

THE ROAD AHEAD



Fall 2021

IN THIS ISSUE:

- Implementing a Street Improvement Plan
- APWA Annual Awards – Asphalt Related
- Top Asphalt Commercial Parking Lots
- Meet Our New Members
- Pave Green with Asphalt – Expanding the Use in Colorado

Cover Photo: Dry Creek Business Center, Centennial



Introduction



Welcome to **THE Road Ahead!**

Tom Peterson

Welcome to the Fall 2021 issue of *THE Road Ahead* – CAPA's new magazine. *THE Road Ahead* is published twice per year (Spring and Fall) as an insert into the Colorado Public Works Journal. A big thank you to our publishing partner Coterie Press Publishers led by Managing Editor Jo Taylor for producing another excellent magazine.

The 2021 construction season is winding down and there is much to be proud of as an industry. We feature the I-25 Gap Project and the Central 70 Project on page 8. The asphalt related APWA Award recipients are showcased on pages 4 and 5 and the use of asphalt for commercial parking lots is presented on pages 14-15. Also, we have seen some EXCELLENT mixes produced and placed by our members. We feature some of them on pages 16-17.

Improving work zone safety and materials quality; advancing innovations and new technology, and increasing funding for pavement

improvements are key goals of CAPA and are presented here. We also provide a look back at the success of our Golf Tournament, our training and education program, and a look forward to the upcoming Rocky Mountain Asphalt Conference & Equipment Show.

We are proud of our members, including our new members featured on page 11. We are proud of our industry and WE LOVE ASPHALT!!

Finally, I hope to see you soon, and let us know how we can help you advance the use and quality of asphalt pavements..

Thomas Peterson, P.E.
Executive Director, Colorado Asphalt Pavement Association
tompeter@co-asphalt.com
(303) 741-6150 x 152

CAPA/APWA Partner for Asphalt Technology Scholarships Nominations due by 12/ 3

The Colorado Chapter of the American Public Works Association and the Colorado Asphalt Pavement Association (CAPA) established a scholarship program to expand on the asphalt education opportunities for persons involved in the design, construction, quality control and production of asphalt pavement materials or in the management, supervision, or direction of capital and maintenance asphalt projects. The scholarships are available to personnel employed by public work agencies in Colorado, contractors, and consultants.

The training opportunity that is being presented is the "Short Course in Asphalt Technology" taught at the National Center for Asphalt Technology (NCAT) at Auburn University, Auburn, Alabama. The course will be held February 24, to March 4, 2022. This one-week training program is taught by subject matter experts at NCAT.

Applications are available from the CAPA website at www.co-asphalt.com. Over 120 industry practitioners have attended the program through the APWA/CAPA Scholarship. Applications are due by December 3, 2021. For more information, contact Mike Skinner at mikeskinner@co-asphalt.com



Rocky Mountain Asphalt Conference & Equipment Show



New Date: February 8-9, 2022
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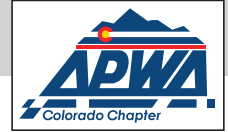
Geotechnical
 Pavement Engineering
 Aggregate Reserve Analysis

Construction Materials Testing

Materials & Geotechnical Engineering



APWA ANNUAL AWARD RECIPIENTS



CAPA Congratulates the 2021 APWA Award Recipients

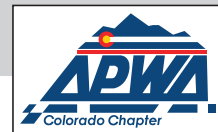


TRANSPORTATION
LARGE COMMUNITY

Arapahoe County - Quincy Avenue / Gun Club Road Intersection PCFI



APWA ANNUAL AWARD RECIPIENTS



TRANSPORTATION
MEDIUM COMMUNITY

**City of Loveland -
37th Street and Dry Creek Improvements**



TRANSPORTATION
MEDIUM COMMUNITY

**City of Greenwood Village -
Orchard Drive Traffic Calming**

INDIVIDUAL AWARDS

Outstanding Public Works Employee

LARGE COMMUNITY: Pete Brezall

Pete Brezall has worked diligently over the course of his 15-year career with the City of Thornton to become a leader and excel at delivering capital improvement projects and engineered solutions. Pete specializes in transportation projects and has also successfully managed and delivered complex utility projects including water pump stations, large diameter water and sewer pipelines, sewer lift stations, and stormwater conveyance projects. While working for the city, Pete has advanced to the level of Project Manager II. Beyond being an outstanding and successful project manager, he is a specialist when it comes to acquiring the right-of-way necessary to complete capital projects. Pete is a strong mentor to the younger generation of aspiring project managers and engineers. He is proficient in guiding construction coordinators and city interns through difficult problems during design and construction of capital improvement projects.



Professional Manager of the Year: Administrative Management

SMALL COMMUNITY: Ralph Mason

Ralph is an energetic and positive role model who exemplifies what a leader should be. His years of dedication and service to the residents of Cherry Hills Village have made a positive and lasting impact. Ralph's professionalism, skills, and attitude make him an outstandingly valuable public servant worthy of this important recognition.



