





# BETON MILLING SUCCESS

Full-lane machine gives Las Vegas Paving 27 miles of clean cut

FROM WIRTGEN FORUM

*The Vacuum Cutting System (VCS) reduces particulate emissions at the cutter head.*



A new W 250i cold mill with a 12-foot, 6-inch cutter drum went to work for Las Vegas Paving Corporation in early 2014. The company put its first full-lane Wirtgen machine to work on Nevada's main north/south interstate while CON-EXPO-CON/AGG 2014 was under way to the south. This is the first Wirtgen full-lane machine in Las Vegas Paving's fleet, and project superintendent Jason Torres discussed its first project.

"We are cold milling and paving 27 miles in both directions—north and south—of I-15 north of Las Vegas," Torres said. They're removing 3 inches of abrasive asphalt material and replacing it with 3 inches; including ramps and intersections.

Torres shared that the new machine was loading 8 to 23 percent faster than the company's other machines. "When we are dumping on the shoulders, we're getting



Las Vegas Paving uses the W 250i to remove abrasive material. "We are not removing layers and layers of asphalt, but at some points we have full removal, 12 inches of abrasive RAP," Jason Torres said. "We did it with two 6-inch passes. But in general we're removing 3 inches off the main line and 2 inches off the ramps."



LEFT: "The grade control has seven points of control, and what we really like is that it's holding the 2 percent crossfall really well," Jason Torres said. RIGHT: "When we are dumping on the shoulders, were getting a 25 percent improvement..." — Jason Torrese. BELOW: Las Vegas Paving uses the W 250i full-lane cold mill from Wirtgen to mill 27 miles in both directions on I-15 north of Las Vegas. The machine is Wirtgen's biggest cold mill and generates a total of 991 horsepower with two engines engaged while meeting Tier 4 Interim emissions regulations.



a 25 percent improvement over our competitive machines. Out here in the travel lanes, where we are loading trucks, we have seen a big increase in productivity."

The increase in productivity translates to paving productivity, too. The crew that mills efficiently also cleans efficiently before laying asphalt.

"We only have to run the kick-broom one time to get it clean, not a pickup

broom," Torres said. "We then just run a vac broom once in front of the paver to do a final clean-up and it's ready to pave. The clean cut's really cutting down a lot on the mechanical broom time."

Torres pointed out how the crew is using the clean cut to its advantage when it comes to the traffic schedule. "Originally the spec would not let any traffic on off-ramp milled surfaces. But when the state

saw how smooth the surface is, they allowed us to put traffic on the ramps after we mill them, and that helps us a lot.

"The hardest thing about this job is the high-density traffic. We are having to bring two lanes down to one lane for five miles at a time. We are completing five miles, leave open five miles, do five miles, and open them in five-mile increments all the way through." **4**