

Flexible Pavement Committee Meeting Minutes

July 24, 2025, 10:30AM-3:30PM Florida's Turnpike – Turkey Lake Headquarters Auditorium

IRI/Smoothness (Nick Zakoske): Presentation

1. Overview of International Roughness Index (IRI) testing.

Julio Leganoa asked why data might take longer to review after a scan occurs at the end of a job. Nick stated it is because they perform a full QC analysis of the data, and secondly noted they just filled a position that will improve the speed of review. Fernando Giro asked if bridge approaches are removed from data points due to constructability constraints. Nick shared that 20' approaching and departing a bridge is removed from dataset.

2. Differences between IRI and Rolling Straightedge (RSE)

State Construction Update (Rich Hewitt): Presentation

3. Spec Changes and a Potential Spec Change (Design G_{mm} & G_{sb})
4. IRI Smoothness Data
5. Longitudinal Grooving
6. SDX Paver Screed Jim Musselman asked who has an SDX screed. Hubbard has one. Ajax probably will acquire one in the future.
7. Construction Inspection Apps & Automating Construction Inspection. Those interested in automated construction inspection team participation should reach out to Rich Hewitt.
8. QC Roadway Report Training
9. Design Constructability Training
10. Overbuild Tables – Improvements? Consistency? Rich Hewitt is putting a team together to improve tables.

David Allain asked about placing overbuild then structural lift requiring traffic or vibratory roller as means and methods. Jim Musselman noted that ARMI is not used, so Rich states we should remove that language.

Following meeting adjournment, Rich Hewitt double checked Specifications and while ARMI (Asphalt Rubber Membrane Interlayer) is no longer used, AMI (Asphalt Membrane Interlayer) is used (name was changed since rubber binder is no longer used). Discussion will be made further to determine if traffic rollers are needed on AMI or not. If evidence/research shows traffic rollers are not needed and steel wheeled rollers can provide adequate compaction of asphalt placed on top of the AMI, then removing the specification in regards to means/methods for rolling lift above AMI could be removed.

Specification Issues (Greg Sholar): Presentation

11. Update on asphalt-related specification changes that will become effective 7/2025 and 7/2026

Rick Crocker asked if increasing OGFC lift thickness will be a topic for discussion.

Jim Musselman stated that FC-7 will be the same thickness as FC-5 (3/4-inch lift) but should help due to smaller NMAS. It was also clarified that for “mill and fill FC-5 only” projects, the target thickness would be one inch.

Rick Fort asked if they can submit RAP for testing of High Temp PG if they have a new crushing event. Greg Sholar agreed they should send it in for testing, otherwise continuous stockpiles would be tested every 3 years.

12. New FC-7 requirements. Greg reviewed the upcoming FC-7 specification and how it differs with respect to gradation and pay factors compared to FC-5.
13. What steps would need to be taken to use FC-7 on projects already let with FC-5?
Rich Hewitt stated that if you want to swap FC-5 to FC-7 on your project, you need to go through the project team and district to get approval. They’ll get input from the SCO and SMO as needed.
14. Number of cores required for density per subplot – if it is a smaller-sized subplot can five be used instead of three? The specifications require a minimum of three cores, however, five cores can be taken, it needs to be discussed with project staff at pre-pave meetings so everyone is on the same page. Will not go smoothly asking for more cores if outside pre-pave.

Materials Issues:

15. Project level binder testing (Greg Sholar) The liquid binder sample should be taken from the storage tank and a mix sample should be obtained from a haul truck at the plant the same day as the storage tank sample was obtained. The asphalt binder from the mix sample will undergo extraction, recovery, and binder testing and be compared to the test results of the liquid binder sample sampled from the storage tank. Often times when there is a storage tank failure, the wrong tank was sampled. Hopefully, this can be improved, as it causes unnecessary follow-up testing.
Rick Fort asks what the turnaround time is for binder testing. Greg Sholar states it takes approximately four days for the testing at the SMO once they receive the samples. Also, the samples have taken up to 2-3 weeks before they arrive. FDOT is working to improve the time frame between when the sample was obtained and when it is received at the State Materials Office.
16. Asphalt Pavement Analyzer (APA) Testing for EAR/Delineation and Mix Design (Greg Sholar) If it is a known cause for the failure, such as high asphalt binder content, then the contractor can perform a traditional EAR, which may involve delineating the area of concern or the contractor may elect to use the APA for evaluation. If the cause of the low air void failure is not able to be determined with the available information, then roadway cores from the area of concern should be tested with the APA.

