

## AGENDA

- 1) Sign-In / Meeting Overview
- 2) Public Comments
- 3) Welcome Message
- 4) Featured Presentation
- 5)Industry/Organization Updates
- 6) Next Working Group Meeting / Close

www.sandiegocounty.gov/BBR



## AGENDA

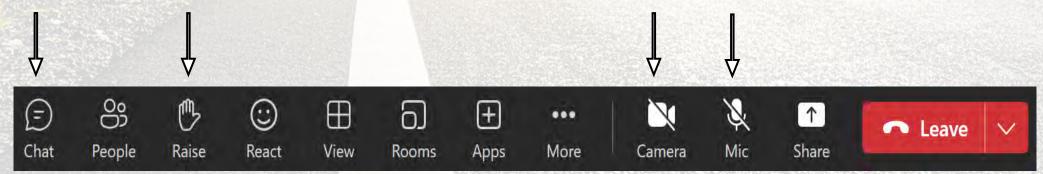
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#### MEETING LOGISTICS

- Sign In
- Meeting being Recording per Brown Act
- Restrooms/ Exists
- Teams Meeting Etiquette
  - Mute Microphone/ Turn off Camera
  - Use Chat window or Raise Hand for questions





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## BBR Report Card



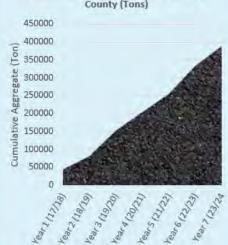
October 2025



#### **RAP USAGE**

Use of Reclaimed Asphalt Pavement (RAP) material has led to cost savings and increased environmental sustainability.

Cumulative Aggregate Saved in San Diego County (Tons)



RAP USE(tons)

#### WORKING GROUP MEETINGS

17 Meetings Held (11/2018 - 10/2023)

Meetings Planned (2025)

#### SUBCOMMITTEE MEETINGS

19 Meetings Held (5/2023 - 2/2025)

#### SUBCOMMITEES



Sustainability- Pavement Management topics related to preserving our natural resources and minimizing the impact on the environment



Innovation- New ideas and improvements to existing pavement management solutions

#### TRAINING OPPORTUNITIES



4

Plant/Site Tours



7

**Training Workshops** 



8

Shared External Training Opportunities

#### **GUIDANCE DOCUMENTS**



1

Internal Review



8

Completed

#### **PILOT TESTS**



#### COMPLETED

Delayed Contract Start (2018/2019) Improves bids, Lowers cost

Increase RAP Use (up to 25%) (2018/2019) Supports aggregate sustainability



#### IN PROGRESS

Fiber Reinforced Asphalt Use (2019/2020) Improves durability

RAP Seal Use (2020/2021) Supports aggregate sustainability



#### PLANNED

Warm Mix Asphalt (2024/2025)
Reduced energy consumption/pollution

Increase RAP Use (> 25%) (2024/2025) Supports aggregate sustainability



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# Pavement Preservation Treatment Innovations

**Scott Metcalf** 

**Ergon Asphalt & Emulsions** 

Vice President Pavement Preservation Specialty Products.

• 1(909)228-2159

Scott.Metcalf@ergon.com

## Why Asphalt Deteriorates

**Aging Begins** 



The first significant hardening of the asphalt cement takes place in the pugmill or drum mixer where heated aggregate is mixed with hot asphalt cement. During this short mixing time, the asphalt cement, which is in very thin films, is exposed to high temperatures ranging from 275 to 350° F.

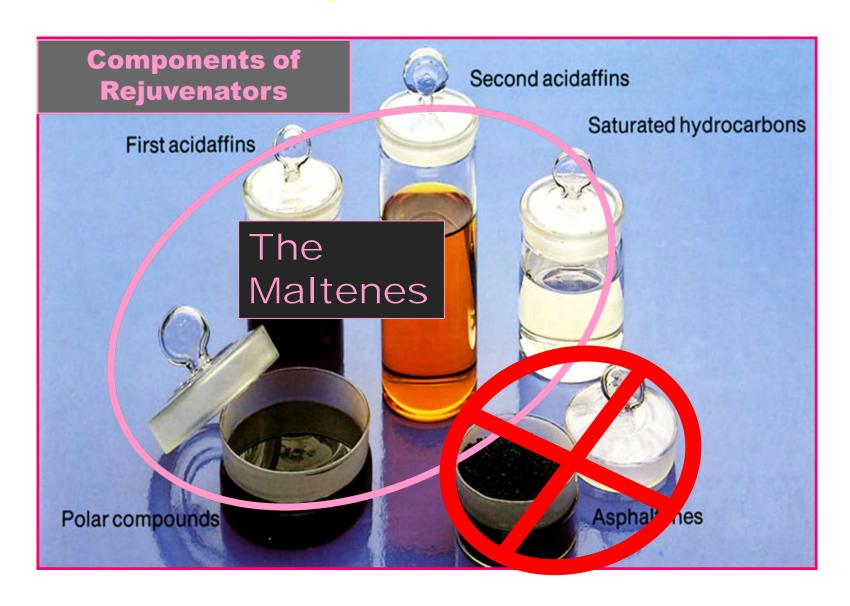
## Oxidation takes its toll

The roadway begins to deteriorate the moment it's paved. The worst part is it's exponential. The viscosity of the asphalt binder can go from 10-15K poise when it's only a few months old to several hundred thousand after only a few years. In Florida and in California this is how most of our roads fail.



Aging continues

## Rejuvenation



# Lowest investment required is to rejuvenate,

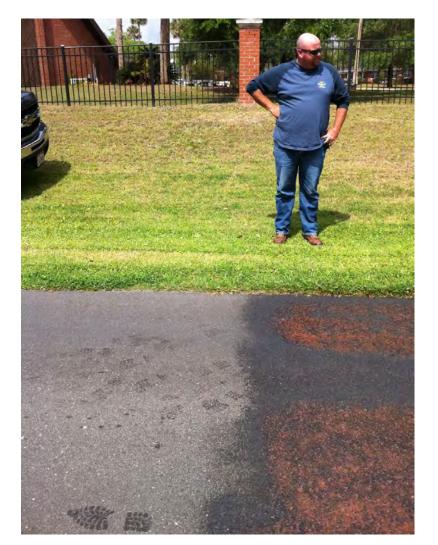




# Asphalt Emulsion with Rejuvenator

Cities and counties across
Florida, California, Texas
and Mass have been using
this approach for years.





