

# THE ROAD AHEAD



Spring 2021



A supplement to Colorado Public Works Journal, Spring 2021





## Welcome to *THE Road Ahead*—Spring 2021

Thomas Peterson, P.E.

### Celebrating Quality Achievement

Welcome to the CAPA Spring 2021 issue of our news-magazine *The ROAD AHEAD*. A key focus of this issue is to showcase the quality achievements of the asphalt industry and highlight the winners of the CAPA “Best in Colorado” Asphalt Awards, the CDOT Quality in Asphalt Production Awards, and the CDOT Smoothest Asphalt Pavement Awards. 2020 was once again a stellar year for quality achievement in our industry as evidenced by a near record 58 nominations for statewide award. New this year is our recognition of those projects in the 300 Club. This new 300 Club commendation recognizes those projects that score over the 300 mark. A very high achievement and similar to hitting over .300 in baseball or rushing for over 1,000 yards in football.

We had a great team of judges who traveled the state, visited every project and rated the quality of work. We thank each of them and they are listed on page 22. Although we did not have a celebration dinner and program to recognize the winners due to the Covid-19 health restrictions, CAPA developed a video for each of the winners and posted them on our website (<https://www.co-asphalt.com/-best-in-colorado-awards-program>). The “Best in Colorado” Asphalt Awards Program is a partnership with the Colorado DOT. CDOT Chief Engineer Steve Harelson provided a video recording of his comments to the winners and stated, “We have learned that quality achievement and award-winning projects is the result of a partnership between the contractor, CDOT and the consultant representatives. So these awards recognize each of you who are part of the quality achievement team. Congratulations to all the winners and keep up the great work.”

As the 2021 construction season gets underway, I encourage each of our member companies and our owner/agency partners to build on the successes of the past and make this year even better than 2020. One of the most rewarding activities of CAPA is celebrating quality achievement through our awards program and it is a key goal in our mission to advance the use and quality of asphalt pavement in Colorado.

I look forward to an in person celebration of the winners in 2021 hope to see you on the stage as a winner of a 2021 “Best in Colorado” Asphalt Award! Have a great construction season and let me know how CAPA can be of assistance in making your next project an award winner!

Thomas Peterson, P.E.  
Executive Director  
Colorado Asphalt Pavement Association  
[tompeter@co-asphalt.com](mailto:tompeter@co-asphalt.com)



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## AFFILIATE AGENCY MEMBERS

CAPA has an Affiliate-Agency Member List that includes 79 city, county, town and other government agencies (including the E-470 Public Highway Authority and the Northwest Parkway Public Highway Authority) that have joined to benefit from training and education, technical assistance, and specification development.

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We will focus on three major areas within our industry. The sessions will be lead for the most part by guest presenters.

*"All RMAEC webinars are recorded and archived on the CAPA website in the RMAEC page under Archived webinars".*

**January 7** - Asphalt Industry Overview – Market Conditions, Trends and New Developments, Featuring Tom Peterson, and Mike Skinner CAPA

**January 27** - Mix Type Selection

**February 9** - Best Practices for Effective APM Placement through the PAVER - Presenter: Manufacturers Expert

**March 9** - Surface Treatments - (Presented by: Vance Bros- Heath Russo)

**April 8** - Administering Local Agency CIP Paving Projects:

**April 28** - Recycling in the Asphalt Industry

**May 6** - P.G. Binders (Presented by Ryan Proctor/Suncor)

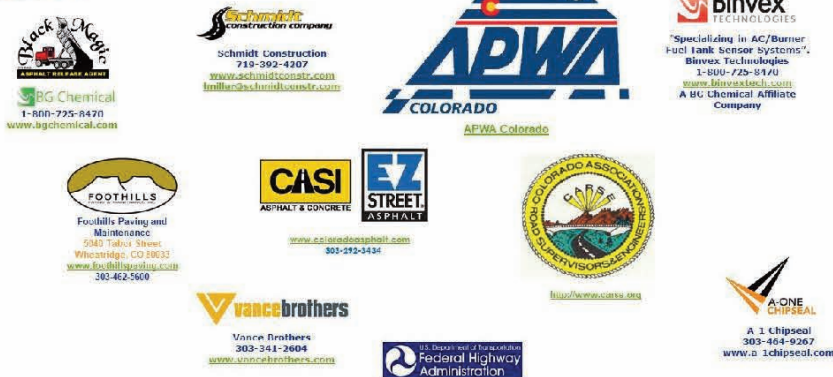
**June 15** - Best Practices for Effective Roller Operations Presenter: Manufacturers Expert

**July 29** - Infrastructure Prioritization for Sustainable Funding

**August 12** - Workzone Safety (Presented by: Captain Larry Oletski, CSP)

**September 23** - Cold Weather Paving

**October 14** - Designing for Performance, Differences between Highway and Municipal Roadway Infrastructure Programs (Presented by: CAPA Mike Skinner / Tom Clayton)



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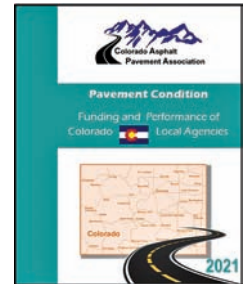
# INDUSTRY NEWS

## 2021 Local Agency Pavement Condition and Funding Summary Data Available

CAPA has published the 2021 Local Agency Summary Pavement Condition Report and it is available to download from the CAPA website. Across the state there are 88,000 lane miles of asphalt and local agencies are responsible for funding and maintaining 74% of that network (over 65,000 lane miles). Ninety-four agencies have provided street funding and condition data in the 2021 edition. Agency feedback has been very responsive “Thanks for taking the time to compile all of this information, it is very useful”...“Thanks for sharing other agencies responses so we can see where we are” ...“Thank you for continuing to put this together, it is a great tool to share with our Elected Officials”.