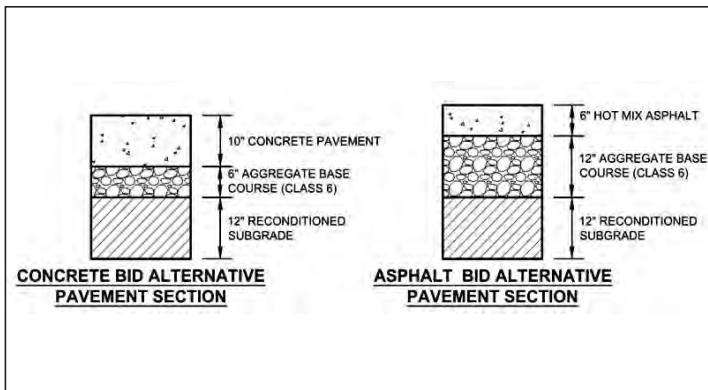
LOCAL AGENCY NEWS

The Reconstruction of Castle Pines Parkway, A Case Study in Street Network Improvement

In September 2020, the City of Castle Pines determined that the voters of Castle Pines should be allowed the opportunity to decide whether or not they would support upgrades to portions of their 30-year-old roadway system, specifically the estimated \$23M-\$30M reconstruction of Castle Pines Parkway and Monarch Boulevard. Over the years, residents have voiced their concerns about the safety and maintenance of streets and have asked the City to prioritize transportation projects.

Question 2A asked voters if they would allow the City to borrow \$30 million to fund and complete the necessary roadway improvements in a more expeditious manner than the current budget allowed, and if voters would be in favor of increasing property taxes to repay this debt. The initiative failed by a vote 58% against.

Fast forward to March 2021 and the City designed a project and issued an Invitation to Bid for a 120 working day contract for waterline replacement and select pavement reconstruct of Castle Pines Parkway (reduced scope project). The IFB evaluated two competing pavement alternatives.



LOCAL AGENCY NEWS

Low bid for the concrete alternative was \$3.78M. Low bid for the asphalt alternative was \$3.05M (24% cheaper). The City elected the asphalt option, not solely based on low bid, but also because it was in the best interest of the City (e.g., long term performance, ease of maintenance and speed of construction).

KEY TAKEAWAYS

Phased Approach:

The concrete alternative was estimated to be phased over four to six years for completion for the full reconstruct program. The asphalt alternative could be completed in four phases over four construction seasons with no increase in unit prices.

Maintaining Traffic:

The asphalt alternative allowed for the existing traffic to be shifted onto paved surfaces immediately, minimizing disruption (concrete requires delayed cure before opening to traffic).

Future Maintenance:

The asphalt alternative provided for easy future rehabilitation. As the surface deteriorates, the asphalt can be milled and repaved to restore the surface wearing coarse. With the savings in initial construction costs, the reconstructed sections could be milled and restored to new condition before exceeding the original cost of concrete reconstruction.

Cost of Construction:

Initial construction bids for the asphalt alternative demonstrated a 24% savings over the concrete alternative. Initial cost of construction is one of the primary decision factors that Local Agencies rely on when deciding on project scope and design. Projects are typically budget restrained, and the scope of work must be designed to fit within the final headline budget.

Best Value:

It is becoming common for the concrete pavement industry to persuade agencies to switch pavement type to concrete. The argument is based on references to value engineering, better value, or improved life cycle cost. The concrete industry claim of “better value” or “lower life cycle costs” is unsubstantiated and is only supported by biased data. The results of a life cycle cost analysis (LCCA) are greatly influenced by the inputs and assumptions made to run the analysis. The results of any LCCA can be manipulated and an industry produced LCCA is one sided, biased and should never be used to make project level decisions. It is not a marketing tool to be used to develop engineering designs.

“We are being told by the residents they are pleased with the new road. They give us a honk, a wave and a thumbs up as they drive by”

Constructed in 1984 with 8 inches of concrete over subgrade, Main Street was experiencing perpetual maintenance issues. “It got to the point where we did around 25% panel replacement and seeing major faulting at the joints. However, our biggest complaint from the traveling public, hands down, was the noise from the deteriorating and faulted panels” stated Parker’s Traffic & Capital Improvement Program Manager. “We were spending so much on maintenance and impacting the traveling public with no improvement, it got to a point where we had to break the cycle. So, we reconstructed this major arterial roadway in asphalt.”



Plum Creek Blvd., a 4-lane arterial roadway in Castle Rock, was constructed in the early 1980’s with 7-inch concrete over subgrade and had reached the end of its service life by 2015. Carl Armijo, the Town’s Engineering Manager stated “Public Works was having to budget significant maintenance dollars to just keep the road serviceable and had to make a cost decision on future maintenance spending vs. reconstruction. We ultimately made the decision to reconstruct the road with asphalt in phased segments.”



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Project Updates: I-25 South Gap & Central 70

I-25 South Gap: Entering Final Year On-Time and On-Budget

The CDOT I-25 South Gap project led by Kraemer North America has entered its fourth and final year of highway construction. The 18-mile stretch of highway will deliver a new Express Lane in each direction, wider shoulders, five new bridges, four new wildlife crossings, 28 miles of deer fencing, a southbound I-25 truck climbing lane at Monument Hill, a southbound I-25 chain up station, and improved technology.

