



CP2 CENTER NEWS

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Rubber modified slurry project placed on I-5 using terminal blended tire rubber

By Peter Vacura, Caltrans, and Jim Ryan, PPTG co-chair

Valley Slurry Seal of West Sacramento California was awarded and performed the first tire rubber modified slurry seal project for Caltrans in Central California. Project 06-0J4904 was done in Caltrans District 6 on Interstate 5, in Kern and King Counties. The project limits were approximately 6 miles south of the Kettleman City interchange of State Route 41 and I-5, south 24 miles to roughly 10 miles north of the I-5 and State Route 46 interchange at Lost Hills in Kern County.

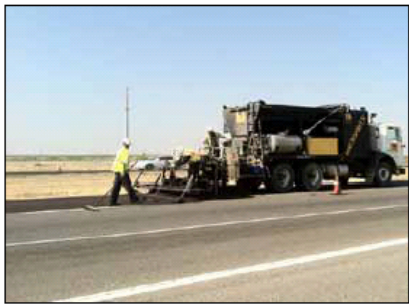


Figure 1. Placement of the slurry seal.

The entire project encompassed nearly 96 lane miles of roadway including on and off ramps. The scope of work consisted of removing all thermoplastic striping and pavement markings, placement of 4500 ton of hot mix asphalt, placement of 10,900 ton of Type 3 rubberized slurry seal CQS1h-TR, fog sealing shoulders, and placement of new thermoplastic striping and markings.



Figure 2. Project partially complete.

Rick Cross, Operations Manager for Valley Slurry Seal, oversaw the entire project from the time it was awarded through its completion. "It was great being a part of such a high profile project, on Interstate 5, placing one of the first tire rubber modified slurry treatments in California and by far the largest at 96 lane miles." The project had its challenges, ranging from high speed traffic on the main north-south artery on the West Coast, the remedial preparatory asphalt work which doubled in quantity over the project as the job proceeded, and the placement of the preliminary CQS1h-TR test strips totaling four lane miles in length to insure proper placement of the tire rubber modified slurry when the slurry aspect of the job got underway.

Victoria Wightman was Project Manager on site for the CQS1h-TR portion of work and her efforts aided in the successful and the safe placement of the slurry seal product. Victoria was quick to point out how well the project turned out. "The tire rubber combined with the black aggregate used, left the finished mat jet black." Valley Slurry Seal utilized the newest computerized 12B Model Macropaver for placement of the tire rubber modified slurry material.

Other key individuals on the project were the Construction Engineer Albert Lopez, Resident Engineer Oscar Sherrill and Inspector Sikander Garcha, all of whom who helped monitor the safe placement of the tire rubber modified slurry seal.

The material suppliers for the project included Paramount Petroleum's Bakersfield, Calif., terminal, the manufacturer of the terminally blended tire rubber modified slurry seal emulsion. Jim Ryan, Marketing Director for the Bakersfield Paramount facility observes, "The final results and the ease with which this project was accomplished, once begun, speaks well of the people involved, the quality of the materials used and the coordination between the agency the contractor and the materials suppliers".

VSS Emultech supplied the additives such as sulfate and cement. George Reed manufactured and produced the type 3 black aggregate used in the slurry seal.

Sub-contractors and vendors working for Valley Slurry Seal on the project included Black Diamond Trucking, Safety Striping, Titan DVBE, and Perez Asphalt.

With the successful placement and performance verification, these newer tire rubber modified emulsion products will add another "green and recycled" tool in the State and local agencies' tool box. Industry's ability and agencies' willingness to bring these innovative technologies into the market place lead to a very bright future in the State of California and beyond. The California Pavement Preservation Center is expected to monitor the performance of the project over the next several years.



Figure 3. Project completed.