

Florida **ASPHALT**

Vol. 13 No. 2 Fall 2014



2014 ACAF Pavement *Awards*

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**ACAF Convention
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Florida Asphalt

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Asphalt Contractors Association of Florida
1007 East DeSoto Park Drive, Suite 201
Tallahassee, FL 32301
Phone: 850-222-7300
Fax: 850-942-5632
www.FloridaRidesOnUs.org

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Publisher

Heather Greyling

Sales Manager

Adam Lingenfelter

Marketing

Kent Agramonte

Advertising Sales

Paul Walley (Director), Lou Brandow,
Jeff Bunkin, Jamie Williams

Editor

Michael Senecal

Design

Paramjeet Kaur

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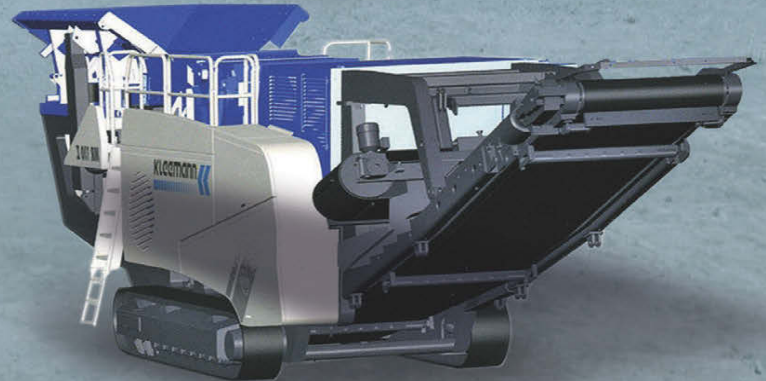
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So Much to Be Proud Of

*Mark S. Marine, Executive Vice President, Asphalt Division, Preferred Materials, Inc.
2014-15 ACAF President*

As your new ACAF President for 2014-15, I am sincerely honored to be working with so many esteemed Florida asphalt leaders. I would like to start by taking a moment to recognize Bob Pereira for his dedication and visionary efforts as President. Under Bob's guidance, the Board has changed key terms in our bylaws, recruited new members, and re-launched our dormant ACAF scholarship program. More on that later . . .

During the past few years we have witnessed an ACAF "changing of the guard" as long-time Board members such as Mike Slade, Iggy Halley, Larry Dale and, most recently, Mike Horan, have passed the baton. We have been truly grateful for their many years of service, their passion and their leadership. Great job, guys! I am extremely confident that the new Board members will continue to provide the needed ongoing leadership and perspective for our industry. Thankfully, there remain two constants in Jim Warren and Jim Cordero. They continue to excel in their roles representing our industry with the FDOT and our legislators in Tallahassee and Washington.

We should all feel excited! Florida, like the nation, is coming out of a well-documented economic "recession." Under the leadership of Governor Rick Scott, Florida's unemployment has decreased from 11.6 percent in 2010 to 6.2 percent currently, with approximately 540,000 new Florida jobs created—that's 20 percent of all U.S. private sector jobs! Governor Scott's thorough understanding of the economic importance of a sound infrastructure, and his key appointment of Ananth Prasad as our Transportation Secretary, speaks volumes of his support for the Florida transportation industry, the jobs we create, and the service we provide. I am certain the upcoming November elections will be critical in keeping Floridians moving forward on our paved roads.

Other exciting news positively impacting our industry is the FDOT 2014 contract lettings budget, which is up 22 percent from last year, not counting reserves. There are more mega-projects slated to start now and over the next five years, including the recently let \$2.2 billion I-4 "Ultimate Project" through Orlando, with work starting in 2015. Also heating up is the \$1.6 billion "Missing Link"—the

Wekiva Parkway in Orlando. Additional projects that are revving up or that loom just on the horizon include the I-95/I-4 Interchange project in preparation for Daytona One, the I-75 corridor improvements program through District 7, and the I-295 Jacksonville Beltway.

