

327 MILLING OF EXISTING ASPHALT PAVEMENT.
(REV 12-19-01) (FA 1-4-02) (7-02)

SECTION 327 (Pages 241-243) is deleted and the following substituted:

SECTION 327
MILLING OF EXISTING ASPHALT PAVEMENT

327-1 Description.

Remove existing asphaltic concrete pavement by milling to improve the rideability and cross slope of the finished pavement, to lower the finished grade adjacent to existing curb prior to resurfacing, or to completely remove existing pavement.

When milling to improve rideability, the plans will specify an average depth of cut.

Take ownership of milled material.

327-2 Equipment.

Provide a milling machine capable of maintaining a depth of cut and cross slope that will achieve the results specified in the Contract Documents. Use a machine with a minimum overall length (out to out measurement excluding the conveyor) of 18 feet [5.5 m] and a minimum cutting width of 6 feet [1.8 m].

Equip the milling machine with a built-in automatic grade control system that can control the transverse slope and the longitudinal profile to produce the specified results.

To start the project, the Engineer will approve any commercially manufactured milling machine that meets the above requirements. If it becomes evident after starting milling that the milling machine cannot consistently produce the specified results, the Engineer will reject the milling machine for further use.

The Contractor may use a smaller milling machine when milling to lower the grade adjacent to existing curb or other areas where it is impractical to use the above described equipment.

Equip the milling machine with means to effectively limit the amount of dust escaping during the removal operation.

For complete pavement removal, the Engineer may approve the use of alternate removal and crushing equipment in lieu of the equipment specified above.

327-3 Construction.

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 on 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.

Multiple cuts may be made to achieve the required pavement configuration or depth of cut. Include in the Quality Control Plan a system to control the cross slope of the milling surface with a minimum frequency of one cross slope measurement every 250 feet [75 m] during milling operations in order to ensure that the slopes are uniform and in compliance with the designed milling slope. When the

difference between the measured cross slope and the designed cross slope exceeds $\pm 0.2\%$ for travel lanes (including turn lanes) and $\pm 0.5\%$ for shoulders, make all corrections immediately to bring the cross slope into an acceptable range. The Engineer will periodically verify the Contractor's measurements at the job site.

The Engineer will randomly take ten measurements of the cross slope per day for the first two days of milling operation. If the average cross slope of the ten random measurements per day varies more than the required tolerance (0.2% for travel lanes including turn lanes and 0.5% for shoulders), the milling operation shall be stopped until appropriate corrective actions are made to bring the cross slope into an acceptable range. Approval of the Engineer will be required prior to resuming the milling operation. A recheck of ten random measurements will be made after corrective actions are taken. If the recheck indicates that the cross slope is out of control, the deficient section(s) shall be corrected to bring the cross slope into an acceptable range. During milling operations, the Engineer reserves the right to take ten cross slope measurements per day. If the average cross slope of the ten measurements varies more than the permissible tolerance, the milling operation will be stopped until appropriate corrective actions are made to bring the cross slope into an acceptable range and the deficient sections shall be corrected accordingly.

The Engineer may waive the corrections specified above if an engineering determination indicates that the deficiencies are sufficiently separated so as not to significantly affect the final cross slope.

For intersections, tapers, crossovers, transitions at the beginning and end of the project and in other similar areas, the cross slope will be adjusted as directed by the Engineer to match the actual site conditions.

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 asphaltic 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.

327-4 Milled Surface.

Provide a milled surface with a reasonably uniform texture, within $1/4$ inch [6 mm] of a true profile grade, and with no deviation in excess of $1/4$ inch [6 mm] from a straightedge applied to the pavement perpendicular to the centerline. Ensure that the variation of the longitudinal joint between multiple cut areas does not exceed $1/4$ inch [6 mm]. The Engineer may accept areas varying from a true surface in excess of the above stated tolerance without correction if the Engineer determines that they were caused by a pre-existing condition which could not have reasonably been corrected by the milling

operations. Correct any unsuitable texture or profile, as determined by the Engineer, at no additional expense to the Department.

The Engineer may require remilling of any area where a surface lamination causes a non-uniform texture to occur.

327-5 Method of Measurement.

The quantity to be paid for will be the plan quantity area, in square yards [square meters], over which milling is completed and accepted.

327-6 Basis of Payment.

Price and payment will be full compensation for all work specified in this Section, including hauling off and stockpiling or otherwise disposing of the milled material.

Payment will be made under:

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| Item No. 327- 70- | Milling Existing Asphalt Pavement - per square yard. |
| Item No. 2327- 70- | Milling Existing Asphalt Pavement - per square meter. |