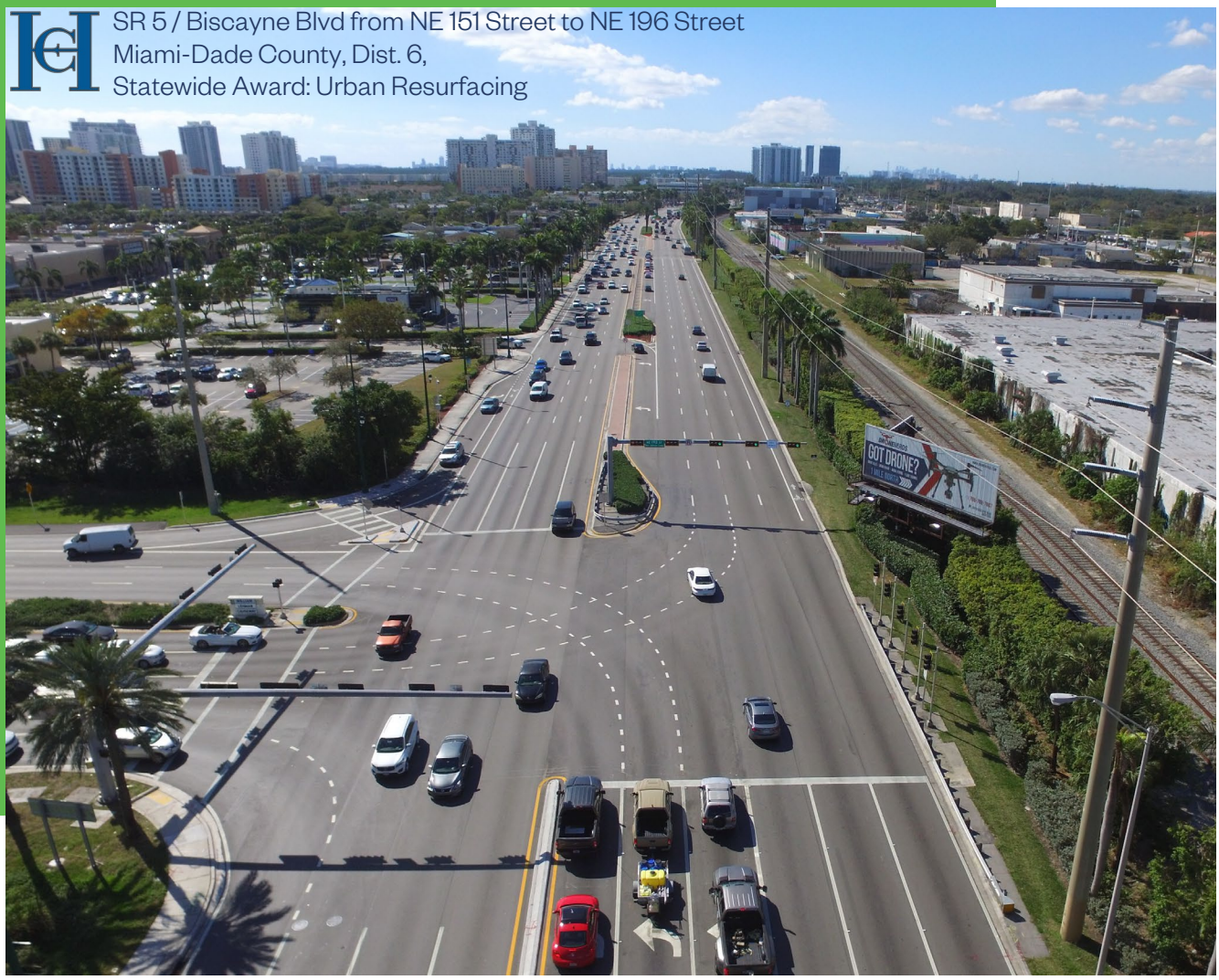

Specifications Committee Meeting Packet

For the Specification Committee of the Asphalt Contractors Association of Florida, Inc

January 19th, 2022, 1:00pm

Hyatt Regency Orlando
9801 International Drive, Orlando, FL 32819

Virtual Teams Link: Click here to join the meeting

ANTI-TRUST POLICY OF THE ASPHALT CONTRACTORS ASSOCIATION OF FLORIDA, INC

The antitrust laws seek to preserve a free competitive economy in the United States and in commerce with foreign countries. As a general rule, competitors may not restrain competition among themselves through understandings or agreements as to the price, the production, or the distribution of their products or services, or other agreements which unreasonably restrict competition. With some exceptions, competitors may not act in concert to restrict the competitive capabilities or opportunities of their competitors, their suppliers, or their customers.

The antitrust laws, however, are often of unclear applicability, and in certain circumstances unlawful agreements can be inferred from circumstantial evidence. Furthermore, penalties for violating the antitrust laws are severe. The guidelines set forth below are designed to avoid even the appearance of questionable activity by the Association and its members.