Projects...that’s a total of over \$678M being spent by Local Agencies this year on streets and infrastructure across Colorado.

For more information contact CAPA’s Director of Pavement Engineering Mike Skinner at [mikeskinner@co-asphalt.com](mailto:mikeskinner@co-asphalt.com).



Initial budgeting estimates during the early days of COVID forecasted 2021 budgets to be impacted upwards of 30% - 50%. However, the 2021 data as reported indicates that streets budgets are still showing positive but slower growth, a much better outlook than originally anticipated. Of the agencies that reported both 2020 and 2021 data, 47% reported the same or an increase in their streets budget (+\$27.5M) and 53% reported a decrease (-\$13.5M). Budget data also indicates that Capital Improvement Project spending is up 5%, Mill & Overlay programs have increased +6%. Agencies are reporting that over \$320M has been budgeted for 2020 Annual Street Improvement Programs with an additional \$358M in Capital



### 2021 LOCAL AGENCY FUNDING TRENDS



Initial 2021 revenue gaps estimated by local agencies due to COVID-19 were forecast 30%-50% (April 2020). However, approved 2021 budgets indicate that approximately only 50% of agencies have a reduction in their budgets, while the other 50% are steady or have increased from 2020 with an overall increase in Program funding of 3.5% .

Complete Funding survey available on CAPA website

**Positive growth, but at a slower rate!**



### 2020 vs. 2021 Funding

(32 agencies compared)

12 agencies (38%)	Funding Increase	\$27,582,681
3 agencies (9%)	No Change	
17 agencies (53%)	Funding Decrease	-\$13,517,397
	<b>Δ</b>	<b>\$14,065,284</b>

	2020	2021	Δ 2021	Δ 2020
CIP*	\$126.5 M	\$177.3 M	40%	5%
Mill & Overlay	\$98.6 M	\$101.9 M	3.5%	6%
Maint.	\$21.9 M	\$32.4 M	48%	-12%





## INDUSTRY NEWS

### LabCAT Goes on The Road to Durango

The LabCAT Certification program made the once in three year visit to Durango March 8 to 11. With the assistance of Region 5 personnel including Tim Webb, Pat Murphy, Lisa Wisner, and Heather Morgan, as well as all of the volunteer proctors including Jessica Ebel there were about fifty persons from CDOT, Contractors and consultants certified in LabCAT Levels, A, B, C E and APM Inspector.

The LabCAT certification program will be in Grand Junction in the spring of 2022.



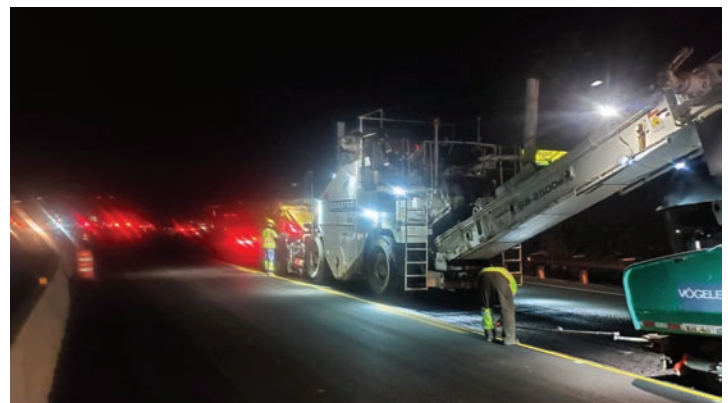
### CDOT Implements Contract for Maintenance Paving in Metro Denver



CDOT Region 1 has partnered with CAPA and metro Denver area asphalt producers to develop a pilot program to have all maintenance paving completed by contractors in 2021. The contract APR 101-2021 bids on March 24, 2021 and has been referred to as Indefinite Delivery Indefinite Quantity (IDIQ) approach and titled Region 1 On Call Asphalt Paving Services.

The pilot program allows CDOT to bundle multiple maintenance paving locations into a single contract and bid the paving out. CDOT Region 1 Materials have developed material quality requirements and these are included in the contract provisions. According to RB Simmons, CDOT Construction Contracts Manager, the master task order is capped at \$1M with individual task orders in increments of the total amount.

“We strongly support Region 1 and the pilot program,” stated Tom Peterson, CAPA Executive Director. “The challenges of metro paving continue to grow and our industry in the Denver area has ample capacity to meet the paving needs of CDOT Maintenance.” “The IDIQ approach allows a rapid response to

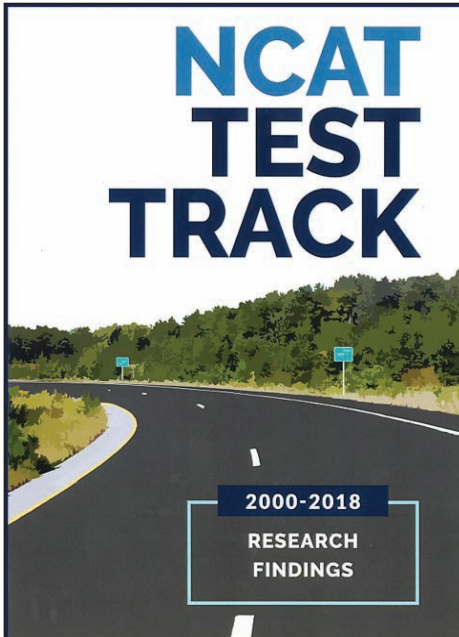


maintenance type paving and a contract structure that works for both CDOT and the low bid contractor,” Peterson added.

For more information on the Region 1 On Call Asphalt Paving Services Contract, contact RB Simmons, CDOT Construction Contracts Manager, [rb.simmons@state.co.us](mailto:rb.simmons@state.co.us), (303) 757-9416.



