

CALIFORNIA ASPHALT INSIDER

The latest news and views from the California Asphalt Pavement Association

Vol. 10, Issue 27 <> July 3, 2017



www.calapa.net

IN THIS ISSUE

[Evaluation of RAP/RAS mixes and testing undergoing thorough review in California](#)

[Annual CalAPA Golf Tournament registration now open; event set for Sept. 21 in Southern California](#)

[CA ranks 3rd worst nationally on rural road pavement condition, national report says](#)

[Tickets going fast for CalAPA's annual 'Day at the Races' event July 22 at Del Mar.](#)

[Holiday hours](#)

[Tech Term of the Week: Asphalt Overlay](#)

CALENDAR

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

*

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

*

[REGISTRATION OPEN!](#)
CalAPA Annual Golf
Tournament

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.

→ Evaluation of RAP/RAS mixes and testing undergoing thorough review in California

The asphalt pavement industry has demonstrated through research and decades of field experience the ability to utilize reclaimed asphalt pavement (RAP) in new asphalt mixes. Many asphalt paving projects across the nation successfully utilize mixes with high percentages of RAP (greater than 30 percent of total mix content).

In some cases, mixes with high percentages of RAP can prematurely fail due to fatigue or low temperature cracking. There are several procedures, technologies and tests that are available to address this concern and have proven successful. The California Department of Transportation (Caltrans) and the asphalt paving industry (through the Caltrans-industry Rock Products Committee RAP/RAS Sub-Task Group) are working together to develop a specification and testing protocol that allows an increase in use of RAP above 15 percent.

The current Caltrans specification allows RAP usage up to 25 percent. However, the testing procedures (blending charts) require the use of a chemical-based process that extracts and recovers the asphalt binders (virgin and RAP) from the mix. The chemicals used in this process pose a significant health risk for the lab personnel if not properly handled and require hazardous-waste disposal protocol. The group is considering various mix tests that could be used in lieu of tests that require binder extraction and recovery. After discussions with asphalt technology experts from across the country, the group is narrowing their focus on a semi-circular bend (SCB) test. The group also expressed interest in the work on an SCB testing protocol currently under evaluation at the University of California Pavement Research Center (UCPRC).

TECH REPORT

The SCB test utilizes a gyratory compacted sample that is cut to a specific thickness, cut in half, and notched. The sample is placed in an apparatus that supports the ends of the cut face from below and applies a point load at the top of the curved edge of the sample. As the load is applied to the specimen, gages read the change in width of the notch gap and measure the force applied over time. The amount of energy required to propagate the crack from the notch through the specimen determines the mix's resistance to cracking.

On June 22, the UCPRC hosted this group at their facility on the campus of U.C. Davis. The meeting was attended by the UCPRC team, the California Pavement Preservation Center (CP2), Caltrans personnel from the divisions of Pavements, Construction, and Materials Engineering & Testing Services (METS), and asphalt industry representatives from

Thursday, Sep. 21
Pacific Palms Resort, Industry
Hills

Details soon!

Contact: Sophie You or Ritha
Nhorn (916) 791-5044

Sign-up [HERE](#).

*

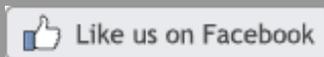
SAVE THE DATE!

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.

SOCIALIZE



CHOOSE ASPHALT

Asphalt is used on about 93 percent of paved roads in California and across the U.S.

Why? Because it's smooth, quiet, safe, durable and 100 percent recyclable. Visit the [Asphalt Pavement Alliance](#) website learn more about why asphalt is the right choice now more than ever.

across the state. Dr. John Harvey provided an overview of the UCPRC effort with the SCB and insight into the various SCB efforts across the nation. The UCPRC effort to date is focused on finding a correlation between the SCB testing and the fatigue testing of the long-life pavement design process. The current design process utilizes mix design criteria for fatigue and stiffness utilizing the beam fatigue test and the shear tester. These tests can take several weeks to run a sample set. The SCB could be done in a fraction of the time -- about one to two days.



Working a RAP stockpile.