The \$419 million project is expected to be completed on-time and on-budget by next November 2022. Thanks to Kraemer and the many subcontractors, DBEs, and other specialty contractors, nearly 620,000 tons of asphalt has been placed on the project, with 75% of paving complete. Crews have relocated nearly 90,000 linear feet of existing fiber-optic line and completed four wildlife crossings, including 28 miles of deer fencing.

To date, the I-25 South Gap project has:

- Hired 3,251 field employees who have worked more than 1.3 million hours.
- Paid \$35.7 million in wages to field employees.
- Managed 556 subcontracts with 175 of those going to DBE certified businesses.
- Helped train 80 apprentices who have recorded nearly 40,000 on-the-job training (OJT) hours.



Central 70 Project Major Milestones Accomplished in 2021

The Central 70 Project, one of Colorado's economic connectors, is nearing completion. This design-build-finance-operate-maintain (DBFOM) project is being developed by Kiewit-Meridiam Partners for CDOT. Kiewit Infrastructure Co. is responsible for the construction and Kiewit-Meridiam Partners will be responsible for the operations and maintenance. This stretch of I-70 is home to 1,200 businesses, providing the regional connection to Denver International Airport and carrying upwards of 200,000 vehicles per day.



The Project includes the reconstruction of a 10-mile stretch of I-70 between Brighton Boulevard and Chambers Road, adding one new express lane in each direction, removing the aging 55-year old viaduct, lowering the interstate between Brighton and Colorado boulevards and placing a 4-acre park over a portion of the lowered interstate. 2021 saw the traffic switch into the new lowered westbound lanes, and the removal of the viaduct which allows for the construction of the new lowered eastbound lanes.

To date, this project includes:

- 2.1 M cubic yards of dirt excavated
- 5.1 M hours worked
- 579,000 tons of asphalt placed



Central 70 Project



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One new AFFILIATE AGENCY MEMBER:

City of Cortez www.cityofcortez.com



JOIN US TODAY! JOIN OUR GROWING LIST OF MEMBERS. FOR MORE INFORMATION CONTACT TOM CLAYTON at 303-741-6150 ext.151, or tomclayton@co-asphalt.com

Rocky Mountain Asphalt Education Center Update:

2021 has been a busy year at the Rocky Mountain Asphalt Education Center and the Laboratory for Certification of Asphalt Technicians (LabCAT). Attendance has been very strong for each certification level. This includes Levels A – Laydown, Level B Asphalt Plant Materials Control, Level C – Mixture Volumetrics, Level E - Aggregates and Level I (Inspector). We had a productive trip to Durango in March and conducted our LabCAT courses at the CDOT Region 5 facility. We thank CDOT Region 5 staff Tim Webb, Pat Murphy and for their support.



LabCAT Instructors Tom Clayton (Inspector) and Cindy Rutkoski (Levels A, B, C, and E) continue to receive very good feedback. Over 90% of all attendees rate the quality of the program and the benefit of the certification as either Good or Excellent.

We could not operate the LabCAT Certification Program without the support of the Volunteer Proctors (Supplemental Examiners). There are several organizations that have been particularly supportive in 2021. They are Yeh and Associates, CDOT, AG Wassenaar.

Diane Hammond Celebrates 20 years at CAPA



Diane has been with CAPA since June 2001 as the Training Coordinator for the Rocky Mountain Asphalt Education Center. She is responsible for the general administration of the RMAEC, including accounts payable/receivable, course registration, and marketing. Diane is a Colorado native, originally from Fort Collins. She holds a B. A. degree in Communication Disorders and Speech Science from the University of Colorado and is the proud mother of her two four legged children. We thank Diane for all that she does and her commitment to the RMAEC Program. If you would like to congratulate Diane, she can be reached at rmaec@co-asphalt.com

2022 Schedule RMAEC Courses, Webinars & LabCAT Certification

The 2022 Course Calendar will be available by December 10



For more information, visit the CAPA website www.co-asphalt.com or contact Diane Hammond (rmaec@co-asphalt.com) or 303-741-6148 X 154

Mark Everett Paving Superintendent, Schmidt Construction Company, Colorado Springs November 30, 1966 – August 17, 2021

Although there is much to be proud of in 2021, we are deeply saddened with the loss of Schmidt Construction Company Paving Superintendent Mark Everett. Mark was killed in a paving related accident on August 17 in Teller County. He was instrumental in several “Best in Colorado” Asphalt Pavement award winning projects and was a presenter on quality paving at the annual Rocky Mountain Asphalt Conference & Equipment Show. He grew up in the industry and his Dad, Jim, was a long time employee of Schmidt Construction.

Mark was very dedicated to safety and quality, passionate about his career in the asphalt industry, and was a wonderful person who will be greatly missed. CAPA extends its deepest thoughts, prayers, and condolences to the Everett Family and to the Schmidt Construction Team. We thank the asphalt industry family (including the National Asphalt Pavement Association) and our agency partners for the outpouring of love and support to Schmidt Construction and the Everett family.

