

Recommended Construction Guidelines For Standard Cold Planing (CP) CP101

12/22/2016



NOTICE

It is not intended or recommended that these guidelines be used verbatim within a specification. Owner Agencies should use them to help establish their particular project specification. Owner Agencies should understand that all geographical areas and pavement rehabilitation/preservation projects are unique and the availability of materials and equipment may vary as well. ARRA assumes no liability for utilization of these guidelines by any individual or entity. Contact ARRA for answers to questions and for a list of ARRA member Contractors and Suppliers.

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1. General

Cold Planing (CP) consists of milling a portion of the existing asphalt or concrete pavement to the length, depth, and width shown on the plans to remove wheel ruts and other surface irregularities, restore proper grade and/or transverse slope of pavement as indicated in the plans and specifications.

The milled surface shall provide a texture suitable for use as a temporary riding surface or an immediate overlay. When the milled pavement is used as a temporary or permanent riding surface, the roadway shall be left in a usable condition at the end of each work day. The Contractor shall take appropriate measures to ensure that the milled surface does not trap or hold water. All required pavement markings removed by the planing shall be restored before the roadway is opened to traffic.

2. Milling Depth

The depth of CP shall be _____ inches (mm) or as indicated on the plans.

User Note: Typical milling depths of are between 1 to 12 inches (25 mm to 300 mm).

3. Preconstruction Personnel Training

Personnel involved with the construction of CP from both the Contractor and Owner Agency shall have successfully completed Preconstruction Personnel Training (PPT) to ensure that proper quality procedures are followed to construct a high quality product and pattern. The PPT shall be conducted at a location convenient for both the Contractor and the Owner Agency. The PPT shall be completed not more than five (5) days, not including Saturdays, Sundays or holidays, prior to the start of CP operations. The training shall be held during normal working hours. In lieu of this training, proof may be provided showing successful experience has been obtained by the individuals performing the work for the materials and construction techniques to be used in the CP construction.

The PPT trainer shall be provided by the _____ (*Contractor or Owner Agency*). The PPT trainer shall be experienced in construction methods, materials, and test methods associated with construction of CP projects. The Contractor and Owner Agency shall mutually agree to the course instructor, course content, and training site.

User Note: Typically, the PPT is held less than 5 days before the start of the CP. PPT should be close enough to the start of construction so that it is fresh but also allow some time to address any issues that may be raised during the training.

4. Materials

4.1 Removal and Handling of Reclaimed Asphalt Pavement

Reclaimed Asphalt Pavement (RAP) shall consist of asphalt coated material only. The RAP shall be clean, free of contamination of dirt, base, concrete or other deleterious materials such as silt and clay. The RAP shall be reclaimed from the roadway and sized to meet specific contract requirements. The Contractor shall use trucks that are covered or tarped so as to not spill the material on the road way. When the milled material becomes the property of the Contractor, it shall be removed from the project by the Contractor. If the milled materials or a specified portion of the material becomes the property of the Owner Agency, it shall be transported from the project by the Contractor to the location specified in the contract documents. RAP shall be neatly dumped in stockpile(s) in the areas defined by the contract documents.

When specified, stockpile the milled material at locations shown on the plans.

- A. Uniformly stockpile the materials to a height of no more than 10 feet (3 m).
- B. Maintain the existing drainage pattern of water from the RAP stockpile storage area.
- C. Dress the RAP storage area to drain rainwater away from the material.
- D. Manage stockpiles to prevent milled material degradation, segregation, and reconsolidation.

4.2 Material Used for Tapers

Asphalt mixture for temporary transverse tapers shall be of the same quality as the asphalt mixture used elsewhere on the project or comply with the requirements of the plans and specifications. The slope of the tapered joint shall be no less than 10:1 if the joint is to be open to traffic. Commercial or public road approaches shall be milled to no less than 1/4 in. (6 mm) to accommodate approach traffic. Automatic control devices on the cold planner will not be required in approach or transition areas.

5. Recommended Preconstruction Plan – Optional

Prior to beginning CP operations, the Contractor shall submit a CP Plan and a Quality Control Plan (QCP) for review by the Engineer.

