

MINUTES FROM PREVIOUS MEETING

ACAF Specification Committee Meeting

Wed. April 10th, 2024

9:30AM – 2:30PM CST

277 Technology Parkway, Auburn AL

National Center for Asphalt Technology – Don Brock Classroom

Committee Members and Guests in attendance:

➤ In-Person

- Phil Addison – ACAF
- *David Allain – ACAF*
- Jeremy Black – VA Paving
- *Johnny Blankenship – Masci GC*
- Wesley Bruaw – Masci GC
- *Tim Carter – P&S Paving*
- Alfredo Castro – Ajax Paving Industries
- *Eron Chambers – Hubbard Construction*
- *Mickey Cox – Ajax Paving Industries*
- *Carl Dempsey – Anderson Columbia*
- *Joseph Donaruma – Preferred Materials*
- *Rick Fort – Preferred Materials*
- Scott Fowler – Ranger Construction
- Ponch Frank – Ranger Construction
- Vince Hafeli – Ajax Paving Industries
- *Chris Harris – Anderson Columbia*
- Mary Jane Hayden – FDOT
- Rich Hewitt – FDOT
- *Adam Mallard – VA Paving*
- Amy Miller – ACAF
- *Carl Moorefield – Hubbard Construction*
- *Tanya Nash – Duval Asphalt*
- *Carmine Pace – Hubbard Construction*
- *Darren Phillips – CWR Contracting*
- *Patrick Pienkos – Ranger Construction*
- Jeff Reppening – P & S Paving, Inc.
- John Taylor – Preferred Materials, Inc.

- Jackson Whitehurst – V.E. Whitehurst
- *Mike Woodford – V.E. Whitehurst*
- Sue Zheng - FDOT

➤ Virtual (Teams)

- Jim Musselman - FDOT
- Greg Sholar – FDOT
- *Joe Meier – Middlesex*
- *Rick Crocker – Preferred Materials, Inc,*
- *Julio Leganoa – Halley Engineering Contractors*
- Renato Reis – Ranger Construction

❖ **Call to Order**

- Chair Carter calls the meeting to order at 9:30 AM.

❖ **Acknowledgement of Anti-Trust Policy & Conflict of Interest Policy**

- Chair Carter recognizes ACAF's Anti-Trust Policy & Conflict of Interest Policy.

❖ **New Business**

❖ **FDOT Discussion**

Mineralogy, Aggregate Classifications

- Due to the introduction of new aggregate types, many suitable for friction courses, a decision was made to remove mineralogy names and sources from the 337 specification and instead create a classification system. This system will remain stable, appropriate for the slow-changing specification document. Aggregate types, sources, and mineralogy will be listed and classified in MAC, a more flexible document. Any newly approved aggregate for friction courses will be included in MAC with its classification, allowing reference back to the specification.
- **FDOT FC-5 Alternate**
 - FC-7 with old FC-2 gradation but better binder, fiber, and additives. Test roads in D4 & D6. Developmental Specifications. Same mat thickness as FC-5. OGFC for urban environments.
- **FY24/25 Specification Changes**
 - The 334 change was industry requested. Allows failing FAA if passing APA rut testing, specifically:

- If the FAA value is between 42.0 and 45.0, the mix designer can opt to conduct the Asphalt Pavement Analyzer (APA) test on two gyratory pills compacted to Ndesign and 115 mm tall ± 5 mm. This test can be done by the mix designer or a consultant lab, with the air voids of these specimens needing to be between 3.0 and 4.8%. The State Materials Office (SMO) will also rut test two samples under the same guidelines. Both the contractor and SMO must achieve an average rut depth of ≤ 4.5 mm. If they do, the failing FAA value is waived.
- **FY 25/26 Specification Propositions**
 - Limestone Friction Course
 - Up to 20% allowance of RAP in limestone dominated dense friction courses.
 - Agreed that this is an improvement to the specification by the committee members.
 - Lot size increase for visual inspection from 2000 to 4000 tons.
 - Generally accepted by committee members.
 - Master Production Range Tentative Changes
 - Tied to Recycled Binder Availability proposed specification. Tabled by FDOT for the time being.
 - PWL Static and Vibratory Tentative Changes
 - Tied to Recycled Binder Availability proposed specification. Tabled by FDOT for the time being.
 - Asphalt Binder and Mixture Sampling
 - FDOT address. Tanya N.: What about viscosity influence? Greg explained that RAP viscosity will be taken into consideration. Jim M.: Only the high grade will be considered; also explained would be much like an aggregate certification. Johnny B.: Suggested taking follow-up samples for verification.
 - Contractors want binder testing data from FDOT. Already receive failing data results. Can we get passing results as well?
 - Boxes of mix and binder so that we don't have to cut cores.
 - IRI Incentive/Disincentive Smoothness Specs