He is survived by his loving wife, Tammy; his son: Casey; his parents: Jim and Sharon and his sibling: Jami. An Obituary can be found at www.shrineofremembrance.com/obituaries and a Benevolence Fund can be found at <http://mealtrain.com/trains/269d77>.



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Colorado's Top Asphalt Commercial Parking Lots....

Whether at a business, a shopping center, a school, church, recreation area or apartment building, a parking lot is one of the first things a person sees when arriving at their destination. It is the gateway through which all customers, visitors, and employees pass. This first impression is very important to the overall feeling and atmosphere conveyed to the user.

First impressions matter, and a poorly constructed or maintained lot can reflect negatively on an establishment. A well-maintained parking lot is also safer and easier for both pedestrians and drivers to negotiate. Asphalt pavements are the superior material of choice for parking lots because they are quick to construct, long-lasting, sustainable and easy and cost-effective to maintain. Plus, because asphalt is everywhere, there are qualified and capable asphalt paving companies across Colorado.

AESTHETICS Developers and property owners want their facilities to be attractive, well designed, and functional. Though many hours are spent on producing aesthetically pleasing architectural building designs, the same design consideration for the parking area is often overlooked. A business's exterior appearance influences the decision of where to shop for 95 percent of customers.

DESIGN When properly designed and constructed, parking areas can be an attractive part of the facility that is also safe, and most important, usable to the maximum degree. Selecting the right pavement design can have long lasting impacts on an owner's ability to manage and maintain a parking lot with limited resources.

SPEED OF CONSTRUCTION Construction and maintenance activities can be done quickly and at night, which eliminates inconvenience for customers and business operations.

PERFORMANCE Long life asphalt pavements are designed in layers so that they never need full-depth repair or reconstruction.'

COST The initial construction and long-term ownership costs for asphalt pavements are typically less than other pavement alternatives.

EASE OF MAINTENANCE When concrete cracks the only solution is to remove and replace it. With periodic preventive maintenance and resurfacing, asphalt pavements can be maintained for decades (perpetually) at a high serviceability level.

SUSTAINABILITY Asphalt pavements offer several opportunities to earn credits under green rating systems, including porous asphalt, recycled materials and environmental product declarations.



Project: 7-11 Retail Store (Lochbuie)

15% of Colorado's 9.9M tons of asphalt placed annually is used to construct and maintain commercial parking lots.



Project: ARROW Dry Creek Office Building (Denver Tech Center)
4.9 acre parking lot
Paving Contractor: Denver Commercial Property Services

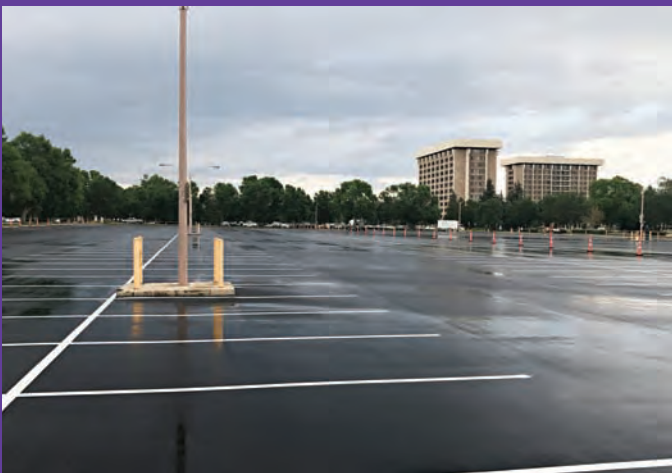
Asphalt paved parking lots can be constructed so that they serve as a center piece for the building they serve. Pre-planning, proper design, construction, and maintenance ensure a beautiful long lasting asphalt parking lot.

....The Smoothest Way to Welcome Customers



Project: Amazon Fulfillment Center (Colorado Springs)
Paving Contractors: Schmidt Construction & Pyramid Construction

Amazon's Distribution Center located near the Colorado Springs Airport, has 4M SF and is considered the largest of its kind in the country and the largest building in Colorado. A total of 1,804 parking spaces have been constructed for associates. The project team had to meet lofty expectations to meet the fast-paced high construction goals of placing 2,000 tons of asphalt each day. 130,000 tons of asphalt has been placed at Amazon's Colorado Springs campus.



