



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

KEVIN J. THIBAUT, P.E.
SECRETARY

December 15, 2020

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **327**
Proposed Specification: **3270301 MILLING OF EXISTING ASPHALT
PAVEMENT.**

Dear Mr. Nguyen:

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

The changes are proposed by Rich Hewitt to allow milled surfaces to be open to traffic for up to 3 days provided the Contractor meets milled surface requirements in the Standard Specification. Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to daniel.strickland@dot.state.fl.us.

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

Sincerely,

Signature on file

Daniel Strickland, P.E.
State Specifications Engineer

DS/dh

Attachment

cc: Florida Transportation Builders' Assoc.
State Construction Engineer

MILLING OF EXISTING ASPHALT PAVEMENT

(REV ~~10-27~~12-9-20)

SUBARTICLE 327-3.1 is deleted and the following replaced:

327-3 Construction.

327-3.1 General: Remove the existing raised pavement markers (RPMs) before milling. Include the cost of removing existing RPMs 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 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. ~~Rep~~Pave all milled surfaces no later than the day after the surface was milled.

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 pattern of striations and 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. Sweep in a manner to minimize the potential for creation of a traffic hazard and to minimize air pollution. Do not sweep or allow milled asphalt into inlets.

Sweep the milled surface with a power broom before 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.

327-3.1.1 Extended Time for Milled Surface Traffic: Upon approval of the Engineer, the time period for maintaining traffic on a milled surface may be extended up to 3 calendar days before paving is required, provided the Contractor can demonstrate the ability to produce a milled surface texture with continuous, longitudinal milling striations with no gaps in the longitudinal striations, and drop off conditions are not exceeded. Gaps in the milling striations and cases where gaps create a diagonal pattern or chevron appearance are to be milled again such that continuous, longitudinal striations are achieved prior to allowing traffic on the milled surface. Photos of acceptable and unacceptable surface texture are located at:

<https://www.fdot.gov/programmanagement/implemented/urlinspecs/milling-patterns>

Maintain adequate drainage on the milled surface and at transitions between milled and non-milled surfaces on the same day as milling. At no cost to the Department, re-mill or pave any area the Engineer determines to have an unacceptable ride, does not provide adequate pavement structure, or does not provide adequate drainage.

If the Engineer determines the Contractor is unable to provide a milled surface meeting the Specification requirements above, at no cost to the Department, the Contractor will be required to pave all milled surfaces no later than the day after the surface was milled.

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

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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. Control milling operations to produce a pattern of striations and a texture that provide an acceptable riding surface.

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