

An official publication of the Asphalt Contractors Association of Florida

Florida **ASPHALT**

Vol. 14 No. 2 Fall 2015



2015

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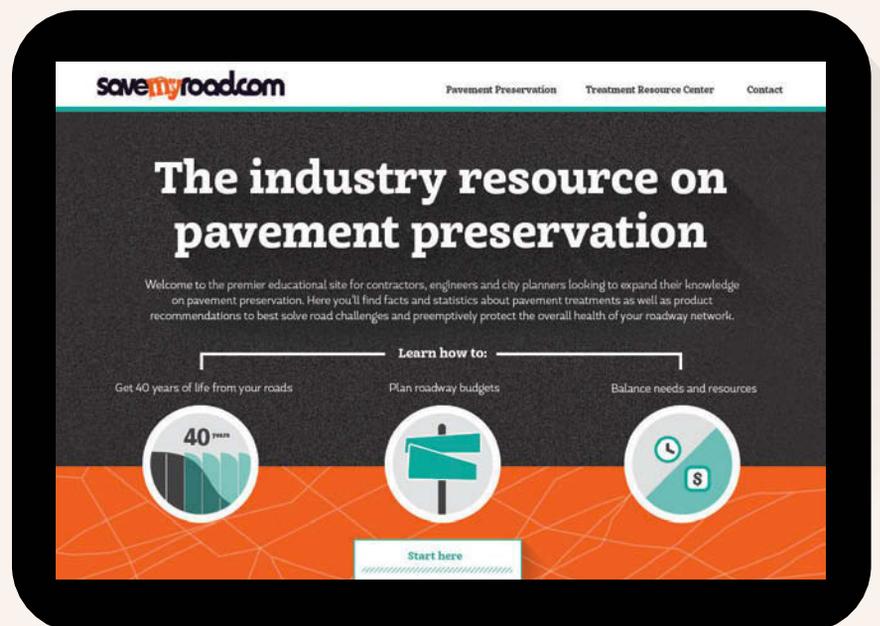
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Florida Asphalt

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Ajax Paving Industries for their project on I-75 from SR-78 to the Charlotte County Line in Lee County. **Tonnage: 57,841, Lane Miles: 35.7 m**

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Kerry Herbstritt onsite at an asphalt plant in Ft. Myers, FL.

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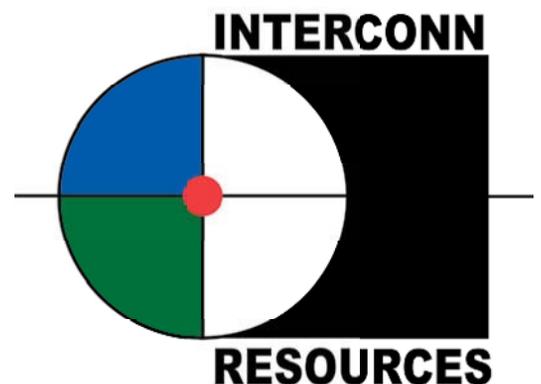
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Lots of Positives to Report

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

This past year has gone quickly and I am honored to continue to serve as the ACAF President for another year. Collectively, we shared in many Association and industry improvements and I look forward to work with Jim Warren and Jim Cordero and our Board of Directors in addressing and improving on remaining issues that are presently before us.

Let me start by officially welcoming both Weekley Asphalt and P & S Paving back as full ACAF Regular members. They are both well respected asphalt producers and contractors, and we are looking forward to getting their input on ways to improve our industry. I also want to welcome Blackrock Milling, LLC, Bonness, Inc., Cal-Tech Testing, Emerald Coast Striping, GS Equipment, InstroTek, Inc., Interconn Resources, Roberts and Roberts, Inc., Sakai America, TransPremier and Triple G Enterprises bringing the total to 13 new members in the past year.