Based on the current UCPRC efforts with the SCB and the extensive evaluations occurring in other state DOTs on the SCB, the group is interested in pursuing further evaluation of the SCB. Based on the discussions, the group has identified necessary steps to move forward. These include identifying a standard SCB test protocol (UCPRC is in line with the iFit protocol), establish testing variability through a statewide round-robin, evaluate materials throughout the state and pavement design criteria to develop appropriate limits, utilize pilot projects to identify issues that based on large scale production, and development of the specification for implementation.

The next meeting of the Caltrans RAP/RAS STG is scheduled for July 25th in San Diego. Please contact the CalAPA office at (916) 791-5044 for additional information. A previous *Asphalt Insider* article on this topic, published July 4, 2016, can be found [HERE](#).

→ Annual CalAPA Golf Tournament registration now open; event set for Sept. 21 in Southern California

Registration is now open for one of the most popular industry events of the year, the annual CalAPA Golf Tournament Sept. 21 at the fabulous Industry Hills Golf Club at the Pacific Palms Resort in Industry, Calif. This event sells out every year so early registration is strongly recommended. Click [HERE](#) to visit the sign-up page.

The golf tournament is sponsored by the CalAPA Southern California Contractors' Committee.

Proceeds from the event help support CalAPA's workforce development efforts, such as its annual International Road Federation fellowship and providing free passes to CalAPA conferences for college students who are aspiring materials engineers.



Golf is never more fun than at CalAPA's annual tournament, set for Sept. 21 in Southern California.

There are numerous sponsorship opportunities to help CalAPA members build their brand and support a good cause. Proceeds from the event benefit CalAPA scholarship programs.

For more information, contact Sophie You of CalAPA at (916) 791-5044.



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

California Asphalt Pavement Association (CalAPA)

Mailing address:
P.O. Box 981300
West Sacramento, CA 95798

Main office:
1550 Harbor Blvd., Suite 211
West Sacramento, CA 95691

(916) 791-5044 (phone)

BACK ISSUES

Did you miss an issue of the *California Asphalt Insider*? No problem! Past editions of the newsletter are available at the CalAPA newsletter [archive page](#)

MAGAZINE

→ CA ranks 3rd worst nationally on rural road pavement condition, national report says

California has the third worst rural-road pavement conditions in the nation, according to an influential transportation research group report released last week. Thirty-eight percent of rural routes in California are deemed in poor condition, behind only the severe-winter states of Rhode Island and Connecticut.

The report by TRIP, a national transportation research group, follows previous reports that showed deferred maintenance has led to a deterioration of freeways, bridges and other transportation infrastructure nationwide and in California, costing the average motorists upwards of \$1,000 per year in fuel, car maintenance and other costs.



The Governor and the Legislature earlier this year took action to address the problem, approving a historic transportation funding plan known as SB1 that adjusted fuel taxes and other fees to generate about \$5 billion per year for road repairs and other transportation-related improvements. A previous *Asphalt Insider* article on the topic is [HERE](#).

However, another important source of road funding is the federal government, which for many years has failed to address shortfalls in the Highway Trust Fund that has been ravaged by inflation. The TRIP report should add fuel to the debate in Washington about how to address the nation's transportation infrastructure crisis. Click [HERE](#) to view the National Asphalt Pavement Association federal advocacy page to see what CalAPA members and others are doing to press industry's case in Washington, D.C.

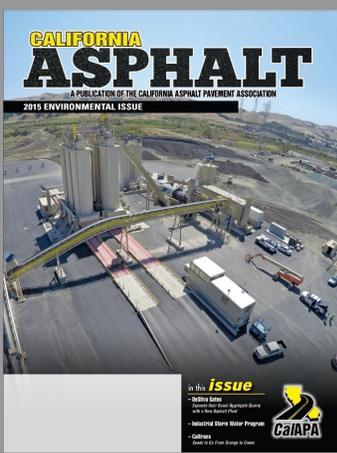
The broad outlines of the TRIP report were reported exclusively by *California Asphalt Insider* on June 26. The official TRIP report, released publicly a day later, underscores the importance rural routes play in the movement of people, goods and services, as well as the quality of life of those who live in rural areas.



A route shield marks a rural highway in California.

