

## ***2025 FDOT Flexible Pavement Design Manual***

For review by the Chief Engineer

### **Summary of the Revisions:**

- **Chapter 4**
  - updated majority of chapter per [Roadway Design Bulletin 24-03, Friction Course Policy](#)
  - Section 4.4, final bullet added a reference to the GTR for additional details on where to omit FC-5 near toll facilities; this was for clarification purposes only
- **Chapter 5**
  - Table 5.4 & Table 5.6 added a new base material (Calcarenite) as another option for use, per direction from State Materials Office; this is also being added to the Standard Specs
  - Section 5.5 replaced the old sample problem with 2 new ones – the old problem needed updating due to the new Friction Course Policy
  - Section 5.6.3 corrected an outdated/incorrect FDM reference
- **Chapter 7**
  - Section 7.5.4 corrected 2 outdated/incorrect FDM references
  - Section 7.7 replaced the old sample problem with a new one – the old problem needed updating due to the new Friction Course Policy
  - Section 7.8.3 includes minor updates to align with new Friction Course Policy

The following responses to questions are applicable to Chapters 4, 5, and 7 changes highlighted above.

**1. Are changes in line with promoting and making meaningful progress on improving safety, enhancing mobility, inspiring innovation, and fostering talent; explain how?**

These changes are in line with the Department's mission and values. The Manual was updated to provide clarity and consistency.

**2. What financial impact does the change have; project costs, pay item structure, or consultant fees?**

We do not anticipate any financial impacts because of these updates.

**3. What impacts does the change have on production or construction schedules?**

We do not anticipate any production or schedule impacts because of these updates.

**4. How does this change improve efficiency or quality?**

Clarifying our criteria will provide consistent and high-quality designs.

**5. Which FDOT offices does the change impact?**

This change affects the Offices of Design, Construction, and Materials.

**6. What is the impact to Districts with this change?**

The friction course policy may change the pavement design on some projects (change from open graded friction course to dense graded friction course). However, this should not impact the overall schedule of those projects, as the implementation of the policy change was for projects that have not yet completed Phase II plans.

**7. Does the change shift risk and to who?**

This change does not shift any risk.

**8. Provide summary and resolution of any outstanding comments from the districts or industry?**

The proposed revisions have completed the FDOT Internal Review process, and there were no major comments.

**9. What is the communication plan?**

These updates to the Flexible Pavement Design Manual have already completed our FDOT Internal Review process, and the FHWA review and approval process (*FHWA approval received on 10/15/24*). A bulletin will be issued for Roadway Design Manual updates.

**10. What is the schedule for implementation?**

The manual will be published by October 31, 2024 (Effective January 1, 2025).