# NCAT Releases Report Of Key Findings From Test Track Research



The National Center for Asphalt Technology (NCAT) Pavement Test Track is a world-renowned accelerated pavement testing facility that combines full-scale pavement construction with live, heavy truck trafficking for rapid testing and analysis of asphalt pavements. Located on a 309-acre site, the Test Track is a 1.7-mile oval comprised of 46 200-foot test sections sponsored on three-year research cycles. Since its original construction in 2000, findings from this unique facility have helped improve specifications for aggregate, binder and mix design as well as more cost-effective asphalt pavement design methods. The research will continue to pay dividends for years to come.

NCAT has recently released a summary report of key findings thru the end of the sixth research cycle. The focus of their practical

research is on application of findings that lead to specification improvements agencies can put into contracts, including:

- MIX DESIGN
- AGGREGATE PROPERTIES
- BINDER CHARACTERISTICS
- STRUCTURAL DESIGN
- TACK COAT
- FIELD/LAB RELATIONSHIPS
- INTERLAYERS
- FOUNDATION SUPPORT
- TIRE-PAVEMENT INTERACTION

If you would like a copy of the summary report, contact Mike Skinner, CAPA's Director of Engineering at: [mikeskinner@co-asphalt.com](mailto:mikeskinner@co-asphalt.com)

## RESEARCH FINDING: DESIGN GYRATIONS

The Test Track, along with data from NCHRP project 9-29, showed that the gyratory compaction effort specified in AASHTO standards was too high. The lab compaction effort was not representative of what actually occurs in pavements since high Ndesign numbers tend to grind aggregate particles and break them down much more than what occurs during construction or under traffic. Mix designers were typically using coarse-graded mixes to meet the volumetric mix design criteria, but those mixes are more challenging to compact in the field and tend to be more permeable, making pavements less durable. Numerous mixes on the Test Track designed with 50 to 70 gyrations in the Superpave gyratory compactor held up to the heavy loading with great performance. As a result, many states have significantly reduced their Ndesign levels.

## RESEARCH FINDING: ELIMINATION OF THE RESTRICTED ZONE

Part of the original Superpave mix design procedure included a restricted zone within the gradation band for each nominal aggregate size. In the first cycle of the Test Track, sections with a variety of aggregate size. In the first cycle of the Test Track, sections with a variety of aggregate types proved that mixtures with gradations through the restricted zone were not necessarily susceptible to rutting. The restricted zone was subsequently removed.







CAPA would like to recognize our “Best in Colorado” sponsors that help make this award program successful.

Wagner Equipment, our award Program Sponsor.

Our Event sponsors including:



The “Best in Colorado” Asphalt Pavement Awards for 2020 were announced on Thursday February 25, 2021. Unfortunately, the event was a virtual event. The awards for the various award categories including the CDOT Plant Production and Smoothness awards may be viewed from the CAPA website or the CAPA YouTube page.

Congratulations to all of the winners and those who reached the 300 club this year. A job well done!

## CATEGORY Residential Subdivision

### Sunrise Neighborhood

Winner: Martin Marietta  
Agency: City of Greeley

This is the third year in a row that Martin Marietta and the City of Greeley have won this same award together.

This \$6.3M project is part of the Keep Greeley Moving Tax that the citizens voted for in 2015 to improve Greeley’s road infrastructure. The scope of work included milling, placing geofabric and a leveling coarse and a final wearing course.

The project was successful with additional contributions provided by:

- Crasco providing utility adjustments
- Alpha Milling providing milling
- Terracon Consultants providing testing
- RoadSafe completing pavement markings

The judges scored near perfect for both longitudinal and transverse joints, noting “The attention to detail was obvious. Project utility adjustments are fabulous, and the joints are almost non-existent. Zero segregation!”



**Residential Subdivision  
Sunrise Neighborhood**





# 2020 "Best in Colorado" Asphalt Pavement Awards

## CATEGORY - Airport

### Leadville / Lake County Airport Runway 16-34

Winner: APC Southern Construction and Lake County

The Leadville/Lake County airport has the distinction of being North America's highest elevation general aviation airport. Aircraft performance deteriorates rapidly with altitude, so many organizations use the Leadville Airport as a base for high-altitude performance testing.

This \$4.7M project consisted of a full rehabilitation of Runway 16-34 and taxiways with 2.5" of P-209 and 2.5" of P-401 FAA approved asphalt mixes. 20,000 tons of asphalt was placed utilizing a Weiler Transfer Vehicle and a Pave Smart grade control system to maintain elevations on 25' stations. The project was delivered in July 2020.

Significant Contributors to the success of the project include: AB Underground, Coughlin Company, Airfield Western, Ground Engineering, Pro-line West, and WesTest. The airport judges flew into the airport for the inspection and commented "Overall appearance was excellent, no sign of grinding or patching on the runway. The surface was smooth and tight and we didn't see any transverse joints on the runway. Ride quality was excellent."



## CATEGORY - Plant Production Greater than 50K to less than 100K

### CDOT Plant Production Award

Winner: APC Construction Co. of Golden.

In 2002, CDOT began to monitor the quality of plant-produced asphalt paving mix from each supplier to their construction program. The goal with this effort was to identify and acknowledge the asphalt producer who most consistently meets their specification requirements. There are two categories for this award. All Asphalt Paving Materials (Both Hot Mix, Warm Mix Asphalt and Stone Matrix Asphalt) are included in the Quality in Asphalt Production Awards.

The small category is for contractors who produced between 50,000 and 100,000 tons of asphalt for CDOT projects in 2020. 10 producers were evaluated in the 50,000 to 100,000 tons category. The winner, APC Construction Co. of Golden with 90,000 tons of asphalt tested.





# 2020 "Best in Colorado" Asphalt Pavement Awards

## CATEGORY - Plant Production Greater than 100K

### CDOT Plant Production Award

Winner: APC Southern Construction Company of Golden.