Steve McReynolds asks if a contractor should send them to the consultant to test. Greg Sholar says they should be handled by the CEI, and contractors should not take custody of those APA cores.

Jim Musselman stated that we are testing all mix designs with the APA to build a database of results.

17. Mix Design verification testing – is the process moving any faster? (Jim Musselman)

No one noted any issues with the new verification process.

Research:

18. Future research needs (Charles Holzschuher) Soliciting ideas for FDOT research to support technology and information. Soliciting ideas until mid-September. Share ideas with ACAF/FDOT.

19. Update on HVS/Asphalt Test Road/NCAT Test Track Update (Mohab El-Hakim) Presentation

20. Contracted research update (Mohab El-Hakim) Presentation

21. Balanced Mix Design discussion (Jim Musselman) Jim noted that while the Department is not actively adopting BMD, it is monitoring the progress on a national level and will continue to do projects like benchmarking just to build a database – should the Department move in that direction.

22. Discussion on RAP Binder Availability project (Greg Sholar) There has been preliminary discussion at the State Materials Office about implementing RBA in a few projects, possibly as a developmental process. SMO wants to have discussions with a collection of mix designers and ACAF to fine tune the process. As part of the overall plan, PG 52-28 and 58-22 would be eliminated and replaced with PG 58-28. In addition, Table 334-2 will be modified. One proposal is to use a PG 67-22 for mixtures containing 0-30% RAP and use a PG 58-28 for mixtures containing more than 30% RAP.

Open-Graded Friction Courses:

23. Current FC-5 Design and new FC-7 Policies (Derwood Sheppard) Presentation

Julio Leganoa asked if they were going to combine FC-5 and FC-7 on projects where they approach intersections. FDOT's response was a whole job change, not just location of the project. Designers are instructed to choose either FC-5 or FC-7. Derwood did respond that it is something to look into.

24. FC-5 Only projects:

- How many projects will there be over the next few years? (Charles Holzschuher)
- Are we seeing any problems so far? (Jim Musselman) District representatives' responses were positive towards FC-5 only projects. Some projects may have deeper FC-5 that had to be milled out more than 3/4 inch causing issues with FC-5 only project procedures.

Swathi Theada asked if we have any permeability studies between FC-5 and FC-7. Greg says that we do on the asphalt test section [US 301]. Field Permeability was tested and results showed slightly less permeability for FC-7.

Miscellaneous:

25. Critical issues facing the Industry from a national perspective (Amy Miller)

Tariffs – Aggregates are underneath a trade agreement. Trump may revisit but Canadian and Mexican rock currently won't be affected.

Big Beautiful Bill – Low Carbon Labelling for construction materials will be eliminated. EPDs may be eliminated. Eliminated EV tax credits.

PFAs – Forever chemicals found in firefighting foam among other things. 2024 EPA change. The idea is to go back to a 1999 Act and add PFAs as it pertains to pavements. NAPA is in tune with this idea.

DBE – Contractors have sued USDOT over DBE requirements. Preliminary injunction by USDOT that says they cannot enforce DBE requirements.

26. Women of Asphalt update (Amy Miller) Please share with organizations:

womenofasphalt.org. Good webinars, paving scholarships for women to attend CAT training courses.

27. King for a Day: What changes need to be made (or should be considered) to the asphalt program in Florida? (Jim Musselman/Amy Miller)

Rick Crocker – Any more discussions about increasing the thickness of FC-5?

Musselman: No, it'll increase the cost on a square yard basis (without adding to the structural capacity of the pavement).

Rick Crocker – Change the upper limit of density requirements. Contractors are having to back off on rolling due to that.

Rick Crocker – We need better guidance on when to require static or vibratory compaction. Most of the time, density issues may have underlying issues that designers should be identifying when they are designing the project. Such as static only areas with fragile underground pipes or infrastructure. Designers need to take those issues into consideration.

Joe Meier – 60-day advertisements would be preferred due to staffing vs. work load situations with contractors. Q/A responses by the Department would be better thought out if they had more time to investigate and respond. Simple mill and resurface projects are not an issue for 30-day letting.

Adam Mallard – Projects with variable depth milling in single lanes are difficult. Keep a single lane consistent. Variable depths between different lanes are fine, however. Howie Moseley's response was FDOT is working on revising variable milling depths per lane.

Swathi Theada: Need to consider long term aging in the BMD process.

28. Open Forum

Steve McReynolds: Regarding RAP binder availability, how much additional life will adding more binder add? That needs to be a consideration. Sholar: The NCAT report addresses that issue.