# Fog Seals

Less tracking fog Seal no Sanding



## "Top of the Curve" Preservation Asphalt Rejuvenation and Fog Seals



# **Chip Seals**

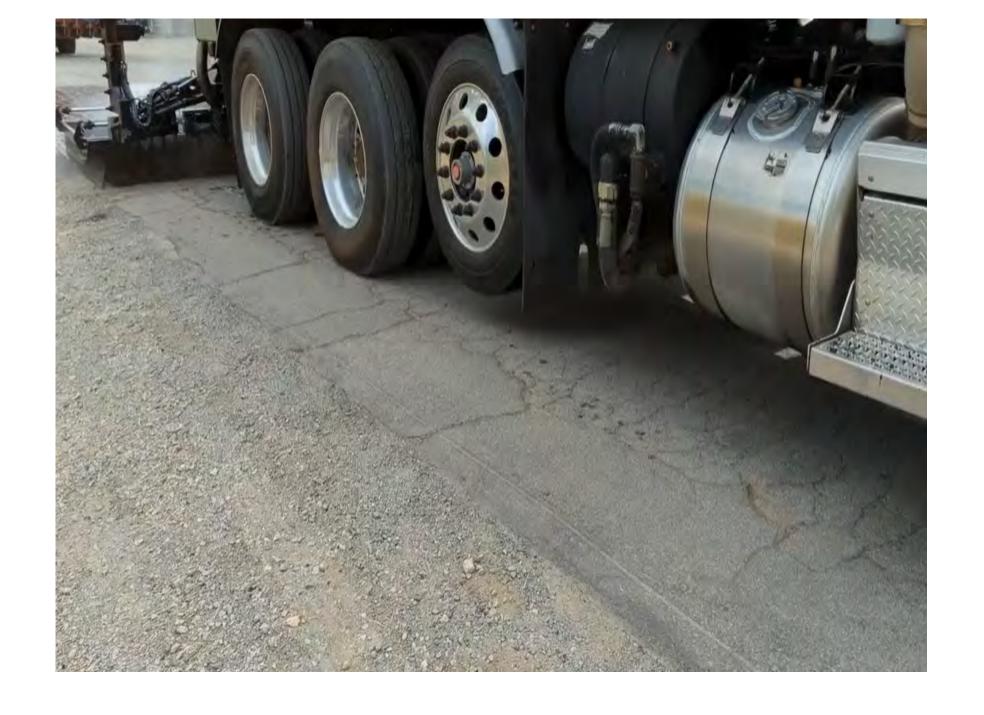


# Scrub Seals





New Broom Box

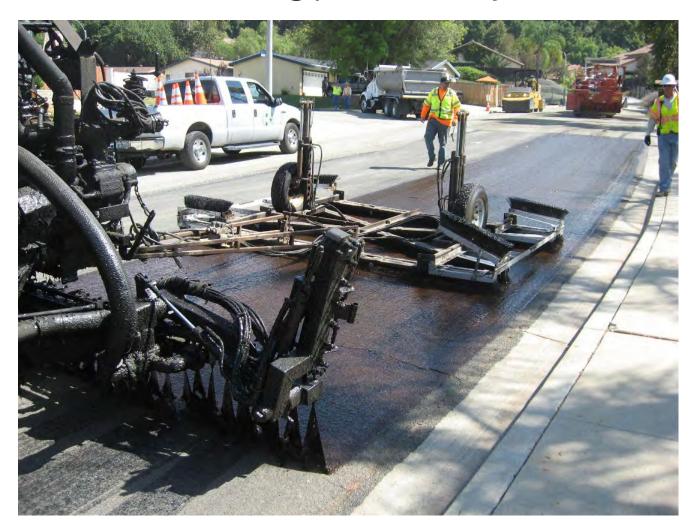


### The New Scrub Seal Broom Box

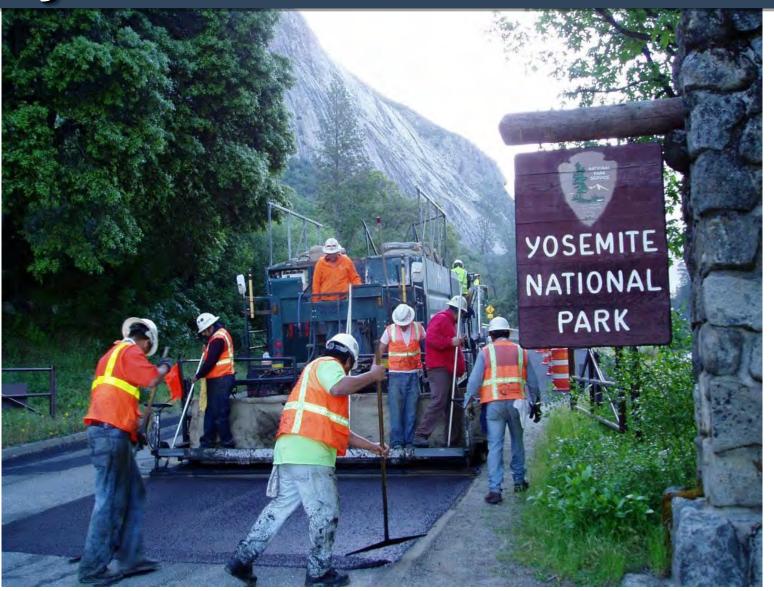
- •Hydraulically adjustable on the fly from widths of 8ft to 14ft via wireless remote control
- •Self-contained unit that mounts to any distributor with minimal modifications
- Quick-release broom heads for easy replacement
- •High lift attachment for self-loading on trailer
- •Box contains emulsion, so no run-off against curbs or road edges
- •Hinged to auto flex on crowned roads less mess at the end of shots
- •Box will not drift on sloped roads because it is firmly attached to the distributor
- •Box can be left attached to the distributor when transporting short distances for reloading
- •Broom quickly detaches from distributor utilizes poly head brooms for extended life
- •Positive Height adjustment − ski's − allows for broom down pressure adjustment − helps save broom cores

## Materials

Primarily cationic mixing grade, w or w/o rejuvenators or polymer modifiers, formulated to allow 'scrubbing' action without breaking prematurely



# **Slurry Seals**



## Park Ave – September 22, 2016



The Key Components to Have a Successful Slurry Seal or Micro Surfacing Project

Project selection and design

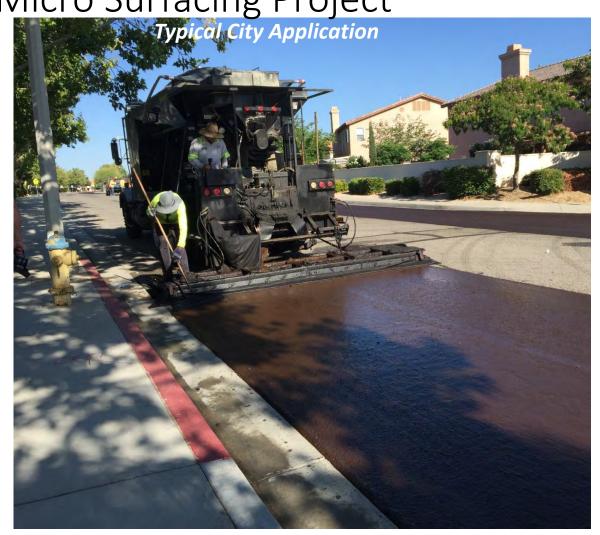
Project specification is incentivizing what???

