

ORIGINATION FORM

Date: **8-16-2013**

Originator: Richard Hewitt

Contact Information: **richard.hewitt@dot.state.fl.us**

Specification Title: **Milling of Existing Asphalt Pavement**

Specification Section, Article, or Subarticle Number: **327-3.1**

Why does the existing language need to be changed?

Provide for consistent direction statewide regarding milling and paving time frame requirements.

Summary of the changes:

Deleting phrase, "...unless otherwise noted in the Plans." from 327-3.1 in regards to paving back milled surface no later than the day after the surface was milled.

Are these changes applicable to all Department jobs?

If not, what are the restrictions?

Yes, if a different time frame is required this can be accomplished with a Modified Special Provision.

Will these changes result in an increase or decrease in project costs?

If yes, what is the estimated change in costs?

Slight decrease due to reduced restrictions on construction

With who have you discussed these changes?

State Construction Engineer, Asphalt Contractors, State Office of Design

What other offices will be impacted by these changes?

Design.

Are changes needed to the PPM, Design Standards, SDG, CPAM or other manual?

No.

Is a Design Bulletin, Construction Memo, or Estimates Bulletin needed?

No.

E-mail from Bob Crim dated August 15, 2013 provided guidance to designers and project managers.

Contact the State Specifications Office for assistance in completing this form.

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ANANTH PRASAD, P.E.
SECRETARY

MEMORANDUM

DATE: October 7, 2013

TO: Specification Review Distribution List

FROM: Daniel Scheer, P.E., State Specifications Engineer

SUBJECT: Proposed Specification: **3270301 Milling of Existing Asphalt Pavement.**

In accordance with Specification Development Procedures, we are sending you a copy of a proposed specification change.

This change was proposed by Richard Hewitt to provide for consistent direction statewide regarding milling and paving time frame requirements.

Please share this proposal with others within your responsibility. Review comments are due within four weeks and should be sent to Mail Station 75 or to my attention via e-mail at SP965DS, or daniel.scheer@dot.state.fl.us. Comments received after **November 4, 2013**, may not be considered. Your input is encouraged.

DS/cah
Attachment

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.

