



Florida Department of Transportation

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SECRETARY

DATE: May 12, 2011

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

FROM: 
Bruce Dietrich, P.E., State Pavement Design Engineer

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SUBJECT: IMPLEMENTATION – PAVEMENT TYPE SELECTION MANUAL
June 1, 2011 UPDATE

The June 1, 2011 Update includes:

1. Revisions to Pavement Type Selection Manual (Topic No. 625-010-005) June 1, 2011

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

Chapter 4 Life Cycle Cost Analysis and Industry Input

SUMMARY OF CHANGE:

- Chapter 4 is now referenced by Rule 14-15.018. For applicable projects, the Pavement Type Reports will be submitted through the Central Office for Industry comment at three defined points in the project design.

- The discount rate has been changed to 3.5% and remaining life salvage value will be calculated in the life cycle cost analysis.

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 June 1, 2011 on applicable projects to be let in FY 2013 (July 1, 2012-June 30, 2013) and beyond that have not completed Phase II review.