



ASPHALT CONTRACTORS ASSOCIATION OF FLORIDA, INC

1007 E. Desoto Park Drive, Suite 201

Tallahassee, Florida 32301

(850) 222-7300

acaf.org

Specifications Committee Meeting Agenda

July 28th, 1:30 pm – 4:00 pm, Ranger Construction Office: 1200 Elboc Way
Winter Garden, FL 34787

1. Call to Order

- Recognition of Anti-Trust and Conflict of Interest Policies – Chair McReynolds

2. General Information Updates

- Approval of Past Meeting Minutes – Chair McReynolds
- District Contractors Meeting - Asphalt Producers & Paving Contractors - Tech Dir
 - i. Highlight specific results from recent meetings

3. Specifications Committee Introductions

4. Task Group Updates

5. Review of FDOT Specification Changes and Proposed Changes for 26/27 & 27/28

- Chair Reynolds update on 26/27 Specifications
- Technical Director Allain to update on 27/28 proposed specifications

6. Current Industry Challenges

- Discussion of key issues facing our industry.
 - i. HMA base for concrete pavement, concern for density as acceptance.
 - ii. Incentive/Disincentive Smoothness Classifications – Determination for upcoming project letting. – *See Appendix A*
 - iii. Asphalt Binder Research Proposal & Problem Statement Review – Attached Documents
 - iv. FDOT Pavement Design Manual Verbiage on PG 67-22 binder – *See Appendix B*
 - v. SWIFTT Challenge Product Implementation Status
 - vi. FDOT Mix Design Verification Status
 - vii. Mix Temperature Master Range Tolerance. Table 320-2
- Open Forum

7. Task Force/Working Groups Formation

- Propose any new task groups to address specific topics

8. Planning Scheduling of Next Meeting

- Set date, time, and location of the next meeting.
 - i. 2026 Florida Asphalt Expo
 - ii. Election of Chair, Vice-Chair at Next Meeting

9. Adjournment



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Specifications Committee Members

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Appendix – A

The following summarizes FDOT's current understanding of how Smoothness Class is assigned and applied during project development and bidding.

Project Classification

- Smoothness Class is determined using data from the previous paving project.
- Changes in pavement condition after the previous paving do not change the assigned Smoothness Class.
- Contractors are expected to evaluate project conditions during bidding and determine whether the specified smoothness requirements can be achieved.
- The classification system uses historical paving data and does not account for all changes in roadway condition over time.

Pavement Condition Surveys (PCS)

- Pavement Condition Survey (PCS) data may be available upon request.
- PCS reflects the current pavement condition prior to construction.
- PCS is typically performed on the worst lane in each direction and does not represent every lane within a project.

Smoothness Class in Contract Documents

- The assigned Smoothness Class is intended to be shown in the project plans (Typical Section Sheets).
- If no Smoothness Class is identified in the plans, the specification defaults the project to Class 2.
- If the intended classification is Class 3, 4, or 5, the plans should identify the appropriate class.

Effect of Developing Rough Areas

- Rough areas that develop after the previous paving are generally not expected to affect the assigned Smoothness Class because resurfacing projects include milling before paving.
- Existing surface conditions may have a greater influence on projects that do not include milling.



Appendix – B

- Section 5.4 of the 2026 FDOT Flexible Pavement Design Manual identifies PG 67-22 as the standard asphalt binder for flexible pavement design. Section 5.4 does not reference PG 58-22, PG 52-28, Standard Specifications Section 334-2.2, or Table 334-2.

5.4 BINDER SELECTION ON THE BASIS OF TRAFFIC SPEED AND TRAFFIC LEVEL

By specification, the standard asphalt binder grade is a PG 67-22, which means the binder should be rut resistant up to temperatures of 67°C and crack resistant down to temperatures of -22°C.

When High Polymer binder is being considered for a project, coordinate this decision with the State Bituminous Materials Engineer's office at the SMO.

For open-graded friction course mixtures (FC-5 and FC-7), use PG 76-22 unless the underlying structural layer contains High Polymer. Use High Polymer in the open-graded friction course if the underlying structural layer contains High Polymer.

The Resilient Modulus (M_R) of asphalt concrete is less under a slow-moving load than under a more dynamic, high speed load. As a result of this effect, slow moving or stopped trucks have a greater potential to cause rutting. For situations with slow-moving or standing truck traffic, and particularly those sections with a history of rutting, use a PG 76-22 binder or use a High Polymer binder when recommended by the SMO.

High Polymer should only be used in travel lanes and turn lanes with slow-moving or standing truck traffic or a history of raveling, rutting, or severe cracking. When High Polymer is specified on a project, use PG 76-22 for median openings, side streets, turn-

- Standard Specifications Section 334-2.2 references Table 334-2, which establishes the required binder grade based on the percentage of reclaimed asphalt pavement (RAP) in the mixture. Under Table 334-2, the standard binder grade may be PG 67-22, PG 58-22, or PG 52-28, depending on RAP content.

334-2.2 Superpave Asphalt Binder: Unless specified otherwise in the Contract Documents, use an asphalt binder grade as determined from Table 334-2.

High polymer binder mixtures may be used in lieu of mixtures with other specified binders at no additional cost to the Department, provided they meet the traffic level and mixture type requirements of the project.

High polymer binder may be substituted in a mixture at no additional cost to the Department when the mix design contains a maximum of 20% RAP.

Table 334-2 Asphalt Binder Grade for Mixes Containing RAP	
Percent RAP	Asphalt Binder Grade
0 - 15	PG 67-22
16 - 30	PG 58-22
>30	PG 52-28