Project: Colorado State University (Ft. Collins)
Paving Contractor: Connell Resources



Project: 2534 Business Park (Johnstown)
85 parking spaces

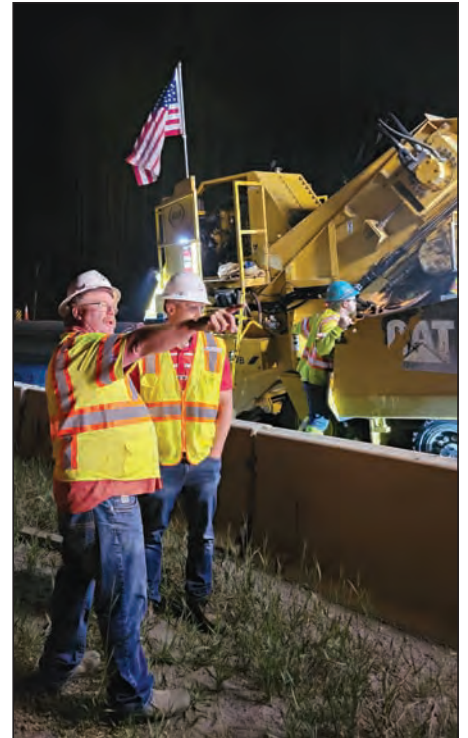


Project: Restore Retail (Colorado Springs)
Paving Contractor: Martin Marietta



Project: Southgate Business Park (Centennial)
4.1 acre parking lot

Our Asphalt Family



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Human Factors in the Work Zone

Originally published by the New York Construction Materials Association (Fall 2021) By Kip Score, Tech Valley Safety, LLC

This article is geared to members who have road construction crews. This summer I had a client who does municipal infrastructure work in the Hudson Valley. They landed a large project which required a more extensive amount of highway construction than their typical street work. This resulted in a fairly complex traffic pattern in a high volume and high-speed work zone. The work would also be conducted at night. The company crews and sub-contractor are all certified as Flagger, and Supervisors meet the Competent Person requirement for DOT contract work. The company management wanted to make sure extra effort was put in the safety program due to the higher level of risk associated with the job.

They had a level of confidence in the experience and level of training of their crews, their traffic control equipment and the onsite supervision, but were looking for something extra. Prior to starting the project while developing the required Work Zone Traffic Control Plan and Internal Traffic Control Plan, the entire project team discussed the biggest safety concern.

Of course, the obvious was being struck by motorists and equipment. When asked what the best way to reduce the risk besides shutting the road down was to "bring your A Game".

Everyone had to have their situational awareness at 100%. After hearing this, the company management wanted to look at ways to help maximize the Human Factor element along with the other typical safety systems and training.

This article can possibly help NYMaterials Members who have street, road and highway construction crews. They undoubtedly already have robust safety programs to protect their crews, but there may be some tips on the Human Element aspects in the work zone that might be found useful.

Very simply, "Human Factors" are how we understand the environment and technology we are working with. One the other hand, "Situational Awareness" is how aware we are of our surroundings. Situational Awareness also includes the ability to process the information in the environment, relate the information relative to consequences of activity (unsafe acts) and to anticipate and project future outcomes (make safe decisions knowing what "could happen" as time goes on).



Work Zone Human Factors Considerations

Understanding the Other Side of the Barrier

This is understanding what goes on with the driving public. Motorists have motivation and distractions that make their trip not ideal for themselves and workers. Prior to the project the team reviewed and shared with the field crews a handout of the Top 10 Driver Distractions which was similar to an OSHA Top 10 list. This helped the crews understand the mindset and understand the underlying reasons for driver distraction.

Distractions

The project team and field crews reviewed company policy and project specific requirements for cell phone and ear bud use. Case studies were reviewed on electronic device incidents and near misses. Consideration on personal distractions such as outside of work issues that can impact work activities.

General Training – Make sure the entire project team and field crews had all of their required training (flagger, competent person, equipment operation) and related safety training such as backing up hand signals and equipment blind spots and attachment swing radius.

Understanding Complexity

The project required a complex array of messaging boards, lane re-alignments, signage, barriers and channel markers. The project team put together a required traffic control plan for the client and asked for input from the field crews. When the plan was approved there was a thorough briefing on implementation and training on tasks and responsibilities. A lot of effort was put into how the process would work and everyone understood the details.

Story Telling

All members of the project team and field crews have had their experiences of incidents and near misses in the work zone. The company organized briefing sessions sharing these events. Utilize any historical or recent incidents either with the company or with other organizations. The incident on the NYS Northway during Work Zone Safety week injuring workers was a real wakeup call on the real dangers.

A moment of patience in a construction work zone may ward off a great disaster.

A moment of impatience in a construction work zone may ruin the lives of an entire family.

Very simply, "Human Factors" are how we understand the environment and technology we are working with. On the other hand, "Situational Awareness" is how aware we are of our surroundings. Situational Awareness also includes the ability to process the information in the environment, relate the information relative to consequences of activity (unsafe acts) and to anticipate and project future outcomes (make safe decisions knowing what "could happen" as time goes on).

Fatigue

The shifts were going to be long and the work was going to be in hot weather as well as being off shift. Prior to starting the project there were briefings regarding altering off work personal scheduling and how to adjust to shift work. "Night blindness" was addressed as a toolbox talk as well as other topics related to fatigue.

Be on the Lookout

If you see something say something and act proactively. Look for changes such as cones or barrels that have fallen over, lighting that doesn't look right or isn't working, co-worker actions. If you even find yourself feeling too tired, confused with a task, having equipment issues, do something about it, speak up.

