

# *DESIGN UPDATE TRAINING*

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# *PAVEMENT TYPE SELECTION MANUAL*

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Revisions to the Pavement Type Selection Manual

# CHAPTER 2

## GENERAL INFORMATION

### CANDIDATE PROJECTS FOR PTS

- ✓ *Projects length greater than **one** mile*
- ✓ New Construction
- ✓ Reconstruction
  - Addition of new through lanes when modification of the existing base material is required
  - Primary purpose of removal and replacement of substantial amount of existing pavement and base

# CHAPTER 2

## GENERAL INFORMATION

To help achieve accurate economic analysis, and for industry input –

- ✓ An initial pavement type selection report **will be** required for projects that meet the requirement

## CHAPTER 2

# GENERAL INFORMATION

- ✓ The original approved project level Pavement Type Selection Report (PTSR) should be retained in the District Design Office
- ✓ A copy of the PTSR must be submitted to the State Pavement Design Engineer at least six months prior to construction funds (phase 52) being adopted into the Work Program

# CHAPTER 4

## PAVEMENT SELECTION PROCESS GUIDANCE

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

**FLORIDA DEPARTMENT OF TRANSPORTATION**

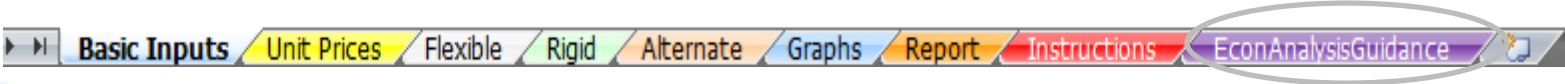
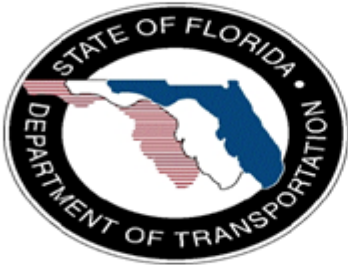
**PAVEMENT TYPE SELECTION SPREADSHEET**

**PROJECT DESCRIPTION:**

<b>Financial Project ID:</b>	
<b>State Road Number:</b>	
<b>County:</b>	
<b>Project Length:</b>	
<b>Roadway ID:</b>	
<b>Begining MP:</b>	
<b>Ending MP:</b>	
<b>Transportation System:</b>	
<b>Type of Work</b>	
<i>Design Version</i>	

**INSTRUCTIONS**

Select Roadway Typical Sections LCCA Data



# CHAPTER 4

## PAVEMENT SELECTION PROCESS GUIDANCE

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



Table 4.1 Future Rehabilitation Strategies

Concrete Pavements

<u>Rehab Period</u>	<u>Urban Arterial</u>	<u>Rural Arterial and Limited Access</u>
23 Year	CPR (3% Slab replacement)	CPR (3% Slab replacement *)
33 Year	CPR (5% Slab replacement)	CPR (5% Slab replacement *) Crack, Seat and Overlay ARMI 4 inch Str. AC and FC

\* Estimate is based on the percentage of slab area in the truck lane

Asphalt Pavement

<u>Rehab Period</u>	<u>Urban Arterial</u>	<u>Rural Arterial</u>	<u>Limited Access</u>
16 Year	Mill 2 inch Resf. 1 inch Str. AC and DGFC	Mill 2 inch Resf. 3 inch Str. AC and FC	Mill 3 inch Resf. 4 inch Str. AC and OGFC
32 Year	Mill 2 inch Resf. 1 inch Str. AC and DGFC	Mill 2 inch Resf. 3 inch Str. AC and FC	Mill 3 inch Resf. 4 inch Str. AC and OGFC

# CHAPTER 4

## PAVEMENT SELECTION PROCESS GUIDANCE

- ✓ “The District can and should modify the baseline strategies used in the economic analysis on a project specific basis, if justified, by taking into consideration pavement performance of existing pavements having similar and traffic conditions and which are located in similar geotechnical and geographical regions.”

PTSM Section 4.4.2

# *ECONOMIC ANALYSIS*

- ✓ For consistence in the review of these reports, FDOT Pavement Type Selection spreadsheet must be used for the Life Cycle Cost Analysis portion
- ✓ Spreadsheet for the Life Cycle Cost Analysis portion of the Pavement Type Selection report is available through request to the District Pavement Design Engineers

# *DISTRICT QUALITY CONTROL CHECKLIST*

- ✓ Must be done by an Independent Qualified Professional Engineer

# *DISTRICT QUALITY CONTROL CHECKLIST*

- ✓ Added reviewer signature line to the Quality Control check list