

# THE ROAD AHEAD



Fall 2017



**A supplement to Colorado Public Works Journal  
Fall/Winter 2017**

**Municipal Tax Measures for Roads**

**Meet our Members**

**Industry News: Local Agency Street Funding**

**In Place Recycling**

**City of Sheridan Make Big Overhaul**

**Asphalt Industry in Action**

**2017 APWA Awards Program**

Cover Photo: US 40 (Colfax Avenue) Galapago to Colorado Boulevard



# Introduction



Tom Peterson

## Welcome to *THE Road Ahead!*

### Welcome to the Fall 2017 issue of *THE Road Ahead*

*Advancing the Use & Quality of Asphalt Pavements! This is CAPA's news magazine that is published twice per year (Spring & Fall) as an insert into the Colorado Public Works Journal. It is hard to believe that 2017 is quickly coming to an end. 2017 has been a good year for the asphalt industry of Colorado. Volume of paving is up over 2016 and we have had several new developments that are highlighted in this magazine.*

*Our focus at CAPA is to advance the use and quality of asphalt pavements in Colorado. Whether through training and education, industry communication, fostering the implementation of new technology,*

*specification development, or relationship and partnership building, our goal is to be a catalyst for the success of our members and agency partners.*

*Let us know how we can be of assistance and support.*



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## Asphalt Lunch & Learns: A Great Way to Prepare for 2018

The CAPA Asphalt Lunch & Learn Series is a "No Cost" service provided to member companies and agency affiliates that provides training on the latest information, technology, and applications for asphalt pavements.

Presentations are tailored to meet your needs. Generally, sessions last 1 to 1.5 hours depending on the information requested. Sessions can take place at any time of day – whatever is convenient for you and your colleagues.

Review the list of topics we offer, contact us and we will schedule your session. PDH/CEU's are available. If you find yourself asking these or any other questions related to asphalt, we have just what you and your organization need - CAPA's Lunch & Learn Series.

### ASPHALT PAVEMENT TOPICS


- Design Considerations
- Mix Specs, Methods & Quality Control
- Maintenance – pothole patch, infrared repairs
- Inspection
- Warm-Mix Asphalt
- Thin Overlays
- Rubblization
- Porous Asphalt
- Life Cycle Cost Analysis
- Pavement Management and preservation
- Question/Answer Forum



### KEEPING UP WITH ASPHALT PAVEMENTS

- What is Warm Mix Asphalt?
- What 'best practices' should be followed for contracting and bid document requirements?
- Is there information on the performance of asphalt?
- What specs should I use?
- What's new in asphalt technology?
- What are the current rehabilitation options?

Contact Tom Clayton, CAPA Director of Training at (303) 741-6150 ext 151 or via e-mail at [tomclayton@co-asphalt.com](mailto:tomclayton@co-asphalt.com) to schedule a session or to learn more information about this program. Personal Development Hours (PDHs) will be issued upon completion of seminar.



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## AFFILIATE AGENCY MEMBERS

CAPA has an Affiliate-Agency Member List that includes 76 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.

## NEW AGENCY MEMBERS IN 2017

**City of Fort Morgan, City of Littleton, City of Federal Heights**

## ASPHALT PRODUCER & SUPPLIER MEMBERS



## INDUSTRY NEWS

### 2018 Rocky Mountain Asphalt Conference & Equipment Show February 21-23, 2018



**“Paving to the Future – Leveraging 45 years of Success”** is the theme of the 45th Annual Rocky Mt. Asphalt Conference & Equipment Show. The event will be held at the Crowne Plaza DIA on February 21–23, 2018. The three day event includes a 60,000 square foot trade show, 24 breakout sessions on leadership, design, construction, and maintenance of asphalt pavements and 21 educational sessions on the fundamentals of materials, maintenance, and equipment. An expanded feature this year will be a focus on Innovations in Technology with an emphasis on paving equipment, maintenance, and testing. There is something for everyone!

**Registration is open for both attendees and exhibitors at [www.rmaces.org](http://www.rmaces.org)**



### Use of WMA Supported & Encouraged

The Materials & Geotechnical Branch of the Colorado DOT issued a Warm Mix Asphalt (WMA) position statement earlier this year. The memorandum, dated May 1, 2017, provides an overview on the background of WMA on state highways in Colorado and the approval process that has been established.