The CP Plan shall include at a minimum:

- A. The number, types and sizes of cold planers (milling machines) to be used.
- B. The width and location of each planing pass.
- C. The number and types of brooms to be used and their locations with respect to planers.
- D. The proposed method for planing and wedging around existing structures such as manholes, value boxes, and inlets.
- E. The longitudinal and transverse typical sections for tie-ins at the end of the day.
- F. If required by the Owner Agency, a plan sheet showing the milling passes.

The Quality Control Plan (QCP) shall include at a minimum:

- A. The schedule for replacing cutting teeth.
- B. The daily preventive maintenance schedule and checklist.
- C. The proposed use of grade controls. (Longitudinal and Transverse)
- D. The frequency of smoothness testing. Finish surface shall not exceed 1/4 in. (6 mm) longitudinal measured by a 16 ft. (5 m) straightedge or equal.
- E. Frequency of macrotexture testing shall be no less than once per day.
- F. The process for filling distressed areas.
- G. Corrective procedures if the milled surface does not meet the minimum texture requirements of the plans and specifications.
- H. Corrective procedures if the milled surface does not meet the specified minimum transverse or longitudinal surface finish when measured with a 10 foot (3 m) straightedge.

The Contractor shall not start the planing operation until a CP Plan and Quality Control Plan have been submitted, reviewed and accepted in writing by the Owner Agency.

6. Equipment

The CP equipment shall be capable of milling the existing roadway to meet the requirements as indicated in the project plans and specifications and as follows:

6.1 Cold Planing Machine

The cold planing machine shall be self-propelled and have sufficient horsepower, traction and stability to maintain an accurate depth of cut. The primary milling equipment shall have a minimum ____ feet (m) cutter capable of removing the existing pavement to the depths shown in the plans.

The CP machine shall be equipped with depth controls capable of maintaining the cutting depth to within 1/4 inch (6 mm) of the desired depth, and shall have an effective means for controlling cross-slope. The milling operation shall not disturb or damage the underlying material.

The CP machine shall be capable of picking up the removed material in a single operation. A self-loading conveyor is recommended to be an integral part of the cold planer. The conveyor shall be capable of side or front loading to transfer the milled material from the roadway to a haul truck.

The CP machine shall be equipped with a cutting drum with carbide or equivalent tipped cutting teeth designed for milling asphalt pavement to the specified tolerances. Replace missing, worn, or damaged teeth as necessary throughout the operation to provide a consistent pattern behind the milling machine.

The CP machine shall be furnished with a lighting system for night work, as necessary.

A smaller CP machine may be used to mill shoulders and miscellaneous areas.

6.2 Dust Control

Provide power brooms, vacuum sweepers, power blowers, or other means to remove loose debris or dust. Do not allow dust control to restrict visibility of passing traffic or to disrupt adjacent property owners.

7. Macrotexture Testing

If the depth of milling as defined by the Owner Agency is equal to or less than 4 inches (100 mm), macrotexture testing shall be performed in accordance with Indiana DOT Test Method ITM No. 812-13T (Appendix).

7.1 Control Strip

User Note: A control strip and macrotexture testing is recommended when the depth of milling as defined by the Owner Agency is equal to or less than 4 inches (100 mm).

During the first day of production, a control strip shall be constructed to demonstrate to the Owner Agency that the construction will meet specification requirements. The control strip shall be at least 1,000 feet (300 meters) in length that has uniform textured surface and cross-section for the Contractor to show that the construction operations meet the specification requirements including:

- A. Perform macrotexture testing in accordance with ITM No. 812-13T (Appendix) at two random locations but not closer than 500 feet (150 m) apart.
- B. The finished longitudinal profile shall meet the appropriate smoothness specification of the Owner Agency.

User Note: Typical macrotexture ratio, measured in accordance with ITM No. 812-13T, is equal or greater than 1.8.

CP operations may continue through the first day, unless the Contractor's equipment and process fail to meet the requirements for successful completion of CP operations.

CP operations shall not continue beyond the first day unless a control strip has been approved by the Owner Agency. The Contractor shall submit a written plan of action detailing what steps will be taken to improve operations if any of these requirements are exceeded in the test strip. If the control strip fails to meet the specification requirements the Contractor will construct another 1,000 foot (300 m) test section located in a different area than the initial section using the approved corrective action plan. This designated section shall be milled to conform to the same requires as those required in the initial test section. The Contractor shall not be allowed to start continual CP until an acceptable test section is obtained. Control strips that do not meet the requirements shall be reworked at the Contractor's expense.

