

SR 200 (A1A)
from I-95 to West of Still Quarters Rd.
District 2 - Urban Road Builder of the Year



Specifications Committee Meeting Packet



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

December 12th, 2022 @ 1:00PM (EST)

Caribe Royale Orlando
8101 World Center Dr, Orlando, FL 32821
Hibiscus Meeting Room

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

Meeting Agenda

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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_____

SPECIFICATIONS COMMITTEE MEMBERS

Name	Company	Email	Phone
Mickey Cox	AJAX Paving	mcox@ajaxpaving.com	(813) 394-1760
Tracey Boggs	Anderson Columbia	tracey.boggs@andersoncolumbia.com	(850) 209-6854
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SPECIFICATIONS COMMITTEE AGENDA

Monday, December 12th, 2022

1:00 – 5:00pm EST

- 1. Call to Order, Tim Carter - Chair**
- 2. Recognition of Anti-Trust Policy**
- 3. Recognition of Conflict-of-Interest Policy**
- 4. Discussion with Howard Moseley, Richard Hewitt, Greg Sholar, and Wayne Rilko of the FDOT, 1PM- 2:30PM.**
- 5. Minutes from Previous Meeting**
- 6. New Business**
 - 1. Florida Asphalt Specifications for Counties and Municipalities, Review**
 - 2. Local Agency Program, 334 Specification Review**
 - 3. Scheduling Next Specifications Meeting**
- 7. Adjournment**

MINUTES FROM PREVIOUS MEETING

Thursday July 28th, 2022

10:00 AM – 2:30 PM EST

3701 Olson Dr., Daytona Beach, FL 32124

P & S Paving, Inc, Conference Room

Committee Members and Guests in attendance:

➤ In-Person

- David Allain – ACAF
- Tim Carter – P&S Paving
- Mickey Cox – AJAX Paving Industries
- Rick Fort – Preferred Materials
- Steve McReynolds – Asphalt Testing Solutions & Engineering
- Joe Meier – Middlesex Co.
- Carl Moorefield – Hubbard Construction
- Michael Gallant – Haul Hub

➤ Virtual (Teams)

- Howie Moseley – FDOT
- Greg Sholar – FDOT
- Wayne Rilko – FDOT
- Mark Musselman – ACAF
- Carl Dempsey – Asphalt Technologies, Inc.
- Julio Leganoa – Halley Engineering Contractors
- Tanya Nash – Asphalt Testing Solutions & Engineering
- Jeff James – Middlesex Co.
- Justin Mannina – Haul Hub

❖ Call to Order

- Chair Carter calls the meeting to order at 10:00 AM.

❖ Acknowledgement of Anti-Trust Policy

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

❖ Acknowledgement of Conflict-of-Interest Policy

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

❖ Old Business

- Chair Carter reviews previous meeting minutes

❖ New Business

- Chair Carter reviews new business topics

▪ Section 320

- 320-3.2.1 Electronic Weight System. Paper Ticketing & E-ticketing

- ◆ Committee agrees that having the option for e-ticketing written in the specification is a good move.
- ◆ The change of the weigh scale checks at the plant being 35 days was also approved by the committee.

▪ 320-3.3 Asphalt Binder

- Committee members discussed bulk tank degradation of the liquid asphalt is the concern before it is added as a component of HMA. HMA spec already has the 355°F limit. NO ISSUE.

▪ Section 330

- 330-6.1.5.1: Thickness Control

- ◆ Richard Hewitt proposed a specification change allowing the spread rate tolerance raising from 105% to 110% so that it is in line with the maximum pay item increase spec change months prior. Department stated this may be included in a forthcoming DCE Memo so no waiting until July 2023.

▪ Section 334

- 334-1.4.1 Layer Thicknesses

- ◆ Committee disagrees with the specification change and recommends a minimum allowable thickness of SP9.5 to instead be 1 ½ inches for design purposes. Follow up discussion with Howie revealed that the 1 ½" minimum for FC 9.5 is the intent of the

spec change. The committees' concerns were focused on the likelihood that rather than an option, this proposal will make its way into design requirements on upcoming projects.