Balanced OBC using the data for slurry seal

- Min and Max
- Data Review 17

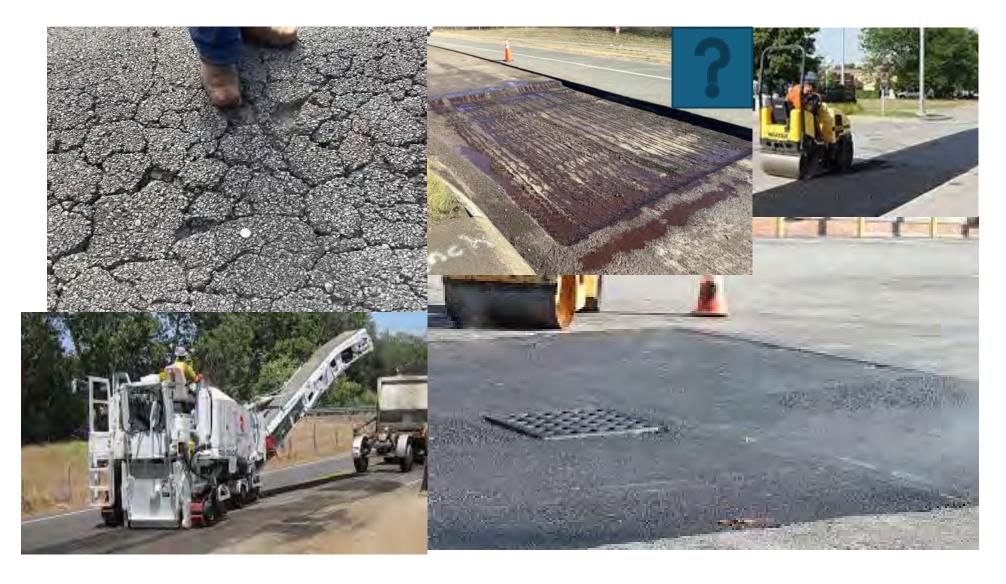
**Newest Innovations** 

- Binder
- Equipment



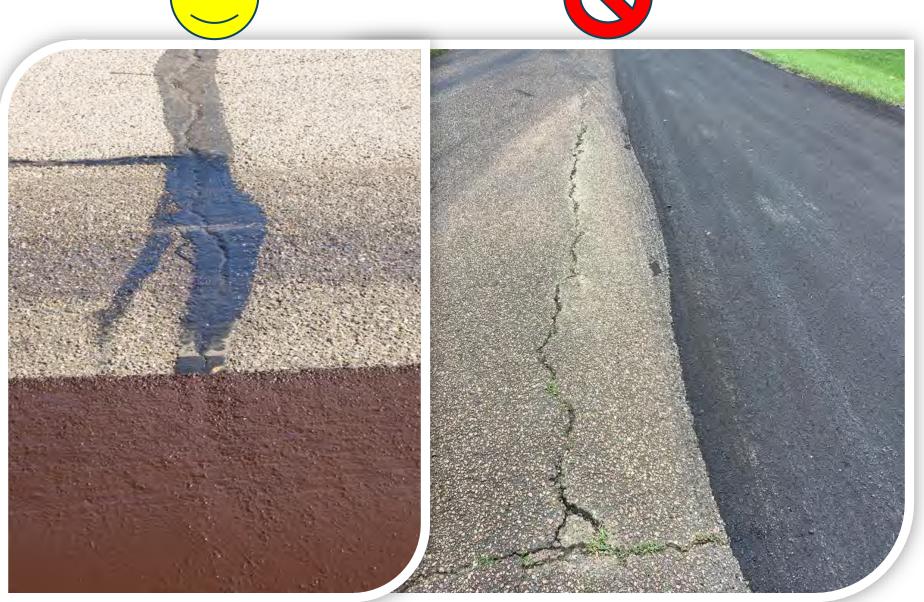


## Follow good practices for Patch paving









## We always need do a great Job cleaning









Protect and Mark all Utility Covers prior to Slurry Seal and/or Micro Surfacing.



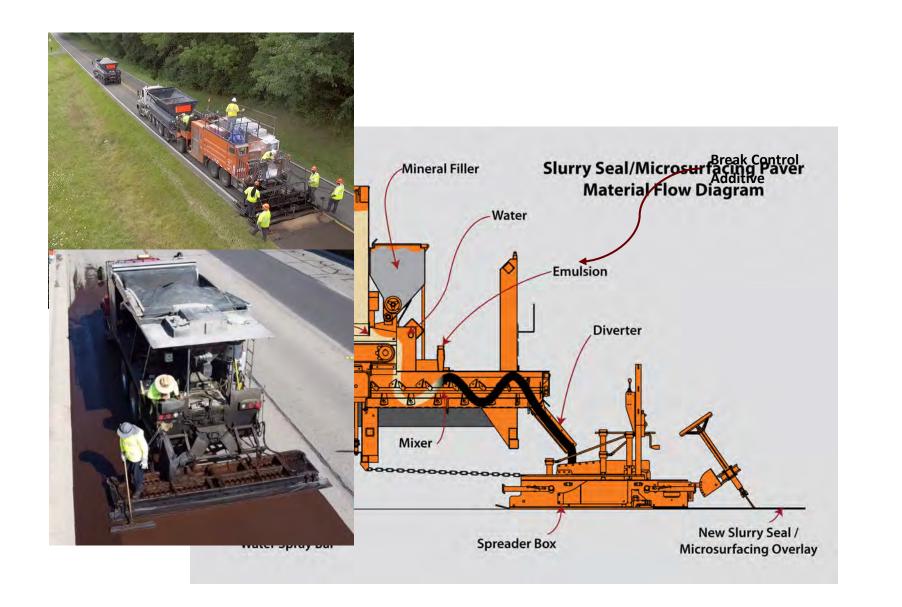
#### Stock Pile Location

- 1. Screen Plant
- 2. Aggregate
- 3. Asphalt Emulsion
- 4. Break Control Additives
- 5. Type I/II Cement?? Type II/V
- 6. Water
- 7. Loader
- 8. Trash Bin





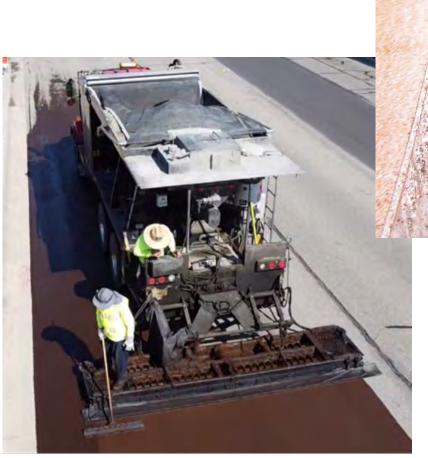




Slurry Seal Non Auger Box vs Auger









Do we have enough emulsion and aggregate to have success?

Design considerations via photos.

Specification of materials.

Pay items; syds/tons "What are you incentivizing?"

Mix Design (Slurry and Micro) Data Review

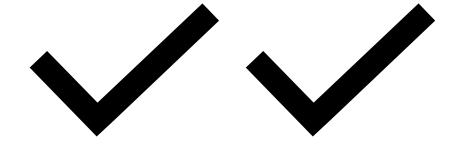
What can you do?

What does success look like?

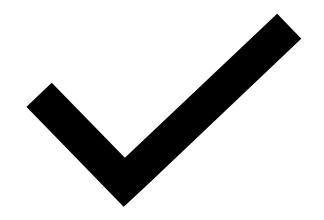




# Mix-Design Steps



- Selection and testing of component materials.
- Mixture testing
- Long-term. performance related testing.



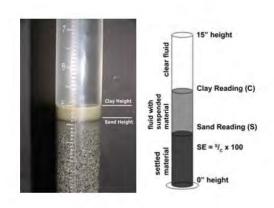
## **Material Testing**

You get what you inspect, not what you spec.

Emulsion Testing. Sample in clean wide mouth plastic jars.

Test per spec. Typical Test: Sieve, Residue, Penetration and Softening Point.