Upon acceptance of the control strip by the Owner Agency, the Contractor shall use the same equipment, materials, and construction methods for the remainder of the CP operations, unless adjustments made by the Contractor are approved by the Owner Agency. If adjustments are made, the Contractor shall produce a new control strip.

In lieu of a control strip, the Owner Agency may allow the Contractor to provide proof, based on previous experience with the same equipment, personnel, and materials that the work will conform to the specification requirements.

7.2 Milling Operation

Follow the plans and specifications to mill the designated areas to the indicated depths, including bridge decks, approaches and ramps, as required. Ensure the following requirements are met:

- A. The cold planing operation shall use milling methods that will produce a uniform finished surface and maintain a constant cross-slope between extremities in each lane.
- B. The existing pavement shall be milled to the cross-slope shown on the plans and shall have a surface finish that does not vary longitudinally or transversely more than 3/8 inch (9 mm). For roadways with posted 40 MPH speed limit, a 16 foot (5 m) straightedge shall be used. For roadways with a posted speed less than 40 MPH a 10 foot (3 m) straightedge may be substituted. The Contractor is responsible to supply the appropriate straightedges.
- C. Provide positive drainage to prevent water accumulation on the milled pavement, as shown on the plans and specifications.
- D. Remove dust, residue, and loose milled material from the milled surface in accordance with the requirements of the plans and specifications. Do not allow traffic on the milled surface and do not place asphalt mixture on the milled surface until the milled surface is cleaned.
- E. Distressed or irregular areas not meeting project plans and specification requirements, and identified in the planed surface by Owner Agency, shall be repaired in accordance with the plans and specifications.
- F. If scabbing occurs, the Owner Agency shall be notified. Remove scabbing by milling to a depth as directed.

User note: Scabbing is defined as the raveling of material which may be caused by either the condition of the existing underlying layers of asphalt mixture or the operational speed of the cold planner which is the Contractors responsibility. Additional milling to remove scabbing due to the condition of the underlying layers will be paid by force account. Additional traffic control is recommended if scabbing or raveling occurs.

- G. Bevel back longitudinal vertical edges greater than 1 inch (25 mm) high that are produced by the removal process and left exposed to traffic. Bevel the edge back at least 3 inches for each 1 inch (75 mm for each 25 mm) of material removed.
- H. Protect transverse vertical edges with greater than a 1/2 inch (12.5 mm) drop off that are left open to vehicle traffic at other areas such as bridge approach slabs, drainage structures, and utility appurtenance with temporary tie-ins of asphalt materials (paper joint). Place the temporary tie-in at taper rate of at least 10:1 distance.
- I. Taper transverse joints with a temporary ramp of asphalt mixture or with a CP machine.

If transverse joints are tapered with a temporary asphalt mixture ramp, the milled surface at the joint shall be constructed as a butt joint for the full depth of the lift of the asphalt mixture placed on the milled surface. The Contractor shall be responsible for maintaining these asphalt ramps until all required asphalt lifts are placed on the project.

If the transverse joint is tapered with a CP machine, a butt joint shall be cut into the taper for the full depth of the lift of the asphalt mixture to be placed on the milled surface prior to commencement of resurfacing.

- J. When removing material at ramp areas and at the termination of each milling section, taper the transverse edges to a minimum 10:1 taper. The distance of the taper shall be _____ feet.

User note: The Owner Agency may adjust this taper length based on speed limit of the road. A minimum taper distance of 15 feet (5 m) is recommended for on higher volume roadways.

- K. Other approved transverse joints shall be maintained at the expense of the Contractor, and at a minimum shall incorporate a butt joint for the full depth asphalt mixture to be placed on the milled surface prior to commencement of resurfacing.
- L. The roadway shall be left in a condition suitable for the movement of traffic at the end of each work day. The Contractor shall take appropriate measures to ensure that milled surfaces do not trap or hold water. All required pavement markings removed by the planing shall be restored before the roadway is opened to traffic. The use of the milled pavement as a temporary riding surface shall be for a maximum of _____ calendar days.

User note: Traffic operations on the milled surface should not exceed 14 days.

