

CALIFORNIA ASPHALT INSIDER

The latest news and views from the California Asphalt Pavement Association

Vol. 10, Issue 23 <> June 5, 2017



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CALENDAR

(Always on-line [HERE](#))

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'Asphalt Pavement 101' training class

Wednesday, June 21, 8 a.m. to noon

City of San Jose, 1661 Senter Road, Building G, San Jose
Register [HERE](#).

Contact: Ritha Nhorn (916) 791-5044

*

'Asphalt Pavement 101' training class

Thursday, June 22, 8 a.m. to noon

City of Santa Rosa, UFO

Greetings!

This weekly bulletin contains the latest news and information of interest to the asphalt pavement industry in California. Please feel free to distribute this newsletter to others who may be interested in asphalt pavements.

→ Asphalt-core dam? Yes, you read that right

Long before Twitter and real or perceived "fake news," reporters used to call it a "Hey, Alice!" story. In other words, a story so compelling that a husband sitting at the kitchen table reads it aloud to his spouse (or vice-versa), as in "Hey, Alice -- listen to this!"

In our industry, last week's "Hey, Alice!" story came to us from Colorado, but it had similar effect as it ricocheted around the internet.

The headline said it all: "Chimney Hollow to have one of first asphalt core dams in United States."



Rendering of proposed Chimney Hollow Dam.

"Hey, Alice!"

The story that appeared on the Reporter-Herald News of Loveland, Colo., detailed how more than a decade of planning and permitting a 350-foot tall dam, nearly a half-mile wide, will be built with an asphalt core to hold 90,000 acre-feet of water. It's actually one of two dams to be built at the site.

You can read the story [HERE](#).

The article notes that the idea of an asphalt-core dam has been around since the 1960s and has been successfully deployed across Europe and elsewhere. For the Colorado dam, engineers concluded that an asphalt core was the best option "which is said to be safer and stronger" than other alternatives, including clay, according to the news report. The asphalt core will be 4-feet wide in the center of the dam.

Another asphalt-core dam is planned for Arizona. A "Pinterest" page of photos of various asphalt-core dams is [HERE](#). A press release about the Chimney Hollow Dam is [HERE](#).

It's fitting that asphalt, long used as a safe and secure liner for reservoirs that store drinking water for millions of people, is now making its way to the structures that often hold the water in place.

→ Fact Check: 'Diverting' road money for other purposes charge faces the 'Truth-o-Meter'

Opponents of SB1, the landmark road improvement measure passed by

Building, Room A, 35 Stony Point Road, Santa Rosa
Register [HERE](#).
Contact: Ritha Nhorn (916) 791-5044

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SIGN UP NOW!
CalAPA "Day at the Races" at
Del Mar Race Track
Saturday, July 22
Register [HERE](#)
Contact: Sophie You (916) 791-5044

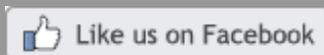
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SAVE THE DATE!
CalAPA Annual Golf
Tournament
Thursday, Sept. 21
Pacific Palms Resort, Industry Hills
Details soon!
Contact: Sophie You (916) 791-5044

*

SAVE THE DATE!
CalAPA Fall Asphalt
Pavement Conference &
Equipment Expo
Wednesday & Thursday,
Oct. 25 & 26
Doubletree Hotel, 2001 Point
West Way, Sacramento
Details soon!
For sponsorship and exhibiting
opportunities, contact Sophie
You at (916) 791-5044.

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the Legislature last April, have been issuing statements charging that money intended for roads has been "diverted" or otherwise being steered to other unrelated purposes.

A recall election has been launched against one Southern California lawmaker who voted "yes" for the bill, and another group has taken the first steps to circulate a petition to get the gas tax increase that was the core of SB1 repealed. It is unclear at this point if any of those efforts has enough support to move forward, but they continue to generate press releases.

Meanwhile, an independent news organization, PolitiFact California, decided to delve deep into the road money diversion claim, and closely examined the issue and interviewed various people on all sides. It's independent conclusion, sometimes called the "Truth-o-Meter": The claim is "mostly false." You can read their official assessment [HERE](#).



"(The) overall statement contains an element of truth but ignores critical facts that would give a different impression," PolitiFact California concluded. "We rate (the) claim Mostly False."