In 2002, CDOT began to monitor the quality of plant-produced asphalt paving mix from each supplier to their construction program. The goal with this effort was to identify and acknowledge the asphalt producer who most consistently meets their specification requirements. There are two categories for this award. All Asphalt Paving Materials (Both Hot Mix, Warm Mix Asphalt and Stone Matrix Asphalt) are included in the Quality in Asphalt Production Awards.

The large category is for contractors who produced over 100,000 tons of asphalt for CDOT projects in 2020. Seven producers were evaluated in the over 100,000 tons category. The winner, APC Southern Construction Company of Golden, with 110,000 tons of asphalt tested.



## CATEGORY - City Street or New Construction

### Taft Ave. Widening (CR 17)

Winner: Coulson Excavating and Larimer County

This \$5.3M project included improving and widening 1.7 miles of CR 17 along with adding a center turn lane and paved shoulders. 22,000 tons of asphalt was placed, including a leveling coarse and overlay. The project required that one lane of traffic be maintained in each direction at all times. The final top lift of pavement was placed by echelon paving when widths exceeded more than one paver could perform. Through careful planning, communication and execution, Coulson was able to deliver the project in 130 working days, 50 days ahead of schedule.

The project received near perfect scores for ride quality and the judges noted "overall nice longitudinal joints, this is a really nice project, well done."





# 2020 "Best in Colorado" Asphalt Pavement Awards

## CATEGORY - Urban Highway Resurfacing

### SH 83 (Mississippi to Colorado)

Winner: Brannan Sand & Gravel and CDOT Region 1

This \$3.7M resurfacing project included placement of over 10,000 tons of fiber reinforced SMA. The project included a 2,000 ton test section of reinforced SMA as part of an ongoing CDOT research study. In order to comply with traffic restrictions, milling and paving was performed at night. The team had to comply with additional noise controls from the City and County of Denver and COVID safety protocols, but the team adapted and delivered the project on schedule. Public information and outreach was a major part of the success of this project.

Additional project support was provided by Alpha Milling Company, Circuit Media, Rocky Mountain Traffic Control and RoadSafe Striping and the project would not have run as smoothly without their contributions.

The judges rated the project very high in Complexity & Difficulty commenting "Very high traffic and many access points made this project difficult and complex to control, well done."



*Urban Highway Resurfacing  
SH 83, Mississippi Avenue to Colorado*

## CATEGORY - Urban Highway New or Reconstruction

### Douglas County Southern Connector

Winner: Brannan Sand & Gravel and Douglas County

This \$3.7M resurfacing project included placement of over 10,000 tons of fiber reinforced SMA. The project included a 2,000 ton test section of reinforced SMA as part of an ongoing CDOT research study. In order to comply with traffic restrictions, milling and paving was performed at night. The team had to comply with additional noise controls from the City and County of Denver and COVID safety protocols, but the team adapted and delivered the project on schedule. Public information and outreach was a major part of the success of this project.

Additional project support was provided by Alpha Milling Company, Circuit Media, Rocky Mountain Traffic Control and RoadSafe Striping and the project would not have run as smoothly without their contributions.

The judges rated the project very high in Complexity & Difficulty commenting "Very high traffic and many access points made this project difficult and complex to control, well done."



*Urban Highway New or Reconstruction  
Douglas County Southern Corridor*





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# 2020 "Best in Colorado" Asphalt Pavement Awards

## CATEGORY - Smoothness Category I

### US 160 Wolf Creek Pass

Winner: Four Corners Materials, a CRH Company of Bayfield-US160 Wolf Creek Pass

CDOT recognizes the smoothest paving project in each of their four categories based on the roadway profile using MRI data and specification requirements. All paving projects in Colorado are considered for the award and recognizes the partnership between the contractor and the CDOT Regional personnel. Smoothness Category I is for Urban Reconstruction with or without curb and gutter and one-layer overlays over an intermediate treatment.

The winning project is US 160 Wolf Creek Pass completed by Four Corners Materials of Bayfield, Colorado. Owner CDOT Region 5. Of note, Four Corners Materials has won this CDOT Smoothness category award for five of the last six years.

This \$6.3M project consisted of placing 10 miles of 1" ST leveling course followed by a 1.5" SX surface course. 36,000 tons of material was placed through a narrow canyon on the approach to the summit of Wolf Creek Pass, including overlay of select portions of existing concrete.



## CATEGORY - City Street Resurfacing

### City of Greeley Overlay Program

Winner: Martin Marietta and the City of Greeley

This is CAPA's most competitive category with 15 nominations this year.

This \$6.3M project consisted of placing over 80,000 tons of mix as part of the City of Greeley's 2020 Resurfacing Program. The scope of work included 2" mill and overlay across the city and the project was completed in 141 working days (39 days ahead of schedule).

The judges rated the project perfect to near perfect scores in all categories and commented "Such a beautiful project, this is extreme quality work. The joints were nearly non-existent. One of the best projects we've seen this season."





# 2020 "Best in Colorado" Asphalt Pavement Awards

## CATEGORY - Surface Treatment

### City of Ft. Collins Surface Treatment Program

Winner: A-1 Chip Seal and the City of Ft. Collins

This \$1M project included placement of capeseals, chipseals and slurry seals across select streets and cal-de-sacs within the City of Fort Collins. Contract time was 90 days, but A-1 Chip Seal completed the work in just 35 days. Critical Path scheduling has always been the driving element of this project. A-1 completed all the critical components of the project within a condensed timetable producing a quality product without significant community impact.

The Judges awarded commented that "tie-ins at the intersections and all of the driveways were done really...overall, very nice looking project."



