

CALIFORNIA ASPHALT INSIDER

The latest news and views from the California Asphalt Pavement Association

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IN THIS ISSUE

[Mandatory pre-bid meeting set for July 10 in Marysville for \\$280 million long-life asphalt pavement project on I-5 in Sacramento](#)

[New state budget includes windfall for transportation](#)

[Tech Term of the Week: Specific gravity](#)

[Pavement Pointer of the Week: Project boundaries](#)

[Quote of the Week: George Washington](#)

CALENDAR

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

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ONLY A FEW TICKETS LEFT!
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 DATE!
Annual CalAPA Golf
Tournament
Thursday, Sept. 20, 2018
8 a.m. to 2 p.m. (new
earlier start time!)
Pacific Palms Resort, City of
Industry
Registration opens soon!

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.

→ Mandatory pre-bid meeting set for July 10 in Marysville for \$280 million long-life asphalt pavement project on I-5 in Sacramento

Caltrans will hold a mandatory pre-bid meeting on July 10 at the District 3 offices in Marysville for contractors interested in bidding on a \$280 million Long-Life (Perpetual) Asphalt Pavement project on Interstate 5 in Sacramento.

The massive project, which will use more than 600,000 tons of asphalt, is the fourth such Long-Life Asphalt Pavement (LLAP) design strategy utilized in Northern California in recent years, which has earned the department national recognition and awards for excellence.

TECH REPORT

The long-life design is part of a rehab/reconstruction project on Interstate 5 from Elk Grove in Sacramento County to the American River, north of downtown Sacramento. The department began advertising on June 18 seeking qualified bidders to build the project. The LLAP design strategy utilizes performance testing of materials and the latest asphalt pavement design methods.

The Sacramento project builds on the first successful LLAP project on the 710 Freeway in Long Beach. Since then, successful projects were completed on two additional segments of the 710, Interstate 5 in Weed, Interstate 5 in Red Bluff, and on Interstate 80 in Solano County, between Sacramento and the San Francisco Bay Area. That Caltrans is deploying the LLAP strategy on Interstate 5 is significant. The truck-heavy route, which runs nearly 800 miles up the spine of the Golden State from the Mexican border to Oregon, in the lifeline of commerce for California, which if it was a separate country would be the fifth largest economy in the world.

Caltrans was recognized with a "Pavement Pioneer" Award from the national Asphalt Pavement Alliance in 2013 for deploying innovative long-life asphalt pavement strategies, delivering projects with an expected design life of 40-years or more. In 2015, the \$31 million, 14.5-mile Red Bluff long-life asphalt project on Interstate 5 was recognized with a Caltrans "Excellence in Transportation Facilities" award. A previous Asphalt Insider article on the project recognition is [HERE](#). An Asphalt Alliance press release on the "Pavement Pioneer" award is [HERE](#).

In June of 2017, Caltrans hosted a meeting at the District 3 offices in Marysville as part of the ramp-up for the Sacramento-area LLAP project. The meeting focused on an overview of the project and the

SAVE THE DATES!

Fall Asphalt Pavement Conference, Oct. 24-25
Doubletree Hotel, 2001 Point West Way, Sacramento.
For sponsorship and exhibitor opportunities, contact Sophie You at (916) 791-5044.

SOCIALIZE



CHOOSE ASPHALT

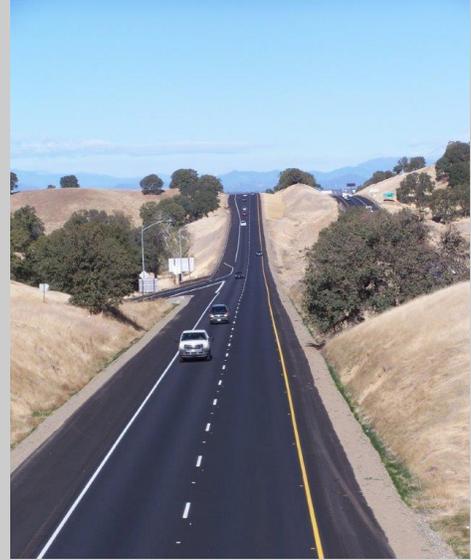
Asphalt is used on about 93 percent of paved roads in California and across the U.S. Why? Because it's smooth, quiet, safe, durable and 100 percent recyclable. Visit the [Asphalt Pavement Alliance website](#) learn more about why asphalt is the right choice now more than ever.