The first Warm Mix Asphalt (WMA) project was placed by the Colorado Department of Transportation in 2007, on Interstate 70, at the Eisenhower-Johnson Memorial Tunnel. Now ten years later, tonnage restrictions may or may not be placed on some WMA technologies, based on the level of long term performance documentation, submitted to CDOT through the CP-59 process. The WMA technologies approved by CDOT without restrictions have been found to perform equal or better than conventional HMA.

The memo concludes with the statement that **“CDOT supports and encourages the use of Warm Mix Asphalt when the Technologies and Contractors follow the approval process and project requirements listed in CP-59.”**

See the CAPA Website (CDOT – Technical Updates Tab) for a link to the May 1, 2017, memo and to the approved WMA technologies and contractors in Colorado.



## INDUSTRY NEWS



# Town of Nederland Goes Green with Porous Asphalt

Looking for a green solution to improve water quality and roadway water runoff, the Town of Nederland decided to use porous asphalt technology on improvements to Second Street (between Snyder and East Street). The project, designed by F&D International out of Boulder is the highest elevation use of porous asphalt in the world (8,200') and is also the first city street in the Colorado to use porous asphalt. The project is designed with 6-inches of AASHTO #57 stone over 24-inches of AASHTO #3 stone over filter sand and a geofabric. Brannan Sand & Gravel placed 360 tons of SX PG58-34 as a 4-inch surface lift. The project was partially funded by CDOT to study the performance of porous asphalt at high elevation.



## Ask Asphalt Man!!

A popular feature of the CAPA e-newsletter (In Front of the Paver) is a Q/A on related issues with ASPHALT MAN!! If Asphalt Man doesn't know the answer to your question, he will find out.

Check out the resource section of the CAPA website for a complete library of Q/A with ASPHALT MAN. To ask your question, e-mail to: [info@co-asphalt.com](mailto:info@co-asphalt.com)

### QUESTION: Is there a risk of placing asphalt when the air temperatures drop below 30°F?

**ANSWER:** Yes, there is potential for problems to arise if Asphalt Paving Materials are placed in low temperatures! It is incumbent upon the contractor to adjust their operation to account for the difference in air temperatures. This is something that should be discussed early in a project if it is suspected paving will continue into the cold weather months by the contractor and owner or owner's representatives. It is a no different in what happens when a project starts in the spring months and then is continuing into the hot and very hot summer months. The paving operation needs to adjust to the conditions.



While the surface temperatures should be strongly considered in almost every case, the ambient temperature should be used as a guideline for the contractor and owner to use when making the decision to place materials. If the surface temperature is within the specified range in the specification for the lift to be placed based on location and thickness, the ambient temperature should be discussed even if it is not within the range described in the specification. If the ambient temperature is below those shown in the specification, the contractor should present a plan on how they will proceed with the placement. Low surface temperatures may decrease the temperature of the asphalt materials rapidly thus not allowing the contractor time to achieve the required compaction depending on the lift thickness and layer.

With the increased use of Warm Mix Asphalt (WMA) the temperature chart in many specifications will once again need to be discussed. Based on information readily available, the placement of WMA can and has occurred in temperatures much lower than the current temperature charts would allow.

In any case, there should be dialog from the contractor to owner to discuss all options available. If placement is delayed due to low AMBIENT temperatures, there may be a larger consequence and cost than moving forward with caution. Ultimately the owner will make the decision as to what risk they are willing to accept! If they are determined to pave and the contractor feels the risk is too great, there will be discussion about a voided warranty and a warranty waiver which the contractor will ask the owner to sign with will limit or eliminate any warranty for the materials placed which are not following industry "Best Practices."

## INDUSTRY NEWS

# Using Cooperative Purchasing To Maximize Local Agency Street Funding Dollars

*Reprinted from CML Municipal Procurement Publication (www.cml.org)*

When two or more entities join together to buy one or more items, the venture is called cooperative or collective purchasing. This is one of the ways that local governments can save time and money in their purchasing programs. Cooperative purchasing seems to be unique to public procurement, and may be seen as a direct descendant of centralized procurement because the main advantage to both is savings realized through volume purchasing. The voluntary pooling of interests in cooperative purchasing, however, extends the centralized procurement concept to entire governmental units instead of individual departments within those units. This increases the potential for savings that result from lower unit costs made possible by volume buying.