Be Receptive

Don't take the "I have heard this before, been there done that, it's more of the old safety song" attitude. The field crews all took turns in conducting toolbox talks and started to enjoy creating their own top 10 safety issues and top 10 solutions.





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CDOT UPDATE

CDOT Region 5 (Durango): A Visit with Julie Constan (Regional Transportation Director)

Mike Skinner, CAPA's Director of Engineering had the opportunity to sit down and visit with Julie Constan, CDOT's Region 5 Regional Transportation Director this summer where Julie shared an overview of CDOT's operations in beautiful southwest Colorado.

MS: How did you come to your position as the RTD here in Durango?

JC: I started with CDOT Region 5 in 2017 as the Traffic Engineer. Prior to that I spent 14 years working for Mesa County in the Engineering Division where I found myself focusing on transportation and eventually became the Department Director. I'm a civil engineer and a licensed Professional Engineer here in Colorado. Part of why I joined CDOT Region 5 is my love for the mountains of Southwest Colorado. I was raised in Pagosa Springs, and after graduating from high school I explored the western U.S. I spent time in Fort Collins, Los Alamos, NM, Montana, and California prior to returning to western Colorado.

MS: As a remote region, what are some of your challenges?

JC: We don't have the same scope of mileage that other regions manage, but some of our network is very remote which poses unique challenges, especially out near the Utah border. Our maintenance division still operates a small asphalt plant out in Nucla where we produce cold mix for emergency repairs. Our region is also unique because we don't have any segments Colorado's Interstate Highway system to manage. We have two engineering residencies (Durango and Alamosa) and also a traffic residency and construction residency here in Durango.



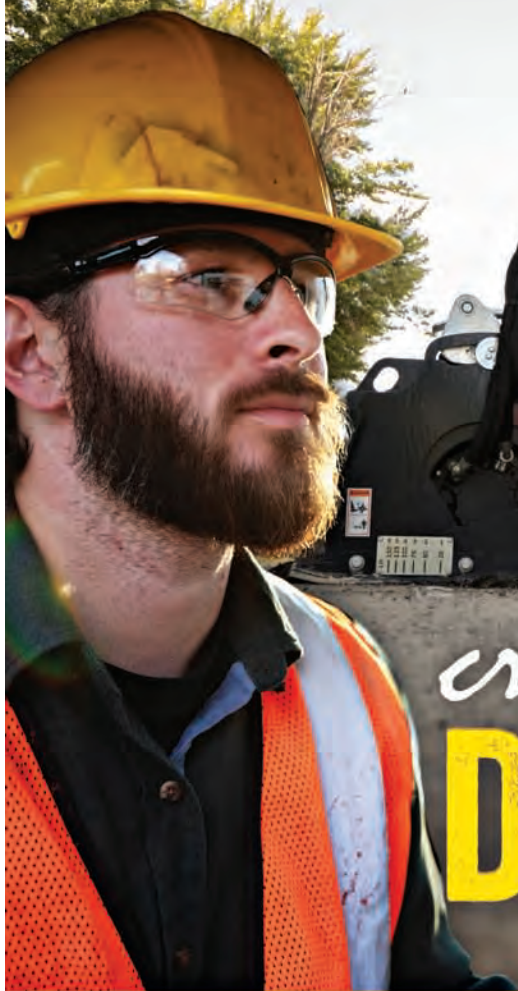
MS: How important is Region 5's interaction/partnerships with Local Agencies?

JC: It's critical that we understand the local agency perspective, the politics of their elected officials and our Transportation Commission interaction. We have 15 counties and several towns and cities that we interact with.

MS: Thanks for the visit Julie, keep up the great work here in Region 5

JC: Thank you for stopping in to visit here in Durango, we enjoy our ongoing partnership with CAPA. We do a lot of asphalt here in Region 5, we don't have much concrete pavement, that makes our region unique.





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WOMEN of ASPHALT - COLORADO BRANCH



The Colorado Branch continues to hold monthly membership meetings as they are trying to expand and get more members. They also have a social event each month. For most of the last year these have been virtual on Thursday evenings. The most recent mixer for the Colorado Women of Asphalt Group was an in-person event on Thursday October 21st. This was held a local winery included wine tasting, fun and fellowship.

If you are not aware of the Women of Asphalt, it is a group formed to Lead and Inspire others in the industry. This group is not only for Women, but open to all who can help with the mantra to Lead and Inspire Women entering or working in our industry, not only in the field but in offices and other support positions. Encourage your staff to investigate the Women of Asphalt and become a part of the group.

More detailed information on their events are on the CAPA/ Women of Asphalt Page.

SPONSORSHIPS AVAILABLE CONTACT US TODAY

The Women of Asphalt Colorado Board is still formulating and seeking input for ideas for the start of the Training Academy and for future events for this group. The Women of Asphalt will have the first "Training Academy" session in the 1st quarter of 2022. If you have ideas for future "Training Academy" session, Contact Nicki Upright or Tammy Buck.



