

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

Neil A. Monkman  
(239)462-7371  
Neil.monkman@wcgfl.com

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:

Please keep in mind, this is NOT a change to the Standard Specifications.

The current Standard Specification requirement to pave back within one day is NOT being changed. Pave back within one day of milling will remain the Standard Specification.

This is a Special Provision for use in limited cases where there isn't enough pavement remaining after milling to support traffic without damaging the remaining pavement or base.

In the past, pave back before opening to traffic was required by Plan Note and currently it is being required on a limited number of projects by Developmental Specification.

We are simply moving the language from a Developmental Specification to a Special Provision. Usage would be the same as it has been for years, meaning it would be used when there isn't enough pavement remaining after milling to support traffic without damaging the remaining pavement or base.

In other words, the pave back within one day will remain the Standard Specification.

In fact, we are considering extending the pave back within one day to three days in the next Standard Specification workbook, provided certain conditions are met.

\*\*\*\*\*

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:

Please see response to first comment.

\*\*\*\*\*

Christopher E. Wright  
(904)424-2644  
cwright@duvalasphalt.com

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:  
Please see response to first comment.

\*\*\*\*\*

Mikhail Dubrovsky  
(305)640-7448  
Mikhail.Dubrovsky@dot.state.fl.us

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:  
Please see response to first comment.

\*\*\*\*\*

Kevin Hayden  
(386)943-528  
Kevin.hayden@dot.state.fl.us

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:  
Probably not. We'll look at modifying the Special Provision language to address your concern.

\*\*\*\*\*

Jason D. Jones  
(772) 370-1330  
jjones@consoreng.com

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:  
See response to previous comment.

\*\*\*\*\*

Doug Hinton  
(352)671-8382  
Douglas.hinton@marioncountyfl.org

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:  
See response to previous comment.

\*\*\*\*\*

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:  
You'll have to speak to the DCE. The DCE will provide approval and it is expected they'll use the same criteria we used at the SCO to evaluate whether pave back before opening to traffic was justified. In short, comparing the proposed milling depths to roadway core asphalt thicknesses to evaluate the pavement thickness expected to remain after milling. Ultimately, they'll make an engineering judgement regarding whether paving back before opening to traffic is needed.

\*\*\*\*\*