Any municipality that participates in a unified and coordinated cooperative purchasing program generally can expect to pay lower prices than if it acted independently. This is particularly true for the smaller municipality because its quantity of purchases usually does not aggregate to a sufficient "wholesale" volume. Additionally, cooperative purchasing can contribute to savings in administrative and clerical costs by consolidating purchasing functions and eliminating duplicate paperwork.

Many associations have been-formed to provide cooperatively purchased contracts to governmental agencies. Each cooperative contract has been "procured" by a lead governmental entity. Among these are a Colorado Municipal League (CML) partner organization, U.S. Communities ([www.uscommunities.org](http://www.uscommunities.org)) and the Western States Contracting Alliance ([www.aboutwsca.org](http://www.aboutwsca.org)); there are many others.

The State of Colorado bids many common requirements through the year and makes the award results available to any governmental agency within Colorado. State bid awards enable governmental agencies to purchase goods and services at a reduced price due to quantity discounts and do not require the cooperative bidding process by individual entities to develop substantial volume. The State of Colorado also allows for political subdivisions to purchase from its contracts and price agreements ([www.bidscolorado.com](http://www.bidscolorado.com)). The Multiple Assembly of Procurement Officers (MAPO), is a group consisting of purchasing officials from Colorado governments who have banded together to obtain greater buying power and to share the experience and expertise of participating members. Membership is open to any political subdivision in the state. MAPO has an extensive list of cooperatively bid agreements and price agreements available to its members ([www.coloradomapo.net](http://www.coloradomapo.net)). The following are the more common types of cooperative purchasing:

La Plata County (Durango) recently had success with selecting a vendor by piggybacking on a Request for Professional Services initially issued by the City of Northglenn for Pavement Management Services. Aaron McKelvey, PE (Public Works Project Engineer) commented "The scope of work and budget for La Plata County's Pavement Management System echoed what Northglenn used for their competitive bid process. Therefore, it allowed La Plata County to contract with the same prequalified vendor, it was a win-win."



- **Piggybacking.** One government purchases products for its own use and makes the same products on the same terms available to others. Participating governments should themselves by establishing an agreement in writing, even when the arrangement is very informal. The agreement should specify the duties and responsibilities of each party.
- **Joint purchases.** Two or more governments agree to purchase one or more goods or services jointly. This may involve each government handling part of the administrative responsibilities or agreeing to have one of the governments handle the transactions under the guidance of the others. If this is a long-term joint-purchasing agreement, the roles could be rotated periodically so the administrative duties are shared. All parties to a joint purchase must agree to the product specifications so a mutually satisfactory good or service is ordered. When facilities or staff members are shared, it is important to determine in writing, and preferably early in the process, who will manage the operation or staff. MAPO is a good example of joint purchasing.

Local governments can benefit from cooperative purchasing in many ways, including developing contacts with other government officials and the habit of cooperating with other entities. Some of the most common benefits are:

- **Lower costs through increased volume.** By combining orders, the quantities purchased will increase, resulting in the purchaser earning greater quantity discounts.
- **Lower administrative costs.** By eliminating duplicated effort, each jurisdiction should save time and costs.



## INDUSTRY NEWS



### MAPO at Work; City of Westminster

Hot mix asphalt material is used for all types of street maintenance repairs including pothole patching, surface replacement, preparation of streets earmarked for 2017 and 2018 improvements, and in-house pavement patching from water break and valve repair excavations. Rubberized crack sealing material is used to seal moisture from asphalt pavements throughout Westminster. City crews needed an estimated 24,000 tons of hot mix asphalt material and 190,500 pounds of rubberized crackseal material, to be purchased on an as-needed basis throughout 2017. The MAPO bid allows for quarterly price adjustments pending substantial and agreed upon justification. Eight Denver area vendors participated in the MAPO program in 2017. During the First Quarter of 2017 five asphalt producers provided hot mix asphalt with bid prices ranging from \$41 to \$46.50 and three crackseal suppliers provided bid prices from \$0.41 to \$0.53 per pound. Should one of the MAPO bidders offer lower pricing during a quarter, Staff purchases asphalt from the vendor with the lowest pricing. All vendors' plants are able to supply mix per Westminster specifications. The City has successfully purchased hot mix asphalt material from all vendors' plants in the Denver metro area in past years. Additionally, City street maintenance crews have utilized the crackseal material specified in the bid successfully over the past 17 years on roadways throughout the City.