In addition to having the third-worst ranking of rural pavement conditions nationally, the rate of traffic fatalities on California's non-Interstate, rural roads -- 3.19 fatalities per 100 million vehicle miles of travel -- is the second highest in the nation and is nearly five times higher than the fatality rate on all other roads in the state, the TRIP report found. Six percent of the bridges on rural routes in California were rated to be structurally deficient.

"The latest TRIP report reinforces what we in rural California have known for a long time," said Humboldt County Supervisor and California State Association of Counties Second Vice President Virginia Bass in a press release. "Between inflation driving up maintenance and repair costs and better fuel economy negatively impacting the available revenue, rural roads are suffering from a severe backlog of deferred maintenance. We just passed state legislation in California that will increase road repair revenue for the first time in more than 20 years. It will help, but we need a national infrastructure bill that also devotes additional money to help rural counties fix roads and bridges, improve



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.

STAY INFORMED



Click [HERE](#) to receive *California Asphalt Insider* each week via e-mail FREE! Or visit our website at: www.calapa.net

WATCH



Click [HERE](#) to visit our video page.

DESIGN!

the safety of the traveling public, and boost commerce and economic activity."

To read the full TRIP report, click [HERE](#). The rural-route pavement condition table, with state by state information, is [HERE](#). The main TRIP website with other reports and detailed information is [HERE](#).

→ Tickets going fast for CalAPA's annual 'Day at the Races' event July 22 at Del Mar

Tickets are going fast for CalAPA's popular "Day at the Races" at beautiful Del Mar Race Track in Del Mar. Click [HERE](#) learn more and to reserve your spot.

The Southern California Contractors' Committee is once again hosting this gala event on opening weekend for thoroughbred racing. The association has reserved a luxury suite at the Del Mar Thoroughbred Club on Saturday, July 22, at the seaside track, which is celebrating its 80th anniversary. The "Star Fiddle Skyroom" boasts panoramic views from a private balcony close to the finish line, with its own betting windows, VIP access to grounds, a fabulous lunch buffet, snacks and a no-host bar. Tickets for this family-friendly event are \$109 for adults and must be purchased in advance via the CalAPA website. Click [HERE](#) to order.



Catch the racing action at Del Mar at CalAPA's annual "Day at the Races."

Del Mar is not only one of the most scenic race tracks in the world, it's also rich with history, with new and exciting chapters being written each year. In 2014, the CalAPA-sponsored 1st Race was won by Lord Nelson, a 2-year-old thoroughbred trained by Hall of Fame trainer Bob Baffert, who joined CalAPA representatives Holly Mendell and John Michalik from California Commercial Asphalt in the Winner's Circle. Baffert is the trainer of last year's Triple Crown winner, American Pharoah. The 2016 Kentucky Derby winner, Nyquist, twice won at Del Mar the year before. And who can forget California Chrome, who raced at Del Mar before going on to win the Kentucky Derby and Preakness in 2014. To view pictures from last year's "Day at the Races," click [HERE](#) to visit our Facebook page.

Bring your family, favorite customers or best friends to our "Day at the Races" and perhaps you'll see the next superstar thoroughbred in action. For more information, contact Sophie You of CalAPA at (916) 791-5044.

→ Holiday hours

CalAPA offices will be open on Monday, July 3 during normal business hours. The offices will be closed on Tuesday, July 4, in observance of the Independence Day Holiday.

→ Tech Term of the Week

Each week we highlight a word, acronym or other reference commonly used in the asphalt pavement industry in California.

LEARN!

We can bring CalAPA's popular training classes to your facility at a date and time convenient to you! Click HERE to view our "hosted" training class flier, or contact CalAPA at (916) 791-5044 for details. This service is available to public agencies and CalAPA members only.



ASPHALT OVERLAY: One or more courses of asphalt construction on an existing pavement. The overlay generally includes a leveling course to correct the contour of the old pavement, followed by a uniform course or courses to provide needed thickness.

→ Quote of the Week

"Freedom is never more than one generation away from extinction. We didn't pass it to our children in the bloodstream. It must be fought for, protected, and handed on for them to do the same."

Ronald Reagan

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.

Copyright © 2017 California Asphalt Pavement Association - All Rights Reserved.

www.calapa.net