Our Association members should be proud that Florida's roads are in great shape. Our industry continues to do an outstanding job of generating long-lasting, quality asphalt pavement. Over 92 percent of Florida's lane-miles have met FDOT's overall acceptance grading criteria. Three performance metrics are all trending in the right direction. Pavement cracking has gone from 18 percent deficient in 1999 to an astounding 8 percent currently. Ride numbers and rutting continue to improve year over year. We really are providing Florida drivers with great roads!

Unfortunately, as our pavements continue to improve, more FDOT funds are being diverted from the resurfacing budget. As a state industry, we'll be down 7 percent from 2013 budgeted FDOT resurfacing dollars and 43 percent down from 2007 numbers. Those are significant tons lost, and we'll have to find those tons somewhere. I believe a strong, concerted focus on pavement preservation and thin lift overlays may be part of the solution. We need to better promote pavement preservation with 4.75 mm plant-produced asphalt in lieu of micro-surfacing and other "alternative" paving products.

As our economy comes back, a real concern will be recruiting people into our industry. Finding experienced and technically proficient employees will become a major issue once again. On that note, I am happy to convey that the Carroll Lance Memorial Scholarship program is alive and well. We've established a committee populated with Board and Associate Members to put forth the necessary protocols for scholarship awards. We will even offer an additional yearly trade school scholarship to a worthy recipient who does not have the inclination to go to college but may have other coveted skills we need so badly.

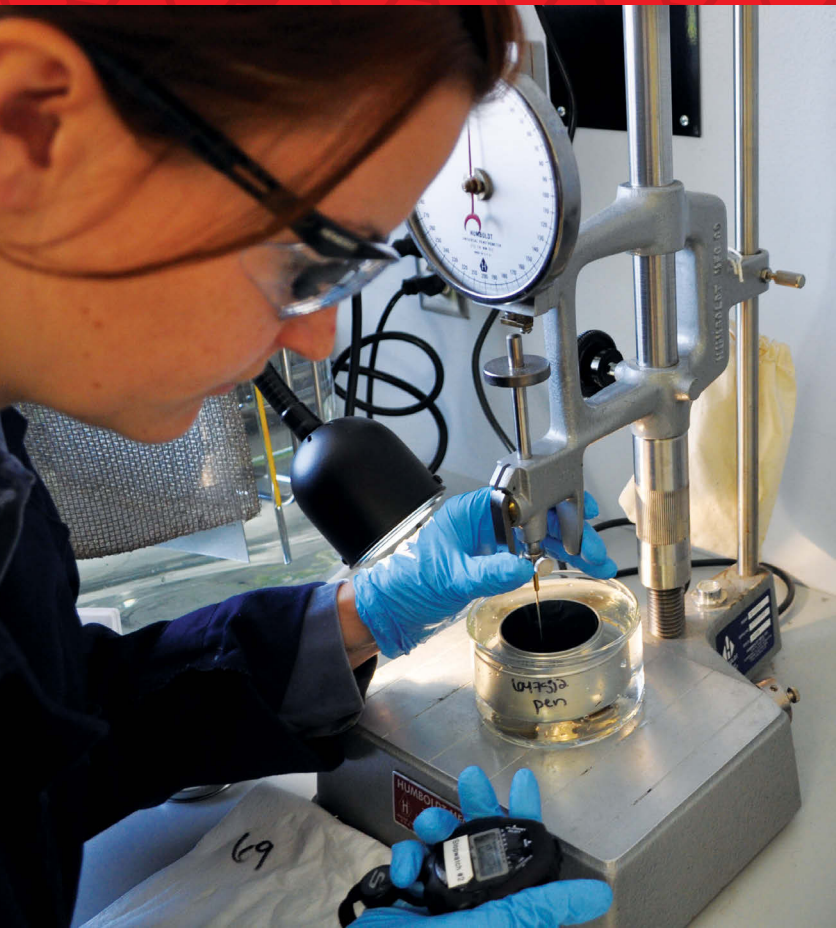
We still have work to do from a technical standpoint. End-of-load segregation is a hot topic among paving



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Is This the New Normal?