According to Dave Cantu (Public Works Street Operations Manager) "City Council could choose to execute a bid for the City's materials requirements, rather than join the MAPO bid, however, this alternative is not recommended because this would likely result in increased costs. Using MAPO bids allows for quarterly price adjustment pending substantial and agreed upon justification. City Council's approval to purchase these materials from the lowest price vendor each quarter results in a cost savings opportunity for the City. Purchasing these materials through the MAPO bid process and tracking costs quarterly helps achieve the City's Strategic Plan Goals of Visionary Leadership, Effective Governance and Proactive Regional Collaboration and Ease of Mobility by actively working with our partners to achieve lower pricing of materials, investing in well-maintained and sustainable City infrastructure and facilities, and providing ease of mobility for the residents and guests of Westminster."

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## INDUSTRY NEWS

# In-Place Pavement Recycling

## Gaps, barriers and a clear path forward

Reprinted from "Asphalt: The Magazine of the Asphalt Institute" August 2016

Various forms of in-place pavement recycling have been utilized to rehabilitate and maintain pavements in the United States since the 1930s. The oil embargo of the 1970s and its economic ramifications stimulated the use and the development of in-place recycling.

New binder materials, construction equipment, construction operations, mixture design, quality control/quality assurance techniques and specifications were rapidly developed in the 1970s and early 1980s that improved in-place recycling techniques. Additionally, the equipment manufacturers also concurrently improved their equipment to upgrade and include new technologies in the process.

Since the 2000s, significant improvements have been made with in-place recycling technology with improved emulsions, construction equipment and mix designs that better represent predictability of material performance. However, the use of in-place recycling alternatives for rehabilitation and maintenance of our highway and road systems has not increased substantially. In specific public agencies, in-place recycling use has declined.

In-place recycling and reclaiming techniques are used very successfully in a number of agencies across the state. Regional use appears to be associated with the industry's physical location, marketing and public agency acceptance. As public agency officials and industry change so does the general acceptance of in-place recycling.

The benefits of the various forms of in-place recycling are on their proven economic, engineering and environmental advantages. In-place recycling needs to be, and is becoming, more of an engineering science than a construction art form. Here are some of the methods being used:



Cold In-Place Recycling Single Unit Train with Water Truck, Emulsion Tanker, Milling machine and Paver in Arapahoe County

**1. Cold In-Place Recycling or cold in-place recycling-partial depth (CIR)** – partial depth pulverization (2 to 5 inches) of the asphalt bound layers in a pavement, addition of a recycling agent, emulsified asphalt or foamed asphalt, mixing of the recycling agent and pulverized/sized material, laydown and compaction.

The Arapahoe County Road & Bridge Department first used cold in-place recycling (CIR) in 2015 along a 2.5 mile stretch of CR 53 (Kiowa Bennett Road). Jim Katzer, PE, the County Infrastructure Manager stated "We were excited about introducing this technique on our roadway network. CDOT uses this process around the state, but you don't see local agencies using CIR, this was a successful pilot project for us. We were evaluating treatments and techniques in our maintenance toolbox and it made a lot of sense to use CIR on this roadway."

**2. Cold Central Plant Recycling (CCPR)** – where existing stockpiles of recycled materials are mixed in a stationary recycling unit or a central plant pugmill, is similar to CIR. The only difference is that the materials are processed off site rather than on the road. CCPR and CIR are often combined and referred to as cold recycling.



Full Depth Recycling

**3. Full Depth Reclamation (FDR) (cold in-place recycling-full depth)** – pulverization of the asphalt bound layers (6 to 12 inches) of the pavement and a portion of the underlying materials, with or without the addition of a stabilizer

(Portland cement, lime, emulsified asphalt, foamed asphalt), spreading and compaction.