7.3 Maintenance

If temporary traffic is allowed, the surface of the milled pavement shall be maintained in a condition suitable for the safe movement of traffic. Maintenance of the temporary surface is the responsibility of the Contractor.

8. Quality Control

The Contractor shall perform process and quality control sampling and testing, and exercise management control to ensure that CP conforms to the project plans and specifications. Macrottexture testing, if applicable, will be in accordance with ITM No. 812-13T and be performed in the presence of the Owner Agency or his representative.

9. Measurement and Payment

Milling asphalt pavement shall be paid for at the Contract Unit Price bid per square yard (meter), as specified. Specialty areas, such as in approaches or transitions, shall be paid for at the Contract Unit Price bid per square yard (meter), when specified.

Payment of the specified cold planning represents full compensation for milling operations, macrotexture testing, furnishing equipment, labor, milling, hauling, stockpiling milled material, protection and maintenance of exposed surfaces prior to resurfacing in accordance the requirements of the plans and specifications.

User Note: The price bid for this item may include the credit value of all Reclaimed Asphalt Pavement (RAP) recovered and no adjustment in the unit price for this item or other items will be considered for variations in the amount of RAP actually recovered.

Payment for poor subgrade areas or scabbed area repairs not caused by Contractor operations shall be paid by force account.

APPENDIX

**INDIANA DEPARTMENT OF TRANSPORTATION
OFFICE OF MATERIALS MANAGEMENT**

MACROTEXTURE OF MILLED PAVEMENT ITM No. 812-13T

(Revised 7/11/13)

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INDIANA DEPARTMENT OF TRANSPORTATION
OFFICE OF MATERIALS MANAGEMENT

MACROTEXTURE OF MILLED PAVEMENT
ITM No. 812-13T
(Revised 7/11/2013)

1.0 SCOPE.

- 1.1 This test method covers the procedure to evaluate the macrotexture of a milled pavement surface.
- 1.2 This ITM may involve hazardous materials, operations, and equipment and may not address all of the safety problems associated with the use of the test method. The user of the ITM is responsible for establishing appropriate safety and health practices and determining the applicability of regulatory limitations prior to use.

2.0 REFERENCE.

2.1 AASHTO Standards.

M 247 Glass Beads Used In Traffic Paints

2.2 ASTM Standards.

E 1272 Standard Specification for Laboratory Glass Graduated Cylinders

2.3 ITM Standards.

802 Random Sampling

3.0 TERMINOLOGY. Terms and abbreviations shall be in accordance with the Department's Standard Specifications, Section 101.

4.0 SIGNIFICANCE AND USE. This ITM is used to determine the macrotexture of a pavement surface to meet the requirements of the texture of a milled surface prior to an overlay.

5.0 APPARATUS.

5.1 Filler. Type 1 glass beads in accordance with AASHTO M 247

5.2 Spreader. A flat, stiff hard disk made from methyl methacrylate (Plexiglas) with a thickness of 0.5 ± 0.1 in., diameter of 8 ± 2 in. and a round handle affixed in the center used to spread the filler.

- 5.3 Graduated Cylinder. A class B or better, style III, 250 mL capacity graduated cylinder in accordance with ASTM E 1272, used to measure the volume of filler for the test
- 5.4 Brushes. A stiff wire brush and a soft bristle brush used to clean the pavement
- 5.5 Container. A small container with a secure and easily removable cover used to store 200 ml of filler
- 5.6 Screen. A shield used to protect the test area from air turbulence by the wind or traffic

6.0 LABORATORY PREPARATION.

- 6.1 Prepare one container with 200 ml of filler for each sample location
- 6.2 Fill the graduated cylinder to the specified volume
- 6.3 Gently tap the side of the graduated cylinder to level the surface of the filler
- 6.4 Place the measured volume of filler in the container
- 6.5 Label the container with the type and quantity of filler

7.0 PROCEDURE.

- 7.1 Randomly determine a sample location on the milled pavement surface in accordance with ITM 802
- 7.2 Inspect the sample location and ensure the location is a dry, homogeneous site, free of unique or localized features such as cracks, joints, stripping and patching
- 7.3 If localized features are present, move up-station at the same transverse offset until a suitable site is located
- 7.4 Clean the sample location using the brushes to remove any residue, debris or loosely bonded material
- 7.5 Place the screen on the milled pavement surface to protect the sample location from air turbulence
- 7.6 Hold the container with filler above the pavement at the sample location at a height not greater than 4 in.
- 7.7 Pour the measured volume of filler from the container onto the milled pavement surface into a conical pile