## CATEGORY - Smoothness Category III

### US 34 Ft. Morgan to Brush

Winner: Martin Marietta of Ft. Collins, CDOT Region 4 – US 34 Ft. Morgan to Brush

CDOT recognizes the smoothest paving project in each of their four categories based on the roadway profile using MRI data and specification requirements. All paving projects in Colorado are considered for the award and recognizes the partnership between the contractor and the CDOT Regional personnel. Smoothness Category III is for only one layer of pavement being placed without an intermediate treatment.

The winning project is US 34 Ft. Morgan to Brush completed by Martin Marietta of Ft. Collins. This \$5.5M project consisted of full width milling to mitigate large cracks, placement of a 1" reflective crack interlayer and then 2.5" overlay. Over 36,000 tons of mix and high AC content RCI was placed during the 51-day contract with work completed in July 2020.





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# 2020 "Best in Colorado" Asphalt Pavement Awards

## CATEGORY - Rural Highway Resurfacing

### SH 6 Merino to Atwood

Winner: SIMON and CDOT Region 4

This \$3.5M project consisted of a 2" mill and 4" overlay for 7 miles of SH 6. Over 31,000 tons of asphalt was placed over 56 work days and completed in August 2020. Additional project support was provided by Westest (materials and testing) and Don Kehn Construction (milling).

The Award Judges awarded near perfect scores in ride quality and segregation and commented "The project rode really nice and consistent. Longitudinal joints were nice, tight and straight, great looking project."



*Rural Highway Resurfacing  
SH 6 Merino to Atwood*



## CATEGORY - Smoothness Pavement Category II

### SH 14 New Raymer West

Winner: SIMON of Cheyenne, Wyoming – SH 14 New Raymer, CDOT Region 4

CDOT recognizes the smoothest paving project in each of their four categories based on the roadway profile using MRI data and specification requirements. All paving projects in Colorado are considered for the award and recognizes the partnership between the contractor and the CDOT Regional personnel. Smoothness Category II is for new construction with or without curb and gutter construction of more than one layer.

The winning project is SH 14 New Raymer in CDOT Region 4 completed by SIMON of Cheyenne. This \$5.5M project consisted of full width milling to mitigate large cracks, placement of a 1" reflective crack interlayer and then 2.5" overlay. Over 36,000 tons of mix and high AC content RCI was placed during the 51-day contract with work completed in July 2020. This project was managed from the CDOT Region 4 Sterling Residency and was an innovative approach for the region's surface treatment program.



*CDOT Smoothest Pavement  
Category II  
SH 14 New Raymer West*





# 2020 "Best in Colorado" Asphalt Pavement Awards

## CATEGORY - Project Innovation

### SH 14 New Raymer West

Winner: SIMON and CDOT Region 4

This \$5.5M project consisted of full width milling to mitigate large cracks, placement of a 1" reflective crack interlayer and then 2.5" overlay. Over 36,000 tons of mix and high AC content RCI was placed during the 51-day contract with work completed in July 2020. This project was managed from the CDOT Region 4 Sterling Residency and was an innovative approach for the region's surface treatment program.

The judges commented "Really clean looking project with nice tie-ins. For the length of the project, there were minimal grinds and the transverse joints were super smooth."



## CATEGORY - Commercial Parking Lot

### Sheltair Aviation Phase 2

Winner: Aggregate Industries and Tectonic Management Group

The focus of this \$1.4M project included asphalt paving of a new public entry road, automobile parking lot, aircraft parking ramp, and taxiway aprons at the Rocky Mountain Airport. 10,000 tons of asphalt was placed using Pave-Smart technology and the project was delivered in July 2020.

The judge's commented "the aircraft, parking and taxi zone look great and the longitudinal joints are clean. This was an overall very nice project."





# 2020 "Best in Colorado" Asphalt Pavement Awards

## CATEGORY - Urban In-Place Recycling

### City of Thornton Hot In-Place Recycling Program

Winner: Cutler Repaving and the City of Thornton

This is the second year that Cutler Repaving and the City of Thornton have won this same award together.

The City of Thornton's heater repaving program included edge milling followed by heater repaving (recycling the top 1" of existing asphalt and adding an 1.25" overlay of new asphalt.) This \$1.3M paving operation was accomplished in a single pass, within a single lane closure. The project was completed ahead of schedule in 28 of the 38 contract days.

The judges commented "Overall very impressive results with this process in a busy urban environment."

Additional project contributors included: Alpha Milling, Chacon's Transport and Brannan Sand & Gravel



**Urban In-Place Recycling**  
City of Thornton Hot In-Place Recycling Program

## CATEGORY - Smoothness Category IV

### SH 131 Oak Creek Canyon

Winner: Kilgore Companies LLC, dba Elam Construction of Grand Junction – SH 131 Oak Creek Canyon, CDOT Region 3

CDOT recognizes the smoothest paving project in each of their four smoothness categories based on the roadway profile using MRI data and specification requirements. All paving projects in Colorado are considered for the award and recognizes the partnership between the contractor and the CDOT Regional personnel. Smoothness Category IV is for roadway improvement where smoothness must be improved or maintained without incentive payment. This is the second year in a row that Elam Construction has won this CDOT Smoothness Category IV award.

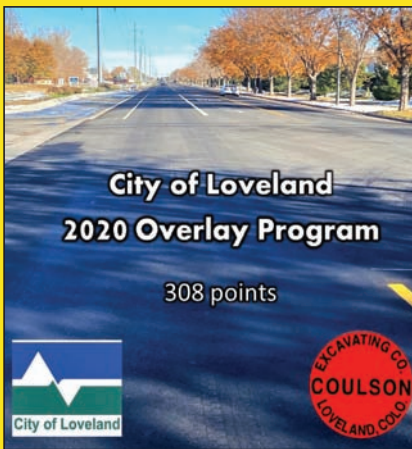
The winning project is SH 131 Oak Creek Canyon completed by Elam Construction of Grand Junction, Colorado. Owner CDOT Region 3. This \$1.4M project consisted of placing 3.8 miles of 1.5" overlay, guardrail replacement, shouldering and traffic control in Routt County. 6,000 tons of resurfacing material was placed.



