Centennial FDOT 1915 ★ 2015

Florida Department of Transportation

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MEMORANDUM

DATE: March 11, 2015

TO: District Design Engineers, District Pavement Design Engineers, District Consultant Project Management Engineers

FROM: Rhonda K. Taylor, P.E., State Pavement Design Engineer

COPIES: Michael Shepard, Emmanuel Uwaibi, David Horhota

SUBJECT: IMPLEMENTATION – FLEXIBLE PAVEMENT DESIGN MANUAL MARCH 2015 UPDATE

The March 12, 2015 Update includes:

1. Revisions to Flexible Pavement Design Manual (Topic #625-010-002) March 2015.

The major change in the Department's pavement design requirements is to be implemented as follows:

General

SUMMARY OF CHANGE:

- Overall design/reformat.
- Improved consistency in measurement nomenclature throughout the manual.
- Removed all references to leveling.

Chapter 4 Friction Course Policy

SUMMARY OF CHANGE:

- Modified the friction course policy and added additional guidance for where not to place FC-5.

Chapter 5 Pavement Thickness Design Process for New Construction or Reconstruction

SUMMARY OF CHANGE:

- Added "and Reconstruction" to title to indicate applicability.
- Removed all references to defunct DARWin design program.

- Relocated Binder Selection Guidance from previous Chapter 6.
- Implemented Specification changes including the removal of course mixes.
- Updated values in Table 5.9 Combined Structural Number
- Included a Ramp design example calculation.

Chapter 6 Widening

SUMMARY OF CHANGE:

- Reordered former Chapter 7 Widening, to Chapter 6.
- Updated the widening design example problem.

Chapter 7 Pavement Thickness Design Process for Rehabilitation Projects

SUMMARY OF CHANGE:

- Reordered former Chapter 6 Pavement Thickness Design Process for Rehabilitation Projects, to Chapter 7.
- Modified existing guidance throughout and provided additional guidance for use of crack relief layers, especially ARMI.

IMPLEMENTATION:
This change is effective on applicable projects beginning pavement design on or after March 12, 2015, however it may be applied to projects currently underway at the discretion of the design engineer of record.

RKT