- 7.8 Place the spreader lightly on top of the conical pile of filler being careful not to compact the filler
- 7.9 Move the spreader in a slow, circular motion to disperse the filler in a circular area and to create a defined crest around the perimeter
- 7.10 Continue spreading the filler until the filler is well dispersed and the spreader rides on top of the high points of the milled pavement surface
- 7.11 Measure and record the diameter of the circular area four times, at intervals of 45° and to the nearest 5 mm, as shown in Figure 1
- 7.12 Measure the diameter of the circular area from the crest of the slope on one side, through the center, and to the crest of the slope on the other side of the circular area

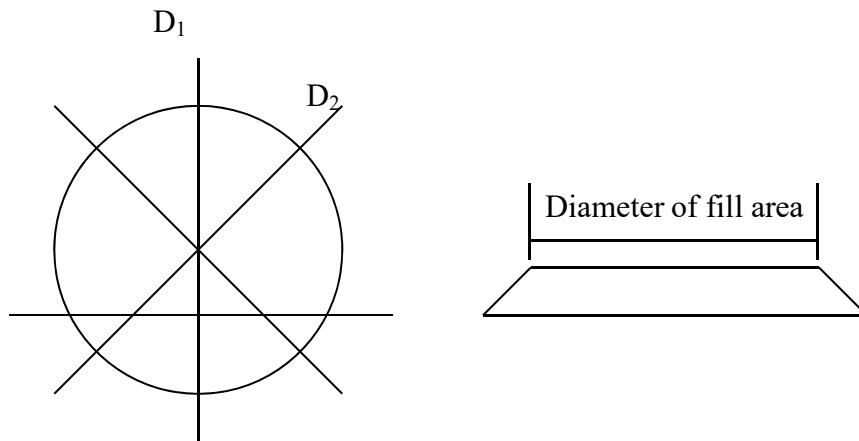


Figure 1

8.0 CALCULATIONS.

- 8.1 Calculate the average diameter of the circular area covered by the filler as follows:

$$D_a = (D_1 + D_2 + D_3 + D_4) / 4$$

where:

D_a = average diameter of the filler area, mm

D_1, D_2, D_3, D_4 = diameters of the filler area, mm

- 8.2 Calculate the Macrotexture Ratio from the following table using the average diameter of the area covered by the filler.

**MACROTEXTURE RATIO based on 200 ML
of GLASS BEADS and AVERAGE DIAMETER**

Average Diameter	Macrotexture Ratio	Average Diameter	Macrotexture Ratio	Average Diameter	Macrotexture Ratio
190	1.42	260	2.65	340	4.54
195	1.49	265	2.76	345	4.67
200	1.57	270	2.86	350	4.81
205	1.65	275	2.97	355	4.95
210	1.73	280	3.08	357	5.00
214	1.80	285	3.19	360	5.09
215	1.81	290	3.30	365	5.23
220	1.90	295	3.42	370	5.38
225	1.99	300	3.53	375	5.52
230	2.08	305	3.65	380	5.67
235	2.17	310	3.77	385	5.82
237	2.20	315	3.90	390	5.97
240	2.26	320	4.02	395	6.13
245	2.36	325	4.15	400	6.28
250	2.45	330	4.28	405	6.44
255	2.55	335	4.41	410	6.60

9.0 REPORT. The following information is reported on the form in Appendix A.

9.1 Date of test

9.2 Contract number

9.3 Station of sample location

9.4 Offset of sample location

9.5 Name of Milling Contractor and representative

- 9.6 Name of Prime Contractor and representative
- 9.7 Diameter measurements of filler area, D_1 , D_2 , D_3 , D_4
- 9.8 Average diameter of filler area, mm
- 9.9 Macrotexture ratio

MACROTEXTURE REPORT

Contract No.: _____ Road: _____

Milling Contractor: _____

Milling Representative: _____

Prime Contractor: _____

Prime Representative: _____

Station	Offset	D ₁ (mm)	D ₂ (mm)	D ₃ (mm)	D ₄ (mm)	D _a mm	Macrotecture Ratio