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

sharing of information and lessons learned from previous LLAP projects. The meeting included representatives from Caltrans District 3 Construction, Design, and Materials with Caltrans Headquarters Design, the University of California Pavement Research Center (UCPRC), the Asphalt Institute, CalAPA, and contractors from the Sacramento region and Southern California.



See you in 40 years: The award-winning long-life (perpetual) asphalt pavement project on Interstate 5 in the North State.

The UCPRC shared updates to the performance testing requirements for LLAP mix designs. Previous projects identified a performance testing protocol on plant-produced materials that significantly increased the amount of time to complete a mix design. The UCPRC has reduced the required fatigue testing time from three weeks to two weeks. Overall, Caltrans estimates the I-5 LLAP project will take 440 working days to complete.

Contractors on the other projects shared concerns related to 55-hour closures and strategies to handle edge drop-offs that are exposed to traffic. The other LLAP projects cited the mandatory pre-bid meeting as a significant contributor to project success.

The mandatory pre-bid meeting for the I-5 LLAP project will be held on Tuesday, July 10 at 10 a.m. at Caltrans District Headquarters, 70 B Street, Marysville. More information on the project can be found [HERE](#).

Caltrans will discuss the intricacies of the project, as well as the structural design and mix-design requirements. There have already been more than 50 bidder inquiries from the contractor community about the project. Sealed bids are scheduled to be opened on Aug. 9, with contract award to the lowest qualified bidder to take place shortly thereafter.



A long-life asphalt paving operation on I-5 in the North State.

CalAPA has provided technical information and other guidance to Caltrans on LLAP strategies, drawing from LLAP experiences on other projects in California and in other states, research and practical experience.

→ New \$201 billion state budget includes healthy SB1-infused funding for transportation; supplemental report contains a cornucopia of transportation-related facts

The Legislature passed, and the governor signed into law a new state

information.



CalAPA

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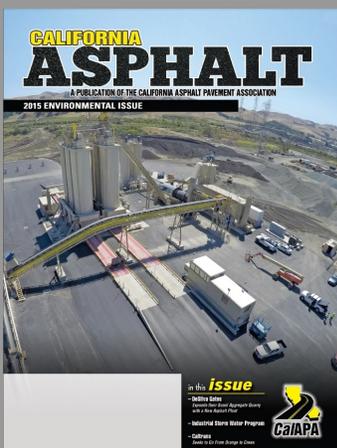
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BACK ISSUES

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

information. budget that funds transportation for the 2018-19 fiscal year that began on July 1, which includes hefty investments for transportation brought about by SB1, the Road Repair & Accountability Act of 2017.

In signing the budget June 27, Gov. Jerry Brown noted it will be his last spending plan as he is entering his last year in office, sets aside a projected \$13.8 billion "rainy-day fund" to cushion the state from potential economic shocks, and "prepares us for the future."

The \$201.4 billion spending plan, the largest ever in the history of the state, also delivers the first full year of funding for transportation under SB1, the Road Repair & Accountability Act that was passed last year by the Legislature. The budget plan allocates \$5 billion in SB1 funds, including \$2.2 billion for local cities and counties.



"The funding will repair neighborhood roads, state highways and bridges, fill potholes, ease congestion in busy trade and commute corridors," the governor said in a budget-signing announcement. A summary of the 2018-19 budget as enacted is [HERE](#).