**4. Hot In-Place Recycling (HIR) – Surface Recycling** – softening of the asphalt bound surface through heating and scarifying (1 to 2 inches) with tines or a milling head. The scarified material is mixed with a rejuvenating agent (recycling agent), placed with standard hot mix asphalt paver and compacted.

## INDUSTRY NEWS

**5. Hot In-Place Recycling – Remixing** – similar to surface recycling, except the scarified/milled material is mixed in a pugmill or mixing drum with new asphalt (typically 18 to 25 percent) or aggregate, if needed and placed as one layer.

**6. Hot In-Place Recycling – Repaving** – similar to surface recycling however a lift of new asphalt is placed directly on top of the loose surface recycled material and compacted simultaneously as one layer.



Hot In-Place Repaving in Thornton

Todd Gonser (Project Manager for Cutler Repaving) stated “There are several local agencies along the Front Range that are now using HIR. The City and County of Denver uses HIR for approximately 25% of its paving, it’s also very popular in Ft. Collins and Loveland.



Rubblization process US Highway 85, Weld County

CDOT has successfully used rubblization on several previous projects and is currently using the process for two projects along US 85 in northern Colorado.

### 7. Concrete Rubblization and Overlay

– rubblizing the existing concrete in-place using multi-head or resonate head breakers. The rubblized materials are then compacted to ensure adequate seating of the particles to provide a construction platform with a structural component in preparation for placement of an asphalt overlay.

CDOT has successfully used rubblization on several previous projects and is currently using the process for two projects along US 85 in northern Colorado.

### Looking ahead

As agencies across the state continue to implement in-place recycling techniques as part of their Annual Street Improvement and Capital Projects Programs, they are providing significant cost savings and minimizing project schedule impacts. Additional technical resources are available on the CAPA website ([www.co-asphalt.com](http://www.co-asphalt.com)) and CAPA can help with project scoping and constructability for your next project. Contact Mike Skinner (CAPA’s Director of Pavement Engineering) at 303.741.6150 ext.155

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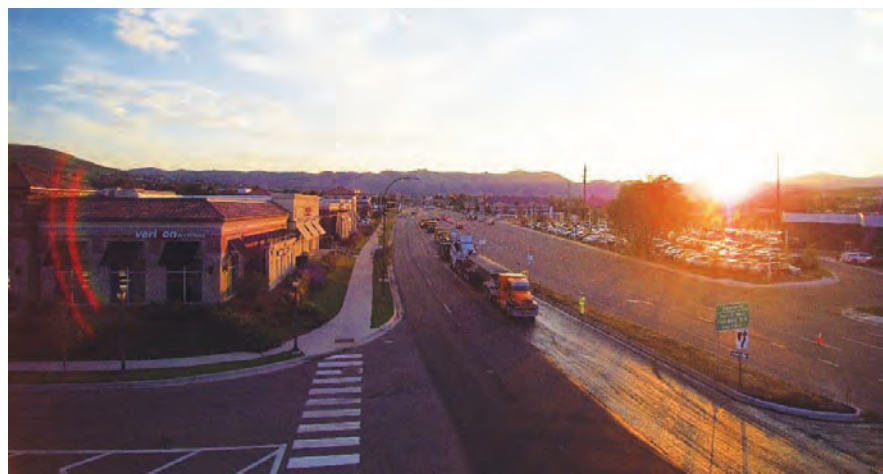
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## INDUSTRY NEWS

# The City of Sheridan Makes a Total Overhaul of Their Aging Street Network



In 2012 the City of Sheridan completed a City-Wide Street Capital Improvement Plan. The purpose was to identify, prioritize and address Sheridan's roadway improvement needs in order to assist the City Council in identifying proposed road maintenance and replacement projects over a ten-year period. The study evaluated roadway conditions, drainage, utility conditions, economic activity and traffic volumes.

Sheridan is responsible for maintaining approximately 21.5 center line miles of pavement and the conclusions of the study found that many of the city's roadways were in need of total replacement. Recommendations included immediate attention given to the streets that were still in good shape and maintainable. The streets that were in need of total replacement were recommended to receive very little attention other than necessary for maintenance and safety until funds became available. The City wide capital replacement plan had an estimated cost of \$29.2 M in 2012. For each year that construction was delayed, the price increased approximately \$1M.