ACAF through its meeting activities brings together representatives of competitors throughout the industry. The subject matters of ACAF's activities are technical or educational in nature. Nevertheless, ACAF's Board of Directors recognizes the remote possibility that the Association and its activities can be abused and be seen by those unaware of or determined to violate the law as providing an opportunity for anticompetitive conduct. Through this statement of policy, the ACAF Board reiterates its unequivocal support for the policy of competition served by the antitrust laws and uncompromising intent as individual companies and as an Association to comply strictly in all respects with those laws governing competitive activities.

At all meetings of the Asphalt Contractors Association of Florida's Board of Directors and committees, as well as all association-sponsored seminars, conferences, webinars and task force and working group sessions and among Association members, the following will not be discussed:

- Individual company prices, price changes, price differentials, markups, discounts, credit terms, etc.
- Individual company data on costs, production, capacity, inventories, sales, labor, supplies, etc.
- Agreements on terms of sale, warranties, or contract provisions.
- What constitutes a "fair profit level."
- Standardization or stabilization of prices.
- Pricing procedures or formulas.
- Confidential future marketing or pricing plans.
- Control of sales.
- Allocation of customers or geographic division of markets – agreements not to compete.
- Refusal to deal with a company because of its pricing or distribution practices.
- Whether or not the pricing practices of any industry member are unethical or constitute an unfair trade practice.

- Information concerning any individual company's costs, profits, inventory, market share, or other commercial information of a non-public nature.

Notwithstanding the prohibitions on certain cooperation between competitors described above, Association members may be immunized from antitrust liability when they cooperate to influence governmental action, such as joint legislative or regulatory initiatives. It should be viewed as very limited permission to influence jointly any branch of the government. It is important to remember that the doctrine immunizes cooperating competitors from liability only from any harm to competition that is caused by the resulting governmental action. It does not immunize competitors who behave or share information improperly at any time, even if they are doing so in the course of influencing law- or policymakers. For example, competitors may not share future pricing moves with each other in preparation for an effort to convince a lawmaking body to set a price floor for an industry.

Further, if the Association embarks on the development of specific product standards or a code of ethics for its members or the compilation of industry statistics, such activities shall be developed and conducted in a manner consistent with applicable antitrust laws with the prior approval of the Board of Directors of the Association and advice of counsel. To avoid even the appearance of questionable activity, as well as to guard against inadvertent conduct, Association meetings should observe the following guidelines and procedures:

- A written agenda will be prepared and adhered to.
- Accurate minutes of every meeting will be prepared and approved.
- Minutes of the meeting will be distributed to all committee members.
- In case of doubt about the propriety of a discussion, or a particular topic of discussion, Association counsel will be consulted.
- If a member has a reservation concerning remarks or discussion at an Association meeting, that member should state the reservation.

Revised March 2020

CONFLICT OF INTEREST POLICY

Article I. Purpose

The purpose of a conflict-of-interest policy is to protect the Association's interest when it is contemplating entering into a transaction or arrangement that might benefit the private interest of one of its officers or directors, or might result in a possible excess benefit transaction. This policy is intended to supplement, but not replace, any applicable state and federal laws governing conflicts of interest.

Article II. Definitions

1. Interested Person

An Interested Person is any director, principal officer, or member of a committee with governing board-delegated powers who has a direct or indirect Financial Interest, as defined below.

2. Financial Interest

A person has a Financial Interest if the individual has, directly or indirectly, any actual or potential ownership, investment, or compensation arrangement with the Asphalt Contractors Association of Florida, Inc or with any entity that conducts transactions with the Asphalt Contractors Association of Florida, Inc.

A Financial Interest is not necessarily a conflict of interest in all cases. Under Article III, Section 2 of IRS Form 1023, a person with a Financial Interest may have a conflict of interest only if the appropriate governing board or committee decides that a conflict of interest exists.

Article III. Procedures

1. Duty to disclose

In connection with any actual or possible conflict of interest, an Interested Person must disclose the existence of the Financial Interest and be given the opportunity to disclose all material facts to the directors and members of the committees with governing board-delegated powers considering the proposed transaction

or arrangement. In an effort to aid such disclosure, each member (board, committee, or staff) shall complete a conflict-of-interest questionnaire as circumstances warrant, but no less frequently than annually.

2. Determining whether a conflict of interest exists

The board shall review each member questionnaire and any other disclosures regarding the Financial Interests of its members and vote on whether a conflict of interest exists.

3. Procedures for addressing the conflict of interest

After exercising due diligence, the governing board or committee shall determine whether the organization can obtain with reasonable effort a more advantageous transaction or arrangement from a person or entity that would not produce a conflict of interest.

If an alternative transaction or arrangement is not possible, the governing board or committee shall determine by a majority vote of the disinterested directors whether the transaction or arrangement is in the best interests of the organization, for its own benefit, and fair and reasonable. Based on these determinations, the board or committee shall make its decision on whether to enter into the transaction or arrangement.