Joe Meier: Joe Meier – All cities and counties are looking to FDOT for mix designs.

FDOT is requesting only mix designs in use be resubmitted. Contractors ask if FDOT can automatically approve mix designs with no data on them because they are most likely being used for city/county work and FDOT won't see tonnage regardless. FDOT responded that they do this already.

Skip Pomicter – avoid non-milled shoulders from remaining when mainline is milled and left open. Causing hydroplaning where water pools and cannot escape off the shoulder.

First	Last	Company
David	Allain	ACAF
Grover	Allen	Asphalt Institute
Eric	Bailer	FDOT
Dave	Barrie	Florida Asphalt Contr.
Charlie	Bemis	Superior Asphalt
Jeremy	Black	V.A. Paving
Johnny	Blankenship	Masci GC
Douglas	Bravo	FDOT
Richard	Brown	Ranger Construction
Wesley	Bruaw	Masci GC
Jesus	Caballero	FDOT
Alfredo	Castro	Ajax Paving
Jose	Chebais	FDOT
Matthew	Cook	FDOT
Leonel	Cortez	FDOT
Mickey	Cox	Ajax Paving
Charles	Crews	FDOT
Rick	Crocker	Preferred Materials
Clay	Cross	Ajax Paving
Carleton	Dobbins	P & S Paving
Jim	Dombroski	Martin Marietta
Dave	Drehmer	Associated Asphalt
Mohab	El-Hakim	FDOT
Michael	Elwardany	FAMU/FSU Eng. Dept.
Victoria	Espino	Martin Asphalt
Chris	Ferrara	Ajax Paving
Chad	Fischman	Fischman Asphalt
Rick	Fort	Preferred Materials
La'Derius	Franklin	CTS
Randy	Gaines	S&L Materials
Joe	Geiger	Cemex
Joey	Gelwix	Ergon
Brian	Gibson	Tri-State Sand
Robert	Gibson	Ajax Paving
Fernando	Giro	Asphalt Group
Hays	Griffin	FDOT
Zineb	Hafassa	Martin Asphalt
Vince	Hafeli	Ajax Paving
Garett	Hall	FDOT
Kevin	Hardin	VEC Energy
Chris	Harris	Anderson Columbia
Marlene	Hebert	FDOT
Jose	Hernandez	Ergon
Eddie	Hernandez	WSB
Rich	Hewitt	FDOT
Jason	Holton	Preferred Materials
Charles	Holzschuher	FDOT
Michael	Horst	FDOT

First	Last	Company
Dan	Hoyt	CWR Contracting
Trey	Jordan	CTS
Matthew	LeChance	Ingevity
Julio	Leganoa	Halley Engineering
Calvin	Lewis	S&L Materials
Michael	Lindboe	Preferred Materials
John	Mader	CWR Contracting
Adam	Mallard	V.A. Paving
Richard	Marcado	Superior Asphalt
Damon	Markwell	S&L Materials
Thurman	Matney	CWR Contracting
Jon	Maw	Ajax Paving
Steve	McReynolds	Duval Asphalt
Joe	Meier	Middlesex
Amy	Miller	ACAF
Mike	Morgan	Ajax Paving
Howie	Moseley	FDOT
Jim	Musselman	FDOT
Brian	Nash	Hunt Refining
Kaileigh	Obrycki	Arkema
Terry	Overcash	CWR Contracting
Patrick	Overton	FDOT
Carmine	Pace	CWR Contracting
Gale	Page	Consultant
Patrick	Pienkos	Ranger Construction
Skip	Pomicter	FDOT
Heather	Putnik	FDOT
Jeff	Repenning	P & S Paving
Rusty	Reynolds	Ajax Paving
John	Savage	Ajax Paving
Curt	Selbak	Ajax Paving
Zach	Sheffield	FDOT
Derwood	Sheppard	FDOT
Greg	Sholar	FDOT
Thomas	Sikes	Preferred Materials
Keith	Sloane	CTI, Inc.
Earl	Stevens	H.W. Lochner
Richard	Straily	CWR Contracting
William	Sullivan	Preferred Materials
Swathi	Theeda	Terracon
Sadven	Waing	FDOT - Turnpike
Kevin	Wall	Beard Equipment
Evelyn	Warder	Duval Asphalt
Shane	Williamson	Ajax Paving
Brandon	Wright	Vulcan
Chris	Wright	Duval Asphalt
Nick	Zakoske	FDOT