Florida Department of Transportation

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SECRETARY

DATE: October 14, 2013

TO: District Design Engineers, District Pavement Design Engineers, District Consultant Project Management Engineers

FROM: Rhonda Taylor, P.E., State Pavement Design Engineer

COPIES: Michael Shepard, Emmanuel Uwaibi

SUBJECT: IMPLEMENTATION – PAVEMENT TYPE SELECTION MANUAL OCTOBER 2013 UPDATE

The October 14, 2013 Update includes:

1. Revisions to Pavement Type Selection Manual (Topic No. 625-010-005) October 2013

The major change in the Department's pavement type selection requirements is to be implemented as follows:

Chapter 2 General Information

SUMMARY OF CHANGE:

- Only an initial pavement type selection report will be required for projects that meet the requirements for pavement type selection.
- In addition to retaining the original PTS in the District Design Office, a copy of the approved project level PTS will be submitted to the State Pavement Design Engineer at least six months prior to construction funds (phase 52) being adopted into the Work Program.
- The project length requirement will now be greater than 1 mile.

Chapter 4 Pavement Selection Process Guidance

SUMMARY OF CHANGE:

- Removed detailed economic analysis language and included it into the Life Cycle Cost Analysis spreadsheet tool.

- Increased the rehabilitation periods for both concrete and asphalt pavement types (Table 4.1)

Appendix A Pavement Type Selection Quality Control Plan

SUMMARY OF CHANGE:

- Modified wording in Section A.4.2 – Distribution to reflect changes in Chapter 2.

- Added reviewer signature line to the Quality Assurance checklist.

IMPLEMENTATION:

As stated in Chapter 4, it is important to emphasize that economic analysis is just one component of the pavement type selection process. As stated in the AASHTO pavement type selection guidelines, "For heavily traveled facilities in congested locations, the need to minimize the disruptions and hazards to traffic may dictate the selection of those strategies having long initial service life with little maintenance or rehabilitation, regardless of the relative economics." For projects in this category, the Districts should state their reasoning in the opening of the reports. This change is effective immediately on applicable projects.