

SP3270301 MILLING OF EXISITING ASPHALT PAVEMENT  
COMMENTS FROM INTERNAL/INDUSTRY REVIEW

Neil A. Monkman  
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Comments: (10-25-19, Industry)

First, I strongly object to the proposed specification for reasons that should be obvious to the Department. Every project is different and there are always unforeseen issue that arise. The most predominant would either be unanticipated rainfall or plant shut down. There are numerous other factors that could result in having to place traffic on a milled surface. However, this proposed revision incorporates a conflict in itself. It is being proposed in one paragraph that the first lift MUST be placed in the same operation, but the subsequent 3-4 paragraphs outline the conditions that ALLOW you to place traffic on a milled surface. Also there are provisions in the standard plans (102/600) for the signage required for placing traffic on a milled surface. If The Department is going to move forward with the proposed revision, then should the next paragraph read something like, "If traffic is to be maintained on a milled surface due to unforeseen conditions and at the sole discretion of the Engineer..." Either that or delete "and prior to opening to traffic" from the proposed revision. OR add the words " unless directed otherwise by the Engineer" In summary you are proposing to eliminate allowing traffic on a milled surface and then proceeding to direct how allow traffic on a milled surface.

Response:

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No Name

Comments: (10-25-19, Industry)

There is no reason to pave back the same day unless your milling 3" or more. With a next day pave back the productivity doubles. In the 80s we had no problem leaving it for four or five days, the roads got built quicker and better. ( with traffic on the milled surface for a day or two it helped get the fines off the mat} I feel a three day pave back is the right answer it gives some flexibility to breakdowns and rain.

Response:

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Christopher E. Wright  
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Comments: (10-25-19, Industry)

We need to not change the spec to, covering up a milled surface in the same day operation. It needs to stay as it reads now, "Repave all milled surfaces no later than the day after the surface was milled". Unless of course the Department would like to compensate contractors for having to cover up a milled surface due to getting caught in the rain. Then turning around and milling it back out and placing the proper mix to spec.

Response:

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Mikhail Dubrovsky

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Comments: (10-25-19, Industry)

In District 6 we often can mill and resurface ONLY at night and open road in the morning, which gives us ONLY 8 hours of work. Milling and Resurfacing with the first lift of asphalt within the SAME work operation and prior to opening to traffic will NOT ALWAYS be possible, especially when it is only one lift of friction and/or when slope correction is involved. In addition, the following paragraphs define how to keep traffic on milled surface. Isn't this a contradiction?

Response:

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Kevin Hayden

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Comments: (10-30-19, Industry)

New Sentence: "Milling operations are restricted to only that area which can be milled and resurfaced with the first lift of asphalt within the same work operation and prior to opening to traffic." Following Paragraph includes: "If traffic is to be maintained on the milled surface before 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. Control milling operations to produce a texture that will provide an acceptable riding surface." Comment: If the new sentence states that the first lift must be placed before opening to traffic, is there a reason to have language in the following paragraph that states to maintain a rideable surface on the milled surface?

Response:

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Jason D. Jones

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Comments: (10-31-19, Industry)

If repaving of a milled surface is going to be required prior to placing traffic on it, as the new Special Provision is showing, then the following should be deleted from the Specification as well: If traffic is to be maintained on the milled surface before 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. Control milling operations to produce a texture that will provide an acceptable riding surface. Before opening an area which has been milled to traffic, sweep the pavement and gutters with a power broom or other approved equipment to remove, to the greatest extent practicable, fine material which will create dust under traffic.

Response:

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Doug Hinton

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Comments: (11-1-19, Industry)

The proposed change requires the first lift of asphalt to be done PRIOR to opening to traffic. However, the next paragraph, and possibly the following paragraph, describes opening the milled surface areas to traffic before placing the new asphalt. These seem contradictory and may need some clarification, re-wording, and/or deletions. I agree with restricting the size of the milling operations.

Response:

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No Name

Comments: (11-12-19, Industry)

Will there be any needed special requirements for use of the SP besides the DCE approval? For instance will we still need to provide any materials justification as required now? OR would the typical pavement design recommendation be sufficient?

Response:

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