
Editorial

Xingwei Chen

Louisiana Department of Transportation and Development,
Pavement & Geotechnical Service,
1201 Capitol Access Road,
Baton Rouge, LA 70802, USA
Email: Xingwei.chen@la.gov

Biographical notes: Xingwei Chen is a Pavement Design Engineer at Louisiana Department of Transportation and Development (LADOTD). He earned his Doctor degree in Transportation Engineering with specialisation in Pavement Engineering in Tongji University, China in 2005. He was a Postdoctoral Researcher at the University of Tennessee at Knoxville from 2005 to 2007. He then became a Research Associate at the Louisiana Transportation Research Center until he joined LADOTD in 2010. He is a Louisiana registered Professional Engineer from 2011. His expertise is primarily in pavement structural analysis, design, and evaluation; pavement materials; and numerical simulation and modelling.

The quality and performance of highway and airfield pavements are vitally important for safe and efficient movement of people and goods. To minimise the risk of premature deterioration of pavements, forensic engineering has been applied to the examination of pavement failures. This special issue aims at providing an update to the state-of-the-art on forensic investigations of highway and airfield pavements.

The very rigorous peer review process of *International Journal of Forensic Engineering (IJFE)* resulted in four papers, which are now presented in this special issue of *IJFE*. These papers cover a wide range of different topics in forensic investigations of pavements. Rada et al.'s paper presents a rational approach to conducting highway pavement forensic investigations. Izevbekhai and Van Deusen's paper focuses on the forensic evaluation of multiple cracking of a concrete test cell built over an open graded aggregate base. Yang et al.'s paper develops a predictive approach of dynamic modulus for characterising Florida hot mix asphalt mixtures. Ji and Nantung's paper addresses incorporation of reliability of M-E pavement design using variations of backcalculated pavement layer moduli.

I would like to sincerely thank all the authors for their dedicated work in submitting their high quality papers, and all reviewers for their guidance and comments on all the papers. My sincere thanks are due to the editorial team at Inderscience for their valuable collaboration. Also my special thanks are due to the Editor-in-Chief Dr. Kong Fah Tee who invites me to serve as the Guest Editor.