4. Disciplinary action

If the committee has reason to believe an individual has failed to disclose actual or potential conflicts of interest, it will inform the member and allow him/her to explain the alleged failure to disclose. If the committee still has reason to believe a conflict of interest exists after the alleged conflict is explained, it will take corrective action.

CONFLICT-OF-INTEREST QUESTIONNAIRE

The following questionnaire must be completed annually by all members and affiliates of Asphalt Contractors Association of Florida, Inc. Answers to this questionnaire should relate to relationships that occur from 1 September 2020 through 31 August 2021. Once you have completed this questionnaire, please sign and date in the space provided and return it to:

Mark Musselman
Asphalt Contractors
Association of Florida, Inc

1007 E. Desoto Park Drive
(850)222-7300
acaf@acaf.org

1. Are you an officer of an organization that conducts business or has a relationship with the Asphalt Contractors Association of Florida, Inc other than through the normal business of the Association?

   Yes No

   If yes, please define.

2. Have you ever served on the board of a business in which the Asphalt Contractors Association of Florida, Inc invests?

   Yes No

   If yes, please define.

3. Do you have a family relationship with anyone who has a noted relationship with the Asphalt Contractors Association of Florida, Inc? Family connections include an individual's spouse, parent, child, grandparent, grandchild, great-grandchild, and sibling. The spouses of any children, grandchildren, great-grandchildren, and siblings are considered family relationships as well.

   Yes No

   If yes, please define.

4. Have you participated, directly or indirectly, in any employment agreement, compensation relationship, or any other arrangement/investment opportunity with a third-party vendor doing

business with the Asphalt Contractors Association of Florida, Inc that has resulted or could result in personal benefit to you?

Yes No

If yes, please define.

5. Have you received, directly or indirectly, any salary payments, loans, or gifts of any kind or any free service, discounts, or other fees from any person/organization engaged in any transaction with the Asphalt Contractors Association of Florida, Inc?

Yes No

If yes, please define.

6. Do you share ownership of a business that does business with the Asphalt Contractors Association of Florida, Inc? Ownership means voting power in a corporation, profits interest in a partnership, or beneficial interest in a trust.

Yes No

If yes, please define.

Signature Please fill out sign-up sheet Date_____

Print name_____

SPECIFICATIONS COMMITTEE MEMBERS

Name	Company	Email	Phone
Mike Curle	AJAX Paving	mcurle@ajaxpaving.com	(813) 394-1760
Tracey Boggs	Anderson Columbia	Tracey.Boggs@andersoncolumbia.com	(850) 209-6854
David Allain	ACAF	dallain@acaf.org	(205) 616-8758
Mark Musselman	ACAF	mmusselman@acaf.org	(850) 445-6981
Carl Dempsey	Asphalt Technologies Inc.	Carl.Dempsey@andersoncolumbia.com	(386) 752-4921
Tanya Nash	Asphalt Testing Solutions	TNash@ats.consulting	(904) 510-3072
Steve McReynolds	Asphalt Testing Solutions	SMcReynolds@ats.consulting	(904) 349-9722
Chris Riley	CWR Contracting	criley@cwrcontracting.com	(850) 527-4126
Jency Carmenate	General Asphalt	jency@generalasphalt.com	(786) 509-1005
Albert Lopez	General Asphalt	Albert@generalasphalt.com	(305) 796-8955
Julio Leganoa	Halley	jleganoa@halleyeng.com	(305) 877-5243
Eron Chambers	Hubbard Construction	eron.chambers@hubbard.com	(407) 623-3865
Carl Moorefield	Hubbard Construction	carl.moorefield@hubbard.com	(407) 947-2416
William (Bill) Berry	Middlesex Corporation	WBerry@middlesexco.com	(407) 205-1947
Jeff James	Middlesex Corporation	JJames@middlesexco.com	(407) 515-3568
Joe Meier	Middlesex Corporation	jmeier@middlesexco.com	(407) 427-7076
Tim Carter	P&S Paving	tcarter@pandspavinginc.com	(386) 624-3208
Joe Donaruma	Preferred Materials, Inc.	Joseph.Donaruma@preferredmaterials.com	(904) 813-0650
Rick Fort	Preferred Materials, Inc.	Richard.Fort@preferredmaterials.com	(941) 650-6230
Damon Markwell	Ranger Construction	damon.markwell@rangerconstruction.com	(561) 229-5429
Renato Reis	Ranger Construction	Renato.Reis@rangerconstruction.com	(772) 215-8096
Patrick Pienkos	Ranger Construction	Patrick.Pienkos@rangerconstruction.com	(561) 480-4315
Grant Cool	The de Moya Group, Inc.	grant.cool@demoya.com	(305) 322-5597
William Whitehurst	V.E. Whitehurst & Sons	william@vewhitehurst.com	(352) 538-7530
Mike Woodford	V.E. Whitehurst & Sons,	Mikew@vewhitehurst.com	(352) 318-5234