Jim Warren, ACAF Executive Director

My wife and I have a ongoing joke whenever I come into the house bleeding. “So, you’re having fun again?” she quips with a concerned smile. Years ago I told her, “If I’m not bleeding I’m not having fun.” Invariably, I’ll cut my hand/arm on something or run into something in the garage that will initiate my seemingly weekly bloodletting event. Nothing big mind you, but blood mixed with dirt, iron, or something needs to get washed off at some point. Okay, so where are we going with this? Let’s talk about self-inflicted wounds and how to avoid them, from a company perspective.

The asphalt industry has possibly entered a new state of normal, one of levels of production and staffing sizes reaching back a decade or so. With yet another expiration of our beloved Federal Highway Bill looming while trying to build roads in 2014 with 1993 dollars, this program continues to be losing proposition. With few really looking to make the difficult choices (in an election year by the way), our future looks to be much the status quo. Fairly flat funding and the big money going to really big high profile construction jobs, the days of high tons and strong backlog maybe history. The good news is that the performance of asphalt pavements has improved due to improved specifications, materials, and equipment. Also, the contractor’s ability to make and place asphalt is better than before. The downside . . . well, we just don’t have to resurface as often now.

So, putting that into perspective, the industry has moved into what some are calling the “new normal”: a time of some work, but not a lot of work, especially in contrast to the levels seen in 2006-7. And, realistically, we won’t see those levels again for some time. There are signs of things starting to improve, so I don’t want to leave an image of dire and doom. The reality is that things are different from the past and you can’t afford to let your guard down.

Polling our clients has a resulting a typical response. “No big issues with asphalt, things are moving along pretty well.” This is a good thing in many perspectives. Our clients are overall pleased with the product, and the process/procedures/specifications are generally working. No spec is perfect mind you, but overall contractors have figured out how to make the asphalt drum turn, the milling machines mill, the paver pave, and rollers make their back and forth dance as the whole process moves down the road in laying a nice smooth ribbon

of high-quality asphalt. And while this is going on, the owners/estimators are fighting it out at the bidding table trying get the next job, the equipment guys are trying to make sure everything keeps running, and the quality control folks are working with everyone to keep the pay factor on the plus side.

So, let’s get back to the main issue: self-inflicted wounds. Dumb mistakes, mistakes that could have been prevented. Examples? Running the edge on your capability to recycle. Letting your crews place several days of paving before seeing end of load segregation. Running a cheap mix. Letting your guard down and leaving your the plants crews, paving crews, and roller operators to their own devices. Reducing your QC staff arbitrarily. There is opportunity cost lost when crews have to return to replace out-of-spec asphalt. How much would it have cost to do it right the first time?

I’ve always remembered this quote I heard years ago: “Quality delayed is not quality denied, but it comes at a higher cost.” We all must strive not to let the guard down, not to settle for the minimum or average.

Here’s the rub: the industry has become very lean. There isn’t much room for error, and when it does happen, it’s a big issue. But how often are these “issues” avoidable? I feel confident that the contractors I am lucky enough to represent will “fess up” when they “mess up” and fix it. The key to growth is not making a mistake, but not making the same mistake repeatedly. There is an issue when there is a disagreement between what a “mess up” is and most of that is resolved through communication and understanding. It does no one any good to lay off-spec asphalt and then argue over whether it’s good enough to stay or not. Is the bar higher than it used to be? Yes, but the stakes are higher as well. Are the contractors capable of laying high-quality asphalt ever day? You betcha! Is it easy? No, it’s not—and it takes a lot of focus and concentration to make each ton matter.

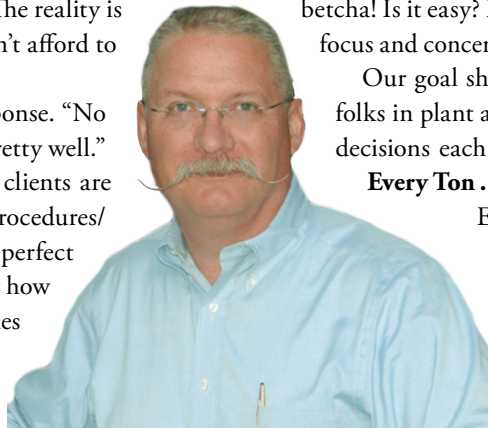
Our goal should be to inspire and empower folks in plant and in the field to make the right decisions each day. For every ton *does* matter.