- 334-3.2 Mix Design
 - ◆ Removal of maximum mix designs per NMAS was unanimously supported by the committee.
- 334-5.9.5 Defective Material
 - ◆ Addition of high air void delineation was accepted by the committee. Requests are still asked about low air void delineation in the future. Howie explained that research is currently being conducted on the low air void aspect.
- Section 337
 - 337-3.3 Grading Requirements
 - ◆ FC-5 Gradation range change from 55-75 % to 60-75 % for sieve 3/8 inch was accepted by the committee. Howie Moseley explained that most all mix designs are within the changed gradation ranges already. This change was to help prevent a newcomer to FC-5 mix design to making a mixture that was not durable enough.
 - 337-4 Mix Design
 - ◆ The change in binder content for FC-5 mixtures increasing by 0.5% for both aggregate types was done to achieve better Cantabro results, or more durable mixtures. Howie explained that research on this subject is approximately 6-9 months from completion.
- Section 339
 - 339-8 Basis of Payment
 - ◆ Rich Hewitt proposed including the option for contractors to place Miscellaneous Asphalt Pavement into a nearby LOT so that bonus pay could be made in the case the

LOT received a bonus. However, the committee agreed this could cause harm if there was a failing LOT, thus, the specification was pulled from contention.

- Section 916

- 916-3 Asphalt Emulsions

- ◆ The SMO has added a re-emulsification test to this specification which was not met with any complaints by the committee.

- Other Topics

- TD Allain informed the committee about his trip to the Florida Association of County Engineers and Road Superintendents (FACERS)

- ◆ Discussion was on modifying the FDOT specifications to fit county needs. Multiple county engineers spoke up at FACERS that they needed changes but weren't sure where to start. The Association will work with contractors to develop specifications and propose them to the Florida counties soon.

- Six-way FC-5 splitter implementation is under consideration. SMO states it has statistically sound results compared to other methods.

- No discussion was made on the fuel surcharges for aggregate.

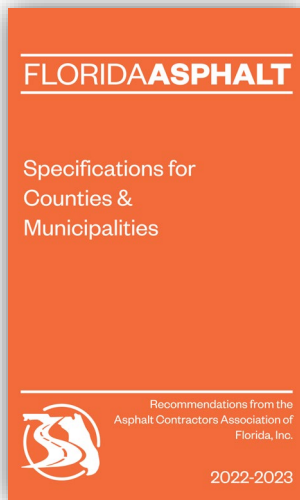
❖ **Next Meeting Date**

- Potential Date: ACAF 2022 EXPO

❖ **Meeting Adjourned at 2:05 PM**

NEW BUSINESS

Florida Asphalt Specification for Counties and Municipalities Review



Local Agency Program (LAP) 334 Asphalt Specification Review

334 ASPHALT CONCRETE FOR LAP (CLASS - D).
(REV 3-2-22) (FA 7-2-21) (7-22)

SECTION 334 is deleted and the following substituted:

SECTION 334
ASPHALT CONCRETE FOR LAP (OFF-SYSTEM)

334-1 Description.
334-1.1 General: Construct an Asphalt Concrete pavement based on the type of work specified in the Contract and the Asphalt Work Categories as defined below. Meet the applicable requirements for plants, equipment, and construction requirements as defined below. Use an asphalt concrete mix that meets the requirements of this specification.
334-1.2 Asphalt Work Mix Categories: Construction of Asphalt Concrete Pavement will fall into one of the following work categories:
334-1.2.1 Asphalt Work Category 1: Includes the construction of bike paths and miscellaneous asphalt.
334-1.2.2 Asphalt Work Category 2: Includes the construction of new turn lanes, paved shoulders and other non-mainline pavement locations.
334-1.2.3 Asphalt Work Category 3: Includes the construction of new mainline pavement lanes, milling and resurfacing.
334-1.3 Mix Types: Use the appropriate mix type as shown in Table 334-1.

Asphalt Work Category	Mix Types	Traffic Level	ESALs (millions)
1	Type SP-9.5 ⁽¹⁾	A	<0.3
2	Structural Mixes: Types SP-9.5 or SP-12.5 ⁽¹⁾ Friction Mixes: Types FC-9.5 or FC-12.5 ⁽¹⁾	B	0.3 to <3
3	Structural Mixes: Types SP-9.5 or SP-12.5 Friction Mixes: Types FC-9.5 or FC-12.5	C	≥3

(1) Equivalent mixes may be approved as determined by the Engineer. For example, Marshall 5-BI mixture type is equivalent to Superpave SP-9.5, Marshall 5-1 is equivalent to Superpave SP-12.5, and Marshall FC-3 is equivalent to Superpave FC-9.5.

For a Traffic Level A mixture, meet the mix design criteria for a Traffic Level B mixture and for a Traffic Level D mixture meet the mix design criteria for a Traffic Level E mixture.

At no additional cost to the Department, for a Type SP mix the following Traffic Level substitutions are allowed:
 Traffic Level E can be substituted for Traffic Level D.
 Traffic Level D or E can be substituted for Traffic Level C.
 Traffic Level C can be substituted for Traffic Level B.
 Traffic Level B or C can be substituted for Traffic Level A.