19 JANUARY 2022, SPECIFICATION COMMITTEE AGENDA

Wed. January 19th, 2022

1:00pm – 5:00pm EST

1. Call to Order, Tim Carter - Chair
2. Recognition of Anti-Trust Policy
3. Recognition of Conflict-of-Interest Policy
4. Approval of Meeting Packet
5. Minutes from Previous Meeting
6. New Business
    1. Specification in Industry Review
    2. Contractor Proposed Topics
7. Open Discussion with Howard Moseley, Richard Hewitt, Greg Sholar, and Wayne Rilko of the FDOT.
8. Adjournment

MINUTES FROM PREVIOUS MEETING

Fri. October 15th, 2021

10:00 am - 12:55 pm EST

7860 Professional Place Tampa, FL 33637

AJAX Conference Room

Committee Members in attendance:

- In-Person
  - David Allain - ACAF
  - Tim Carter - P&S Paving
  - Carl Dempsey - Asphalt Technologies, Inc.
  - Rick Fort - Preferred Materials
  - Damon Markwell - Ranger Construction Industries
  - Mark Musselman - ACAF
  - Tanya Nash - Asphalt Testing Solutions & Engineering
  - Patrick Pienkos - Ranger Construction Industries
  - Renato Reis - Ranger Construction Industries
- Virtual (Teams)
  - Albert Lopez - General Asphalt
  - Eron Chambers - Hubbard Construction
  - Joe Meier - Middlesex Co.
  - Joseph Donaruma - Preferred Materials
  - Steve McReynolds - Asphalt Testing Solutions & Engineering

1. Call to Order

   Chair Carter calls the meeting to order at 10:12 am.

2. Acknowledgement of Anti-Trust Policy

   Chair Carter recognizes ACAFs Anti-Trust Policy. Unanimous consent is given to agree to adhere to its direction.

3. Acknowledgement of Conflict-of-Interest Policy

   Chair Carter recognizes ACAFs Conflict of Interest Policy. Unanimous consent is given.

4. Old Business

   I. Chair Carter reviews previous meeting minutes.

      i. Technical Director (TD) Allain provides follow-up for some items from the previous minutes.

5. Chair Carter begins reviewing New Business

   I. July 2022 Proposed Specification Changes.

      i. Committee requests a follow-up with DOT shall be initiated by ACAF for the "334-5.9.5 Defective Material" proposed changes. The committee would like the intent of the proposed change to be clarified firstly and also clarification of the purpose of 3 additional box samples.

Overall, the committee strongly disagrees with the notion of disallowing the EAR PE to take into consideration ALL of the testing performed during production of any subject mix.

II. Contractor Proposed Topics

i. TD Allain provides a summary of the FDOT's proposal for an asphalt release agent approved products (APL) list.
    1. Committee members disagree with the decision of adding an APL and ask that the current process continue as there is not much issue with the current process.

ii. Chair Carter provides a summary of rolling straight edge deficiency standards and new proposed change, by Richard Hewitt, to the specifications to mimic the IRI standards of contractor correction without interruption of DOT personnel for structural lifts. Committee agrees with proposed changes.

iii. TD Allain provides summary of issue for 5 second bulk SSD time limit not adhering to AASHTO or ASTM standard.
    1. Committee members agree that the Florida Method for Bulk Specific Gravity, FM 1-T 166 should be revised to reflect AASHTO and ASTM standards. (5 second SSD to 15 second SSD)

iv. TD Allain provides summary of idea of including verbiage of requiring the second IV tests to be, at minimum, run by a different technician than the first IV tests.
    1. Committee members strongly agree that a system of checks and balances on IV tests should be implemented. They are open to ideas.

v. Committee agrees that a list of proposed responses from the spec committee will be summarized by the chairman and a draft sent out to all committee members for review before formal rebuttal to the Department or further review by the Board of Directors depending on the nature of the issue.

6. Next Meeting Date
    I. Tentatively January 21st, 2021. Orlando, Florida
7. Meeting Adjourned at 12:55 pm

Action Items

1. Bring the proposed topics in the above minutes to the following ACAF Board Meeting, November 30th, 2021. Orlando, FL.
2. Generate a list of proposed specification changes into a formal response letter that the ACAF Specification Committee and Board of Directors shall review prior to delivering to the FDOT.

NEW BUSINESS
SPECIFICATIONS IN INDUSTRY REVIEW
DUE DECEMBER 31ST 2021

3000202 Prime and Tack Coats

SUBARTICLE 300-2.2 is deleted and the following substituted:

300-2.2 Cover Material for Prime Coat: Uniformly cover the primed base by a light application of cover material. ~~However, if using EPR-1 prime material, the Engineer may waive the cover material requirement if the primed base is not exposed to general traffic and construction traffic does not mar the prime coat so as to expose the base.~~ The Contractor may use either sand or screenings for the cover material. For the sand, meet the requirements as specified in 902-2 or 902-6, and for the screenings, meet the requirements as specified in 902-5. If the primed base course will be exposed to general traffic, apply a cover material coated with 2 to 4% asphalt cement. Apply the asphalt coated material at approximately 10 pounds per square yard. Roll the entire surface of asphalt coated prime material with a traffic roller as required to produce a reasonably dense mat.