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Ever Forward,

Jim

A





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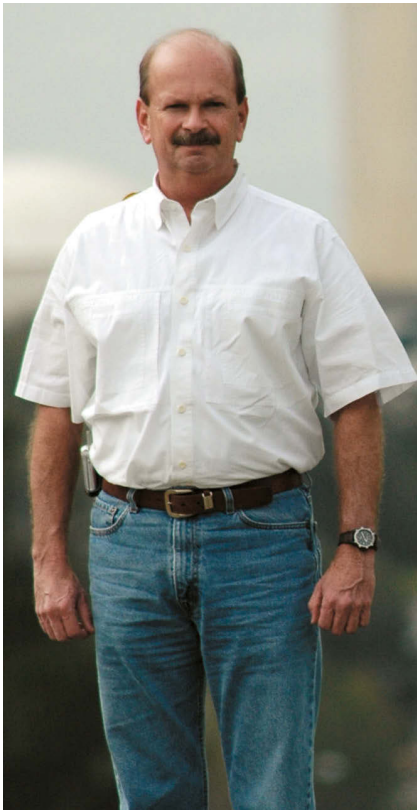
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Well, another legislative session is behind us, and the state of Florida

begins its new fiscal year with a budget where cuts didn't have to be made. And the transportation budget for FY 2014-15 is larger than ever: a little over \$10 billion—emphasizing the importance of a well-functioning and -maintained transportation infrastructure not only to the general public who commute to work and take pleasure in automobiles, but to the economic vitality of our state. Goods and services still need to move from ports, distribution centers, fields and groves to their destinations.

Governor Scott and the Florida legislature have continued to lead the charge for Florida's competitiveness that is creating jobs and investments. Unemployment is at its lowest in years. Tourism is at its highest number of visitors and continues to grow. Our population is once again growing: Florida is in the top four states in attracting new residents. And we are projected to continue growing.

To sustain this growth and quality of life, we need the infrastructure to support it. We need to sustain a continued focus on that effort. This is not a one-shot effort, but an ongoing, coordinated effort that requires all segments of our great state to continue to work together and work for

We are here to assist you. Call on us so we all can remain partners in this effort to have a sustainable and good government.

the common goal that benefits the entire state and its citizens.

Now we move into the election season, which began with qualifying for office over the past several months. Some of our leaders will continue in the process, and some are required to be replaced. To ensure we maintain good leadership in Tallahassee (as well as in our local governments) so this economic growth is sustained, you have to be involved. Just like the roads we build, nothing remains whole if it's not maintained.

Follow what's going on during this election season. Get to know the new candidates. Ask for facts and continue to support those who are sustaining us working. Continue to support our Association and its political action committee. We are here to assist you. Call on us so we all can remain partners in this effort to have a sustainable and good government. **A**

2014 ACAF Pavement Awards

Congratulations to our 2014 ACAF Pavement Award winners. These projects undergo a vigorous rating procedure and we are pleased to present the results.

ROADS AND STREETS – FDOT CATEGORY

District Winners:



District 3: C.W. Roberts Contracting for their project on State Road 83 US 331 Multi-lane reconstruction from Owl's Head to Nokuse Plantation Property Line in Walton County.



District 4: Ranger Construction Industries for their project on State Road 5 (US-1) from Camino Real Road to North of Glades Road in Palm Beach County.



District 7: The Lane Construction Corp. for their project on State Road 590 (Drew St.) from Myrtle Avenue to Mariva Avenue in Clearwater in Pinellas County.



District 5: The Middlesex Corporation for their project on US 441 Orange Blossom Trail (Orlando) from Landstreet Road to Oakridge Road in Orange County.



District 6: General Asphalt Co., Inc. for their project on State Road 5/Overseas Highway from West Indies (MM 27.4) to West of Ships Way (MM 29.5) in Monroe County.

