# INTEROFFICE COMMUNICATION

TO: Matt Walter, District 3 Capital Programs Administrator
FROM: Craig Landefeld, Administrator, Office of Pavement Engineering
BY: Bill Feehan, Pavement Standards Engineer
DATE: December 12, 2024
SUBJECT: LOR-90-10.76; (PID 107714) Pavement Type Approval **Revised**

After further analysis and discussion, OPE recommends that District move forward with the following flexible pavement buildup with the design credit for chemical stabilization for the subject project in the section where stabilization is performed.

| | | |
|---|---|---|
| 1.5" | 442 | Asphalt Concrete Surface Course, 12.5mm, Type A (447) |
| 1.75" | 442 | Asphalt Concrete Intermediate Course, 12.5mm, Type A (446) |
| 8" | 302 | Asphalt Concrete Base |
| 6" | 304 | Aggregate Base |

In the section that is treated with chemical stabilization, it is very important that 100 percent of the subgrade is chemically stabilized as designed with no changes in construction. There must be a defined break where stabilization begins and ends.

Where stabilization is not performed, proceed with the original buildup as approved by the Pavement Selection Committee. The approved buildup is as follows:

| | | |
|---|---|---|
| 1.5" | 442 | Asphalt Concrete Surface Course, 12.5mm, Type A (447) |
| 1.75" | 442 | Asphalt Concrete Intermediate Course, 12.5mm, Type A (446) |
| 10" | 302 | Asphalt Concrete Base |
| 6" | 304 | Aggregate Base |

For both buildups, in accordance with the Pavement Design Manual, anti-segregation equipment is required for the surface and intermediate courses and tack coat is required between all lifts of asphalt. For these buildups, three applications of tack coat are required.

Nothing in the process requires re-analysis of this selection in the future. However, if the project is significantly delayed or changed a re-analysis may be necessary.

If you have any questions, please contact Bill Feehan.

CEL:WJF

c: M. Strohm (D-3) – R. Hinman (FHWA) – File