

JEB BUSH **GOVERNOR** 

605 Suwannee Street Tallahassee, FL 32399-0450 **JOSÉ ABREU SECRETARY** 

DATE:

January 1, 2005

TO:

Flexible Pavement Design Manual Users

FROM:

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SUBJECT:

IMPLEMENTATION – FLEXIBLE PAVEMENT DESIGN MANUAL

JANUARY 1, 2005 UPDATE

The changes in pavement design requirements are to be implemented as follows:

## SUMMARY OF CHANGE:

Chapter 5 has been updated to call for asphalt thicknesses to be shown on plans instead of spread rates. Pay will still be by the ton. Use 110 lbs/sy-in for estimating quantities. Actual spread rates will be set during construction by specification based on the contractors mix design. This will provide for the design thickness to be constructed, regardless of the specific gravity of the aggregates selected by the contractor.

Chapter 4 has been updated for when Level D or E structural mix is used, PG 76-22 should be called for in the friction course instead of rubber.

## IMPLEMENTATION:

This change was effective on all applicable projects beginning with the January 2005 letting as previously issued in the 2004 mid-year Basis of Estimates Handbook Update.

## SUMMARY OF CHANGE:

Chapter 6, Section 6.5.6 has been revised to call for PG 76-22 in the top two structural layers on Traffic Level E projects.

Chapter 5, Sections 5.5.5 and 5.5.6 and Table 5.12 has been revised to reflect specification changes regarding fine graded Type SP layer thickness restrictions and the elimination of the requirement that Level D and E mixes be coarse graded. These spec changes will allow more combinations of layers to be constructed. Fine SP-9.5 can not be used on Level D and E projects, but can now be placed in the final two layers below the friction course on lower traffic level projects, with individual layer thickness ranges of 1 to 1.5 inches. Fine SP-12.5 can now be placed in the first lift of courses over 3 1/2 inches.

## **IMPLEMENTATION:**

These specification changes will be effective with the July 2005 letting.