I would also like to take a moment to thank Bob Pereira with Middlesex Corporation and Ponch Frank with Ranger Construction for their contributions to ACAF as they have stepped down as active Board members. Guys, your input will always be welcomed by the Board and I. We also want to welcome Joe Meier, Middlesex, and Scott Fowler with Ranger Construction as viable replacements for Bob and Ponch. Their years of Florida asphalt experience will bring new perspectives. I am excited to have their input as the ACAF Board moves forward.

The ACAF Board of Directors had the privilege of spending time with newly appointed Transportation Secretary, Jim Boxold in March. It was comforting to hear his vision for the Florida asphalt industry. "Continuity" was the one word he used to describe how he wanted to proceed in his new role. He assured us his department was very satisfied with the product we put forth and did not see any glaring reason to make drastic changes. The Secretary did offer us an opportunity to provide feedback in ways to improve FDOT-Industry.

I am also proud to announce the Florida Asphalt Scholarship Committee ("FASP") received a select group of applications from graduating seniors of industry members. The scholarship committee has chosen two worthy and high performing students who will receive their check at the ACAF Convention at the Gaylord Palms awards banquet in Kissimmee. It has been a long, but rewarding process to

get the FASP program running, providing students with needed college funds, and gaining momentum for even more scholarships for years to come.

As many of you are aware, our industry has experienced select Florida specific challenges with the roll-out of the ARB "Hybrid" rubber binder product, subjective end-of-load texture related issues, and recruitment of skilled operators to meet the need of a vibrant FDOT work program. Please know ACAF has been front and center addressing all of these issues.

It became apparent early on that the ARB-produced product was not going to be readily available from the few vendors capable of making the product in specification for our asphalt producers. Supply issues were experienced from many paving contractors who had ongoing projects with contract time hurdles. ACAF collected numerous emails and other correspondences from the industry and forwarded them to FDOT which responded with a DCE memo offering polymer binder alternatives and additional time as warranted. ACAF continues to monitor and assess the impacts of the introduction of the ARB-hybrid binder and will continue to provide substantive feedback and needed dialogue back to the Department.

The FDOT Specification 330-9.2 "Texture" has generated much discussion between FDOT officials and industry leaders in many office meetings and in the field. It has become evident in many District's, the 2013 DCE memo regarding end of load segregation has now evolved into an extremely subjective assessment of all non-homogeneous texture areas. Numerous disagreements on what constitutes the difference between "ugly paving" and "acceptable asphalt" are ongoing. There is hope that common sense will prevail as ACAF does maintain a good working relationship with the Department.

We agree the subjectivity must be diminished, paving contractors must continue to be vigilant in end of load quality, and inspector's eyes, both FDOT personnel and CEI's, must have a standard "calibration" regarding pavement texture evaluation.

I am happy to announce The Segregation Prevention and Identification Task Group has been formed collaboratively between FDOT and Industry to tackle all of the ongoing texture related issues. The hope is to provide training tools to all participants responsible in determining

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Sweating the Small Stuff

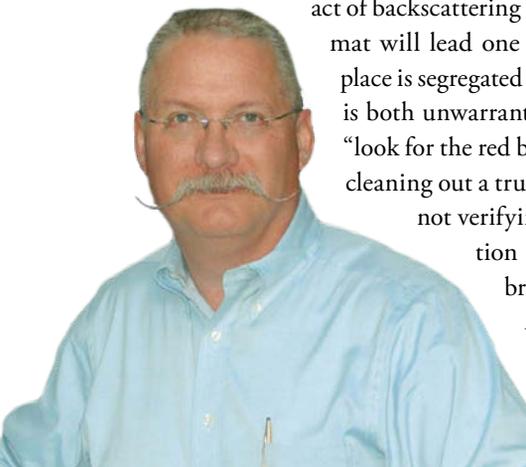
Jim Warren, ACAF Executive Director

You’ve probably heard more than one time “Don’t sweat the small stuff” in life. Google it and you’ll get 10,300,000 results. *I think they are wrong.* Granted there are many stresses in life that can make you crazy if you internalize them all at once – that’s not what I am talking about. Indulge me for a couple of minutes to explain.

