

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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REGISTRATION OPEN!

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
Details [HERE](#).

*

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.

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.

→ Specifications allowing for higher RAP content now appearing in Caltrans projects

Caltrans has begun allowing higher percentages of Reclaimed Asphalt Pavement (RAP) in asphalt mixes, increasing from 15 percent to 25 percent RAP. The development comes on the heels of a breakthrough agreement in June between the department and industry representatives intended to lower costs and make asphalt pavements more sustainable without compromising on performance.

The change in the specifications has arrived this month in the form of "Non-Standard Special Provision" (nSSP) language on paving contracts being put out to bid, but the department says the language will eventually reside permanently in the Caltrans Standard Specifications.

Asphalt Insider first reported the landmark agreement between Caltrans and industry back in June, which was the culmination of numerous technical meetings between agency and industry engineers and other technical subject-matter experts. The agreement was hailed as a milestone that 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. Increasing RAP utilization was deemed a priority of the newly reconstituted Caltrans-industry Pavement & Materials Partnering Committee. To view the June 18 *Asphalt Insider* article, click [HERE](#).

TECH REPORT

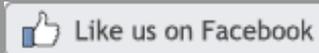
The change in language that is showing up in nSSPs removes the requirement to utilize a blending chart for RAP percentages greater than 15 percent but less than or equal to 25 percent. For these mixes, the mix designer will use an asphalt binder grade with the upper and lower temperature classification reduced by 6 degrees C from the original binder-specified grade.

The following language has already begun appearing in Caltrans projects, referencing a change to Section 39 of the department's Standard Specifications:

Replace the 3rd and 4th paragraphs of section 39-2.02B(2) with:

- For RAP substitution of 15 percent or less, the grade of the virgin binder must be the specified grade of asphalt binder for Type A HMA.
- For RAP substitution greater than 15 percent and not exceeding 25 percent, the grade of the virgin binder must be the specified grade of asphalt binder for Type A HMA with the upper and lower temperature classification reduced by 6 degrees C.

SOCIALIZE

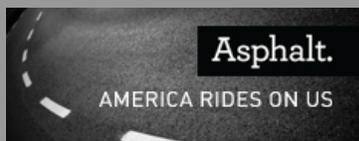


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CHOOSE ASPHALT

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.



CalAPA

California Asphalt Pavement

- Specify the grade of asphalt binder.

Replace Reserved in section 39-2.02B(3) with:

- The grade of asphalt binder for Type A HMA must be _____.
- For Type A HMA using RAP substitution of greater than 15 percent of the aggregate blend, the virgin binder grade must comply with the PG binder grade specified above with 6 degrees C reduction in the upper and lower temperature classification.
- For Type A HMA using RAP substitution of 15 percent or less of the aggregate blend, the grade of the virgin binder must comply with the PG binder grade specified above.

The new RAP language was sent by Caltrans Headquarters to District Office Engineers throughout the state. The distribution included the following:

- 2 NSSPs (one for use with 2015 Standard Specifications and one for use with 2018 Standard Specifications).
- Blanket approval for use of the attached nSSPs.
- Instructions to incorporate the nSSPs in all projects that have not advertised for bid.
- Instructions to incorporate the specification language change in all amendments to projects that are advertised to bid.

The Caltrans Division of Construction says it will distribute a Construction Policy Directive (CPD) that will outline the procedure for a contract change order (CCO) for projects that do not include this language (those that are currently advertised, bid, or awarded). Caltrans anticipates the availability of the CPD in September.

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.



A loader works a RAP stockpile.

Volumes of research on the topic have produced recommendations to compensate for the stiffness when RAP is increased to higher than 15 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 the issue is on-line [HERE](#).

Further deliberations between Caltrans and industry on utilizing RAP at more than 25 percent of mixes are expected to take place later this year. For more information on this topic, contact CalAPA's Technical Director, Brandon Milar, at (916) 791-5044.

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→ **Tony Tavares named Caltrans District 4 director, overseeing 9-county Bay Area**

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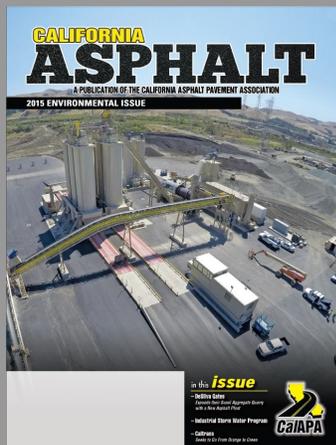
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BACK ISSUES

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.

STAY INFORMED

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SUBSCRIBE!

Caltrans Division of Maintenance Chief Tony Tavares as been named District 4 Director, overseeing a nine-county region of the San Francisco Bay Area, the department announced.

In an Aug. 13 internal e-mail to Caltrans employees, Caltrans Director Laurie Berman said Tavares has "enhanced Caltrans partnerships and credibility with external entities, such as the California Asphalt Pavement Association" and other organizations. Berman also noted that Tavares was recipient of a 2013 "Pavement Pioneer" award from the asphalt pavement industry for the department's work in delivering long-life "perpetual" pavement projects in California.



National Asphalt Pavement Association President Mike Acott (left) presents Tony Tavares with a "Pavement Pioneer" award in 2013 for the department's work on long-life (perpetual) asphalt pavement projects.

Tavares has been the chief of the Division of Maintenance for the past eight years. The Division of Pavements, which frequently interacts with industry on specification and testing issues, is part of the Division of Maintenance.

A graduate of the University of California, Davis with a B.S. in Civil Engineering, he is a registered civil engineer (P.E.) and Project Management Professional (PMP). During his 28-year Caltrans career, he has worked in several divisions, including Structures, Construction, Right-of-Way and Land Surveys, and interim District 10 director.

As the Chief, Division of Maintenance, he has been responsible for the maintenance of more than 50,000 lane miles of roadway in the State Highway System and the overall fiscal responsibility for the department's Maintenance budget of more than \$2 billion and 7,000 employees. He has overseen the delivery of \$725 Million in Highway Maintenance (HM) construction projects during the 2017-18 fiscal year, of which about two-thirds were SB1 projects.

Tavares replaces longtime District 4 Director Bijan Sartipi, who retired.

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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!

PAVEExpress
Specify & Verify Pavement
Designs Online for Free
www.pavexpressdesign.com

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



Tony Tavares, Tony Limas with Granite Construction and acting State Pavement Engineer Basem Muallem during a break in a Caltrans-industry meeting in 2010.

→ Tech Term of the Week

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

BINDER: Material used to stabilize or cement together loose soil or aggregates.

→ 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](#).

SITE PREPARATION: If overlaying an existing or milled surface, has the surface been cleaned/swept and given a full "tack coat" (a bonding agent between the two surfaces)? What is the specified coverage rate for the prime/tack coat? Is the application uniform? Has the material been given enough time to "break" (evaporate the water)?

→ Quote of the Week

"Treatment without prevention is simply unsustainable."

Bill Gates

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, events and trends 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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