SUBARTICLE 300-3.1 is deleted and the following substituted:

300-3 Equipment.

300-3.1 Pressure Distributor: Provide a pressure distributor equipped with pneumatic tires having a sufficient width of rubber in contact with the road surface to avoid breaking the bond or forming a rut in the surface. Ensure the distance between the centers of openings of the outside nozzles of the spray bar is equal to the width of the application required, plus or minus two inches. Ensure the outside nozzle at each end of the spray bar has an area of opening greater than the opening of an interior nozzle by ~~not less than~~ 25% ~~or more than~~to 75% ~~in excess of the other nozzles~~. Ensure all other nozzles have uniform openings. When the application covers less than the full width, the Contractor may allow the normal opening of the end nozzle at the junction line to remain the same as the interior nozzles. A trailer-mounted pressure distributor can be used for non-mainline applications, if approved by the Engineer. It shall have a self-contained heat system, clean out system, calibration chart, manhole, and shall meet the requirements herein.

Clean the distributor tank at a minimum of every twelve months and whenever the product type in the tank is changed. Remove all emulsion and asphalt material during cleaning. Additionally, clean the distributor tank if the quality of the tack or prime shot diminishes or buildup causes the calibration of the tank to be affected.

SUBARTICLE 300-8.5 is deleted and the following substituted:

300-8.5 Curing and Time of Application: When using a distributor, Aapply tack coat sufficiently in advance of placing bituminous mix to permit drying, but do not apply tack coat so far in advance that it might lose its adhesiveness as a result of being covered with dust or other foreign material. When using a spray paver, the requirements above do not apply.

3200603 Hot Mix Asphalt – Plant Methods and Equipment

SUBARTICLE 320-6.3.3 is deleted and the following substituted:

320-6.3.3 Rejection Criteria: Reject any load or portion of a load of asphalt mix at the plant or at the roadway with a temperature outside of its respective master range shown in Table 320-2. Notify the Engineer of the rejection immediately. The maximum temperature for any load of mixture containing PG 76-22 PMA or High Polymer binder shall not exceed 355°F.

Table 320-2	
Temperature Master Range Tolerance	
Location	Acceptable Temperature Tolerance
Plant	Mixing Temperature ±30 F*
Roadway (mix in truck)	Compaction Temperature ±30°F*
Roadway (mix in windrow)	Compaction Temperature +30°F*, -40°F
*Not to exceed 355°F for mixtures containing PG 76-22 PMA or High Polymer binder.	

3300502 Hot Mix Asphalt - General Construction Requirements

SUBARTICLE 330-5.2.3 is deleted and the following substituted:

330-5.2.3 Screed Width: Provide an asphalt paver with a screed width greater than 8 feet when required to pave full width lanes. Do not use extendable screed strike-off devices that do not provide preliminary compaction of the mat in place of fixed screed extensions. Use a strike-off device only on irregular areas that would normally be done by hand and on shoulders 5 feet or less in width. When using the strike-off device on shoulders, instead of an adjustable screed extension, demonstrate the ability to obtain acceptable texture, density, and thickness.

When using an extendable screed device to extend the screed's width on the full width lane or shoulder by 24 inches or greater, the Engineer will require an auger extension, paddle, or kicker device unless ~~written documentation from the manufacturer is submitted stating these are not necessary~~the Contractor can demonstrate the ability to achieve an acceptable pavement with respect to density, surface texture, and pavement smoothness without such devices.

SUBARTICLE 330-9.5.1.1 is deleted and the following substituted:

330-9.5.1.1 Structural Layers: Correct all deficiencies, as defined in the Specifications, in the Type SP structural layers by removing and replacing the full depth of the layer, extending a minimum of 50 feet on both sides (where possible) of the defective area for the full width of the paving lane.

As an option, for high and low straightedge deficiencies ~~only~~, mill the pavement surface the full lane width to a depth and length adequate to remove the deficiency. This option only applies if the structural layer is not the final surface layer.

COMMENTS ON THE ABOVE SPECIFICATION:

TIM CARTER, P&S Paving: I would propose the following language be added to the specification.

"As an option, for high and low straightedge deficiencies only, mill the pavement surface the full lane width to a depth and length adequate to remove the deficiency. If the low deficiencies are 5/16" or less the Engineer may waive correction of the structural course provided the Contractor shows they can effectively eliminate straightedge deficiencies with the friction course."

The reasoning is that without it the specification could be easily interpreted to require milling in ALL situations regardless. In this way the Contractor has the option to confidently place the friction course over these areas successfully. Thank you, Tim Carter P&S Paving

RESPONSE FROM RICHARD HEWITT:

I'll propose adding such language that we discussed shortly after this spec change was entered into the review process. Thanks for the discussion and suggestions related to dealing with structural course straightedge deficiencies. I also plan to propose a limit as to the size of a low that can be milled (not a complete remove and replace) in effort to avoid chance of thinning out the structural course pavement.