Let me re-phrase it. “Little things lead to bigger things.” Specifically, when one doesn’t take care of little things (timely and properly), this lack of attention can lead to crisis or much bigger consequences than it would if dealt with when they were small. Let’s talk about asphalt since it pays the bills around here for so many of us, but it applies throughout our lives. Building a quality asphalt pavement is composed of literally hundreds of individual activities and choices. Each choice has good or bad consequences, maybe not significant to the individual operation at the time, but what happens down the line on when they are collectively assembled?

Choices are made at each of these locations that will ultimately affect the quality of the final product: aggregate quarry, asphalt refinery, aggregate and asphalt terminals, hauling raw materials, the asphalt plant, preparation at the job site (base work, milling, sweeping, tacking), trucking to the job, interaction with the paver/mtv, setup and operation of the paver, handwork, the compaction operation, QC testing along the way, and even the paint truck and MOT operation, not to mention the quality of the plans and the interaction with the agency personnel.

Little things matter. Not sweating the small stuff in my mind is poor behavior which leads to poor choices which leads to poor quality. A seemingly simple (yet incorrect) act of backscattering mix on a perfectly good mat will lead one to believe the mix in place is segregated and starts a process that is both unwarranted and expensive – i.e. “look for the red ball.” A simple act of not cleaning out a truck bed prior to loading, not verifying the incoming gradation on materials, not calibrating the belt scale and AC meter on the plant frequently, loading the trucks quickly instead of properly, adjusting the paver speed on



the fly, not maintain a uniform head of material in front of the screed, improper handwork, and poor rolling operations are **all choices made by someone for some reason.** Here’s the rub. In some cases, they don’t know what they don’t know, or in other words – no one trained them on what was important and why. *What is your training program?* In some cases, laziness or apathy has crept in. *What is your motivational program?* In all cases, these are the little things everyone, especially managers, must be continuously aware of and on the lookout for. Daily seek out the little things and ask why *are* they being done or why *aren’t* they being done. Sweat the small stuff. Ask the question.

Set the Bar. Start first by taking the high road and clearly extending what your reasonable expectations are. Nothing is perfect in life and expecting that level of quality in construction is both unrealistic and will cause health problems. Beyond that, expecting folks to be proactive, to seek quality, to train/encourage others when they see teachable moments, to fix things as they come up (*and they will*), and to immediately escalate anything beyond their authority or pay grade are reasonable expectations. *What other things would you add?*

Follow-up. *People need and seek feedback.* Providing only negative feedback leads to negative behavior and that leads us in the wrong direction. Providing positive/good feedback will lead to good behaviors that lead to good choices that lead to good actions that lead to good results (i.e. better pavements from the start). Let’s all start by encouraging good behavior in all parts of our lives.

Little things do lead to bigger things and sweating the small stuff does make a difference.

Ever forward.
Jim

A

Acknowledgement: I’d like to thank my son, Zeke for the audiobook subscription earlier this year. It has been a great gift and I’d also like to thank whoever recommended Andy Andrew’s book “The Noticer Returns.” If you haven’t read (or listened to it), I recommend it as Andy teaches much wisdom in his stories, and the idea behind this article was initiated here. Much wisdom is needed today. Thanks Zeke and Andy sharing yours with me.

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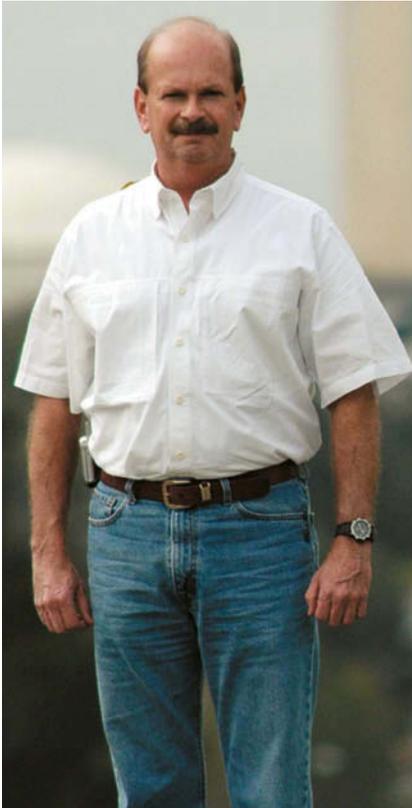
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Kicking the Can

