

# CALIFORNIA ASPHALT INSIDER

The latest news and views from the California Asphalt Pavement Association  
Vol. 11, Issue 23 <> June 4, 2018



[www.calapa.net](http://www.calapa.net)

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## CALENDAR

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

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**TICKETS ON SALE NOW!**  
CalAPA 'Day at the Races' at  
Del Mar Race Track, Del  
Mar, CA.  
Saturday, July 21.  
Contact: Sophie You (916)  
791-5044  
Details [HERE](#).

\*

**SAVE THE DATES!**  
Fall Asphalt Pavement  
Conference, Oct. 24-25

## 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.

## → When it comes to good roads for cars, bikes and pedestrians, many are taking matters into their own hands

Tomorrow is Primary Election Day in California, and the news of course will be dominated by the hundreds of candidates vying for a spot on the November general election ballot.

Of particular interest to transportation advocates will be the fate of Proposition 69, a statewide ballot measure to protect transportation dollars from being utilized for other purposes.

Less attention, however, will be on local measures to help shore up funding for roads, or leverage existing dollars. Once such measure is Measure I on the ballot in the City of Davis.

Davis, a city just west of Sacramento, is home to about 68,000 residents and many more bicycles. It bills itself as "America's No. 1 City of Bicycles," and has the credentials to back it up, including being home to the U.S. Bicycling Hall of Fame.



While fuel taxes to pay for roads is frequently in the news, as well as consternation by motorists about crumbling pavement and car-damaging potholes, any pedestrian, jogger or bicyclist will tell you that a large crack or pothole in the pavement can spell disaster.

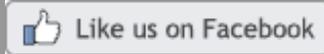
According to a city history of its bike heritage, by late July 1967, the very first official bike lane in Davis, and in the United States, was created on 8th Street between A Street and Sycamore Lane. It was the first time that a lane for the preferential use of bicyclists had been designated as part of an existing roadway meant for vehicles. Other bike lanes quickly followed.

Although paths for bicycles had existed as far back as 1895 in Brooklyn, N.Y., the City of Davis history notes, no one had ever developed design standards for bike lanes on city streets, including dimensions, placement, etc. Through trial-and-error, and plenty of citizen input, the city developed bike lane safety specifications and regulations that were eventually adopted by Caltrans, and other cities across California and the United States.

Within its 11 square miles, the city of Davis has over 100 miles of designated bike lanes and paths. Davis also reports it has more bike commuting residents per capita than any other city in the United States, and the bike routes are integrated with other transportation modes, such as transit and rail via the city's historic train station

Doubletree Hotel, 2001 Point West Way, Sacramento. For sponsorship and exhibitor opportunities, contact Sophie You at (916) 791-5044.

## SOCIALIZE



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## 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.



## 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.

that serves both Amtrak and inner-city rail.

CalAPA featured the City of Davis bicycle program back in 2015 in its official association magazine, *California Asphalt*, when it examined how the city was utilizing traffic circles to improve safety for bicyclists and pedestrians. You can read that article [HERE](#).

What does all of this have to do with Measure I, you ask? Plenty, according to Lucas Frerichs, a member of the Davis City Council who was campaigning for Measure I on a recent Saturday at the city's famed Farmers' Market downtown. He also made the connection between the local measure and SB1, the Road Repair & Accountability Act of 2017 that is expected to generate more than \$5 billion a year for transportation improvements, with half the money going to cities and counties.

"Most of the cities and counties in California have been receiving money from the state and federal government, and SB1 is critical to fulfill our basic needs, such as road repair, bridge replacement and other major infrastructure," Frerichs said. "It's pretty essential. Also, transit is another major priority for our community. There's a huge amount of money in there for transit in addition to basic road repairs. It's totally essential for our community."

He said the SB1-Measure I link is clear.

"Since we've started to receive funding from the state and federal government, especially money for roads and road infrastructure, we've taken it upon ourselves, the Davis community, to support parcel taxes for various purposes, so we decided we needed to put a parcel tax on the ballot in June to raise \$3 million per year ... for road repair, fixing potholes, sidewalks, bike paths, etc. Davis is a huge biking city, of course, so we want to make sure all of our transportation infrastructure continues to serve the community."

The ballot description for Measure I includes the following statement: "The City Council strongly believes that it is in the public interest to increase the available amount of funding for the repair and maintenance of the city's street, sidewalk and bike path infrastructure to provide for the safe movement of the community on our transportation infrastructure and to protect the community's transportation-related assets."

The city estimates it owns 160 miles of roads and 52 miles of separate bike paths, representing a \$238 million transportation infrastructure asset. "Outside funding from the state and federal levels has fluctuated in recent years, making it difficult to plan and execute street and bike path maintenance on a regular basis," the ballot measure states. Voters in the City of Davis, as they have in 24 of California's 58 counties that have approved tax hikes for transportation, will have the final say on Tuesday.



