

ASPHALT CONTRACTORS ASSOCIATION of FLORIDA
ASPHALT PAVEMENT AWARDS PROGRAM

RECOGNIZING

OUTSTANDING QUALITY IN HOT MIX ASPHALT PAVING 2018

The A.P. Bolton award, named in honor of one of the charter members who has done so much for the industry and whose reputation for quality work is his hallmark, is the Association's highest award. ACAF's Resurfacing Award is the Association's next highest award and is now split between Urban and Rural projects. Through its Roads and Streets Award, the ACAF also recognizes quality on lower tonnage State, City or County roads and streets construction.

Projects submitted for consideration must have been completed within the previous calendar year.

A.P. BOLTON AWARD:

New construction, reconstruction, or major overlay on Interstate or multi-lane primary highway with 30,000 tons minimum

RESURFACING AWARD:

1. (Urban) Resurfacing (may include widening but not additional lanes) on State primary highway or county highway. 10,000 tons minimum or equivalent of 5 miles of 24' roadway. Urban is defined as 51.0% or more of the project is in a curb and gutter section.

2. (Rural) Resurfacing (may include widening but not additional lanes). State primary highway or rural county highway. 10,000 tons minimum or equivalent of 5 miles of 24' roadway. Rural is defined as 51.0% or more of the project has paved shoulders.

ROADS AND STREETS AWARD:

1. FDOT: New construction, reconstruction, or overlay with 5,000 ton minimum.
2. Non-FDOT: New construction, reconstruction, or overlay with 5,000 ton minimum.

SPECIAL PROJECTS AWARD:

Any project of a special or unique nature requiring specialized equipment, techniques, materials, time restrictions, or operating conditions. These projects would not be eligible for any of the other ACAF Awards as listed above. Projects may include, but are not limited to: Port Terminal Paving, Heavy Duty Applications, Airfield Paving, Race Tracks, Landfill Liners, Reservoir Liners, and other special

projects will be considered. There is no minimum tonnage requirement. A special committee will be formed to evaluate these applications.

RATING CRITERIA:

FDOT Projects will be rated based on the quality of mix, the ride, and a visual rating. The 3 criteria will be weighted as follows: Quality 40%, Ride 40%, Visual 20%.

Non-FDOT projects will be rated based on the letter of recommendation, submitted pictures, and possibly a site visit.

MIX QUALITY

The quality of the mix will be rated based on the combined PWL Pay Factor for all the tons produced on the project. Minimum: **The combined PWL for all the mix produced on the project must be a minimum of 97%.**

Example:

Asphalt Base 5,000 tons PWL = 1.00
 Structural 20,000 tons PWL = 0.98
 Friction 6,000 tons PWL = 1.02
 $[1.00 (5000) + 0.98 (20,000) + 1.02 (6000)] / 31,000 = 0.991$ combined weighted PWL

RIDE QUALITY

The ride will be based on either the number of 15 foot Rolling Straightedge Deficiencies (RSE) or Ride Number (RN) or International Roughness Indicator (IRI) obtained through the Laser Profiler. Rating is based on the initially measured ride on the final pavement/friction layer only.

MINIMUM: Project must have less than 1 RSE deficiencies per 2 lane miles (average for the job) or a minimum RN of 4.1, or IRI of 50 or less to be considered for an award. Projects not meeting this minimum ride standard will be returned.

Ride Scale (average of project):

Rolling Straightedge

Score	Ave Project RSE/mile
1.05	0
1.03	0.1
1	0.25
0.95	0.50

Interpolate for between values

Ride Number

Top %	Score	RN
5	1.05	4.4
15	1.03	4.3
40	1	4.2
60	0.95	4.1

IRI

Top %	Score	Interstate	Primary
5	1.05	31	33
10	1.04	33	35
15	1.03	35	36
25	1.02	38	39
35	1.01	41	41
40	1	42	43
45	0.99	43	44
50	0.98	45	45
55	0.97	46	46
60	0.96	48	48
65	0.95	50	50

Interpolate for between values

Examples: Project has 10 lane miles of paving and 2 RSE. Does it qualify? $2/10=0.2$
 Max is 0.5 so it is allowed)

VISUAL:

