



Interoffice Memo

FILE: Pavement Design

DATE: April 15, 2019

FROM: Monica L. Flournoy, P.E., State Materials Engineer
Office of Materials and Testing

TO: Meg Pirkle P.E., Chief Engineer

SUBJECT: Revised Flexible Pavement Underdesign Policy Based on State Route Prioritization

The Office of Materials and Testing (OMAT) recommends a revision to the Flexible Pavement Underdesign Policy. This revised policy uses the [Georgia State Route Prioritization](#) as criteria with different underdesign target percentages and supersedes all previous policies. The Georgia State Route Prioritization is published by the Office of Transportation Data. The flexible pavement underdesign value should come as close as possible to the target value and conform to the published [Criteria for Use of Asphaltic Concrete Layer and Mix Types](#). The following Policy does not apply to Maintenance projects.

All full depth flexible pavement designs for routes categorized as Critical or High shall have an underdesign target of 5%.

All full depth flexible pavement designs for routes categorized as Medium, Low, or routes that are off-system shall have an underdesign target of 10%.

All flexible inlay, overlay, and temporary pavement designs regardless of priority shall have an underdesign target of 15%.

All flexible pavement designs shall use this updated policy for all projects do not have approved pavement designs as of July 1, 2019.

If additional information is needed, please contact Ian Rish of the Pavement Management Branch at 404-608-4849.

MLF:JTR:IDR:RNC

RECOMMEND: _____

Director of Construction

Date

CONCUR: _____

Director of Engineering

Date

APPROVE: _____

Chief Engineer

Date