**CDOT Smoothest Pavement**  
Category IV  
SH 131, Oak Creek Canyon



# 2020 "Best in Colorado" Asphalt Pavement Awards



The 300 Club is to recognize those projects that achieve scores over 300 but were in a very competitive category and another project scored above them and was awarded "The Best in Colorado" for that category. Scoring 300 in this program is equivalent to hitting over 300 in baseball or rushing for 1000 yards in football, or a triple double in basketball.

This section is to recognize these projects for a superior project and a job well done. Congratulations to each of the 300 Club Projects for 2020!



## We Thank Our Award Judges



The "Best in Colorado" Award Judge teams spent many hours and traveled many miles to drive and fly around the State to look at the 58 roadway and commercial parking lot projects and the three Airport projects which were nominated for the 2020 "Best in Colorado" Asphalt Pavement Awards.

The awards program has two unique judging teams, the streets team, and the airport team. The airport team was created a few years ago to specifically evaluate airport projects due to their uniqueness from street and highway paving. We had two excellent teams of judges this year with each one serving as a volunteer and donating their time to our program. We present each of them with a plaque.

### Streets Judging Team:

- Brian "BK" Knight, Jefferson County – Lead Judge
- Tammy Buck, Yeh and Associates
- Bruce Barbarick, Barbarick and Associates,
- Dan DeLange, Boulder County Road and Bridge
- Matt Matuszowski, City of Littleton
- Ralph Mason, City of Cherry Hills Village
- Jason Trojan, CDOT Asphalt Pavement Program
- Jay Goldbaum, Rocksol Consulting Group
- Damian Leyba, CDOT Region 3

### Airport Judging Team:

- Scott Storie, CDOT Division of Aeronautics
- Jake Hoban, Garver
- Arlando Gilbert, RS & H





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# INDUSTRY NEWS

## The President's Safety Perspective: Protecting Our Asphalt Workers



MIKE  
MCDONALD  
Kiewit Infrastructure

Asphalt pavement work is one of the most challenging professions in the construction industry. Many people say it's more of an art than a science, which may be accurate considering the amount of chore-

ography that is required to make it all work. From the refinery and quarry to the asphalt plant, trucking, laydown, traffic control, QA & QC labs, and techs, to field inspectors, every piece of the puzzle must fit perfectly in order to be successful.

Many in the asphalt business say that it is risky and that's probably because when something does go wrong, it is rarely inexpensive. One slight miscalculation, a missed step in the process, or unforeseen issues have the potential to cause huge ripple effects in the entire operation. Whether these are human errors, equipment breakdowns, or inclement weather, they almost always affect production, quality, and schedule. Asphalt work is seasonal and temperature sensitive, therefore, there is always a push to "make hay while the sun shines". Combine this inherent "Push" with a high production rate where plants are typically producing up to 4,000 TN per day and highway paving covering up to four lane miles per day, there is little room for error. In addition, our paving crews are often in a new location every week and sometimes every day. When you put all of that together we can all agree that yes, it is a risky business and maybe that is what inspires and motivates us all.

However, the biggest risk we face, is the potential of getting someone hurt. Our people are our biggest asset, and we must protect them at any cost. The hazards our folks face every day are huge especially when you consider the fast-paced operations, continually changing environments, working in and around specialized equipment as well as working near live traffic. We are constantly moving and don't have much time to plan our work effectively. As an industry, we must remain diligent in how we plan our work, identifying best practices and improving workplace safety for our people.

In 2021, here at CAPA, we plan to emphasize safety in the workplace by implementing several initiatives including forming a safety council, partnering with ATSSA, and providing awareness, and mitigating hazards to ensure nobody gets hurt. There be more to come on this very important aspect of our business. Let me know if you have any ideas training, and tools for our members to use in their daily efforts. Our focus will be on sharing best practices that will assist our members in recognizing will to build on what we are planning to do!