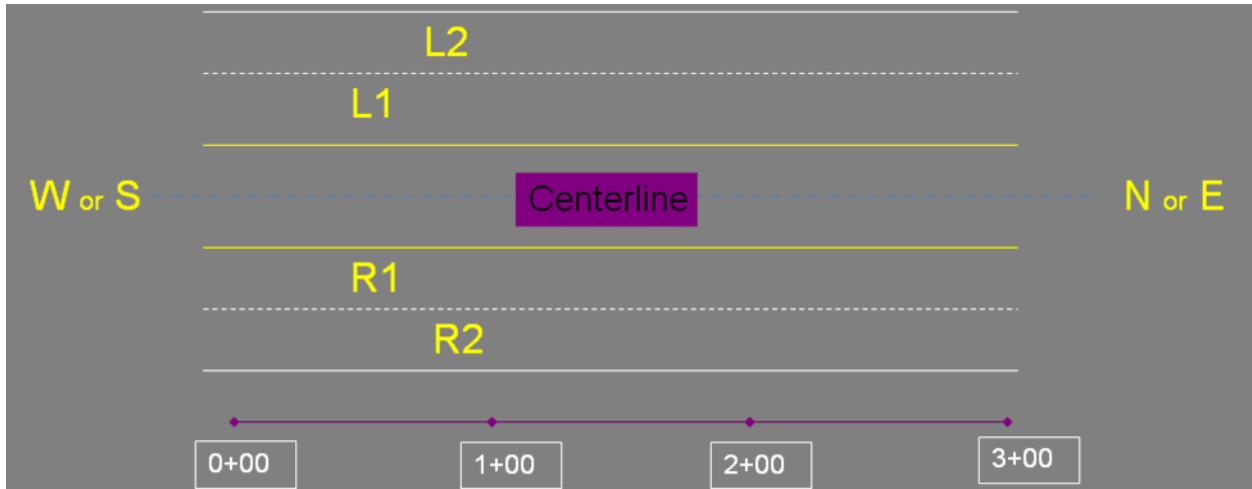
Each pavement is rated on a scale of 0 to 100, with 0 being unacceptable and 100 being perfect. In these procedures, **normal** good construction should be rated in the 70's, **very good** in the 80's, and **excellent** construction should be rated in the 90's. Rate each lane at the posted speed based on 4 criteria: Ride, Longitudinal Joints, Transverse Joints, and Surface Texture. Use the diagram provided below to determine the lane (R1, R2, etc. for the rating form). Write your rating in each corresponding slot and sum each lane. When you are finished, please average each lane to determine a project average. The final project rating is the project average divided by 400.

Ride: Seat of the pants (how the public would perceive the ride).

Longitudinal Joints: uniform & tight

Transverse Joints: uniform & tight

Surface Texture: Appearance of completed mat (# of patches, segregation, roller marks, crushed aggregate; appearance of Tie-ins, Ramps, tapers, cross-over's.)



	Ride	Long. Joints	Trans Joints	Surface Texture	Sum Total
R1	_____	_____	_____	_____	_____
R2	_____	_____	_____	_____	_____
R3	_____	_____	_____	_____	_____
R4	_____	_____	_____	_____	_____
L1	_____	_____	_____	_____	_____
L2	_____	_____	_____	_____	_____
L3	_____	_____	_____	_____	_____
L4	_____	_____	_____	_____	_____
Project Average					_____

Example: the Project Average Visual rating is 339.75 or $339.75/400=84.9\%$

Project Scoring:

The ratings for FDOT projects will be determined by a weighting system and all calculations will be completed by ACAF.

District Rating: Quality 40%, Ride 40%, Visual 20%

Example:

$$.40 (99.1) + 0.40 (105) + .20 (84.9) = 98.6 \text{ total}$$

The highest rating in each category will determine a District Winner only if at least two projects in that category are submitted. If a single District Rating is at least equal to or better than the lowest average of any one District in that Category, that single entry will be eligible to win the District Award. District Award winners will be evaluated for Statewide

Awards by a special panel to determine the Statewide Award Winners. The weighting will be changed during the Statewide rating process to put more emphasis on the Visual rating. Final (30-30-40)

SPECIAL NOTES TO RATERS

District Raters: Review each nomination form prior to rating the project. Travel each lane of the project at the posted speed, judging the seat-of-the-pants ride, construction of longitudinal and transverse joints, and surface texture. Score each property for each lane from 0 to 100 (100 being perfect). At the end of each lane, mark your scores. In general, complete the ratings for the project prior to leaving the project, but no later than the day the project was rated. Don't discuss your actual ratings with anyone but it is acceptable to discuss the nomination form content with other raters.

Statewide Rating Team: (team of 2 scored at same time): Review each nomination form prior to rating the project. Discuss difficulty factors on project nomination form as to how they might affect the quality of construction. Travel each lane of the project at the posted speed, judging the seat-of-the-pants ride, construction of longitudinal and transverse joints, and surface texture. At the end of each lane, mark your scores taking into consideration the Difficulty Factors. Score each property from 0 to 100 (100 being perfect). Complete the preliminary ratings for each lane of each project prior to leaving the project. Prior to submitting the final ratings package to ACAF, finalize individual ratings for each project. Each rater is responsible for scoring the individual projects separately and not discussing actual scores.

Ratings are **confidential** and are not to be discussed or divulged to others including raters of the same pavement. The ratings should be signed and dated and sent to the Awards Committee of the Asphalt Contractors Association of Florida, Inc. at 1007 E. DeSoto Park Drive, Tallahassee, Florida 32301.

Revised 12/2017