RESURFACING - URBAN CATEGORY

District Winners:



District 6: General Asphalt Co., Inc. for their project on State Road 5/US-1 from SW 136th Street to SW 102nd Street in Miami-Dade County.



District 7: Ajax Paving Industries of Florida, LLC for their project on Martin Luther King Blvd. (State Road 574) from I-4 to Laura Street in Hillsborough County.



STATEWIDE & District 4: Ranger Construction Industries for their project on State Road 704/Okeechobee Boulevard from Military Trail to State Road 9/I-95 in Palm Beach County.



District 5: Ranger Construction Industries for their project on State Road 5 Melbourne from South of State Road 500/192 to North of State Road 518 in Brevard County.



District 3: Midsouth Paving Inc. for their project on Hwy 85: from State Road 30 (US98) to a point North of Richburg Avenue in Okaloosa County.

RESURFACING - RURAL CATEGORY

District Winners:



District 2: Anderson Columbia Company for their project on State Road 10 (US 90) from Suwannee County line.



District 7: D.A.B. Constructors, Inc. for their project on SR 44 from North Lopp PT to Forest Drive in Citrus County.



District 8: D.A.B. Constructors, Inc. for their project on FL Turnpike MP 281.8 to 297.8 Southbound only in Lake County.

STATEWIDE & District 4: Ranger Construction Industries for their project on State Road A1A, North Hutchinson Island from Shorewinds to Indian River County Line in St. Lucie County.

A.P. BOLTON CATEGORY

District Winners:



STATEWIDE & District 3: Anderson Columbia Company for their project on State Road 69 from North of State Road 10 (US 90) to State Road 71 (Bryan Street) in Jackson County.



District 5: The Middlesex Corporation for their project on State Road 429/ State Road 414 Maitland extension from County Road 437 to State Road 500 (US 441) in Plymouth in Orange County.



District 8: D.A.B. Constructors, Inc. for their project on Suncoast Parkway from M.P. 28.678 to 37.415 in Pasco County.



District 2: Preferred Materials, Inc. for their project on State Road 93/I-75: From SR 6 North to Florida/ Georgia Line and County Road 143 Interchange in Hamilton County.



District 7: Ajax Paving Industries of Florida, LLC for their project on State Road 60 from East of Rocky Point Drive to the Hillsborough/Pinellas County Line in Hillsborough County.



District 6: Community Asphalt Corp for their project on State Road-25 (Okeechobee Road); From a point west of Northwest 118th Avenue to the Miami-Dade County Line in Miami-Dade County.

SPECIAL PROJECTS



Special Projects Award goes to Community Asphalt for their Palm Beach International Airport Runway 10L-28R in Palm Beach County.

57th Annual ACAF Convention Highlights

A great weekend of networking events and presentations



Recognizing retiring board member Mike Horan (right) for outstanding service to ACAF.



Incoming President Mark Marine recognizes outgoing President Bob Pereira for his outstanding service during his term as ACAF President.



Outgoing ACAF President Bob Pereira of Middlesex Corporation.



State Senator Lizbeth Benacquisto.



Current NAPA Chairman Bill Ensor discussing national asphalt activities.



Fishing tournament: big fish of the day went to Amy Hill (left photo).



Scenes from the golf tournament.

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FDOT Wins 2013 Perpetual Pavement *Award*



Despite being routinely battered by rain and hurricanes, and traversed by hundreds of thousands of vehicles since it was placed in service in 1959, a four-lane highway that hugs the Atlantic Coast in Brevard County continues to provide value to the traveling public.

That's why the Asphalt Pavement Alliance (APA) is honoring the Florida Department of Transportation with a 2013 Perpetual Pavement Award for a 2.2-mile segment of that highway, State Road A1A.

"This is industry's way to recognize and champion owners of pavements who appropriately designed, constructed and maintained asphalt pavements that result in them lasting for many years," said Barb Dobyns, a spokesperson for the APA.