Mike McDonald  
CAPA Board President  
Asphalt Program Manager Kiewit Infrastructure Co.,  
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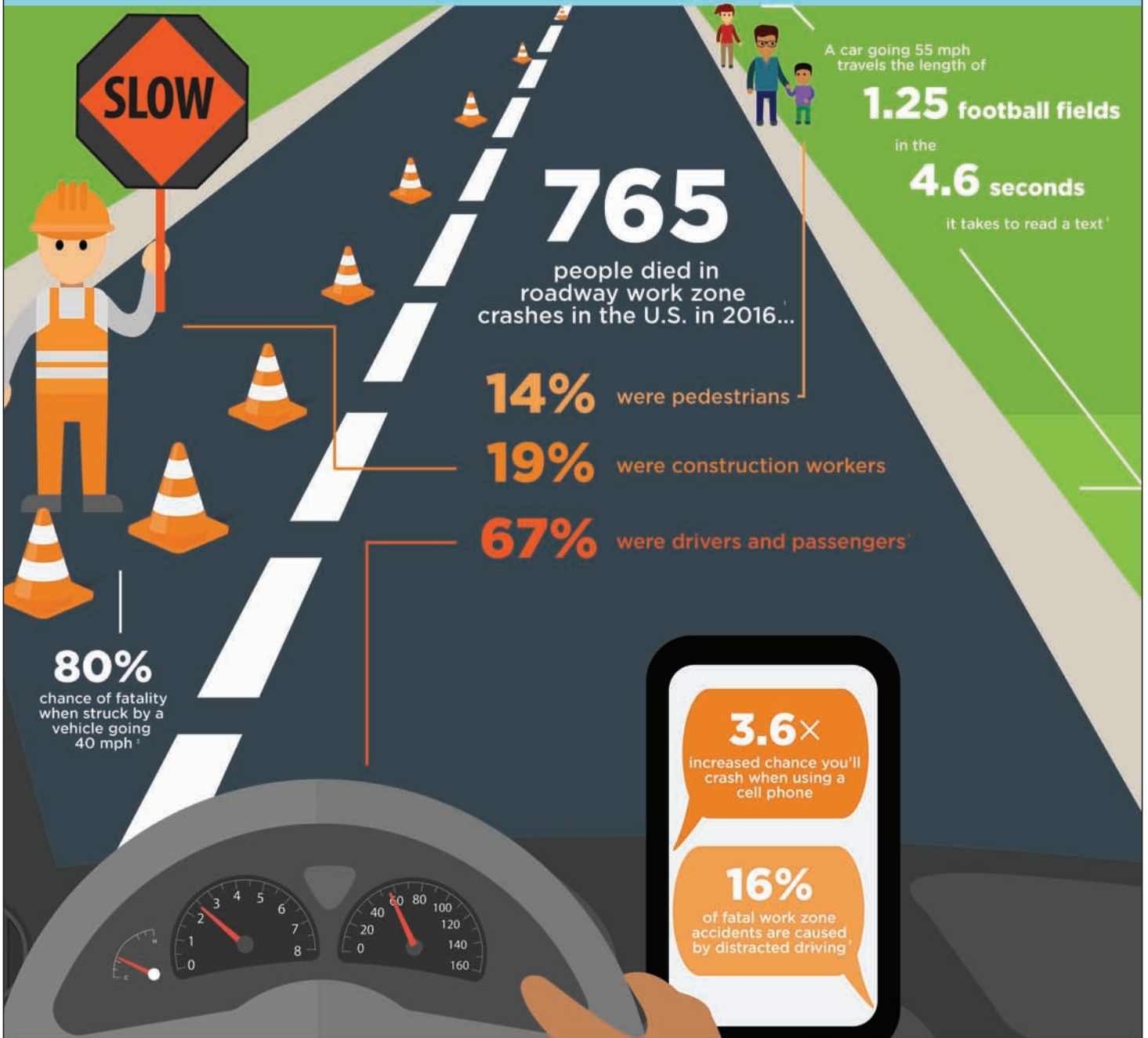
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<sup>1</sup> FHWA, Transportation Development Foundation (2018). Work Zone Fatal Crashes and Fatalities.  
<sup>2</sup> Chang, A. & A. Walker (2018, Mar. 1). Why Pedestrian Deaths Are at a 35-Year High and How to Prevent Them. *All Things Considered*.  
<sup>3</sup> FHWA (2016). National Work-Zone Awareness Week: Don't Be That Driver. Federal Highway Administration, Washington, D.C.  
<sup>4</sup> Dingus, T.A., F. Guo, S. Lee, J.P. Ansh, M. Dorst, M. Buchanan-King, & J. Hawley (2006). Driver Crash Risk Factors and Prevalence Evaluation Using Naturalistic Driving Data. *Proc. of the National Academy of Sciences*, Vol. 113, No. 10, pp. 2656-2661. doi:10.1073/pnas.1012711113.  
<sup>5</sup> Olson, R.L., R.J. Hancock, J.S. Hickman, & J. Bocanegra (2009). Driver Distraction in Commercial Vehicle Operations (Report No. FHCSA-RRD-09-042). Federal Motor Carrier Safety Administration, Washington, D.C.  
<sup>6</sup> Burke, K. (2018, May 03). How Many Texts do People Send Every Day? *Text Request* [blog].





# Recycled Plastics in Asphalt



The asphalt pavement industry is being invited to look at a new potential source of waste material for use in its product, Recycled Plastics. The marketing says that it will be the next great thing and will increase the durability of our roadway networks. Asphalt paving technologists have been leaders in recycling. A prevailing theme is that logical decisions backed by engineering, science, technology and economics have led to successful outcomes, but that recycling for the sake of recycling may not be what is best for the longevity of our asphalt pavements or even be the most sustainable option. The industry has been a constant innovator in finding ways to make its products more environmentally friendly – from reclaiming old asphalt pavements and rejuvenating their component parts for use in new pavements to incorporation of recycled materials.

**Patience, partnership, and open communication are essential to determine if plastic in asphalt can be the next great recycling story.**

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## INDUSTRY NEWS

# CDOT Materials and Geotechnical Branch: A Visit With the Asphalt Pavement Program Manager



Michael Stanford

Tom Clayton, CAPA's Director of Training and Member Services recently had the opportunity to sit down and have a conversation with Michael Stanford, CDOT's Asphalt Pavement Program Manager at the North Holly Facilities in Denver. Michael gave us a look at his position at CDOT, His career and bit of insight about who he is outside of CDOT.

**TC** – When you were younger, and back in High School, what subjects did you excel in?

**MS** – Honestly, Gym class. I was always active, and gym came to me fairly easily. For core subjects, the sciences, especially physics.

**TC** – When you were younger, what did you see as your dream job?

**MS** – Law Enforcement/ Police officer!

**TC** - Why didn't you go after that as a career?

**MS** - I did go after it. I at one time, was employed by the Adams county Sheriff's Department as a corrections officer at the jail in Brighton for a short period of time. At the same time, I was attending college at CU Denver studying psychology. I went for three years and then took some time off while my wife at the time finished her degree. When she completed her degree, I returned and changed my major to Engineering and had to start completely over. I had to take a heavy load of math and sciences as I had not done any advanced math or sciences in High School.