### Sand Equivalence



### Gradation



# Design Considerations

- Slurry and Micro Surfacing Systems are 5 component systems:
  - Aggregate
  - Emulsified Asphalt
  - Water
  - Cement or other mineral fillers (optional)
  - Chemical Additives (as required)



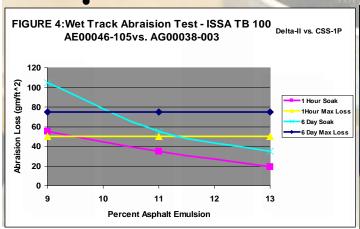
TEST	SPECIFICA	MEASURES		
	slurry	micro		
Mix Time	180 sec +	120 sec +	Compatibility Proportions Visual inspection	
Cohesion	30 min, 12kg-cm 60 min, 20 kg-cm	30 min, 12kg-cm 60 min, 20 kg-cm	Traffic time Cohesion build-up Dislodged stones	
Wet Stripping	90% minimum	90% minimum	Adhesion of asphalt to stone	



TEST	SPECIFIC	CATION	MEASURES		
	slurry	micro			
Wet Track Abrasion Loss	1 hr, 75 g/ft <sup>2</sup>	1 hr, 50 g/ft <sup>2</sup> 6 day, 75 g/ft <sup>2</sup>	Raveling Wearing Qualities		
Lateral Displacement- Loaded Wheel Test	N/A	5% maximum	Rutting Deformation Upper Binder Limit		
Excess Asphalt-Loaded Wheel Test	50 g/ft <sup>2</sup>	50 g/ft <sup>2</sup>	Bleeding Heavy Traffic Ability		
Classification compatibility (SB&R)	N/A	11 points min, (AAA,BAA)	Abrasion Adhesion Integrity		

# Field Simulation Tests

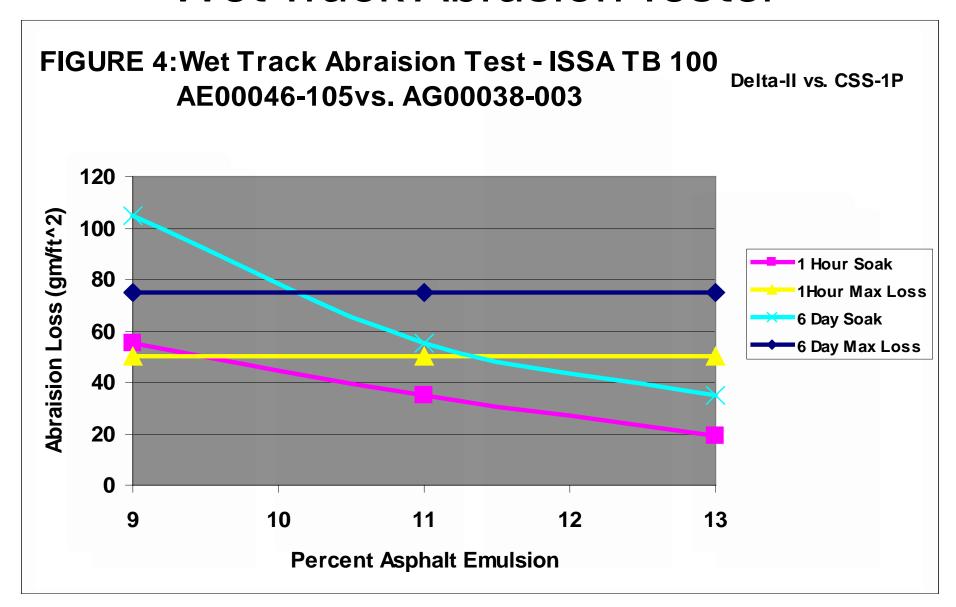
- Wet Track Abrasion Test
  - ISSA TB 100 (WTAT)
  - Determines minimum asphalt emulsion content
  - Determines abrasion resistance of Micro-Surfacing or Slurry Surfacing system
  - 1-hour and 6-day soak
    - Slurry Requires a 1 hour soak
    - Micro Requires both the 1 hour and 6 day soaks
  - Maximum loss
    - 1hour =  $50 \text{ g} / \text{ft}^2 \text{ or} = 75 \text{ g} / \text{ft}^2$
    - $6 \text{ day} = 75 \text{ g} / \text{ ft}^2$







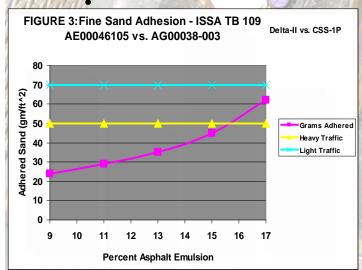
# Wet Track Abrasion Tester



# Field Simulation Tests

- Monolayer Loaded Wheel Test
  - ISSA TB 109 (LWSA)
  - Fine sand adhesion
  - Determines maximum asphalt content
  - Heavy Traffic
    - 50 g / ft <sup>2</sup> maximum
  - Light Traffic
    - 75 g / ft <sup>2</sup> maximum

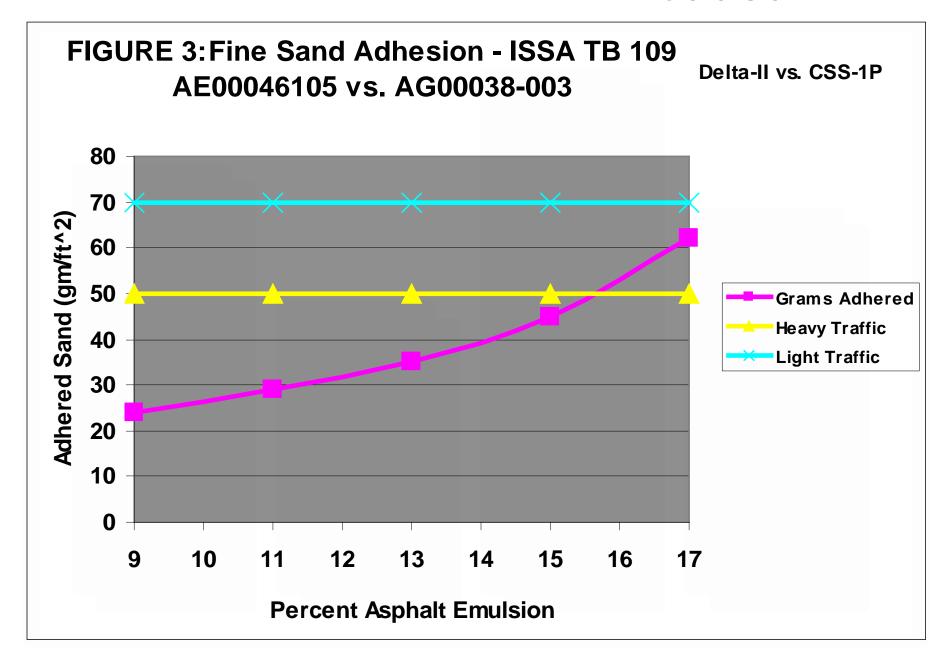




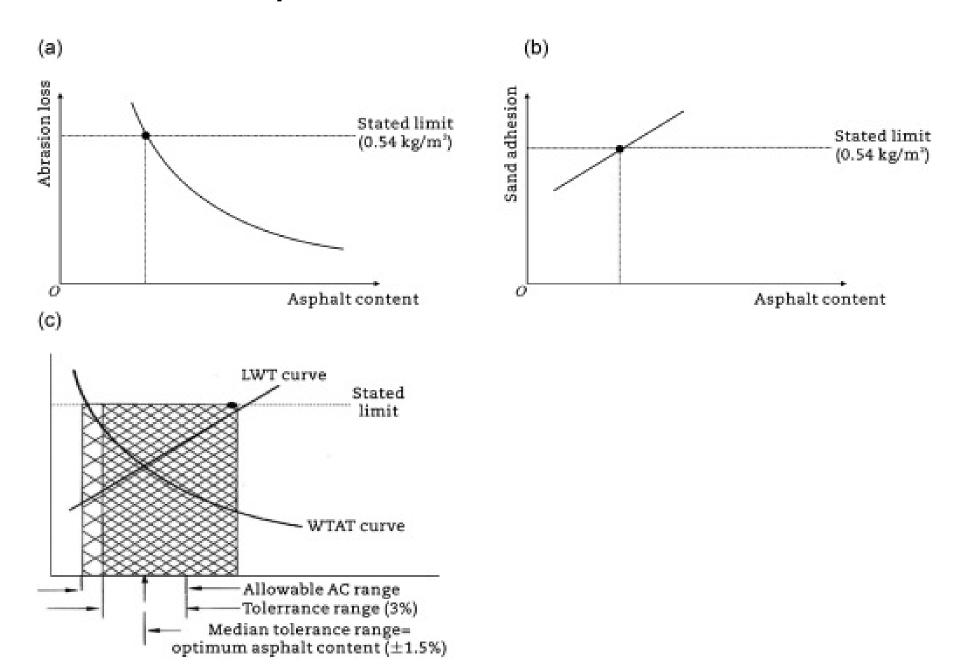




## Loaded



# One viewpoint on How to Pick OBC



The mix design must have the percent of asphaltic residue, based on percentage by weight of the dry aggregate, within the ranges shown in the following table:

Determine the exact percentage based on the design asphalt binder content and the asphalt residual content of the asphaltic emulsion furnished.

