

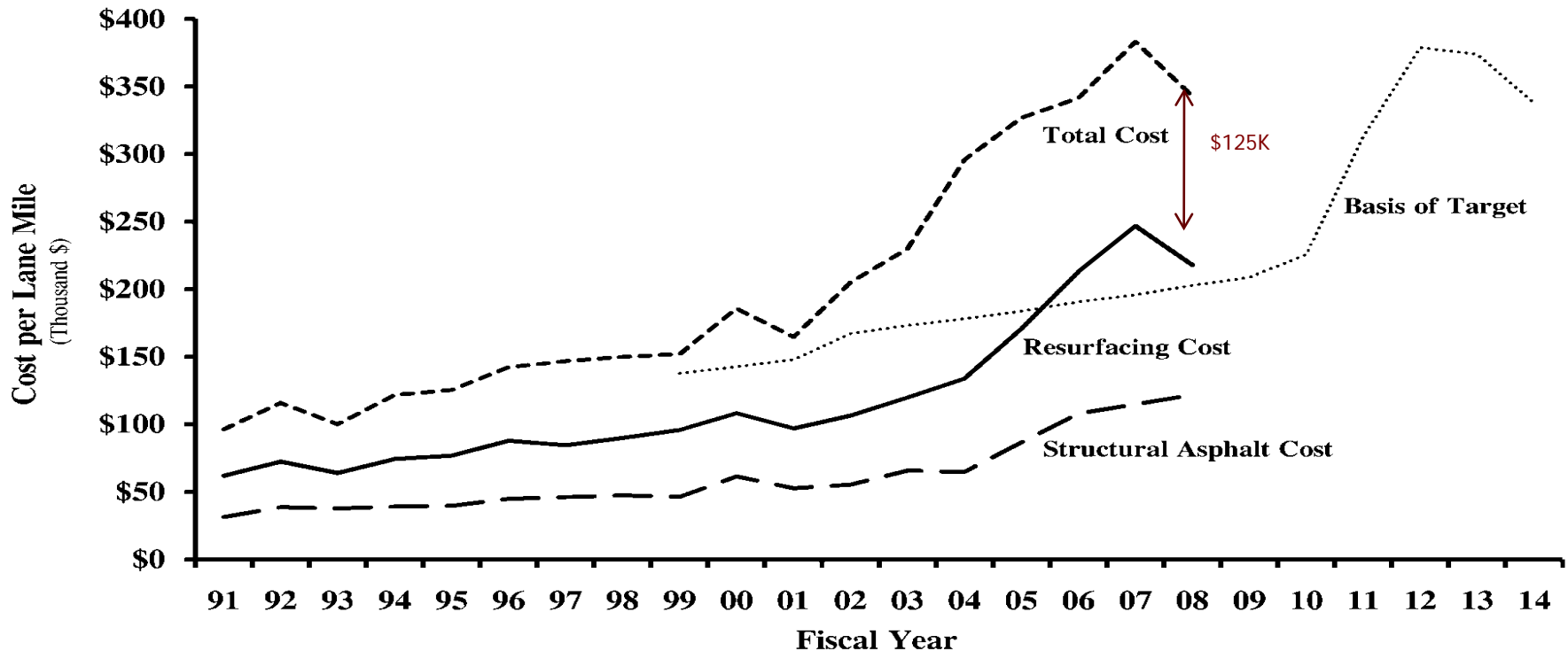
Florida's Maintenance Resurfacing Projects

Southeast Pavement Preservation
Partnership Conference
May 2009

Rising Construction Costs
+
Volatile Oil Prices
+
Lower Transportation Revenues
=
Risk to Adequate Resurfacing &
Capacity Project Commitments

Resurfacing Allocations are Underfunded by \$30,000 / lane mile in FY 2010

Cost of Arterial Resurfacing (per lane mile)



Benefits of Maintenance Resurfacing

- ½ of Florida's resurfacing projects don't require additional structural capacity
 - Maintenance Resurfacing (MR) Projects could generate **\$125,000** / lane mile based on FY 2008 project costs
 - 355 MR lane miles (25%) could generate **\$44,000,000** / year
- ➡ + **\$40,000** / lane mile for remaining 1065 lane mile targets

State Funded Maintenance Resurfacing Activities Include Actions that

- Are intended to preserve the system
- Retard future deterioration
- Maintain the functional condition of the roadway without the **need** to increase the structural capacity

Proposed Maintenance Resurfacing Guidelines

- Qualifying projects will be designated 'Maintenance Resurfacing' for RRR exemption
- Follow normal pavement design procedures
- Qualifying projects are those that do not **require** additional structural capacity to achieve 14 year design life

Proposed Maintenance Resurfacing Guidelines

- Projects must not be on high crash lists
- Will not be subject to the RRR requirements of Chapter 25 of PPM
- Projects **limited in scope** to address only the functional rehabilitation of the pavement and ADA ramps if applicable

Proposed Maintenance Resurfacing Approval Procedure

- Pavement design package documenting that additional structural capacity is not required will need concurrence of Pavement Management Section
- SN **required** for the design period is not to exceed the SN of the existing pavement. Note that some increase in SN for functional rehabilitation is allowed (mill and fill).
- Upon concurrence, District changes Work Program Work Mix to '0226 - Maintenance Resurfacing' and design proceeds

Recommendations

- Maintenance Resurfacing projects should be 100% State funded
- Districts should review Work Program to see which projects qualify for Maintenance Resurfacing without negatively affecting production schedules

Looking Ahead

- FDOT planning a maintenance treatment test project in North Florida
- Test concept complete
- Spec to be developed by SMO