The infusion of SB1 funding, brought about by a 12-cent-per-gallon increase in fuel taxes as well as other vehicle registration and fee hikes, could be halted in November if Proposition 6, a gas-tax repeal measure, is endorsed by voters. Proposition 6 was placed on the ballot by GOP operatives seeking to motivate conservative, tax-averse voters to the polls. A broad coalition of groups, including business, labor, environmentalists and others have come out in opposition to the repeal effort.

"According to the National Highway Traffic Safety Administration, there were more than 3,600 fatalities on California roads in 2016," said Doug Villars, president of the California Association of Highway Patrolmen. "We oppose this dangerous measure because it would stop thousands of needed road safety repair projects all over the state, putting driver and pedestrian safety at greater risk."

State money devoted to pavement maintenance and repair will be approximately double what it has been in recent years. The State Highway Operations & Protection Program (SHOPP) projects were projected to increase from \$9 billion to \$17 billion over the next five years.

A report by the non-partisan Legislative Analysts Office (LAO) that was released along with the budget mines massive amounts of state data to help paint a picture in statistics of how transportation looms large in California. A few excerpts:

- California is home to nearly 400,000 lane miles of pavement and more than 25,000 bridges.
- There were 35.9 million vehicles registered in California in 2016, according to Department of Motor Vehicle (DMV) statistics. There were 26.6 million licensed drivers, or about 85 percent of all Californians aged 16 or over.
- Hybrid and electric vehicles made up only 3 percent of total vehicle registrations in California, but that number was nearly double the number recorded four years earlier, the DMV



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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!



To visit the PAVExpress website, click [HERE](#). To view the companion website, PavelInstruct, 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

reported.

- The state highway system consisted of 51,000 lane miles. The system of city and county routes was much larger, consisting of about 335,000 lane miles (181,000 city and 155,000 county). However, the state system is the workhorse when it comes to moving the most vehicles and people. The average Californian traveled 19 miles per day on state highways and 16 miles on local roads.
- In 2016, California drivers used an average of 13.4 gallons of gasoline and diesel per week. The figure represents a 7 percent decrease over the past eight years.
- Since 2014, the number of passenger trips on California transit systems (primarily buses and rail systems) has declined by more than 100 million, or 7.7 percent.
- In 2017, about 13 percent of all trips in California were made on foot, and just 1 percent by bicycle. Walking and biking continue to be unpopular ways to commute to work representing just 3 percent, and 1 percent, respectively.
- California has 12 seaports, 12 major cargo-handling airports and three land ports of entry with Mexico. More imports enter the United States via California than any other state, representing approximately 19 percent of the country's total imports. The top four imports to the state by dollar value were passenger vehicles, personal computers, cell phones and oil.
- More than 80 percent of the freight that was shipped out of California to elsewhere in the United States was on trucks. Large trucks cause more damage to roads than smaller vehicles. A single tractor-trailer at the maximum allowed weight (80,000 pounds) can have the same impact on pavement as up to 17,000 cars weighing 4,000 pounds each.
- Funding from all sources for highways, roads, and mass transportation is expected to total \$35 billion in 2018-19.



A historic fuel pump in Truckee, Calif. Fuel taxes have financed the state's road network for more than a century.

To view the full LAO primer on transportation in California, click [HERE](#).

→ Tech Term of the Week

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

SPECIFIC GRAVITY: The ratio of the weight of any volume of a substance to the weight of an equal volume of water at 4 degrees Centigrade taken as a standard.

→ 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](#).

PROJECT BOUNDARIES: Prior to the start of paving, the foreman and crew should "paint out" the boundaries of the project and mark the

available to public agencies
and CalAPA members only.



paving lanes to identify the proper paving sequence. Once paving starts, the inspector must monitor many items, including mix temperature, layer thickness, smoothness, possible mix segregation and joint construction. These are done through observation and utilization of a straight edge and a thermometer.

→ Quote of the Week

"Errors once discovered are more than half amended."

George Washington

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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