CONTINUE TO NEXT PAGE.....

MODIFICATIONS AFTER THE ABOVE RESPONSE:

SUBARTICLE 330-9.5.1.1 is deleted and the following substituted:

330-9.5.1.1 Structural Layers: Correct all deficiencies, as defined in the Specifications, in the Type SP structural layers by removing and replacing the full depth of the layer, extending a minimum of 50 feet on both sides (where possible) of the defective area for the full width of the paving lane.

The following options only apply if the structural layer is not the final surface layer:

(1) As an option for high and low straightedge deficiencies 5/16 of an inch or less, pave over with friction course to correct the deficiency.

(2) As an option, fFor high ~~and low~~ straightedge deficiencies ~~only~~, mill the pavement surface the full lane width to a depth and length adequate to remove the deficiency. ~~This option only applies if the structural layer is not the final surface layer.~~

(3) As an option for low straightedge deficiencies 8/16 of an inch or less, mill the pavement surface the full lane width to a depth and length adequate to remove the deficiency.

3340203 Superpave Asphalt Concrete

Editorial Changes Not Shown: Removal of AASHTO specification year and/or table number at each instance.

E.g., AASHTO M323-17 Table 3 to AASHTO M323~~-17 Table 3~~

SUBARTICLE 334-2.3.3 is deleted and the following substituted:

334-2.3.3 RAP Stockpile Approval:

Only significant change is to Table 334-1 below:

Table 334-1
Allowable Ranges for Continuous RAP Stockpile Properties

Characteristic	Limit from Original Approved Stockpile Gradation
No. 8 sieve and coarser	± 6.0%
No. 16 sieve	± 5.0%
No. 30 sieve	± 5.0%
No. 50 sieve	± 4.0%
No. 100 sieve	± ~~3~~4.0%
No. 200 sieve	± 2.0%
G_{mm}	± 0.040

SUBARTICLE 334-5.9.5 is deleted and the following substituted:

Only changed/removed/added material is below. All other parts of 334-5.9.5 are still in use.

334-5.9.5 Defective Material:

When evaluating defective material by engineering analysis or delineation testing, at a minimum, evaluate all material located between passing QC, PC or IV test results. PC test results which did not compare with verified IV test results shall not be used for engineering analysis or delineation. Any additional PC samples obtained in the same work shift after an IV sample has been obtained shall include enough material for three complete sets of tests in the event the Contractor requests using the PC test results for engineering analysis or delineation. Exceptions to this requirement shall be approved by the Engineer.

HAS BEEN REWRITTEN AS:

When evaluating defective material by engineering analysis or delineation testing, at a minimum, evaluate all material located between passing QC, PC or IV test results. Any additional PC samples obtained in the same work shift after an IV sample has been obtained shall include enough material for three complete sets of tests (PC, IV and IV check samples) in the event the Contractor requests using the PC test results for engineering analysis or delineation. These additional PC samples must compare with verified IV test results as determined by the comparison process of 334-5.7.1 in order to be used for engineering analysis or delineation. Exceptions to this requirement shall be approved by the Engineer.

3370201 Asphalt Concrete Friction Courses

Editorial Changes Not Shown:

- Removal of AASHTO specification year and/or table number at each instance.
  - E.g. AASHTO M323-17 Table 3 to AASHTO M323~~-17 Table 3~~
- Change of table name

SUBARTICLE 337-4.1 is deleted and the following substituted:

337-4 Mix Design.

337-4.1 FC-5: The Department will design the FC-5 mixtures. Furnish the materials and all appropriate information (source, gradation, etc.) as specified in 334-3.2.7. The Department will have three weeks to design the mix.

The Department will establish the design binder content for FC-5 within the following ranges based on aggregate type:

Table 337-2
FC-5 Percent Binder Content

Aggregate Type	Percent Binder Content
Crushed Granite and/or Granitic Gneiss	5.5 – 7.5
Crushed Limestone and/or Shell Rock	6.0 – 8.0

SUBARTICLE 337-9.1 is deleted and the following substituted:

337-9 Special Equipment Requirements for FC-5.

337-9.1 Fiber Supply System: Use a separate feed system to accurately proportion the required quantity of fibers into the mixture in such a manner that uniform distribution is obtained. Interlock the proportioning device with the aggregate feed or weigh system to maintain the correct proportions for all rates of production and batch sizes. Control the proportion of fibers to within plus or minus 10% of the amount of fibers required. Provide flow indicators or sensing devices for the fiber system, interlocked with plant controls so that ~~the mixture production will be interrupted~~an alarm will be activated if introduction of the fiber fails. Stop production of the asphalt mixture and resume production once the fiber supply system is operating correctly.

