

SR 82: Shawnee Rd to Alabama Rd.

Lee County, Dist. 1.

AJAX Paving Industries of Florida, LLC.



## Pre-Meeting Packet & Supplementary Material



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

October 15<sup>th</sup>, 2021, 10:00 am

7860 Professional Place  
Tampa, FL 33637

Virtual Teams Link: [Click here to join the meeting](#)



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# 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 \_\_\_\_\_

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 Asphalt Technologies Inc.	mmusselman@acaf.org	(850) 445-6981
Carl Dempsey	Inc.	Carl.Dempsey@andersoncolumbia.com	(386) 752-4921
Tanya Nash	ATS&E	TNash@ats.consulting	(904) 510-3072
Steve McReynolds	ATS&E	SMcReynolds@ats.consulting	(904) 349-9722
Chris Riley	CWR Contracting	criley@cwrcontracting.com	(850) 527-4126
Jency Carmenate	General Asphalt	jency@generalasphalt.com	
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
Tim Carter	P&S Paving	tcarter@pandspavinginc.com	(386) 624-3208
Joe Donaruma	Preferred Materials, Inc.	Joseph.Donaruma@preferredmaterials.com	
Joe Donaruma	Preferred Materials, Inc.	m	(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
Joe Meier	Middlesex Corporation	jmeier@middlesexco.com	(407) 427-7076
William Whitehurst	V.E. Whitehurst & Sons	william@vewwhitehurst.com	(352) 538-7530
Mike Woodford	V.E. Whitehurst & Sons,	Mikew@vewwhitehurst.com	

## 15 OCTOBER, SPECIFICATION COMMITTEE AGENDA

Fri October 15<sup>th</sup>, 2021

10:00am - 3:00pm EDT

1. **Call to Order, Tim Carter - Chair**
2. **Recognition of Anti-Trust Policy**
3. **Recognition of Conflict-of-Interest Policy**
4. **Approval of Pre-Meeting Packet**
5. **Minutes from Previous Meeting**
6. **New Business**
7. **Lunch and learn provided by Asphalt Testing Solutions & Engineering – Tanya Nash, Pavement Materials Engineer.**
8. **Adjournment**

# MINUTES FROM PREVIOUS MEETING

Fri. July 23rd, 2021

10:00 am - 2:30 pm EST

303 West Landstreet Road, Orlando, FL 32824

## 1. Call to Order

Chair Carter calls the meeting to order at 10:00 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. New Business

### I. Industry Review Specifications pertaining to asphalt

i. Chair Carter briefly walks through previous specification review items.

### II. QC Manager Submitted Recommendations

#### i. ITEM 1 - 100' patch for unsatisfactory work

1. Joe Meier and Chair Carter discuss opening discussion with FDOT about self-policing necessary patching work.
2. Discussion on team creating language for a global state specification for patching future paving issues.
3. Chair Carter asks for an open discussion later on changing the method for using rolling straight edge on a combined low/high produced section.

#### ii. ITEM 2 - Independent Verification Testing Results

1. Joe Meier mentions picking 1-2 specific areas that Dept. needs to have time frame of acceptance data submitted for IV.
  - a. Air void failure mentioned as more important now than 10-15 years ago. Revisit the specification to meet these needs.

#### iii. ITEM 3 - Earthwork/Asphalt Cross Slope and Conformity to Contract Documents

1. Discussion brought up on tightening grade/cross-slope specification.
  - a. "Adding cross-slope specification will fix grade"
  - b. Base contractors should report cross-slope after completing work so that AC contractors do not have to verify work done previously.
  - c. Mark Musselman suggests achieving cross-slope and spread rate increase are a good place to start.
  - d. Tightening the grade tolerance may be the biggest hurdle. Possibly defer to a later time?

#### iv. ITEM 4 - Master Production Range

1. Discussion brought up on the low allowable density tolerance, when it reality you would be penalized substantially with respect to the current PWL limits on small quantity pay table.
2. Additional discussion on FC-5 small quantity bonus not being included in the specification.