Jim Cordero, ACAF Director of Governmental Affairs



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I remember when I was growing up walking to school or the 7-11 with my brothers or friends there would be a can or other object alongside the sidewalk or road that would kick a head of us during our travels. It was entertaining, fun and took a small amount of skill to keep it moving forward or away from one of the other participants. Once we reached our destination it would be discarded and left by the wayside, maybe to be used again by us or another traveler. It was a simple game and didn't cost us anything but our time.

Now to the present; I no longer participate in such activities nor do I walk to my destinations. I usually drive when I need to get somewhere or accomplish something. However, there has been a trend on the national scene to not work on the legislative issues at hand and to put off, for whatever reason, addressing the critical needs of our nation. One of the most pressing, besides passing a budget, is the reauthorization of the federal highway program and funding it.

Over the past eight-years, Congress has passed five short-term measures to keep the program going and spending approximately \$50 billion to temporarily fill the short fall while not addressing the problem of a long term funding source for sufficient funding needs. And they probably will have passed several more short-term extensions before this year ends. We have all been talking for years about the declining revenues to the trust fund primarily due to improved fuel efficiencies of our motor vehicles and alternate fuels, and they need to

address the issue. And we don't adjust them for inflation.

Now on the State level Legislator's here in Florida abruptly ended their Regular Session early without passing a budget; the first time in a long time. While the Transportation funding for the Work Program was not an issue, not passing the Appropriation bill (the State budget) left transportation funding and other key State operations up in air. They should have passed the new budget by the time this article has been read and the 2015-16 Work Program should be in place. However, the best we can expect from Washington is another short-term extension which only patches the problem and impacts our work program.

We can't just put things off simply because the issue is difficult or we might not like the possible solutions. This again is why we must continue to be involved in the process and speak with a strong voice to make sure our issues are being addressed. Kicking the can down the road is not a solution and is not an acceptable answer to keeping our roads and bridges maintained to ensure we have a strong economy. Support our State Association and NAPA to keep the pressure on our State and Congressional leaders that a long-term solution is needed. Visit with them and schedule plant tours to remind them that we our local and real people. Working together we can keep the cans off the roads. **A**

2015 ACAF Excellence in Pavement Awards

Congratulations to our 2015 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 US 90 from East of CR-179 to the Holmes County Line in Washington County. **Tonnage: 7,266.68, Lane Miles: 6.2 m**



District 6: General Asphalt Company for their project on SR 959 (SW 57 Ave) from US-1 (South Dixie Hwy) to SW 40 Street (Bird Road) in Miami-Dade County. **Tonnage: 7,344.35, Lane Miles: 5.48 m**

RESURFACING – URBAN CATEGORY

District Winners:



STATEWIDE & District 2: Preferred Materials, Inc. for their project on SR 13 (San Jose Blvd) - Sunbeam Road to Cornell Road in Duval County. **Tonnage: 35,125.99, Lane Miles: 23.2 m**