SUBARTICLE 337-9.2 is deleted and the following substituted:

337-9.2 Hydrated Lime Supply System: For FC-5 mixes containing granite, use a separate feed system to accurately proportion the required quantity of hydrated lime into the mixture in such a manner that uniform coating of the aggregate is obtained prior to the addition of the asphalt binder. Add the hydrated lime in such a manner that it will not become entrained in the exhaust system of the drier or plant. Interlock the proportioning device with the aggregate feed or weigh system to maintain the correct proportions for all rates of production and batch sizes and to ensure that all mixture produced is properly treated with hydrated lime. Control the proportion of hydrated lime to within plus or minus 10% of the amount of hydrated lime required. Provide ~~and interlock~~ flow indicators or sensing devices for the hydrated lime system, interlocked with plant controls so that ~~the mixture production will be interrupted~~ an alarm will be activated if introduction of the hydrated lime fails. Stop production of the asphalt mixture and resume production once the hydrated lime supply system is operating correctly. The addition of the hydrated lime to the aggregate may be accomplished by Method A or B as follows:

SUBARTICLE 337-12.3 is deleted and the following substituted:

No changes except to the table below:

Table 337-~~3~~4 Small Quantity Pay Table for FC-5		
Pay Factor	1-Test Deviation	2-Test Average Deviation
Asphalt Binder Content (%)		
1.05	0.00-0.25	0.00-0.18
1.00	~~0.00~~0.26-0.50	~~0.00~~0.19-0.35
0.90	0.51-0.60	0.36-0.42
0.80	>0.60	>0.42
3/8 inch Sieve (%)		
1.05	0.00-3.25	0.00-2.30
1.00	~~0.00~~3.26-6.50	~~0.00~~2.31-4.60
0.90	6.51-7.50	4.61-5.30
0.80	>7.50	>5.30
No. 4 Sieve (%)		
1.05	0.00-2.50	0.00-1.77
1.00	~~0.00~~2.51-5.00	~~0.00~~1.78-3.54
0.90	5.01-6.00	3.55-4.24
0.80	>6.00	>4.24
No. 8 Sieve (%)		
1.05	0.00-1.50	0.00-1.06
1.00	~~0.00~~1.51-3.00	~~0.00~~1.07-2.12
0.90	3.01-3.50	2.13-2.47
0.80	>3.50	>2.47

DUE JANUARY 31ST 2022

Specification	Change Made
2340900 Superpave Asphalt Base	The pay area shall not exceed 10~~5~~10% of the designed surface area.
3340700 Superpave Asphalt Concrete 3371100 Asphalt Concrete Friction Courses 3390700 Miscellaneous Asphalt Pavement	For each pay item, excluding overbuild, the pay quantity will be based on the quantity placed on the project, limited to 10~~5~~10% of the adjusted plan quantity for the pay item.

2000702 Rock Base

SUBARTICLE 200-7.2.2 is deleted and the following substituted:

200-7.2.2 Frequency: Conduct QC sampling and testing at a minimum frequency listed in the table below. The Engineer will perform Verification sampling and tests at a minimum frequency listed in the table below.

Table 200-1 Mainline Pavement Lanes, Turn Lanes, Ramps, Parking Lots, Concrete Box Culverts and Retaining Wall Systems		
Test Name	Quality Control	Verification
Modified Proctor Maximum Density	One per eight consecutive LOTs	One per 16 consecutive LOTs
Density	One per LOT	One per four LOTs
Roadway Surface and Cross Slope	~~Ten~~One per LOT	~~Witness~~One per two LOTs
Roadway Thickness	Three per LOT	Witness

Table 200-2 Shoulder-Only, Shared Use Path and Sidewalk Construction		
Test Name	Quality Control	Verification
Modified Proctor Maximum Density	One per two LOTs	One per four LOTs
Density	One per LOT	One per two LOTs
Surface and Cross Slope	~~Five per 500 feet~~One per LOT	~~Witness~~One per two LOTs
Thickness	Three per 1000 consecutive feet	Witness

SUBARTICLE 200-7.3.1.2 is deleted and the following substituted:

200-7.3.1.2 Depth and Surface Testing Requirements: Notify the Engineer a minimum of 24 hours before checking base depths and surface checking. Determine test locations including Stations and Offsets, using the Random Number generator approved by the Department. Do not perform depth and surface checks until the Engineer is present to witness. Enter test results into the Department's database. Perform thickness check on the finished base or granular subbase component of a composite base. Provide traffic control, coring/boring equipment, and an operator for the coring/boring equipment. Traffic control is to be provided in accordance with the standard maintenance of traffic requirements of the Contract. The thickness is considered deficient, if the measured depth is over 1/2 inch less than the specified thickness. Correct all deficient areas of the completed base by scarifying and adding additional base material. As an exception, if authorized by the Department, such areas may be left in place without correction and with no payment.

~~Check the finished surface of the base course with a template cut to the required crown and with a 15 foot straightedge laid parallel to the centerline of the road. Correct all irregularities greater than 1/4 inch to the satisfaction of the Engineer by scarifying and removing or adding rock as required, and recompact the entire area as specified hereinbefore.~~

SUBARTICLE 200-7.4.4 is deleted and the following substituted:

200-7.4.4 ~~Thickness and~~ Surface Testing Requirements: Resolve deficiencies in accordance with 200-7.3.1.2.

