

CALIFORNIA ASPHALT INSIDER

The latest news and views from the California Asphalt Pavement Association
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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
Doubletree Hotel, 2001 Point
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For sponsorship and exhibitor
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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.

→ Caltrans, industry reach tentative agreement on changes to RAP specifications

Officials with Caltrans and representatives of the construction industry hammered out a preliminary agreement last week on updating part of the department's specifications with respect to pavement recycling, which is expected to lead to the use of more Reclaimed Asphalt Pavement (RAP) in asphalt mixes.

The tentative agreement was hailed by one longtime observer as a "breakthrough" and will align the department more closely with the state's overarching goals of being more sustainable, extending the life of the state's dwindling aggregate resources and saving tax dollars.

TECH REPORT

The technical meeting June 13 in Sacramento focusing on RAP and Recycled Asphalt Shingles (RAS) was attended by Steve Takigawa, Caltrans Deputy Director for Maintenance & Operations, who also briefed the industry and agency participants on the newly reconstituted Pavement & Materials Partnering Committee (PMPC) that collaborates on the review and recommendations for improvement of Caltrans materials specifications and test methods. Takigawa and Caltrans Chief Engineer Karla Sutliff are co-sponsors of the PMPC. A story about the reconfiguration of the entity formerly known as the Rock Products Committee appeared in the June 4 issue of *Asphalt Insider* [HERE](#).



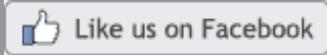
A loader works a RAP stockpile.

Discussions between Caltrans and the asphalt pavement industry over utilizing more RAP in asphalt mixes have taken place over several years and have been the subject of intense scrutiny.

Caltrans has always maintained it supports recycling old asphalt into new pavements, but engineers have expressed concern about performance when the percentage of RAP in asphalt mixes exceeds 15 percent. As pavements age, studies have shown the asphalt binder component oxidizes and increases in stiffness. The increased stiffness increases the potential for pavement cracking. As a result, RAP, which is primarily sourced from existing, aged pavements, can increase the stiffness of a new mix, which increases the cracking potential.

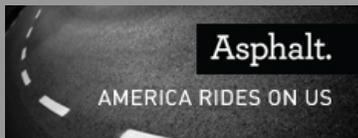
Volumes of research on the topic have produced recommendations to compensate for the stiffness when RAP is increased to higher than 15

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.



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

percent of total mix. An exhaustive article examining RAP utilization in California, titled "Who killed High RAP?" appeared in the 2017 quality-themed issue of *California Asphalt*, the official CalAPA association magazine. An electronic copy of that magazine issue is [HERE](#).

At last week's technical meeting, the industry-agency technical committee agreed in principle to adopt recommendations from the Federal Highway Administration (FHWA) and the American Association of State Highway and Transportation Officials (AASHTO) for mixes with RAP percentages between 15 percent and 25 percent (based on the weight of mix). They are:

- Using a virgin binder grade one grade lower (high and low temperature) than the required binder for the project.
- Eliminate additional binder grade testing of the virgin and RAP binders during mix production.
- Eliminate the requirement to use blending charts for these mixes.
- Utilize the same requirements for RAP processing and Quality Control (QC) procedures as used for mixes with less than 15 percent RAP.

The implementation process is for the draft Standard Special Provision (SSP) to be developed and circulated for review in the coming weeks, and to be published electronically in late 2018 as a change to the department's specifications. Caltrans will also produce memos and other communiques explaining the changes. Industry and agency personnel also agreed in concept to allow this change on existing projects. They are working on the logistics on administering the change including the possibility of a no-cost change order.

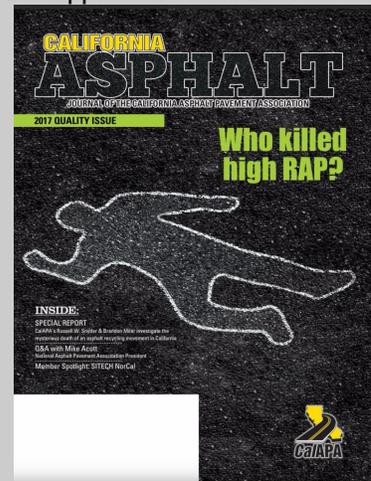
The technical working group identified other issues that require further deliberations, including examining the use of RAP at more than 25 percent of mixes, RAS usage, and a pavement cracking test.