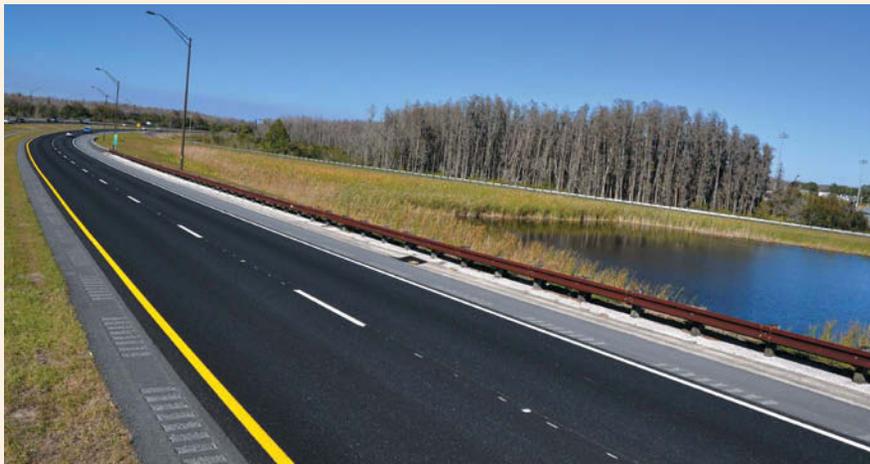
District 6: General Asphalt Company for their project on SR-5/US-1 from South of SW 112 Ave. to North of SW 184 St. in Miami-Dade County. **Tonnage: 12,140.60, Lane Miles: 12.88 m**



District 7: Hubbard Construction Company for their project on SR-55 (US HWY 19) from Countryside Blvd. to Live Oak Street, in Pinellas County. **Tonnage: 94,909.30, Lane Miles: 90.2 m**

RESURFACING – RURAL CATEGORY

District Winners:



STATEWIDE: D.A.B. Constructors for their project on Suncoast Parkway from M.P. 14.189 to 17.475 in Hillsborough County. **Tonnage: 22,630, Lane Miles: 17.86 m**



District 3: Anderson Columbia Company for their project on SR 8 (I-10) from west of SR79 to Washington County Line in Holmes County. **Tonnage: 28,834.2, Lane Miles: 17.584 m**



District 7: Ajax Paving Industries for their project on State Road 35/700 (US 301) from N. of Pioneer Museum Rd. to S. of Mosstown Rd. in Pasco County. **Tonnage: 24,427.18, Lane Miles: 21.03 m**



District 6: Community Asphalt Corporation for their project on SR-997/Krome Avenue/ SW 177th Avenue from SR-5/US-1 to SW 297th Street in Miami-Dade County. **Tonnage: 20,795, Lane Miles: 22 m**

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A.P. BOLTON CATEGORY

District Winners:



STATEWIDE & District 1: Ajax Paving Industries for their project on I-75 from SR-78 to the Charlotte County Line in Lee County. **Tonnage: 57,841, Lane Miles: 35.7 m**



District 4: Community Asphalt Corporation for their project on the Widening of SR 70 from Okeechobee County Line to approx. 5.86 miles to the east in St. Lucie County. **Tonnage: 62,669, Lane Miles: 23.44 m**



District 5: D.A.B. Constructors for their project on SR-500 (US 441) from Dr. M.L.K. Blvd. to Lake Ella Rd. in Lake County. **Tonnage: 50,280, Lane Miles: 20.718 m**



District 8: Ajax Paving Industries for their project on SR 589 Suncoast Parkway from County Line Road to SR 50 in Hernando County. **Tonnage: 31,266, Lane Miles: 28.5 m**

SPECIAL PROJECTS CATEGORY



District 2: Preferred Materials, Inc. for their project on Jacksonville International Airport - Terminal Access Roadway Rehabilitation in Duval County. **Tonnage: 4,150**



District 5: Ranger Construction Industries for their project on 301 N. Dyer Blvd., Kissimmee, FL Runway 6 – 24 in Osceola County. **Tonnage: 10,158, Lane Miles: 7.9**



The Middlesex Corporation for their project at Orlando International Airport Runway 18R-36L in Orange County. **Tonnage: 29,395.85, Lane Miles: 1.7**



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58th Annual ACAF Convention Highlights

A great weekend of networking events and presentations

The 58th Annual ACAF Convention held at the Gaylord Palms Resort in Kissimmee, Florida was a huge success. Over 200 attended this year's program filled with serious talks about safety, legislation, Federal Highway bill, and ways to keep your company operating at peak efficiency.