SUBARTICLE 200-7.4 is expanded by the following new Subarticle:

200-7.5 Cross Slope: Construct base surface with cross slopes in compliance with the requirements of the Contract Documents. Furnish a level with a minimum length of 4 feet with a digital slope measuring device approved by the Engineer for the control of cross slope. Make this level or measuring device available at the jobsite at all times during base construction operations.

200-7.5.1 Quality Control Requirements: Measure the cross slope of the base surface by placing the measuring device perpendicular to the roadway centerline. Report the cross slope to the nearest 0.1%. Record all the measurements and submit to the Engineer for documentation. Measure the cross slope at a minimum frequency of one measurement per lot to ensure the cross slope is uniform and in compliance with the design cross slope. When the difference between the measured cross slope and the design cross slope exceeds ±0.2% for travel lanes (including turn lanes) or ±0.5% for shoulders, make all corrections in accordance with 200-7.5.3 to bring the cross slope into the acceptable range.

200-7.5.2 Verification: The Engineer will verify the Contractor's cross slope measurements by randomly taking one measurement every two lots. If the average cross slope of the ten random measurements varies more than the allowable tolerance from the design cross slope (±0.2% for travel lanes (including turn lanes) and ±0.5% for shoulders), make corrections in accordance with 200-7.5.3 to bring the cross slope into the acceptable range. A recheck of the cross slope will be made following any corrections or additional work performed on the base surface. This process will be repeated until the base cross slope meets the requirements of this specification.

The Engineer may waive the corrections specified above (at no reduction in payment) if:

1. the deficiencies are sufficiently separated so as not to affect the overall ride quality, traffic safety and surface drainage characteristics of the pavement and;

2. the Contractor agrees to use asphalt to fill in areas where the earthwork is low.

For intersections, tapers, crossovers, transitions at beginning and end of project and similar areas, adjust the cross slope to match the actual site conditions or as directed by the Engineer.

200-7.5.3 Cross Slope Corrections: Correct all cross slopes out of tolerance per 200-7.5.1 and 200-7.5.2 in accordance with 200-7.3.1.2.

200-7.5.4 Elevation Data Collection: Within curb and gutter areas and in widening areas, measure and record elevation of finished surface of base course every 500 feet by measuring elevation of base adjacent to curb and gutter, as well as at each lane edge location. Provide the elevation measurements to the Engineer.

5201000 Concrete Gutter, Curb Elements, and Traffic Separators

ARTICLE 520-10 is deleted and the following substituted:

520-10 Surface Requirements.

520-10.1 Straightedge: Test the gutter section of curb and gutter with a 10 foot straightedge laid parallel to the centerline of the roadway and while the concrete is still plastic. Perform straightedging along the edge of the gutter adjacent to the pavement or along other lines on the gutter cross-section, as directed by the Engineer. Immediately correct irregularities in excess of 1/4 inch.

520-10.2 Elevation and Cross Slope: Place curb and gutter so the calculated actual roadway or shoulder cross slope to be placed within the curb and gutter is within +/- 0.2% of the calculated design cross slope for that location. Once per 500 feet, check the elevation of lip of curb and gutter and calculate actual cross slope between curb and gutter on each side of a lane or set of adjacent lanes. Perform these checks prior to placement of the curb and gutter and adjust to ensure cross slope tolerance is met. After placement and curing of curb and gutter, perform the above checks again. Correct any curb and gutter found to be outside the cross slope tolerance described above.

CONTRACTOR PROPOSED TOPICS

1. **Discussion on renewing FC-5 mix designs nearing expiration instead of requiring a whole new set of samples.**

   Florida Materials Manual Volume I Section 3.1

   3.1.5.4.2 Mix Design Revisions

   G) Updates Due to Mix Design Expiration:

   Any updates for expiring mix designs will require supporting data to verify that the mix design will meet the volumetric requirements (i.e., updated back page of the mix design). Mix designs are valid for a period of three years. In addition, FC-5 mix designs must be reverified by the SMO every three years.

2. **Acceptance testing for Temporary Detours. (FDOT spec makes no specific reference to its exemption, other states do.)**

3. **Density testing for acceptance near intersections on Signalization Projects when mainline is encroached upon <500'.**

4. (DESIGN) Turn lanes pulled with mainline that leave the longitudinal joint in the middle of the turn lane. (constructability)

5. Should District labs notify the contractor immediately when IV fails, before attempting to verify that IV? That way the contractor can request to be in the presence of the testing to ensure that both contractor and agency are agreeing on how tests are run by technicians.

6. I would like to discuss QCRR reports. We are required to provide them to the DOT within 24 hours or prior to the start of the next paving shift. I would like to get FDOT to commit to reviewing them and reporting discrepancies with 5 days (OPEN FOR DISCUSSION ON TIMELINE) or the QCRR stands as true and correct. Too many times, at the end of a long duration project, the DOT/CEI want to go back and renegotiate quantities that were reported and completed months or even years before.