The most recent legislatively mandated report by Caltrans on RAP utilization, issued in 2016, reported little progress on the issue in response to a 2011 bill passed by the Legislature, AB812 by Assemblywoman Fiona Ma, D-San Francisco, that set a goal for the department to move toward utilization of 40 percent of RAP in asphalt pavement mixes. A story on that report, which appeared in the July 25, 2016 issue of *Asphalt Insider*, can be found [HERE](#).



Fiona Ma (center), who authored RAP legislation when she was a member of the California State Assembly, toured a Vulcan Materials plant in 2011.

Last week's announcement on RAP represented the most significant development in many years on the issue at the state level.



An in-depth examination of RAP utilization in California was highlighted in a special issue of California Asphalt magazine last year.

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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.

STAY INFORMED

Tony Limas with Granite Construction, a technical subject matter expert who has engaged the department for many years on RAP and other issues, said he was pleased with the progress made last week.

"The changes we made in the RAP specifications alone will have a huge impact on our industry," he said in an e-mail to Caltrans leadership. "The additional 10 percent RAP will significantly reduce our GHG (Greenhouse Gas) footprint and help preserve California's dwindling aggregate reserves. As noted before, these changes will stretch the pavement dollars for not only Caltrans but local agencies as well."

A similar sentiment was expressed by Tim Gruetert, Chief of the Caltrans Office of Roadway Materials Testing and a participant in the joint industry-agency technical meetings.

"We did make significant steps this week that helped Caltrans move the needle on our sustainability goals regarding recycled asphalt pavement," Gruetert said in an e-mail response.

For more information on this topic, contact CalAPA's Technical Director, Brandon Milar, at (916) 791-5044.

→ Former CalAPA intern joining WEBCOR

Since this is graduation season, it's nice to catch up to one of our own who is adding to his already impressive achievements. Former CalAPA intern Hamza Shallwani is graduating from U.C. Davis this month with a Bachelor of Science Degree in Engineering, and announced that in August he will be joining WEBCOR Builders in San Francisco as a project engineer.

Shallwani previously noted that his 2015 CalAPA internship "was an incredible learning experience" and set the stage for other internships and the launch of his professional career.

In a post on his LinkedIn page last week, Shallwani thanked all of his mentors, saying, "I am sincerely grateful to my family for their support and everyone that has been a mentor, friend, and inspiration to me over the last four years. Thank you Davis, for confirming that the quality of our relationships is what keeps us happier and healthier."

Among his many accomplishments during his CalAPA tenure, Shallwani co-authored the 2015 cover story for California Asphalt magazine on local street traffic-calming designs in the City of Davis. You can read the issue [HERE](#). We wish Shallwani well in the beginning of what is certain to be a long and successful career in engineering.



Caltrans Lab Technician Frank Chevez (left) shows a core sample to CalAPA intern Hamza Ali Shallwani at TransLab in 2015.

→ One of the tiniest reasons to support SB1

As road-improvement projects made possible by SB1 proliferate across the state, this brief [video clip](#) reminds us that the Road Repair & Accountability Act of 2017 represents investing in a brighter future for all Californians, including those not yet old

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enough to vote, drive or pump their own gas. Our thanks to Phil Reader of CalAPA member company George Reed for sharing this video clip of his son, Dylan. And a special tip of the CalAPA hard hat to Kerry Hoover of Construction Marketing Services for printing up the special SB1 "Fixing YOUR Roads" bumper stickers that are prominently displayed on Dylan's rig. You can learn more about SB1 [HERE](#).



A little SB1 motivation.

→ Tech Term of the Week

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

QUALITY ASSURANCE: The California Department of Transportation assures quality of asphalt pavements by: (1) Reviewing mix designs and proposed Job Mix Formula (JMF); (2) Inspecting procedures; (3) Conducting oversight of Quality Control inspection and records; (4) Verification sampling and testing during production and paving.

→ 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](#).

PAVING OPERATION: Ask Yourself: Is the equipment properly maintained and in proper working order? Does the foreman have a paving plan (i.e., the paving lanes and passes are painted out and a roller pattern has been established)?

→ Quote of the Week

"Opinions die. Facts live forever."

Bob Baffert

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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