

## ***2023 FDOT Flexible Pavement Design Manual***

For review by the Chief Engineer

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

No change to criteria. The revisions for 2023 are clarifications that were a result of our QAR process. Over the past several years, the State Pavement Design Section has received multiple inquiries on where to place open graded friction course (OGFC). Prior to this update, the language and figures in the Manual were not entirely clear and seemed to conflict with each other. To clarify this section of the Manual, the text was reorganized, and the figures were updated.

An additional update for clarification is also being made to the Shoulder Design Chapter (Chapter 8). A new section is being added to clarify our intent for friction course on shoulders, especially for asphalt shoulders adjacent to a rigid mainline. The Rigid Pavement Design Manual (Section 6.2) allows for asphalt shoulders and refers to the Flexible Pavement Design Manual for additional information. However, the Flexible Manual does not specify whether the asphalt shoulders adjacent to concrete pavement need to include a friction course or not. This new section clarifies that either a friction course or a structural course may be used on asphalt shoulders that are adjacent to a concrete mainline pavement. Since non-limited access facilities place friction course on the entire shoulder width (for constructability purposes) and limited access facilities only extend the friction course 8-inches into the paved shoulder (and the remainder of the shoulder width uses a structural course), it is reasonable to allow either surface type for asphalt shoulders adjacent to concrete mainline pavement.

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

Yes. This is an innovative update by making necessary clarifications that will help provide consistent design and construction of pavements.

### **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.

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

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

### **How does this change improve efficiency or quality?**

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

### **Which FDOT offices does the change impact?**

This change affects the Office of Design.

### **What is the impact to Districts with this change?**

There are no design changes or special training required at a result of these updates.

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

This change does not shift any risk.

**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. The proposed revisions have been transmitted to FHWA for their review and approval.

**What is the communication plan?**

After completion of FHWA Review/Approval, this index will be published by November 1 of this year (effective January 1, 2023). A ContactMailer announcement will be sent out to all Manual users statewide to notify them of updates. All documents will be available on our website.

**What is the schedule for implementation?**

These updates become effective on January 1, 2023. Since the updates are clarifications, it is not anticipated to impact plans production.