In 2015, City Council placed a bond issue on their November ballot and the residents passed the \$32M bond to address Sheridan's aging infrastructure network over a seven-year period. When construction began in 2016 the City realized the size and scope of managing such a project. With this in mind they searched for an alternative to the City managing this massive amount of work. City leaders spoke with leaders from the City of Golden who were in the process of a very large project on 19th Street and US 6. They decided to have their project built under a CM/GC contract and chose Kraemer North America as their contractor. The City of Sheridan made a similar decision and Kraemer North America was selected to work with Sheridan under a CM/GC contract.

When Kraemer began the project with EST Inc. as the design engineer and Ground Engineering Consultants as the geotechnical consultant the project moved forward and the schedule was significantly altered. The Kraemer team is ahead of schedule and is expected to be completed by

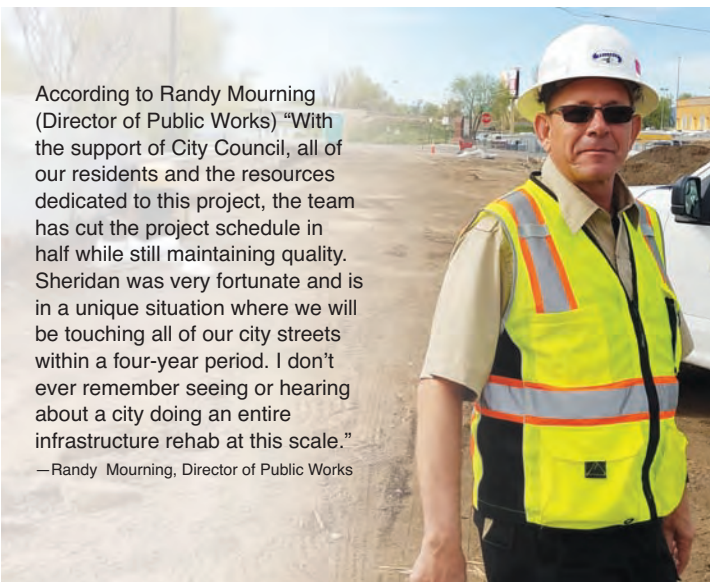
# INDUSTRY NEWS



Full reconstruct in Phase 2 using geogrid



Mill & Overlay in Phase 3 (2017)



According to Randy Mourning (Director of Public Works) "With the support of City Council, all of our residents and the resources dedicated to this project, the team has cut the project schedule in half while still maintaining quality. Sheridan was very fortunate and is in a unique situation where we will be touching all of our city streets within a four-year period. I don't ever remember seeing or hearing about a city doing an entire infrastructure rehab at this scale."

—Randy Mourning, Director of Public Works

the end of 2018, originally anticipated to last until 2021 or 2022. The scope of the project is divided into four quadrants of town and includes that all of streets with the city limits will receive some type of asphalt maintenance, from mill & overlay full reconstruct using FDR before it is all said and done. Phase 1 was completed in 2016 with Phases 2 and 3 ongoing. The final Phase 4 is scheduled for 2018 and is still under planning and design.

The City and Kraemer hired a PR firm who is handling all communication, complaints and issues. They have set up a phone number, twitter and FB page for citizens to voice concerns and to handle issues or complaints. They have had less than a handful so far. They are also using variable message boards all around the city to keep the citizens informed as they are moving around from area to area.



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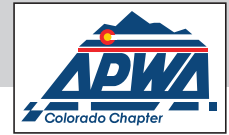
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# APWA AWARD UPDATE



## CAPA Congratulates the 2017 APWA Award Recipients

The recipients of the 2017 Colorado APWA Awards were announced at the APWA Annual Conference in Arvada on 26th of October. All award recipients are highlighted in the Fall 2017 issue of the Colorado Public Works Journal. We would like to congratulate all of the nominees and we're especially proud of the numerous projects involving asphalt pavement, a few of which we have shown here.