Appendix A

Developmental Thick Lift Asphalt Specification 330

Dev330TL
Use with Dev334TL

**HOT MIX ASPHALT - GENERAL CONSTRUCTION REQUIREMENTS –
THICK LIFT.**
(REV 1-11-22)

ARTICLE 330-10 is deleted and the following substituted:

330-10 Protection of Finished Surface.

Keep sections of newly compacted asphalt concrete, which are to be covered by additional courses, clean until the successive course is laid.

Do not dump embankment or base material directly on the pavement. Dress shoulders before placing the friction course on adjacent pavement.

Equip blade graders operating adjacent to the pavement during shoulder construction with a 2 inch by 8 inch or larger board, or other attachment providing essentially the same results, attached to their blades so it extends below the blade edge and protects the pavement surface from damage by the grader blade.

To prevent rutting or other distortion, protect sections of newly finished dense-graded friction course and the last structural layer before friction course from traffic until the surface temperature has cooled below 160°F.

For lifts of asphalt placed greater than 4 inches thick, protect the newly finished layer from traffic for six hours or until the temperature on the surface and at the midpoint of the layer has cooled below 160°F. Monitor the temperature of the center of the mat with a temperature measuring device (thermocouple wire or probe) placed approximately 100 feet from the end of each pull for layers greater than 4 inches. Prior to compacting the mat, make a trench 18 inches long from the edge of the pavement inward toward the center of the mat. Make the width of the trench slightly wider than the temperature measuring device. Make the depth of the trench approximately one half the depth of the pavement layer. Insert the temperature measuring device into the trench. Begin compacting the mat after the temperature measuring device has been installed. Protect the newly finished layer for six hours if the temperature measuring device fails or is determined to be unreliable by the Engineer. Trim the thermocouple wire flush with the edge of pavement. Do not remove the thermocouple wire from the pavement. Remove the probe, if desired, without damaging the pavement.

The Contractor may use artificial methods to cool the pavement to expedite paving operations. The Department may direct the Contractor to use artificial cooling methods when maintenance of traffic requires opening the pavement to traffic at the earliest possible time.

Appendix B

Developmental Thick Lift Asphalt Specification 334

Dev334TL
Use with Dev330TL

SUPERPAVE ASPHALT CONCRETE – THICK LIFT. **(REV 1-11-22)**

SUBARTICLE 334-1.4 is deleted and the following substituted:

334-1.4 Thickness: The total thickness of the Type SP asphalt layers will be the plan thickness as shown in the Contract Documents. Before paving, propose a thickness for each individual layer meeting the requirements of this specification, which when combined with other layers (as applicable) will equal the plan thickness. For construction purposes, the plan thickness and individual layer thickness will be converted to spread rate based on the maximum specific gravity of the asphalt mix being used, as well as the minimum density level, as shown in the following equation:

$$\text{Spread rate (lb/yd}^2\text{)} = t \times G_{mm} \times 43.3$$

Where: t = Thickness (in.) (plan thickness or individual layer thickness)

G_{mm} = Maximum specific gravity from the verified mix design

The weight of the mixture shall be determined as provided in 320-3.2. For target purposes only, spread rate calculations should be rounded to the nearest whole number.

Note: Plan quantities are based on a G_{mm} of 2.540, corresponding to a spread rate of 110 lb/yd²-in. Pay quantities will be based on the actual maximum specific gravity of the mix being used.

334-1.4.1 Layer Thicknesses: The allowable layer thicknesses for Type SP Asphalt Concrete mixtures are as follows:

Type SP-9.5.....	1 to 1-1/2 inches
Type SP-12.5.....	1-1/2 to 6 inches
Type SP-19.0.....	2 to 6 inches

In addition to the minimum and maximum thickness requirements, the following restrictions are placed on mixes when used as a structural course:

Type SP-9.5 - Limited to the top two structural layers, two layers maximum.

Type SP-9.5 - Do not use for Traffic Level E applications.

Type SP-12.5 – Use a lift thickness of 3 inches or less when used as the final (top) structural layer below FC-5 mixtures.

Type SP-19.0 - Do not use for the final (top) structural layer below FC-5 mixtures. Type SP-19.0 mixtures are permissible for the layer directly below FC-9.5 and FC-12.5 mixtures. Do not use for the final (top) layer of shoulders.

334-1.4.2 Additional Requirements: The following requirements also apply to Type SP Asphalt Concrete mixtures:

1. A minimum 1-1/2 inch initial lift is required over an Asphalt Membrane Interlayer (AMI).

2. When construction includes the paving of adjacent shoulders (less than or equal to 5 feet wide), the layer thickness for the upper pavement layer and shoulder must be the same and paved in a single pass, unless called for differently in the Contract Documents.