The annual Whitehurst golf tournament was successful, and the annual awards banquet included top honors for statewide awards winners which included Preferred Materials, DAB Constructors, and AJAX Paving Industries. The scholarship program awarded two Carroll Lance Memorial Scholarships to Skyla Jackson and Michael Jarvis.



Carroll Lance Memorial Scholarship Winners: Michael Jarvis and Skyla Jackson



ACAF Awards Winner at Annual Awards Banquet



Whitehurst Golf Tournament



Casino Night





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SMOOTHNESS MATTERS

The Smoothness Difference

Article derived from Asphalt Pavement Alliance (www.asphaltroads.org)

One compelling principle: Pavement smoothness is a significant determinant of vehicle fuel economy. The smoother the pavement, the lower a vehicle's fuel consumption. While auto makers continue to make progress on improving fuel efficiency of the engines in the vehicles they manufacture, researchers and state transportation agencies are looking at additional ways to reduce emissions. One area of study is the influence that pavement smoothness (or conversely, roughness) has on vehicle fuel consumption. This brochure provides an overview of how the right pavements can reduce fuel consumption. Three pavement characteristics that researchers are exploring in an effort to reduce vehicle fuel consumption include tire-pavement rolling resistance, pavement stiffness, and pavement smoothness.

1. Rolling Resistance: 1 Percent or Less

Rolling resistance is the loss of a vehicle's energy due to contact between the tires and the pavement. The loss of energy due to rolling resistance is small, about 15 to 20 percent, compared to other forces such as wind resistance. It is estimated that a 5 to 7 percent reduction in rolling resistance—typical changes attributed to tire air pressure or tire baldness - only increase automobile fuel efficiency by less than 1 percent.

2. Pavement Stiffness: Minimal Effect

The pavement's stiffness, an indicator of strength, accounts for between 0.005 percent to 0.5 percent difference in fuel consumption, depending on the vehicle type (e.g., automobile vs. tractor-trailer). Because these are very low estimates based on theoretical calculations, the effect of pavement stiffness on vehicle fuel consumption is minimal, at best.

3. Pavement Smoothness: 5 Percent or Better

Pavement smoothness affects rolling resistance by influencing friction between the tire and the pavement. The most thorough investigation of this issue was a full-scale field study conducted by the Federal Highway Administration at the WesTrack pavement test track in Nevada. This study indicated that trucks running on slightly smoother pavement could reduce fuel consumption by 4.5 percent. Other studies show similar or sometimes greater fuel savings with cars running on smoother pavements. The savings are even greater when one compares the roughest pavements in a highway network with the smoothest. Some experts estimate that it is possible to reduce fuel consumption by as much as 10 percent by rehabilitating the roughest pavements.

EXPERTS SAY THAT VEHICLES CONSUME LESS FUEL WHEN TRAVELING ON SMOOTHER PAVEMENTS.

» This makes sense intuitively. And, lower consumption of fuel conserves natural resources for a healthier environment.

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» Since Americans drive many miles per year, just a slight change in fuel economy per vehicle would result in dramatic fuel savings, conserving our natural resources and benefiting the traveling public.

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Not only do smoother pavements reduce fuel consumption, they also reduce vehicle operating costs and driver fatigue by minimizing tire bounce and load impacts. According to figures developed by The Road Information Program (TRIP), driving on rough roads costs our nation's motorists \$65 billion annually in extra vehicle operating costs.

Smoother pavements also last longer because trucks' tires roll along the

pavement instead of bouncing on bumps – and such bouncing actually accelerates the rate of road deterioration. Studies show that improving pavement smoothness by 25 percent results in almost a 10 percent increase in pavement longevity. By lasting longer, smooth roads save taxpayers money while they also conserve precious natural resources.

For all these reasons, smoothness matters.