### III. Howard Moseley and Richard Hewitt join meeting virtually on Teams

- i. Warm Mix

1. Moseley says that FDOT has no prohibitive specification on WMA. WMA is totally acceptable. There is no issue running FC-5 at lower temps, but it still requires fiber additive.
- ii. **IV Test Time Frame**
  1. Moseley says the goal for IV test results has been next day. If you have issues, I recommend going through the local district materials office. You shouldn't have to wait days for test results to come back from IV.
- iii. **100 Foot Segment Patch**
  1. Moseley – Self Policing was the goal. Contractor Identify/Contractor Repair.
  2. Hewitt – We don't want a bunch of small patches on the friction course.
- iv. **Tack Rate Change to go into effect on existing jobs**
  1. Joe Meier – Can we get a memo on allowing the changes immediately on jobs that have been awarded already? That way we don't have to have multiple tack rates for the next 6 months?
    - a. Hewitt – That shouldn't be too difficult, coverage is the most important thing.
- v. **Tack and Prime BOLs**
  1. Moseley – Not all trucks are filled at the same plant. Having a BOL either digital or paper will allow someone in the field to know exactly what is being placed on our roads.
    - a. Chair Carter expressed concern that no BOL on the jobsite would result in work stoppage.
    - b. Bottom line for BOLs – Make them available.
- vi. **Specification Master Production Range**
  1. Moseley – We want a little bit of control because #8 material can make or break a mix.
  2. Moseley - 89.5 density does seem low.
  3. The Dept feels that density is very important to the long-term performance of the roadway.
    - a. Research being talked about this limit.
- vii. **Small Quantity Incentive on FC-5?**
  1. Moseley – I actually don't know why there is no bonus. It's a valid point to look at. It was probably an oversight and see about changing that.
- viii. **Memo - Continuation of e-ticketing**
  1. Hewitt – Memo went out stating if you wanted to continue e-ticketing you can. The original memo was rescinded but you do not have to go back to only paper ticketing.
    - a. Long term, we are looking to go the route of e-ticketing.
    - b. Future discussions to put it into a standard spec to help with cities and counties.
    - c. Feedback on projects where e-ticketing is not beneficial would help.

## 5. Next Meeting Date

- I. October 15<sup>th</sup>, 2021. Tampa, Florida

## 6. Meeting Adjourned at 2:20 pm

# NEW BUSINESS

## July 2022 Proposed Specification Changes

Minor editorial changes are not shown.

### Section 300



**Rilko, Wayne**

EPR-1 prime is no longer on the APL.

**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.



**Rilko, Wayne**

From the previous round of revisions, it was decided to clean up this language.

### **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 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.



**Rilko, Wayne**

If spray pavers are used.

**300-8.5 Curing and Time of Application:** When using a distributor, Apply 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.

### Section 320

**Rilko, Wayne**

Based on information from binder producers.

**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. Regardless of the target mixing or compaction temperature, the maximum temperature for any load of mixture containing PG 76-22 PMA or High Polymer binder shall not exceed 355°F.

## Section 334

**Rilko, Wayne**

Contractor requested.

### 334-2.3.3 RAP Stockpile Approval:

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%
<b>No. 100 sieve</b>	<b>± 3.0%</b>
No. 200 sieve	± 2.0%
G <sub>mm</sub>	± 0.040

**Rilko, Wayne**

Samples used for engineering analysis or delineation.

### 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.

## Section 337


**Rilko, Wayne**

Language for stopping production due to a supply system malfunction.

**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.

**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:


**Rilko, Wayne**

Pay factor bonus provisions for small quantities of FC-5.

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



Rilko, Wayne

If spray pavers are used.

#### 3.4.6.4.1 Field Evaluation for Asphalt Emulsions for Use as Tack Coat

A material being evaluated for use as a tack coat will need to be applied between a recently paved asphalt structural layer and a dense graded asphalt friction course layer. An SMO representative (or delegate) must be present for the field test section to visually confirm the material's tracking properties (except for tack coats approved for use with spray pavers). The Department will direct the Contractor to obtain five 6-inch diameter roadway cores from the field test section for testing at the SMO for bond strength in accordance with **Florida Sampling and Test Method Determining the Interlayer Bond Strength Between Asphalt Pavement Layers**. The material must show little to no tracking (not applicable for tack coats approved for use with spray pavers) and have a minimum bond strength value of 100 psi for approval.

## Contractor Proposed Topics

### 1. Approved Products List – Asphalt Release Agents

#### 320-7 Transportation of the Mixture.

*Transport the mix in trucks of tight construction, which prevents the loss of material and the excessive loss of heat and previously cleaned of all foreign material. After cleaning, thinly coat the inside surface of the truck bodies with soapy water or an asphalt release agent as needed to prevent the mixture from adhering to the beds. Do not allow excess liquid to pond in the truck body. Do not use a release agent that will contaminate, degrade, or alter the characteristics of the asphalt mix or is hazardous or detrimental to the environment. Petroleum derivatives (such as diesel fuel), solvents, and any product that dissolves asphalt are prohibited. Provide each truck with a tarpaulin or other waterproof cover mounted in such a manner that it can cover the entire load when required. When in place, overlap the waterproof cover on all sides so that it can be tied down. Cover each load during cool and cloudy weather and at any time it appears rain is likely during transit with a tarpaulin or waterproof cover. Cover and tie down all loads of friction course mixtures.*

The FDOT is wanting to implement an APL for release agents using AASHTO T383 and NTPEP tested asphalt release agents. In summary, AASHTO T383 has three test methods for evaluating the performance of asphalt release agents in a laboratory.