- Rich Hewitt addressed that the current SP and MSP specifications for IRI Incentive/Disincentive Smoothness will be moved to the standard specifications.
- Roundabout Intersections
 - Rich is establishing language for the Standard Specifications to identify the density and straightedge testing limits of roundabout intersections.
 - The bounds will most likely be from yield bar to yield bar.
- RAP Base
 - Rich Hewitt is changing the specification for density target for RAP base materials. We will use a modified proctor to establish the density target and aim for a mid to upper 80% RAP Gmm range, likely 85-88%.
- Driveway Base Spec
 - Simple change adding language to state plan quantities are based on using spread rates determined using spread rate and Gmm in accordance with 334-1.4. FDOT will likely need language specifying spread rate.

❖ Rich Hewitt Updates

- **Paving with the SDX Screed**
 - Rich Hewitt shared that Hubbard Construction had the first Florida job with the new Cat SDX Screed that has grooves to knead the asphalt mix down underneath the paver. The crew was able to achieve 91% density without compaction.
- **Automating Construction Inspection**
 - Rich talked about receiving inspection data from equipment using cameras and other tools to detect different mat characteristics. FHWA has been allowing contractors to rent equipment for this for a few years now.
- **Longitudinal Grooving**
 - Rich is considering this as a possible alternative to FC-5, which already works well on airfields.
- **PrePave Meeting Agenda**
 - Rich wants to revisit the PrePave meeting agendas to put critical project information at the forefront of the discussions and to remove points of discussion that are not beneficial to the project at hand.
- **Tack Coverage**

- Rich reported that tack coverage has been looking great with the new specification change in January 2022.
- **End of Load Segregation**
 - Rich shared that there has been an increase in end-of-load segregation on projects around the state, and they would continue to monitor and work up solutions for contractors to use.
- ❖ **Other New Business**
 - **Recycled Binder Availability**
 - PG 52-28 was expected to be removed from the FDOT specifications because of the Recycled Binder Availability (RBA) implementation soon to begin. However, the FDOT has tabled this implementation, and PG 52-28 and its use in Florida mixtures has remained unchanged.
 - **Mix Design Statistics**
 - Jim Musselman provided a historic spreadsheet of data outlining the SMO lab testing volumes since 2021. Only a fraction of designs is being used. Solicited suggestions from meeting attendees on why this may be: contingency designs, designs for municipal work, and designs for varying lesser RAP contents.
 - **Potentially Requiring Shuttle-Buggy for FC-5**
 - Jim Musselman explained that the intent is for Limited Access only, cited performance problems with FC-5 e.g., raveling at transverse joints, clumps, etc. Suggestion that re-mixing would be beneficial.
 - **Potentially Utilizing 1-Load of FC-5 at the Start of Paving Each Day for Heating Equipment**
 - Jim Musselman continued the discussion from above, Shuttle-Bugging FC-5, and shared that other states are using one load of material to preheat equipment. FDOT would pay for the first load.
 - Meeting attendees shared that it would not be practical to load material and pick up with a loader as the paving areas are too tight and the ramifications if a shuttle-buggy breaks down. Committee agreed that this would be difficult to do, and the better solution would be to increase FC-5 thickness.
 - **VT/IV Testing Results & Lot Closures**
 - Committee members shared that individual FDOT Districts have different operations as far as VT testing goes. District 5 will only allow one VT to perform

verification testing, which creates a problem for receiving VT results on closed lots.

Other members expressed that timing is an issue. Jim and Rich reminded the committee that if there are any issues, to call them directly to resolve problems.

- **Binder Additive Blending Locations**

- The contractors in attendance did not have any interest in revisiting binder and additive blending location requirements.

- **Delineation Consistency Across Districts**

- Committee members shared that they have to supply delineation scopes in various formats and meeting various requirements based on the district that they are working in at that time. Rich and Jim share that if they have issues with any scopes on delineation, to call them directly.

- **Truck Ticketing Sequential Load Numbers**

- Rich shared that it should be easy to make each crew receive the next sequential load by keeping one load count. Committee members express concern about having two paving crews on the same job.

- **Cross Slope Tolerances**

- No discussion.

- ❖ **Next Meeting Date**

➤ *TBD*

- ❖ **Meeting Adjourned at 2:40pm**