■ Asphalt is Smoother

Nearly all states have smoothness standards for newly built roads. If the road does not meet the standard, the contractor's pay is reduced. Some states have different standards for asphalt and concrete, and in every state where this is the case, the requirements for asphalt roads are more stringent than for concrete roads. As noted in a 1999 General Accounting Office report to Congress, "Concrete roads may produce rougher readings than asphalt roads, even if the concrete road is of very high quality. Features such as joints between sections can contribute to the roughness of concrete highways."

■ Building Smoother to Stay Smoother and Improve Fuel Efficiency

Keeping a road smooth begins with a well-engineered foundation and pavement structure. An asphalt "perpetual pavement" is designed and built to ensure that the structure lasts virtually indefinitely.

Routine maintenance is simply a matter of infrequently milling the surface for recycling, followed by placing a smooth new asphalt overlay, about every 12 to 20 years. Not surprisingly, these periodic improvements in ride quality significantly reduce fuel consumption of vehicles traveling these roads. Bottom line: asphalt pavements are easier to keep smooth.

Americans burn 175 billion gallons of fuel driving 3 trillion miles a year. If we could make the roads across the nation slightly smoother, we could likely save at least 4 percent of the fuel consumed. This could reduce annual vehicle fuel consumption by about 7 billion gallons, equivalent to taking over 10 million vehicles off the road every year. This would reduce the amount of fuel and vehicle maintenance required for every traveler on our roads, in addition to conserving our natural resources and benefiting our environment.

■ The Facts are Clear

After closely examining the available research and investigating a variety of different factors, one thing is clear: of all pavement characteristics, smoothness is the major determinant of vehicle fuel economy. Simply stated, the smoother the pavement, the less fuel consumed by the vehicle. For a full discussion of studies on this topic, see the below-referenced article. Marks, Howard, PhD. 2009. Smoothness Matters: The Influence of Pavement on Fuel Consumption. Hot Mix Asphalt Technology Vol. 14, No. 6, pp. 18–29, available at www.nxtbook.com/nxtbooks/naylor/NAPS0609/index.php#/18 A



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2015 ACAF Calendar

JULY

- 7 District 1 Contractors Meeting
- 8 District 7 Contractors Meeting
- 13-15 NAPA Midyear Meeting
Denver, CO

- 14 District 5 Contractors Meeting
- 15 District 4, 6 & Turnpike Contractors Meeting
- 15-17 ARTBA Conference
Washington, DC
- 29 FDOT Central Letting
- 29-Aug 1 FICE 99th Annual Conference & Exposition
Ft. Lauderdale, FL

AUGUST

- 1-4 SASHTO Conference
Nashville, TN
- 6-9 FTBA Annual Convention
Naples, FL
- 26 FDOT Central Letting

SEPTEMBER

- 14-15 39th Asphalt Conference/ Tradeshow
Orlando, FL
- 27-29 ARTBA National Convention
Philadelphia, PA
- 30 FDOT Central Letting

OCTOBER

- 7 District 1 Contractors Meeting
- 8 District 4, 6 & Turnpike Contractors Meeting
- 13 District 5 Contractors Meeting
- 14-17 ACEC Fall Conference
Boston, MA
- 17 Fall 2015 FASP Sporting Clays Fundraiser, Fishhawk
Lithia, FL
- 20 District 7 Contractors Meeting
- 21 District 3 Contractors Meeting
- 22 District 2 Contractors Meeting
- 28 FDOT Central Letting

NOVEMBER

- 16-19 SEAUPG Annual Meeting
Williamsburg, VA

DECEMBER

- 2 FDOT Central Letting

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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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the overall quality of our pavements and areas of concern. Additionally, the Task Group will set much needed protocols on frequency and timeliness of acceptance and how to ultimately resolve pavement texture discrepancies. This Task Force has been much needed and should be embraced by everyone as a great opportunity to partner.

Early this year, Florida became the third most populated State surpassing New York. As we know, population growth provides the need for more highway capacity, more roads, more subdivision and more commercial parking lots which is very exciting for our industry.

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