The broad coalition of groups that supported SB1 insisted that protections against diversion of road funds be included in the package of bills that passed the Legislature, and there are various provisions designed to build transparency and accountability into the measure. CalAPA and other supporters will continue to play a watchdog role to ensure the funds are spent as intended. This Thursday and Friday, the California Transportation Commission will be holding hearings on this very topic in Sacramento, and they no doubt will be very well-attended.

To read an exhaustive article about SB1 and how it came to be, click [HERE](#) to read the current issue of CalAPA's official magazine, *California Asphalt*.

→ Caltrans proposed 'Intelligent Compaction' spec changes spark comments from industry

In the constantly evolving world of asphalt specifications, the voluminous "Standard Specifications" published periodically by the California Department of Transportation, or Caltrans, are influential and hotly debated.

CalAPA members participate in many technical committees as part of the joint Caltrans-industry Rock Products Committee to review and recommend changes to the specifications with a goal of ensuring the specs are realistic, keep pace with rapid changes in technology and industry best-practices.

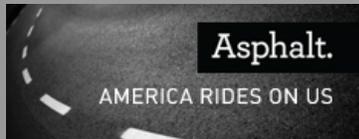
CalAPA professional staff, including Technical Director Brandon Milar, P.E., are active participants in several of the subcommittees to contribute the industry perspective whenever specification changes are contemplated. "With so many Caltrans balls in the air," one industry representative recently noted, "CalAPA support is critical."



The other critical component to this

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GET TECHNICAL

Are you an engineer, designer or technical professional who makes decisions on pavement type selection? The DriveAsphalt website has technical reports and other resources may be just what you're looking for. Click [HERE](#) for more information.



CalAPA

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BACK ISSUES

Did you miss an issue of the

effort is the real-world insights provided by many volunteer industry participants in the various technical committees. Adding up the value of the many thousands of hours, travel costs and other expenses industry donates to this effort would no doubt amount to millions of dollars. The stated goals of the collaboration are that the final published Caltrans specs are fully vetted, clear, build-able and that changes are based on sound research informed by field experience.

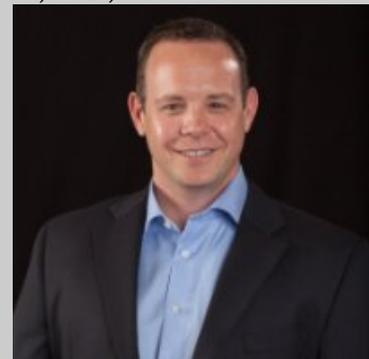
One such topic, which has been the subject of in-depth coverage in this newsletter and CalAPA's official magazine, *California Asphalt*, is known as "Intelligent Compaction." The most recent magazine cover story, which appeared in 2016, is [HERE](#).

Broadly, Intelligent Compaction refers to various technologies that are making their way to paving equipment and the jobsite to provide real-time information on the most critical component of asphalt pavement: compaction. Industry in California has participated in several demonstration projects to test out the new technology and data from field experience continues to come in. Intelligent Compaction has been prominently featured at CalAPA classes and conferences in recent years.

Caltrans has recently proposed that incentive-disincentive provisions be incorporated into Intelligent Compaction specification language, which has caused great alarm in industry because so much about IC technology remains in a state of flux. Milar has recently been named as co-chair of a joint industry-agency committee examining this issue.

Phil Reader, Technical Services Manager for CalAPA member George Reed, commented recently that IC is "supposed to be a quality control tool, not an acceptance specification," a comment supported by Tim Denlay, Northern California Quality Assurance Manager for CalAPA member Knife River and Co-Chair of CalAPA's Technical Advisory Committee.

A respected voice from industry, Dan Ridolfi, P.E., with CalAPA member Lastrada Partners, recently offered additional observations on the issue that are a good example of insight that informs and elevates the discussion on a technical issue, drawing from practical experience and knowledge of the evolution of agency specifications.



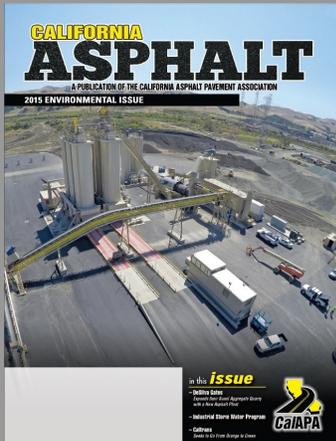
Dan Ridolfi

"Caltrans has evolved from a method placement to accept mat density to a direct measurement of mat density, as a way to ensure long-term pavement performance," Ridolfi wrote recently to the subcommittee. "Density acceptance began with nuclear gauge testing, then moved density acceptance to cores, and now to a nuclear density/core density acceptance specification. Core density was always and continues to be a part of nuclear density measurement. The move to base disincentive on coverage and temperature is missing the key element of Calibration to density.