37-3.02C Construction

37-3.02C(1) General

Reserved

37-3.02C(2) Proportioning

After proportioning, slurry seal mixtures must be workable.

37-3.02C(3) Mixing and Spreading Equipment

Reserved

37-3.02C(4) Placement

The slurry seal spread rates must be within the ranges shown in the following table: **Asphalt Emulsion** 

Slurry seal type	Residue range
Type I	10–16
Type II	<mark>7.5–13.5</mark>
Type III	6.5–12.0

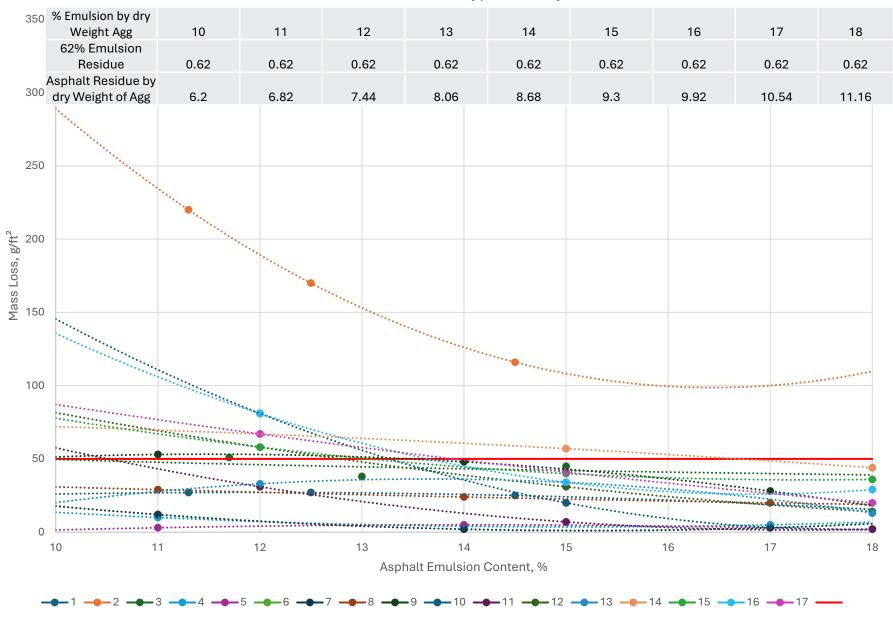
**Slurry Seal Spread Rates** 

Slurry seal	Application range	
type	(lb of dry	
	aggregate/sq yd)	
Type I	8–12	
Type II	<mark>10–18</mark>	
Type III	20–25	

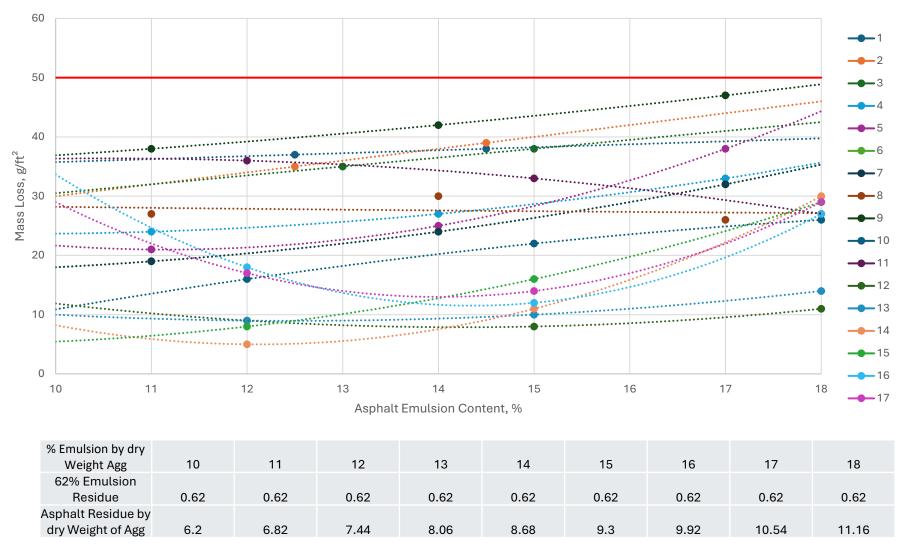
The mix design must have the percent of asphaltic residue, based on percentage by weight of the dry aggregate, within the ranges shown in the tables above:

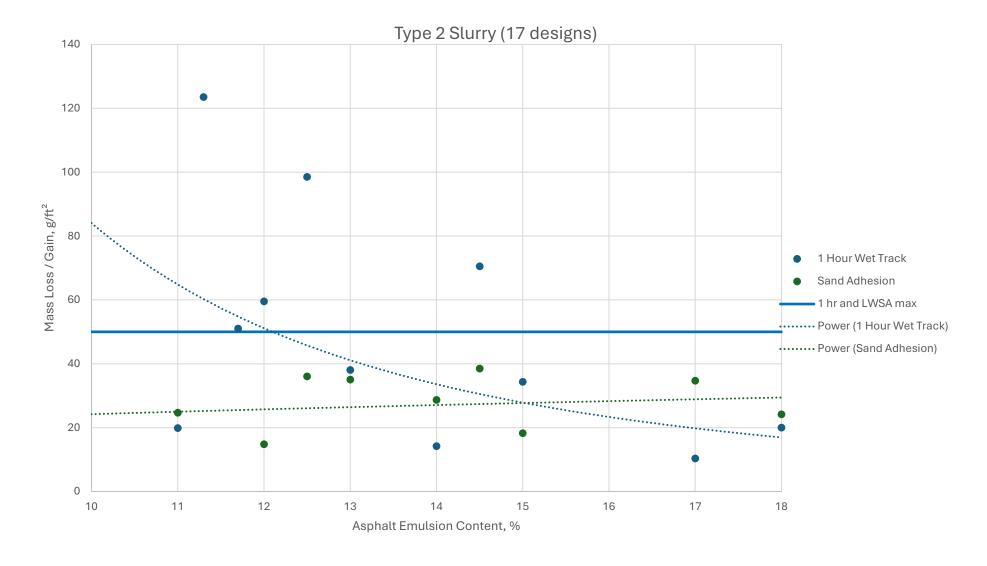
- 37-3.02D Caltrans Payment
- The payment quantity for slurry seal is the weight determined by combining the weights of the aggregate and asphaltic emulsion or polymeric asphaltic emulsion. The payment quantity for slurry seal does not include the weights of the added water and set-control additives.