**TC** – What did you do for summer work before you got your engineering Degree?

**MS** – I worked part time in an auto parts warehouse.

**TC** – You received your degree late in your twenties. How did you get started in this industry?

**MS** - In the summer between my Junior and Senior years of college I received an internship with RTD doing bus shelters and park and ride lot improvements. I stayed at RTD for about a year and half before I landed a position at CDOT. I started in region six. I did construction management in the beginning for about

five years. Then transferred headquarters to the audit department, then estimates for a couple of years. I then transferred to Region 1 working on the I-25 corridors. I then moved into the Materials and Geotechnical branch and worked in staff concrete before taking the Asphalt Program.

**TC** – Your background at CDOT has been wide, do you think this has helped you in your career?

**MS** - Yes, especially working audits, It made me see the importance of having the paperwork properly submitted and completed.

**TC** – Who has been your biggest influence in where you are today?

**MS**- I think there is plenty of credit to be passed around. I would have to say my parents have really mentored me and showed me the right path in life. I have had many good mentors in all of my positions. One person I really think about is Cory Grandroot. I worked with Cory at RTD and he hired me and set me up professionally and showed me how to deal with people and projects. He taught me to look at every project as if it was going to be at my house and would it be acceptable for me.

**TC** – Now you are in the mentor role with ten people working directly for you. How do you mentor the workers in your department?

**MS** – I try to lead by example. I have an open-door policy. I like talking to the staff when ever they need to sit and visit. It is important to be able to share with them not only work-related issues, but anything they need to talk about. We all work to live but most of us do not live to work. When new persons come in I like to get younger people who I can mentor and mold. I like that they not only see me as a supervisor but and a friend.

**TC** – Where do you see yourself in ten years?

**MS** – Hopefully retired! I look forward to being able to enjoy life during the week and be home on weekends. I want to focus on family and fun. I spend as much time as I can now in my camper, on my boat, skiing, hunting or just enjoying time with my wife, kids, and grand-daughter.

**TC** – What are your fun things to do?

**MS** – I like wood working along with all my other activities. I like to be with my wife, travel and enjoy the great outdoors. I am an accomplished mechanic. I feel as though I can fix all my vehicles. I like home improvement projects.







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## INDUSTRY NEWS

### CAPA - Safety First!

The Colorado Asphalt Pavement Association is continuing our efforts to increase safety awareness for the industry. CAPA has a Safety Council which meets in the Spring and Fall each year. The purpose of these meetings is for idea sharing and to discuss in the Spring, what challenges are coming in the next Paving/Construction season and the Fall session is designed to look back at the Paving/Construction season which was completed or in the process of being completed.

Some of the efforts we currently have planned for the CAPA Safety Council are the meeting on March 19, 2021 at 9:00am. A webinar featuring Captain Larry Oletski from the Colorado State Patrol and Shawn Severin the ATSSA, Rocky Mountain Chapter President on August 12, 2021 at 11:30am.

CAPA is now a proud member of Rocky Mountain Chapter of ATSSA (The American Traffic Safety Services Administration). We will be working closely with the Rocky Mountain Chapter, President Shawn Severin from Loveland Barricade to coordinate efforts in increasing site and worker safety.

This Council is open to all CAPA Members who are responsible for or interested in the worker and worksite safety. The current Safety Council chairperson is Mitch Ellington from Kiewit Infrastructure (mitch.ellingson@kiewit.com).

If you would like to join this group send your contact information to Tom Clayton, CAPA Director of Training and Member Services, (tomclayton@co-asphalt.com) or 303-902-2439.



[www.watchfor.us](http://www.watchfor.us)

### CAPA - SAFETY Council Plans Spring Meeting



The CAPA Safety Council held the most recent meeting with Chair, Mitch Ellingson from Kiewit Infrastructure and Tom Clayton, on Friday March 19, 2021. Items discussed included issues and concerns from the 2020 construction season and looking ahead for the upcoming 2021 construction season. The CAPA Safety council is scheduled to meet each Spring and Fall. This group is open to all safety officers or others interested in site, worker, and overall safety in our industry.

On the same day, The Rocky Mountain Regional meeting of ATSSA was held. It was a virtual meeting. The ATSSA Rocky Mountain Chapter has quarterly meetings and discusses issues concerning traffic safety, site safety and worker safety.

If you are not familiar with ATSSA, we would encourage you to research the group to see what a great resource they are for all things Safety.

CAPA is a member of ATSSA, and their current regional President is Shawn Severin from Loveland Barricade.

You could reach out to Shawn or Jennifer Hedge who is the local liaison for ATSSA. Jennifer can help you with membership information or how to join ATSSA and see if it is a good fit for your organization.





*crunch these numbers,*  
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\*Offer valid from February 1, 2021 through July 31, 2021 on new small and compact Cat® machines sold or leased by participating Cat dealers to customers in the USA or Canada. Purchase or lease must occur during offer period. Offer subject to machine availability and credit approval by Cat Financial. Not all customers will qualify. Payments based on 60-month lease or loan. The offered Cat Customer Value Agreement (CVA) includes 3 maintenance parts kits (exception: small wheel loader includes 6 kits), TAI equipment inspection, Product Link™, and a 3-year/3,000-hour Powertrain, Hydraulics and Technology Equipment Protection Plan (EPP), and final drive oil only for compact track loaders and mini excavators. The maintenance parts cover the first 1,500 hours\* (estimated 3 years, 13,000 hours for small wheel loader) of machine utilization. The kit contains one set of parts for regular planned maintenance under normal operating conditions. In some severe applications where maintenance parts need to be replaced more frequently, additional parts will be at customer's expense. Offer excludes additional maintenance parts, dealer labor, wear parts, S-O-S™ and fluids. Payments do not include taxes, freight, set-up, delivery, document fees, inspections, additional options or attachments. Offer may change without prior notice and cannot be combined with any other offers. Additional terms and conditions may apply. Contact your Cat dealer for details.

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