*The City of Davis bicycle safety program was featured in a 2015 story in CalAPA's "California Asphalt" magazine.*

## → Verify materials technicians, lab certifications are correctly listed on-line

The California Department of Transportation (Caltrans) reminds certified materials testers and lab managers to ensure their status is reflected accurately in the department's new on-line certificate

## CalAPA

California Asphalt Pavement Association (CalAPA)

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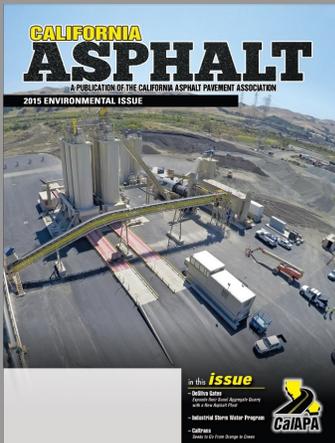
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## BACK ISSUES

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



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.

database.

New new system, which was launched late last year, allows anyone to check the certification status of testing personnel and laboratories statewide.

The "Statewide Independent Assurance Database" was developed by the Caltrans Materials Engineering & Testing Services (METS) to allow Independent Assurance (IA) staff the ability to easily submit tester and laboratory information into Caltrans' database via the internet. The website serves as a central repository for this information, which will include certification/accreditation scope and expiration dates.



Previously, each district IA office maintained their own records and anyone seeking to determine the status of a lab or tester needed to contact the district IA representative.

***No, ties are not required to work in a materials laboratory, and in fact are discouraged (but you knew that).***

The website continues to be populated with data and is deemed accurate, but Caltrans encouraged those holding valid certificates to verify if the information matches their own records. Click [HERE](#) to go to the website. It can also be found via a link from the main METS web page [HERE](#). The IA website, which includes links to various reports and the department's reference sample program, can be found [HERE](#).

To provide feedback on the accuracy of records in the database, contact your local Caltrans Independent Assurance representative. A contact list of Caltrans IA personnel can be found [HERE](#).

## → New name, new charter for the Caltrans-industry committee that reviews materials specifications, test methods

Caltrans officially unveiled a new charter for the committee that evaluates materials specifications and test methods, which will now be known as the "Pavement & Materials Partnering Committee." The PMPC has previously been known for many years as the "Rock Products Committee."

In a May 23 letter to construction trade associations, including CalAPA, announcing the change, Caltrans Director Laurie Berman said:

"As indicated in the enclosed charter, the PMPC strives to improve roadway construction specifications and test methods by:

"1. Providing an opportunity for Caltrans and Industry to identify and examine issues related to roadway construction and materials and to propose improvements to specifications and test methods.

"2. Providing an opportunity for Caltrans and Industry to exchange information about new or emerging technology, test methods and best practices that may result in



**Laurie Berman**

## STAY INFORMED



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Or visit our website at:  
[www.calapa.net](http://www.calapa.net)

## GET CERTIFIED!



The Caltrans-industry Joint Training & Certification Program (JTCP) for materials technicians is holding classes in Northern and Southern California. Click [HERE](#) to visit our JTCP resource page to learn more.

## DESIGN!

**PAVE**Express  
Specify & Verify Pavement  
Designs Online for Free  
[www.pavexpressdesign.com](http://www.pavexpressdesign.com)

To visit the PAVEExpress website, click [HERE](#). To view the companion website, Pavelnstruct, click [HERE](#).

## 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.

improvements in safety, durability, and cost-savings that ultimately will benefit taxpayers and transportation system users;

"3. Aligning California's paving and materials practices with Caltrans' goals of stewardship, efficiency, and sustainability."

A copy of the charter is posted on the Caltrans website [HERE](#). The PMPC is an umbrella entity that guides the activities of numerous subcommittees that specialize in various design, construction and acceptance of the asphalt, concrete, aggregate and other materials used to build and maintain pavements on the state highway system. Caltrans standards are very influential for local public works agencies.

Industry representatives have long maintained that success in the RPC/PMPC activities will be measured by how quickly and effectively the joint committees identify issues, propose sound solutions, and see those solutions appear in Caltrans specifications and other guidance documents, with the ultimate goal of resulting in successful projects.

Berman's letter said the new charter was intended to "renew the collaborative effort" between the department and the construction industry, and that "the PMPC will play a significant role in ensuring that taxpayers and the traveling public receive the best products possible."

The new charter was signed on Feb. 14. Six days later, Caltrans Director Malcolm Dougherty announced his resignation, and the same day it was announced by the governor that Berman, a former regional director, was his replacement. A previous *Asphalt Insider* story about those and other personnel changes is [HERE](#).

Berman helms the sprawling department at a time when Caltrans is ramping up to deliver billions worth of transportation improvement projects made possible by the Road Repair & Accountability Act of 2017, which is also known by its legislative bill number, SB1.



*Caltrans officials and industry representatives gathered for charter-signing ceremony Feb. 14 in Sacramento.*

## → Tech Term of the Week

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

**BORROW:** Suitable material from sources outside the roadway prism used primarily for embankments.



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## → Paving Pointer of the Week

Each week we highlight a key point or best practice of interest to asphalt paving crews, inspectors and others working in the field. We welcome suggestions. More tips can be found in our Asphalt Parking Lot Construction Checklist [HERE](#).

**AFTER COMPACTION:** Ask Yourself: Are there any signs of depressions/water puddles on the mat? Is the final lift thickness correct as specified after compaction? Are all joints properly compacted? Is the project neat and clean when the work is complete?

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## → Quote of the Week

"When you can't make them see the light, make them feel the heat."

**Ronald Reagan**

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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)

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