

DRAFT

May 7, 1999

MEMORANDUM

TO: **District Engineers**

FROM: CHIEF ENGINEER
James H. Kopf

RE: Updates to Pavement Design Policies

In an effort to improve the quality of our asphalt pavement structures, the following policy changes have been made:

- Polymer modified asphalt binders will be required in all through lanes on HT routes (All interstates and routes with more than 3 million ESALs in the ten-year design life);
- The one inch layer of untreated granular material between the LFA treated subbase and the chemically treated subgrade will be eliminated;
- All four-lane routes constructed with full-depth HMA pavement structures shall require a drainage layer and longitudinal edgedrains. The drainage layer required for concrete pavements shall remain the asphalt drainable base currently specified. The drainage layer required for asphalt pavements shall be non-stabilized and consist of crushed limestone (New Jersey gradation);
- All edgedrains shall consist of perforated pipe in a stone filled trench wrapped with fabric; and sufficient outlets;
- On all overlays of concrete pavements, edgedrains shall be placed outside the pavement edge (no drainage layer).

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The implementation of this policy in regards to previously approved designs, will be determined on a case-by-case basis.

pc: Federal Highway Administration
Assistant Chief Engineer-Preconstruction
Assistant Chief Engineer-Operations
District Materials Engineers
Materials Division
Geotechnical Branch
Construction Division
Research Division
Roadway Design Division
Central Files

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