

State DOT: California

State Report Questions on MEPDG Implementation

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

Caltrans approved the Adoption of ME Pavement Design Method in 2005 to replace the existing empirical design methodology in designing pavements.

The adoption of ME pavement design method led to the development of rigid pavement design catalog in the Highway Design Manual (HDM).

The 2011 version of MEPDG software (Darwin ME, a product of AASHTO) is being evaluated. Once the evaluation is completed, and as new performance data coming from Caltrans pavement management system (PMS) becomes available, the design catalog will be revised to produce a new design catalog with better results.

2. What efforts have been made toward local calibration?

The MEPDG was calibrated locally using data from in-service concrete pavements. As the new PMS becomes available, additional data will be obtained and used for re-calibration.

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

Caltrans uses design catalog tables in the HDM in coming up with pavement structures, and does not routinely use MEPDG for design. However, Caltrans would use the MEPDG for analysis of pavements or for special design requirements involving materials and conditions different from what's in the catalog.

Communicating issues with regard to the program experienced by other states would help Caltrans to be aware, and accordingly take into account, the concerns that need to be addressed.