#### 1. The Asphalt Stripping Test

A sample of HMA is soaked in the ARA for seven days alongside a control sample of ARA with no HMA. Three samples are evaluated at the end of the soak period to determine the degree of stripping that occurred. A visual interpretation and gravimetric weights are used to determine liquid opacity and weight gain or loss.

#### 2. Mixture Slide Test

A sample of HMA is applied to a steel plate that has been treated with the ARA. The plate is tilted to allow the HMA to slide free. The amount of retained hot mix is recorded for each application cycle. This process is repeated two more times. The degree of adhesion to the metal plate is determined by gain in weight.

#### 3. Asphalt Performance Test

Hot asphalt binder is poured onto the same treated metal plate used in Section 3.1.2, allowed to cool, and then pulled away. The amount of retained binder is recorded for each application cycle. This process is repeated until a minimum of 10 percent of the asphalt binder has adhered to the metal plate. The degree of adhesion to the metal plate is determined by gain in weight.

## 2. Straight Edge Deficiencies and Corrections

FM 5-509: Florida Method of Test for

MEASUREMENT OF PAVEMENT SMOOTHNESS WITH THE 15-FOOT ROLLING AND MANUAL STRAIGHTEDGES.

### **330-9.4.5 QC Testing:**

**330-9.4.5.1 General:** *Straightedge the final Type SP structural layer and friction course layer in accordance with 330-9.4.2, with the exception that if the method of acceptance is by laser profiler, then straight edging of the friction course layer is not required unless otherwise stated in the Specifications. If the project's method of acceptance is by laser profiler, areas not suitable for testing with the laser profiler will be tested and accepted by straight edging. **Test all pavement lanes and ramps where the width is constant and document all deficiencies in excess of 3/16 inch on a form approved by the Engineer.***

### 3. Compacted Pill – Bulking Method

FM 1-T 166: Florida Method of Test for

BULK SPECIFIC GRAVITY OF COMPACTED ASPHALT SPECIMENS

**5.1.4** Remove the specimen from the water, damp-dry the specimen by rolling the specimen on its side one complete roll and blotting each face once with a damp towel as quickly as possible (**not to exceed five seconds**) and determine the saturated surface-dry mass as B. Any water that seeps from the specimen onto the scale during the weighing operation is considered part of the saturated surface-dry mass.

[FDOT Method FM 1-T 166 closely mirrors AASHTO T166 Method A](#)

Equipment used:

Scale, Suspension Apparatus, Water Bath

**EXECPT** what is in **red**:

*Cool the specimen to room temperature at  $25 \pm 5^{\circ}\text{C}$  ( $77 \pm 9^{\circ}\text{F}$ ) and record the dry mass as A. Immerse each specimen in the water bath at  $25 \pm 1^{\circ}\text{C}$  ( $77 \pm 1.8^{\circ}\text{F}$ ) for  $4 \pm 1$  min, and record the immersed mass as C. Remove the specimen from the water bath; damp-dry the specimen by blotting it with a damp towel, and determine the surface dry mass as B as quickly as possible (**the entire operation is not to exceed 15 seconds**). Any water that seeps from the specimen during the weighing operation is considered part of the saturated specimen.*

[AASHTO T-166 Method B](#)

Equipment used:

Scale, Water Bath, Thermometer, Volumeter

*Cool the specimen to room temperature at  $25 \pm 5^{\circ}\text{C}$  ( $77 \pm 9^{\circ}\text{F}$ ) and record the dry mass as A. Immerse each specimen in the water bath at  $25 \pm 1^{\circ}\text{C}$  ( $77 \pm 1.8^{\circ}\text{F}$ ) for at least 10 min. At the end of the 10-min period, fill a calibrated volumeter with distilled water at  $25 \pm 1^{\circ}\text{C}$  ( $77 \pm 1.8^{\circ}\text{F}$ ), and weigh the volumeter. Designate this mass as D. Remove the saturated specimen from the water bath and damp-dry the specimen by blotting it with a damp towel as quickly as possible (**not to exceed 5 seconds**). Weigh the specimen, and record the surface-dry mass as B. Any water that seeps from the specimen during the weighing operation is considered part of the saturated specimen.*

*Place the specimen into the volumeter, and let it stand for at least 60 seconds. Bring the temperature of the water to  $25 \pm 1^{\circ}\text{C}$  ( $77 \pm 1.8^{\circ}\text{F}$ ), and cover the volumeter, making certain that some water escapes through the capillary bore of the tapered lid. Wipe the outside of the volumeter dry with a dry, absorbent cloth, and weigh the volumeter and its contents.*

## Additional Discussion items:

Who performs the second IV sample testing if QC and IV#1 do not meet Between-Laboratory Precision Values?

- a) Should it be performed by someone other than the first IV testing technician? Or resolution testing by the engineer be initiated immediate after QC and IV do not equal according to the specification?