Save The Date: The Women of Asphalt—Colorado will be holding the 2nd Annual 'Women of Asphalt - Colorado' Golf Tournament/Fund Raiser on May 13, 2022. The event will be held at Homestead Golf Course in Lakewood. For more information, see contact details below. Watch the CAPA website for registration information www.co-asphalt.com.

Volunteers from the Women of Asphalt Committee L-R; Natalie Ulven of Pyramid Paving, Neomia Roach, Nicki Upright of CDOT, Sandy Gomke of Yeh & Assoc., Sherry Didonato, Tammy Buck of Yeh & Assoc., Jo Taylor from CPWJ, Abby Glaser of Martin Marietta, Aly Laskero from Benesch, Kelly French of Brannan Sand & Gravel.

To get involved with the Women of Asphalt please contact:

Nicki Upright (North Colorado) 970 302 4059, Tammy Buck (Denver Metro Area) 303 358 4185, Natalie Ulven (South Colorado) 719 355 0150, Jo Taylor (Denver Metro Area) 720 360 6737, Nicki Upright - (West Colorado) 970 302 4059

ASPHALT AND THE ENVIRONMENT

Expanding the use of Green Asphalt in Colorado

Asphalt is the sustainable material for building pavements. It's smooth, so vehicles consume less fuel and produce lower emissions; it's quiet, so expensive noise walls don't need to be constructed; it's safe, providing excellent gripping power; and it's durable, so that the road never needs to be removed and replaced. It is also the most recycled material in the U.S. The asphalt industry is proud of their efforts to be good neighbors, reduce their carbon footprint and become the leader in sustainability in the construction industry. To that point, the asphalt industry of Colorado recognizes three elements within our business that are low hanging fruit to further increase our already environmentally friendly process.

Streamline the use of Warm Mix Asphalt

Innovative technologies known as Warm Mix Asphalt/Workability Mix Additive (WMA) are making asphalt an even more sustainable material. Warm-mix technologies employ a variety of methods and materials; what they have in common is the ability to drastically reduce the temperatures at which pavement material is produced and placed on the road. The warm-mix technologies' temperature reductions have the obvious benefits of saving fuel, cutting emissions and speeding up construction to allow live traffic on the roadway sooner. What may be surprising to some is that they also have the potential for benefits in construction that may extend the paving season in cold climates, improve quality, and lengthen the lifespan of the pavement.



Expand the use of Recycled Asphalt

The asphalt industry reuses and recycles nearly 100 million tons of its own product every year, making it America's number one recycler. It is estimated that recycling of asphalt pavements (RAP) saves the American taxpayer \$1.8 billion per year. It also saves hundreds of acres of landfill space each year. Most statewide agencies currently allow for the inclusion of RAP (approximately 20%-25%).

Allow the use of Alternatives to Hydrated Lime

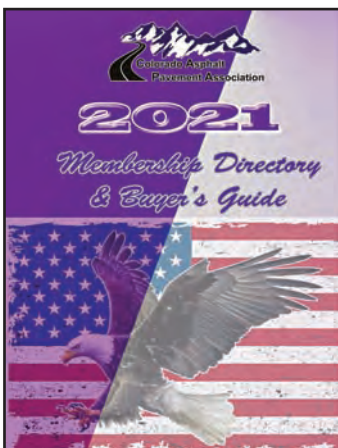
Additional products are introduced into asphalt mixes at the plant to help the liquid asphalt binder adhere to the aggregate and prevent premature stripping on the road. Some agencies only allow the use of hydrated lime for this process. The creation of lime is a high energy intensive process and a significant contributor of CO2 to the atmosphere. There are liquid anti-strip chemical products that provide equivalent or better performance that are used by other states across the country.

