NATIONAL CONCRETE CONSORTIUM

State Report Answers - ALABAMA

September 12-15, 2011 TTCC/NCC Meeting

1. ***Summarize your state's status as far as MEPDG Implementation.***

- ALDOT is currently studying the implementation of MEPDG.
- We have sponsored several research projects to develop an implementation plan for the MEPDG.
- ALDOT has purchased the unlimited license of DARWin-ME to begin training and familiarization with the Design Program.
- We have identified 5 key areas critical for implementation.
    - Training in the MEPDG
    - Executing parallel design using MEPDG
    - Development a material reference library
    - Development of monthly, vehicle class, and axle load distributions
    - Local calibration
- ALDOT has developed and trained personnel with "Introduction to M-E Design Short Course".
- ALDOT currently is funding a research project to develop Alabama Traffic Factors for Use in M-E Pavement Design.
- ALDOT is planning and developing the research study to develop the materials reference library.
- Future implementation plans will focus on Parallel Designs and requirements for Local Calibration.

2. ***What efforts have been made toward local calibration?***

None, other than analysis to identify areas that will require local calibration.

3. ***What additional information/support would assist your state with implementation?***

Information: Implementation information from other DOTs to identify areas that will need to be addressed with Local Calibration.

Example: Alabama the threshold for cracking in a pavement is ¼ inch. Michigan does not begin observing cracks until ¼ inch. At what level of MEPDG design is this addressed and how can two separate evaluation criteria yield a design that is suitable for each state .

Support: Support from AASHTOWare and ARA during implementation to identify features of the design program and modification that will be allowed for ALDOT to customize the software.

Example: ALDOT intends to have all traffic analysis performed by Transportation Planning Traffic Section. The Traffic data will be requested by the designer. Traffic Section will prepare the data in an MEPDG file format and transmit the data file to the designer. The designer will then import the file and run the analysis. Additionally, ALDOT may wish to "lock –out" certain features of the program so that designer will not be able to change or modify elements of the program or ALDOT selected default values.