Human Body	286
13.4.3	Skin Blood Flow	287
13.4.4	Sensible Heat Exchange from the Skin Surface	287
13.4.5	Latent Heat Exchange from the Skin Surface by Sweat	288
13.4.6	Heat Exchange through Respiration	289
13.4.7	Heat Transfer from Core to Skin	289
13.4.8	Metabolic Rate	290
13.5	Example Calculation of Physiological Equivalent Temperature	291
13.6	Evaluation of Outdoor Thermal Environment Using Physiological Equivalent Temperature	293
13.6.1	Climate Data in the Three Chosen Regions	293
13.6.2	Pavement Strategies and Surface Temperatures	293
13.6.3	Mean Radiant Temperature and Physiological Equivalent Temperature	297
13.7	Summary and Conclusions	305

14 A Model Framework for Evaluating Impacts of Pavement Strategies on Building Energy Use	307
14.1 Objective and Scope	307
14.2 Preliminary Model	308
14.3 Thermal Load	311
14.4 Limitations	320
14.5 Summary and Conclusions	321
15 Summary, Conclusions, and Recommendations	323
15.1 Summary and Conclusions	323
15.1.1 Field Measurement of Albedo for Reflective Pavement	323
15.1.2 Field Measurement of Permeability for Permeable Pavement	325
15.1.3 Laboratory Measurement of Thermal Properties for Thermal Resistance Pavement	325
15.1.4 Outdoor Measurement of Evaporation Rate for Evaporative Cooling	327
15.1.5 Field Measurement of Thermal Performance of Various Pavements	328
15.1.6 Thermal Interactions between Pavement and Near-Surface Air	329
15.1.7 Thermal Interactions between Pavement and Building Surfaces	330
15.1.8 Numerical Simulation of Thermal Behavior of Cool Pavement Strategies	331
15.1.9 Impacts of Cool Pavement Strategies on Human Thermal Comfort	333
15.1.10 Impact of Cool Pavement Strategies on Building Energy Use	334
15.2 Recommendations for the Application of Cool Pavement Strategies	335
15.3 Recommendations for Future Study	336
<i>References</i>	339
<i>Appendix</i>	349
<i>Index</i>	351

LIST OF FIGURES

Figure 1.1	Heat island sketch.	4
Figure 1.2	Localized pavement system with pedestrians, buildings, and vehicles.	5
Figure 1.3	Annual heat-related mortality changing over time (predicted for Sacramento). (<i>Note: for different projected weather patterns, e.g., frequency and seasonality.</i>)	6
Figure 1.4	Example of electrical load versus air temperature for New Orleans, Louisiana. (γ_1 and γ_2 are the thresholds of low and high temperatures out of which the energy demand will rapidly increase.)	7
Figure 1.5	Effect of air temperature on ground-level ozone. (a) Peak (1-h) ground-level ozone in Atlanta, Georgia. (b) Ozone vs temperature through a statistical analysis of 21 years (1987–2007) of ozone and temperature observations across the United States. (<i>Ozone vs temperature plotted for 3 °C temperature bins across the range 19 to 37 °C for the 5th, 25th, 50th, 75th and 95th percentiles of the ozone distributions, in each temperature bin, before and after 2002 in chemically coherent receptor regions. Dashed lines and plusses are for the pre-2002 linear fit of ozone as a function of temperature; solid lines and filled circles are for after 2002. Color and position correspond to percentile (on top in red (dark gray in print versions) are 95th, next pair down in green (gray in print versions) is 75th, light-blue (light gray in print versions) is 50th, dark blue (darker gray in print versions) is 25th, and the bottom pair in black are the 5th percentile values.) Values are plotted at the mid-point temperature of the 3 °C temperature bin. The average slopes given on each panel indicate the climate penalty factors.</i>)	9
Figure 1.6	Flowchart of open system for evaluating pavement–environment interactions.	11
Figure 1.7	Energy balance on pavement surface.	12
Figure 2.1	Shading pavements. (a) shading with trees. (b) shading with canopy and solar panels.	24
Figure 2.2	Methodology to analyze the impacts of shade trees, cool roofs, and cool pavements on energy use and air quality (smog).	39
Figure 3.1	Roadmap for this study on cool pavements. Note: Ch. = Chapter.	45
Figure 4.1	Designs of experimental sections for the cool pavement study. (a) Cross-sections for interlocking concrete paver pavements (A). (b) Cross-sections for asphalt (B) and concrete	

	(C) pavements. (c) Schematic plan view (six permeable pavements shown in shaded area, i.e., left two columns).	50
Figure 4.2	Construction of experimental sections for the cool pavement study. (a) Preparation of the subgrade layers. (b) Construction of base layers. (c) Construction of surface layers (paver pavements). (d) Construction of surface layers (concrete pavements). (e) Construction of surface layer (asphalt pavement).	53
Figure 4.3	Photo view of all experimental sections at UCPRC facility.	57
Figure 4.4	Albedo measurement system with a dual pyranometer. (a) Dual pyranometer (albedometer). (b) DAS: data logger (CR10X), battery, and computer.	58
Figure 4.5	Albedo of different materials at different locations measured on 19 September 2011. (a) Interlocking concrete paver sections A1–A3. (b) Asphalt pavement sections B1–B3. (c) Concrete pavement sections C1–C3. CT, center; NE, northeast; NW, northwest; SE, southeast; SW, southwest.	62
Figure 4.6	Overall albedos of nine test sections measured on 19 September 2011.	63
Figure 4.7	Albedo of other pavement and land-cover materials. PMA, polymer modified asphalt; RHMA, rubberized hot mixed asphalt; RWMA, rubberized warm mixed asphalt; Aged AC, aged asphalt concrete; OGFC, open graded friction course; PCC, Portland cement concrete.	65
Figure 4.8	Diurnal variation of solar reflectivity during one day. (a) Concrete pavement (C2). (b) Asphalt pavement (B2).	67
Figure 4.9	Diurnal variation of solar reflectivity over three days (B2). Time is shown as month/day/year.	68
Figure 4.10	Seasonal variation of solar reflectivity (B2, fall 2011 through summer 2012). (a) Fall. (b) Winter. (c) Spring. (d) Summer. Time is shown as month/day/year.	69
Figure 4.11	Seasonal variation of solar reflectivity at various times of the day (B2). <i>Note: the data with very low solar radiation ($<5 \text{ W/m}^2$) but a very high albedo in early morning and late afternoon were neglected.</i> Time is shown as month/day/year.	70
Figure 4.12	Change of solar reflectivity over time. <i>Nine test sections, only weathered, pavers A1–A3, asphalt pavements B1–B3, and concrete pavements C1–C3.</i>	70
Figure 4.13	Influence of clouds on solar reflectivity (B2). Time is shown as month/day/year.	71
Figure 4.14	Influence of wind speed on solar reflectivity (B2). (a) Wind speed and air temperature on 23–25 February 2012. (b) Albedo and solar radiation on 23–25 February 2012.	72
Figure 4.15	Influence of solar reflectivity on pavement surface temperature. <i>Summer on 1 July 2012 with daytime peak solar radiation approximately 1000 W/m^2 and winter on 15 January 2012 with daytime peak solar radiation approximately 500 W/m^2.</i>	73