1 Hour Wet Track, Type 2 Slurry



### Sand Adhesion, Type 2 Slurry





% Emulsion by dry Weight Agg	10	11	12	13	14	15	16	17	18
62% Emulsion Residue	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62
Asphalt Residue by dry Weight of Agg	6.2	6.82	7.44	8.06	8.68	9.3	9.92	10.54	11.16



- Corona, Ca neighborhood done after changes to spec.
- Increased application rate of agg and residue binder 2015-2022.
- After 7 years just needs to be crack-filled.
- Paid for by sqyd with increased minimum application rates to 16 LBS/sqyd and residue of 8.5 %



All used the same type II agg. Two used PMCQS- 3% after two winters

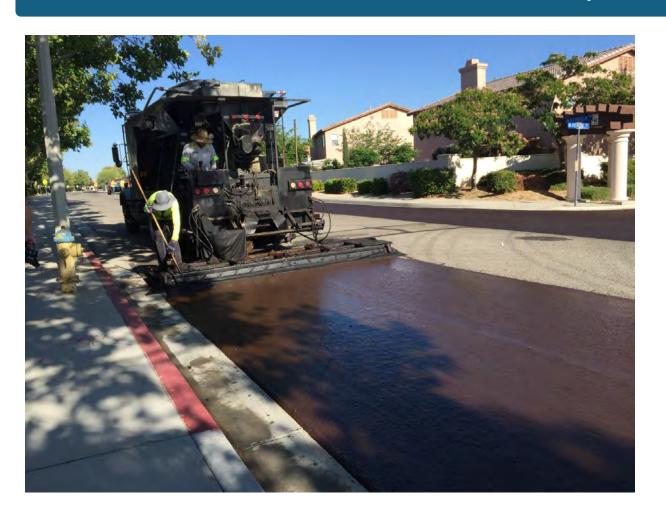
- 1. Done at Min 12 lbs agg and 12.5% emulsion
- 2. Done with 12 lbs agg and 13.5 % emulsion
- 3. Done with 12 lbs agg and 13.5% emulsion using HIMod Binder



## Highly Modified

## Micro Surfacing and Slurry Seals

## New HiMod / eFlex /CSS-1EP Binder Spec



# **Design Innovations**

## **CANTABRO**

Same Rock, Gradation and Binder Content.

Only Change is Polymer Modified Asphalt Emulsion to CSS-1EP





### **CSS-1EP Product Data Sheet**

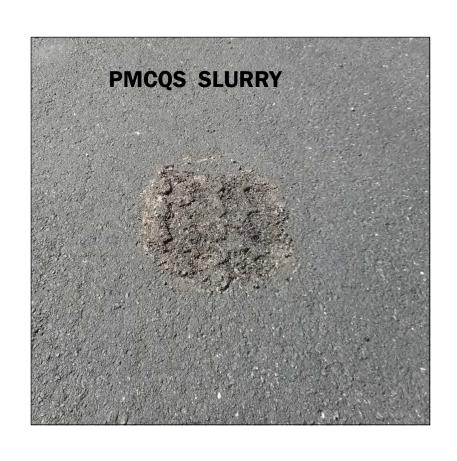
A cationic, water-based asphalt emulsion product primarily used for high performance micro-surfacing treatments.

Dranasty	Test Procedure	Specification	
Property	AASHTO	min	max
Asphalt Base Properties			
ODSR, kPa (G*/sin ō, 10 rad./sec), 76°C	T315	1.00	
Tests on Emulsion			
Viscosity, Saybolt-Furol, 122°F (50°C), seconds	T59	15	150
Sieve Test, %	T59		0.1
Residue by Evaporation, %	T59	62	
Residue Properties from Low Temperature Evaporation <sup>(1)</sup>	R-78 Procedure B		
ODSR, kPa (G*/sin δ, 10 rad./sec), 76°C	T315	1.0	
ODSR, deg (phase angle δ, 10 rad./sec), 76°C	T315		60

<sup>(1)</sup> After recovering the residue from AASHTO R.78 Procedure B, the sample may be annealed prior to testing to remove any excess moisture and provide a consistent sample. The annealing can be accomplished by placing 20 grams of residue in a 6 oz. metal container (approx. 3.inch diameter) and heating to 163°C for no more than 15 minutes. The sample should be stirred with a spatula every 5 minutes. The sample can then be poured directly into a 25mm DSR silicone mold for evaluation.

### **EXPECTATIONS**

# Less Early Damage Power steering tear vs burn





# Expectations

# Less Early Damage

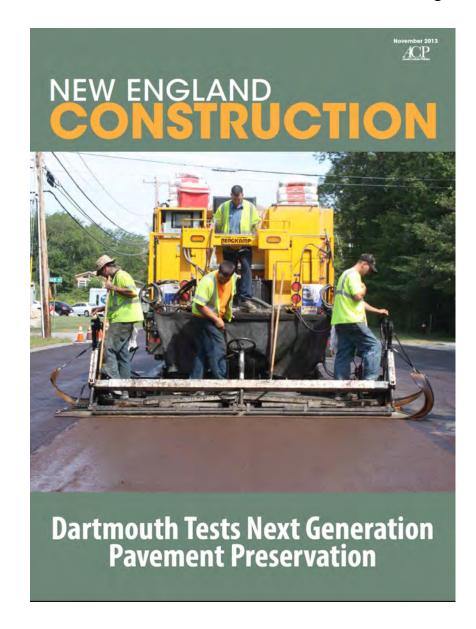
**PMCQS SLURRY** 

Highly Modified/ HiMod/ CSS-1EP



Same day using Same Rock and Same Binder Content Just a different Binder

### History & Research





### **Town of Dartmouth, Paves Several Miles of Busy Road** with Four Different Types of **Micro Surfacing Systems**

types of micro surfacing.

miles, making it the state's third larg- and March of this year. est town by area. Dartmouth relies on a network of 225 miles of roads, much of Cost-Efficient Micro Surfacing frequent plowing and applications of an-recent interview.

drainage systems in-house except for being an effective pavement preserva-

chusetts coastal community of DPW uses a pavement management pro- tract. We had looked at some of their Dartmouth recently launched a demon- gram provided by a regional planning completed micro surfacing jobs, and we stration project involving four different agency, the Southeastern Regional Eco-liked what we saw and the price of the nomic Planning and Development agen-method, which was % to % the cost of a Situated on Buzzards Bay, the town of cy (SREPD). In line with this, the town's 1% inch asphalt overlay," Hickox said. 35,000 people extends over 98 square road inventory was upgraded in February According to the Federal Highway Ad

munity's proximity to the Atlan- of pavement preservation treatments on nal condition. Other preventive mainte marked by strong winds, freezing rain, ble rubber chip seal on rural area roads, asphalt overlays. and snow and ice storms that require which we have a lot of," said Hickox in a A cold-mix material, micro surfacing

continual battle with the elements. to roads that are in good condition," he emulsion. It can be used on high-traffic Road maintenance and repairs are the said. He explained that they used to re-volume roadways, doesn't require rolling responsibility of the town's Department pair the worst roads first, but that ap- and is usually ready to accept traffic in of Public Works, headed by Director Daproach did not allow them to "catch up," less than an hour. Since it can be spread vid Hickox, P.E. Staffed by 80 personnel in other words, to arrive at the point to variable thicknesses, micro surfacing in six Divisions including five engineers where their pavement maintenance pro- is ideal for not only applying wearing and a construction crew, the DPW designs and installs water, sewers and "We had heard about micro surfacing ing wheel ruts as well."