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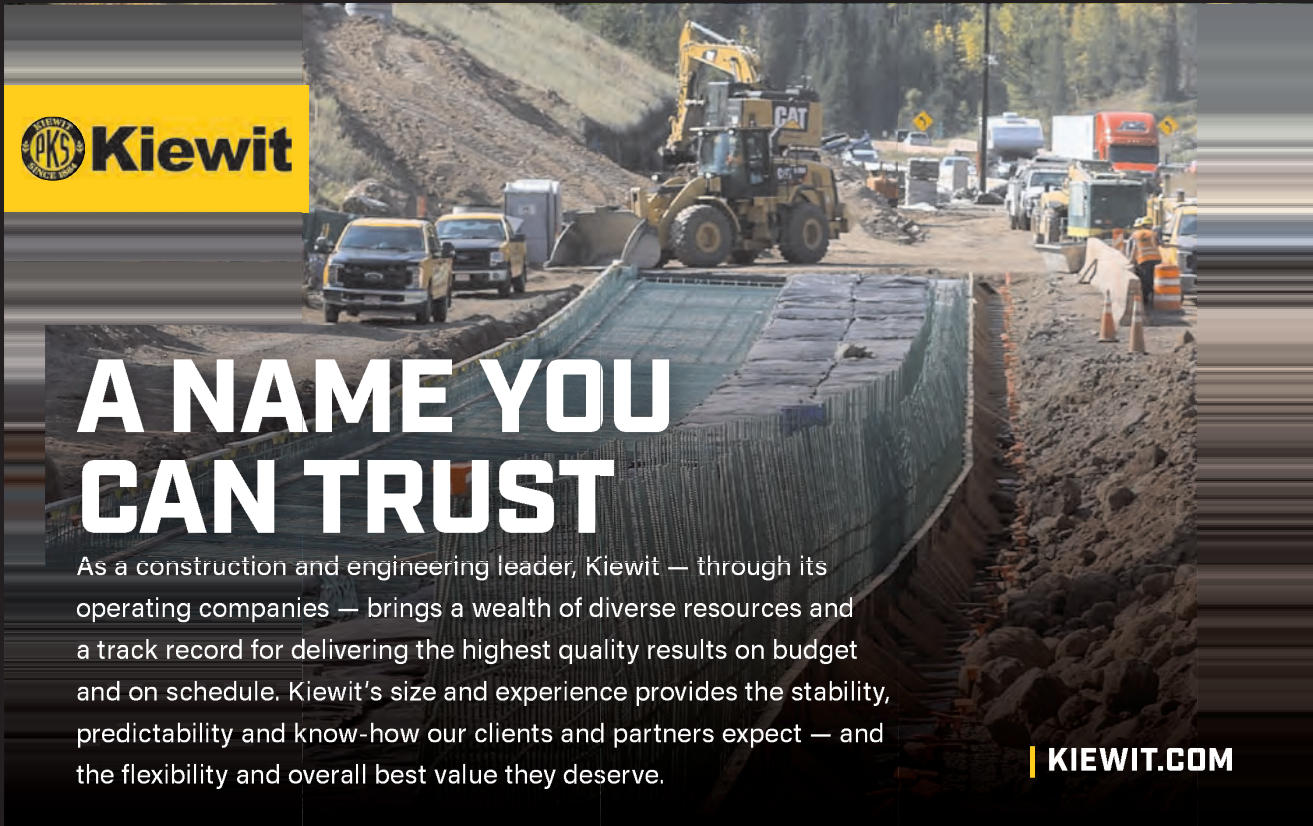
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2021 ELECTION UPDATES

CAPA Supports Local Agency Funding

Yes on 1A in El Paso County.

A Tabor override measure, is gaining momentum in El Paso County. If approved by the voters, the measure would add \$13 M per year to the county road and bridge program. The CAPA Executive Committee approved a contribution to the campaign and a meeting was held with campaign chair Stan VanderWerf, Chairman of the El Paso County Board of County Commissioners.



The CAPA Executive Committee also approved contributions to citizen led tax initiatives in the City of Greeley and the City of Littleton.

VOTER APPROVED



City of Littleton – Sales Tax

Littleton is putting a .05 sales tax on the ballot this fall. This would generate about \$6.5M/year for public works with a commitment for 45-60% to streets. The Littleton capital fund will be totally broke by 2026 without the increase. The citizen based committee has reached out to CAPA after a referral from Littleton Public Works Director Keith Reester. There are 70 separate projects totaling \$98 million over the next 15 years, or \$6.5 million a year. \$50.3 million of the \$98 million is categorized as road projects, approximately \$3.35 million each year in new revenue for roads. The first \$5 million is dedicated to roads to cover the local match they need for already awarded projects like Mineral and Santa Fe.

VOTER APPROVED



City of Greeley – Extend the Sales & Use Tax

City Council to put the extension of the city sales tax (0.65%) on the November ballot for renewal. These taxes used exclusively for street and sidewalk repairs and replacement and will generate approximately \$6.5 M per year. With sincere thanks, Tom Norton Better Roads For Greeley, P.O. Box 337272, Greeley, CO 80633.

CAPA has a very successful track record supporting citizen led efforts to increase funding for streets and roads. We have supported successful efforts in the City of Ft. Morgan, Grand Junction, Colorado Springs, Greeley, Canon City, etc. We are able to provide guidance on successful ballot measures and provide funding support for voter outreach and education campaigns. For more information, contact Mike Skinner at mike.skinner@co-asphalt.com

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CAPA Cup Golf Tournament/Fundraiser – Grand Success!!

The 30th Annual CAPA Cup Golf Tournament & Scholarship Fund Raiser was a wonderful success. 212 golfers enjoyed a day on the links at the Fox Hollow Golf Course in Lakewood. It was a beautiful day and we raised over \$10,000 for the joint CAPA/APWA Colorado Chapter/NCAT Asphalt technology Scholarship Program at NCAT (Auburn University).

We thank all of our sponsors including NEW Title Sponsor, Holmes Murphy. It was a cold start to the day with clouds and cool temperatures. The sun came out and everybody had a great time. The round of golf was followed by a BBQ Awards Luncheon.



Congratulations to the Award Winners!

First Place: The ARS Companies Team of Rich Hauser, Seth Johannes, Mark Reynolds, and Nick O' Donnell. The four-second flight winners were the team from Power Motive Corp and the third flight was won by a team from Martin Marietta Southern.

We Thank Our Sponsors!!

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