To qualify for this prestigious award, a pavement must be at least 35 years old and never had a structural failure, Dobyns added. "The average interval between resurfacing of each winning pavement must be no less than 12 years," she said. "The pavement must demonstrate the characteristics expected from long-life asphalt pavements: excellence in design, quality in construction and value to the traveling public."

Engineers at the National Center for Asphalt Technology (NCAT) evaluated all of the 2013 nominations and validated this year's eight winners, Dobyns added.

The winning section of SR A1A runs from milepost 27.89 to milepost 30.13. Initial construction of the road took place in the 1930s or 1940s, but the pavement design from that time is unknown.

"The current roadway was reconstructed to a four-lane highway and placed into service in 1959," said Patrick Overton, P.E., FDOT pavement management engineer. "It was built with 12 inches of stabilized subgrade, 8.5 inches of lime rock base and 2.5 inches of asphalt.

"After 21 years of service with no major maintenance activity, original lanes were milled 1 inch and replaced with a 1-inch asphalt structural course overlay and a 1-inch asphalt dense-graded friction course," Overton said.

Typical pavement life is 12 to 14 years, Overton added. "With newer, dense grades and super paves, we can get upwards of 18 without having to reconstruct a roadway. However, 21 years is quite impressive."

Today, SR A1A continues to receive excellent condition ratings from FDOT, despite having no structural thickness added since its initial construction and only one overlay performed during its 54-year life. "This asphalt pavement has provided an excellent return on investment for Florida residents," Overton said.

The roadway really "takes a beating," he added. Current average daily traffic on SR A1A is 20,500 vehicles, and seven percent of those are trucks.

"It's right on the Atlantic and has survived many hurricanes," Overton said. "And although Florida is known as the Sunshine State, we do get some torrential downpours. The fact that it's held up this well is a testament to the quality of engineering, materials and construction."

"One of the keys to sustainability is long life," said Michael J. Kvach, the

APA's executive director. "Asphalt roads can be engineered to last indefinitely with only routine maintenance and periodic surface renewal.

"The advantages of these perpetual pavements are significant. Life cycle costs are lower because deep pavement repairs and reconstruction are avoided. User delays are reduced because minor surface rehabilitation requires shorter work windows and can avoid peak traffic hours. And there are environmental benefits because minimal rehabilitation, combined with recycling any materials that are removed from the pavement surface, reduces the amount of material resources required over the pavement's life."

This is the fourth time that FDOT has received a Perpetual Pavement Award since the APA began presenting the award in 2001.

"To have a four-peat is an honor and very exciting," Overton said. "It means that our pavements are holding up well beyond what is expected, and it's a reflection on our design."

APA will present the award at the Asphalt Contractors Association of Florida annual conference that will be held September 8-9 at the Wyndham Orlando Resort International Drive. **A**

The Asphalt Pavement Alliance (www.asphaltroads.org) is a coalition of the National Asphalt Pavement Association, the Asphalt Institute and the state asphalt pavement associations. The Asphalt Pavement Alliance's mission is to establish asphalt as the preferred choice for quality, performance and the environment.



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ACAF 2014 Calendar



AUGUST

- 6-9 FICE 98th Annual Summer Conference & Exposition
Marco Island, FL
- 7-10 FTBA Annual Convention
Boca Raton, FL
- 23-27 SASHTO Conference
New Orleans, LA
- 27 FDOT Central Letting

FEBRUARY

- 17-18 FTBA/FDOT Statewide Construction Conference
Orlando, FL
- 25 FDOT Central Letting

MARCH

- 25 FDOT Central Letting

SEPTEMBER

- 8-9 ACAF 38th Annual Conference & Trade Show
Orlando, FL
- 24 FDOT Central Letting
- 30-Oct 1 NAPA Fly-In Forum
Washington, DC

OCTOBER

- 7 District 4, 6 and Turnpike Contractors Meeting
- 8 District 1 Contractors Meeting
- 14 District 7 Contractors Meeting
- 22-25 ACEC Fall Conference
Waikoloa, HI
- 22 District 3 Contractors Meeting
- 23 District 2 Contractors Meeting
- 29 FDOT Central Letting
- 30 District 5 Contractors Meeting