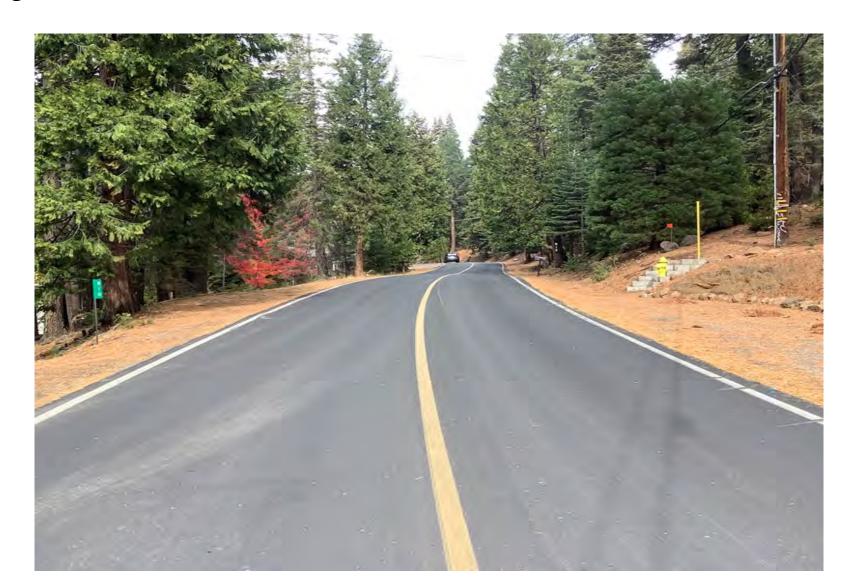
cost-efficient pavement pres-ervation systems, the Massa-To help keep up its road system, the Massachusetts, was awarded the con-

payements whose structural sections are still in good condition and whose surfacthem located in semi rural areas. The "We've been employing different types" es can be restored almost to their origitic Ocean makes it subject to temper-some of our roads for some time, for ex-nance treatments include asphalt crack ate summers, but its winters are often ample, crack sealing, chip sealing or dou-sealing, chip sealing, and thin hot mix

ti-icing chemicals. Roads must be in good "We follow the 'best first' approach, aggregate, mineral filler such as portland condition to withstand the effects of this that is, we apply pavement preservation cement, water, and a modified asphalt



14lbs at 14% emulsion after 3 years done with HiMod Emulsion High Sierras 21 feet of snow





### 'Hi-mod' Micro Surfacing and Slurry Seal for Harsh Conditions

By Cesar Lara (Unico Engineering) and Gary Hicks (CP2 Center)

The improved properties and performance benefits of highly polymer modified ('hi-mod' - 6% polymer) micro surfacing and slurry seal emulsion, when compared to conventional slurry surfacings (< 4% polymer), have been demonstrated in the laboratory and the field. For several years, hi-mod emulsion has been used in micro surfacing and slurry seal applications on roadways in high-elevation, cold-climate areas throughout California for the usual sealing and smoothing, as well as in warm/hot-climate, and urban areas. But in colder climates, the himod emulsion has also proven to resist thermal cracking, snowplow damage, and other distresses brought on by cold weather conditions. And in the warm/hot weather climates in urban areas, the hi-mod emulsion has provided



Figure 1. Performance of 2016 projects in 2021

improved resistance to scuffing, shoving, and pushing at intersections and cul-de-sacs.

## Hi-mod Performance in High-Elevation and Snowy Conditions

A series of projects at Lake Tahoe, Big Bear, and Lake Almanor Country Club (LACC) demonstrated the enhanced performance of hi-mod treatments in high-elevation and snowy conditions. The projects at the LACC included a 2015 hi-mod micro surfacing and a 2016 cape seal featuring an asphalt rubber (AR) chip seal and hi-mod micro surfacing. Evaluated in the fall of 2021, findings from these LACC projects showed that the hi-mod project was still performing well with little-to-no snowplow damage, as shown in Figure 1. There was some reflective thermal



Figure 2. Performance of 2019 Projects in 2021

cracking, but, as shown in Figure 2, the pave- the communication and expectations between ment surface was still in good condition and expected to last up to 10 years. In 2019, another AR cape seal was applied at the LACC, but this time with a conventional micro surfacing emulsion (meeting Caltrans specification) instead of the hi-mod product. The conventional micro surfacing wearing course has already worn off on many project sections and is exhibiting extensive snowplow damage, as shown in Figure



a) Loss of Micro



b) Snow Plow Damage

Figure 3. Performance of 2019 projects in 2021

Bob Feeney, a LACC homeowner and one of the team that laid out and inspected the first two projects said, "The 2015 and 2016 projects went well. There was good communication between the contractor and the LACC staff. Also, the project had some daily inspections. For the 2019 project, the hi-mod was not used. Also,

the contractor was not good, there were some workmanship issues, and the work was done in the late season where temperatures dropped below freezing at night. The material placed in 2019 did not perform as well as the 2016 and 2017 projects".

Other projects in high-elevation situations have yielded comparable results as these hi-mod projects at the LACC. Recent results from a 2013 demo project at Big Bear evaluating the benefits of hi-mod versus conventional slurry seal revealed minimal snowplow damage on the hi-mod section compared to the section that received the conventional slurry seal, which is now mostly worn. Results were similar on a Lake Tahoe application where hi-mod micro surfacing was compared to conventional micro surfacing. These projects have proven that hi-mod emulsion does make a difference in long-term performance.

### **Increased Durability in Urban Areas**

Hi-mod's improved performance has also been demonstrated in hotter urban areas on projects in Victorville, Ontario, LaQuinta, and more sites. Hi-mod micro surfacing applications on roadways at these sites resulted in resistance to scuffing due to hot temperatures as well as resistance to surface abrasions due to power steering in cul-de-sacs, as shown in Figure 4.



a) Conventional Emulsion



b) Hi-Mod Emulsion

Figure 4. Comparison of the Conventional emulsion with a hi-mod emulsion at a cul-desac after the same trash truck

The hi-mod applications also reduced the risk of instability (pushing) Continued, next page





at intersections.

### Hi-mod in High Demand

Many agencies and taxpayers are demanding better performing, more sustainable, and resilient products. Hi-mod emulsion checks all of these boxes. With increased durability, a wider temperature band, and increased flexibility, hi-mod emulsions have increased the life-extending benefits of micro surfacing and slurry seal projects in comparison to its conventional counterparts.

The specific emulsion utilized for these California

hi-mod projects was supplied by Ergon Asphalt & Emulsions.

"Hi-mod emulsion allows for the possibility of up to 10 years of service life, which is a game changer," said Ergon Asphalt & Emulsions' Scott Metcalf. "Agencies that have used hi-mod have all noted that it's just tougher and more durable."

For more information on hi-mod micro emulsion, contact Gary Hicks at rghicks40@outlook.com or Scott Metcalf at Scott.Metcalf@ergon.com.





# Additional information about Slurry and Micro Mix Design

- International Slurry Surfacing Association (ISSA)
  - Over 60 contractor members worldwide
  - Over 150 members.
  - www.slurry.org
- Slurry Guidelines
  - A105 Recommended Performance Guidelines for Emulsified Asphalt Slurry Seal Surfaces, 2022.
  - www.slurry.org/resource/resmgr/docs/a115\_revised\_4may2022.pdf
- Micro Surfacing
  - A143 Recommended Performance Guidelines for Polymer Modified Micro Surfacing, 2021.
- www.slurry.org/resource/resmgr/tbs/A143\_Revision\_for\_Publicatio.pdf

## Concluding Remarks

- Slurry and Micro Surfacing systems are designed in the lab at 77 degrees Fahrenheit and normal lab humidity.
- The test are an indication that the system can work.
- The test are an indication that appropriate materials are available.
- The tests are an indication of mix performance on the road.
- Good contractors can make the system work and provide superior results. In a low bid environment, agencies need to understand what they are incentivizing.
- You don't get what you spec, you get what you inspect.
- Ask for the Data.