"Caltrans appears to have forgotten their own playbook by not correlating IC measurements to core density," Ridolfi continued. "IC coverage data, temperature data, and IC numbers are designed to predict density. This prediction must be calibrated. The Caltrans document references [www.intelligentcompaction.com](#). That site includes an FHWA asphalt specification guidance document. From section 2 of page 9 of that document:

California Asphalt Insider? No problem! Past editions of the newsletter are available at the CalAPA newsletter [archive page](#)

MAGAZINE



CalAPA produces a highly regarded magazine, *California Asphalt*, and an annual membership directory. To view current and past issues of the magazine, click [HERE](#).

For advertising sales information, click [HERE](#) or call Kerry Hoover with Construction Marketing Services at (909) 772-3121.

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WATCH

"Density/Compaction. Identification of the standard testing device(s) and frequency for measuring the in-place density of the asphalt mixture. The minimum frequency of tests shall be one test for each 250 tons of asphalt mixture placed."

"The removal of frequent calibration of IC data is a glaring omission," Ridolfi noted. "There are volumes of information relating to in-place density to long term performance. Incentives/disincentives rely on this collective information to predict the reduced pavement life by under- or over-compacting asphalt. To even consider an incentive-disincentive there must be a correlation to density and that predicted data used to determine effect on pavement life."

Finally, Ridolfi noted that: "Caltrans has also specified a double steel drum roller in the intermediate position. What about the rubber tire roller that is required for density? It would be good hear their rationale for deleting the rubber-tire roller. IC is a great tool for quality control. I can state this based on my own personal experience. Saying anything more than that is getting too far in front of the state of the practice."

CalAPA will continue to participate in the industry-agency discussions on this issue and provide update to members as events warrant. For more information, contact CalAPA's Milar at (916) 791-5044.

→ Obituary: Bruce William Kean

Services were held last week in Redlands for Bruce William Kean, a former Caltrans Materials Engineer in District 8, who passed away on March 19 after a lengthy illness. He was 63.

Mr. Kean was born Oct. 2, 1953 in Youngstown, Ohio to the late Leroy and Betty Kean. He was raised and educated in Redlands, Calif., from the age of five. He was active in Boy Scouts and awarded the honor of Eagle Scout.

Mr. Kean also spent four years in the Air Force and earned a Bachelor's degree in Civil Engineering from Cal Poly Pomona. He recently retired from Caltrans after 28 years of service.



"It is with great sadness that I must inform you of the passing of a member of our District 8 Caltrans family," said Caltrans District 8 Director John Bulinski in a note to employees. "Bruce touched many of our lives daily over the years and will be deeply missed, both professionally and personally."

Mr. Kean is survived by his wife, Lydia, and daughter, Patricia. He is also survived by his brother, Gary, and wife, Pam, a sister, Gayle, and three nephews, Michael, Marc and Chad.

According to an obituary published in the *San Bernardino Sun* on May 26, Mr. Kean's final resting place will be at Riverside National Cemetery.

Following Kean's retirement earlier this year, Caltrans District 8 announced that Ms. Parwaz Khasraw would be the acting District Materials Engineer until a permanent replacement is named.

→ Tech Term of the Week

Each week we highlight a word, acronym or other reference



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commonly used in the asphalt pavement industry in California.

LONGITUDINAL JOINT: A constructed joint in a pavement layer that is oriented parallel to the pavement center-line.

→ Quote of the Week

"Knowledge will give you power, but character respect."

Bruce Lee

We hope you enjoy CalAPA's *Asphalt Insider*. We are committed to providing you with the most up-to-date information on technical issues, regulation, news, analysis and events in California that may impact the asphalt pavement industry. Click [HERE](#) to contact us with any comments or suggestions.

Sincerely,

Russell W. Snyder, CAE
Executive Director
California Asphalt Pavement Association (CalAPA)

The *California Asphalt Insider* is an official publication of the California Asphalt Pavement Association. For more information or to inquire about membership, call (916) 791-5044, or click [HERE](#) to send us an e-mail.

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