NOVEMBER

- 17-20 SEAUPG Annual Meeting
Baton Rouge, LA

DECEMBER

- 3 FDOT Central Letting

JANUARY 2015

- 28 FDOT Central Letting
- 25-28 NAPA Annual Convention
Marco Island, FL

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2014 ACAAF Member Companies

ACAF is the voice of the hot mix asphalt industry before the Florida legislature and state government, where it advocates the efficient spending of transportation revenue and quality construction that promotes motorist safety, relieves congestion, and improves traffic flow. ACAF also provides its members with new and innovative information relating to asphalt and construction specifications. Along with technical assistance, trained staff provides quality construction training. Thank you for your membership!

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Ajax Paving, Inc. (1994)
Nokomis, FL

Anderson Columbia Company (1978)
Lake City, FL

APAC Southeast, Inc. - MidSouth (2010)
Andalusia, AL

C.W. Roberts Contracting, Inc. (2000)
Tallahassee, FL

Community Asphalt Corporation (1986)
Hialeah, FL

D.A.B. Constructors, Inc. (1995)
Inglis, FL

Duval Asphalt Products, Inc. (1984)
Jacksonville, FL

GAC Contractors, Inc. (1983)
Panama City, FL

General Asphalt Company, Inc. (1967)
Miami, FL

Hubbard Construction Company (1957)
Orlando, FL

Middlesex Asphalt LLC (2000)
Orlando, FL

Okeechobee Asphalt & Ready Mixed
Concrete (2009)
Okeechobee, FL

Preferred Materials, Inc. (2007)
Wesley Chapel, FL

Ranger Construction Industries, Inc. (1957)
West Palm Beach, FL

The de Moya Group, Inc. (2007)
Miami, FL

The Lane Construction Corporation (2007)
Eaton Park, FL

V.A. Paving, Inc. (2008)
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V.E. Whitehurst & Sons, Inc. (1969)
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Ergon, Inc. (1993)
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Gator Grading & Paving (2010)
Palmetto, FL

Gardner Asphalt Supply (2012)
Tampa, FL

Halley Engineering Contractors, Inc. (2012)
Miami, FL

Hunt Refining Company (2013)
Tuscaloosa, AL

Lhoist North America (2002)
Birmingham, AL

Marathon Petroleum Company, LP (1985)
Tampa, FL

Mariani Asphalt Company (1967)
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contractors and the Department. As an industry, we must ensure best paving practices are adhered to in the field. Conversely, common sense needs to prevail regarding subjective inspections of perceived segregated areas. We'll also have to be collectively patient as our liquid supplier's transition into the new polymer modified hybrid binder as suppliers may be constrained by tank storage. PG82-22, recycled shingle designs, and RAP/limerock base continue to be explored and tested.

Meanwhile, the asphalt industry in Florida continues to evolve from dark black to GREEN! Over 85 percent of all asphalt produced in Florida in 2013 utilized recycled asphalt (RAP). Since 1994, over seven million rubber tires have been ground and included in our asphalt pavements. Shingles are now being utilized as well. Warm mix is being produced daily at our asphalt plants, with over one million tons produced across the state. We must continue to be aggressive in educating our municipalities on the merits of using warm mix asphalt to increase those tonnages even more.

Over the past 30 years I have known ACAF as a great, well-respected, and long-standing organization fueled by professional members who are simply passionate about one thing: producing and laying asphalt. As an organization, we've overcome many significant issues, such as the inception of contractor quality control, the advent of SuperPave and the threat of concrete pavement on the bulk of Florida highways. We've accomplished so much because passionate people got involved. My "ask" of all members is to remain active in our Association, communicate and provide solutions for ongoing industry issues and get your employees involved. More than likely, they have sound and credible answers to some of today's asphalt problems. Please participate and provide feedback as our asphalt roads continue to evolve in Florida. It's imperative we all do so.

I endeavor to be vocal, vigilant, and active as your ACAF President . . . and I am hoping you'll join me for the ride . . . because it's **SAFE, SMOOTH and QUIET!**

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