



Florida Department of Transportation

**RICK SCOTT**  
**GOVERNOR**

605 Suwannee Street  
Tallahassee, FL 32399-0450

**ANANTH PRASAD, P.E.**  
**SECRETARY**

November 18, 2013

Chad Thompson  
Programs Operations Engineer  
Federal Highway Administration  
545 John Knox Road, Suite 200  
Tallahassee, Florida 32303

Re: State Specifications and Estimates Office  
Section **327**  
Proposed Specification: **3270301 Milling of Existing Asphalt Pavement.**

Dear Mr. Thompson:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

These changes were proposed by Richard Hewitt to provide for consistent direction statewide regarding milling and paving time frame requirements.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to SP965DS or daniel.scheer@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Daniel Scheer, P.E.  
State Specifications Engineer

DS/cah

Attachment

cc: Florida Transportation Builders' Assoc.  
State Construction Engineer

**MILLING OF EXISTING ASPHALT PAVEMENT.**  
**(REV 8-29-13)**

SUBARTICLE 327-3.1 is deleted and the following substituted:

**327-3.1 General:** Remove the existing raised reflective pavement markers prior to milling. Include the cost of removing existing pavement markers in the price for milling.

When milling to improve rideability or cross slope, remove the existing pavement to the average depth specified in the Plans, in a manner that will restore the pavement surface to a uniform cross-section and longitudinal profile. The Engineer may require the use of a stringline to ensure maintaining the proper alignment.

Establish the longitudinal profile of the milled surface in accordance with the milling plans. Ensure that the final cross slope of the milled surface parallels the surface cross slope shown in the Plans or as directed by the Engineer. Establish the cross slope of the milled surface by a second sensing device near the outside edge of the cut or by an automatic cross slope control mechanism. The Plans may waive the requirement of automatic grade or cross slope controls where the situation warrants such action.

Operate the milling machine to minimize the amount of dust being emitted. The Engineer may require prewetting of the pavement.

Provide positive drainage of the milled surface and the adjacent pavement. Perform this operation on the same day as milling. Repave all milled surfaces no later than the day after the surface was milled ~~unless otherwise stated in the Plans.~~

If traffic is to be maintained on the milled surface prior to the placement of the new asphalt concrete, provide suitable transitions between areas of varying thickness to create a smooth longitudinal riding surface. Produce a pattern of striations that will provide an acceptable riding surface. The Engineer will control the traveling speed of the milling machine to produce a texture that will provide an acceptable riding surface.

Prior to opening an area which has been milled to traffic, sweep the pavement with a power broom or other approved equipment to remove, to the greatest extent practicable, fine material which will create dust under traffic. Sweep in a manner that will minimize the potential for creation of a traffic hazard and to minimize air pollution.

Sweep the milled surface with a power broom prior to placing asphalt concrete.

In urban and other sensitive areas, use a street sweeper or other equipment capable of removing excess milled materials and controlling dust. Obtain the Engineer's approval of such equipment, contingent upon its demonstrated ability to do the work.

Perform the sweeping operation immediately after the milling operations or as directed by the Engineer.

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