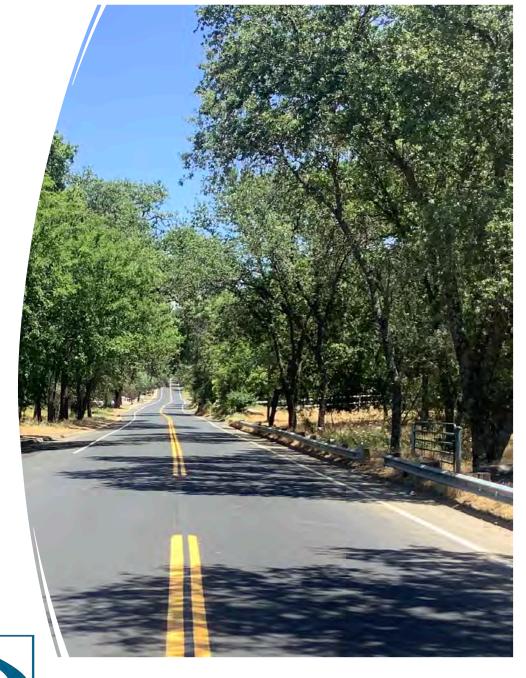
After 7 years it should look like this.

**Scott Metcalf** 

Vice President Pavement Preservation Specialty Products.

Scott.Metcalf@Ergon.com

- 1(909)228-2159
- See you down the road





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The California Asphalt Pavement Association

# **Asphalt Industry Update**



# **Specification Updates**

- 2025 Caltrans Standards Available Online
  - JUST PUBLISHED!!!
  - New book published ANNUALLY





2024 Greenbook Available to Order

 City and County Pavement Improvement Center (CCPIC):



## **Caltrans – Emerging Initiatives**

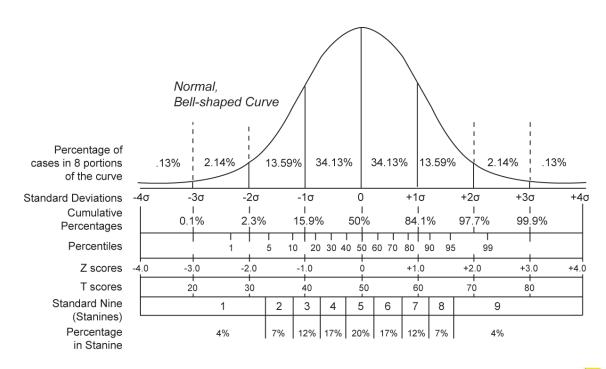
- Balanced Mix Design
  - Design mixes to meet project mix criteria for rutting and cracking potential.
  - 2026 testing plan finalization
  - 2026-2027 Pilot Projects





## **Caltrans – Emerging Initiatives**

- Percent Within Limits (PWL)
  - 2027 target
  - All projects with > 2,250 tons asphalt mix
  - Acceptance based on what is produced with pay accordingly, using incentives and disincentives
  - Rewards material produced with consistent quality.
  - Quality Items:
    - Asphalt Content
    - Mix Air Voids
    - P200
    - P8
    - In-Place Density





## **UCPRC:** Use of RAP in Asphalt Rubber Mixes

Use of Recycled Asphalt Pavement in Rubberized Hot Mix Asphalt—Gap-Graded

#### AUTHORS

Angel Mateos, John Harvey, Rongzong Wu, Jeff Buscheck, Ali Butt, Irwin Guada, Michael Bowman, Mohammad Rahman, Julian Brotschi, and Justin Yu

Report No. UCPRC-TM-2023-09 | April 2024

Partnered Pavement Research Center (PPRC)
Strategic Plan Element Number 4.76A: New RHMA Materials with
RAP/RAS - Part A: for Structural Layers in Flexible Pavements
(DRISI Task 3761)

#### PREPARED FOR

California Department of Transportation
Division of Research, Innovation and System Information
Office of Materials and Infrastructure

#### PREPARED BY

University of California Pavement Research Center UC Davis and UC Berkeley

#### Key Findings:

- The cracking performance of the pavement, based on CalME modeling, was either negligible or comparable to project-to-project differences.
- The RAP binder can be considered to contribute to the minimum 7.5%
- The addition of 10% RAP to the RHMA-G,... resulted in GWP reductions of 5%.









## **USDOT Changes DBE Program**

#### Key Changes:

- Elimination of presumptions
- Reevaluation of all firms
- Temporary suspension of goals and counting
- Existing contracts NOT counted towards goals
- Suspension of goal setting
- Elimination of race and sex specific ownership data



Caltrans Office of Civil Rights

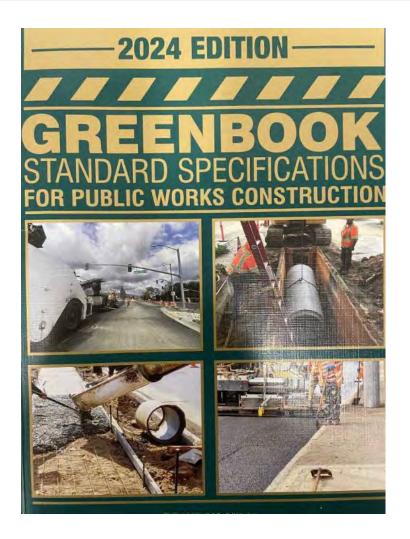
#### What's next:

- Caltrans apply new standards and reevaluate certified firms
- Contractors no longer submit DBE plans or commitments
- Certified DBEs to submit docs for reevaluation
- Local Agencies pause inclusion of DBE goals on FEDERALLY assisted solicitations.



## Greenbook Asphalt Task Force

- 1:00pm 1<sup>st</sup> Wednesday of the month
- Specification development efforts:
  - Fiber use in HMA
  - HMA mix design with gyratory compactor
  - RAP content verification in HMA





## **CCPIC: Training Opportunities**



Pavement training courses available online and self-paced!



- Pavement Engineering and Management Certificate
  - Comprehensive curriculum of pavement management, design, construction, and sustainability



## CalAPA Training: AP101 & Asphalt Forensics



- Wednesday, January 14, 2026
- San Diego, CA



- Roger Smith
- General overview of asphalt pavement design, construction, and maintenance
- Asphalt Forensics
  - Tim Murphy
  - Troubleshooting asphalt pavement challenges





## **CalAPA: Training Events**

- CalAPA Training Courses '25 / '26
  - AP101
    - Nov 19 Industry Hills
    - Dec 9 San Jose
    - Dec 11 West Sacramento
    - Jan 14 San Diego
  - Quality Control Manager Certification
    - Nov 17-20 Industry Hills
- Spring Conference & Expo
  - March 2026
  - Pomona, CA

- Asphalt Forensics
  - Jan 14 San Diego
- Quality Asphalt Paving
- Owner's Manual for Your Pavement Network



www.calapa.net



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### **Building Better Roads**

### CalCIMA Updates

**Cameron Richardson** 

October 28, 2025 County of San Diego Operations Center



California Construction And Industrial Materials Association



#### **CalCIMA Updates**

- Legislation & Regulation Updates:
- > AB 982 (Carrillo) SMARA; Idle mine status *Did not get signed\**
- > AB 289 (Haney) work zone safety **SIGNED**
- AB 978 (Hoover) Extends AB 2953 SIGNED
- SB 526 (Menjivar) Fugitive Dust Tabled indefinitely

More information: Erik Turner eturner@calcima.org





### **CalCIMA Updates**

- > Caltrans 2025 Standard Plans and Specs released
- HMA PWL & Acceptance and Pay & 10% Rap in RHMA



- Pavement Materials Partnering Committee (PMPC):
- High Rap Phase 2 up to 40%
- Decision Documents: T275 (paraffin)→ T166 (SSD), Sand Equivalent,

Test method version update









#### **CalCIMA Events**

2025 Education Conference November 10-13, 2025 Disney's Grand Californian Anaheim, CA

2026 Technical/Leadership Conference
May 13-15, 2026
Pacific Palms Resort
City of Industry, CA

Contact: Abi Hague ahague@calcima.org

# Contact Information

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279-400-9255





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