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**LARGE COMMUNITY**

**City of Greeley - Public Works Engineering**



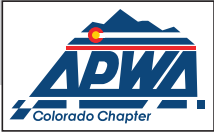
Sustainability  
**LARGE COMMUNITY**

**Larimer County & Federal Highway Administration - CO ER 43(1) Larimer County Rd 43**



TRANSPORTATION  
**LARGE COMMUNITY**

**Arapahoe County - High Density Mineral Bond Pavement Preservation Project**



## CAPA Congratulates the 2017 APWA Award Recipients

TRANSPORTATION  
**SMALL COMMUNITY**

**Town of Snowmass Village Public Works Department - Brush Creek/Wood Road/Carriageway Intersection Roundabout Safety Improvement Project**



Parks & Trails  
**Large COMMUNITY**

**Denver County - Red Rocks Park & Amphitheatre CMGC: Upper Parking Lot Improvements & Stormwater Detention**



TRANSPORTATION  
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**Jefferson County - Wadsworth Waterton Intersection Improvements**



TRANSPORTATION  
**SMALL COMMUNITY**

**Town of Breckenridge Public Works - Four O'clock & Park Ave (SH9) Roundabout Project**

## INDUSTRY NEWS

# Local Agencies Having Continued Success using Municipal Tax Measures for Roads

To address the annual shortfall of funding dedicated to Public Works infrastructure, Local Agencies are continuing to take the issue directly to the voters and asking for their support. Their model of success is being implemented in other Local Agencies in hopes of passing their own initiatives for infrastructure in November 2017.

### City of Greeley – 2017 Tabor Override Initiative for November

In November 2015, voters in the City of Greeley passed a sales tax measure to increase street funding. As part of the Keep Greeley Moving road tax, the City made a best estimate of tax revenue to be collected (approximately \$12–\$14 Million dollars annually). Greeley's economy has generated more

tax revenue than originally estimated and state law (Tabor) requires voter approval for the city to keep excess funds collected. In response to the two years of success of the Keep Greeley Moving program, City Council has approved a ballot measure for November 2017 that would allow the City to spend the additional tax revenue to repair 9 miles of roads instead of refunding approximately \$22 to each Greeley household.



### City of Grand Junction – 2017 Tabor Override passed

In April 2017 The City of Grand Junction approved ballot measure 2B by a margin of 63%–37% which allowed the city to delay paying off the debt on Riverside Parkway for three years and invest that money in upgrading the city's roadways. One of those projects included resurfacing Riverside Parkway. The city had said approval of the measure could direct up to \$22 million in spending on roads. It will cost an estimated \$820,000 to extend repayment the loan on the Riverside Parkway to 2024 rather than 2021. Mayor Phyllis Norris said the city has to continue to direct funding to roads,



to the tune of about \$4 million a year to keep up with infrastructure improvements.

### City of Fort Morgan – 2017 Initiative on the ballot

The City of Fort Morgan has placed sales tax initiative 2C on their November 2017

ballot to increase funding for their Public Works roadway infrastructure. The Streets

Department is currently funded at \$900k and the proposed 1% sales tax will generate an estimated additional \$2.3M for the streets program. City management looked at reducing city budgets to generate the annual funds needed for streets, but citywide budgets would have needed to be reduced over 20% and that was not a viable option. The local citizens group Strictly for Streets is campaigning for local funds and is running a successful vote yes on 2C awareness program throughout the city.



### City of Cañon City – 2016 Initiative Passed and under construction

In November 2016, The City of Cañon City passed their street funding ballot initiative 2C (53% in favor), including a one percent sales tax rate increase dedicated to street repair/maintenance/construction. The term of the sales tax started January 1, 2017 and will sunset on December 31, 2026 (10 years). The tax is expected to generate approximately \$3.5M annually. In February 2017, the City issued an \$8.5M RFP for Design Build Services for Street Improvements. A contractor was selected and work began in April 2017.

Over the past several years CAPA has been engaged in successfully supporting a handful of agencies with their funding ballot issues across the state. Technical resources are available on the Local Agency page on the CAPA web site ([www.co-asphalt.com](http://www.co-asphalt.com)). CAPA can also provide a framework to implement a successful initiative engaging Agency support, local citizens groups, and industry, we're here to help.



# CAÑON CITY *Colorado*



# INDUSTRY NEWS

## CDOT Recognized with Perpetual Pavement Award – Highway 40 Rabbit Ear’s Pass

Congratulations to CDOT Region 3 and to the Staff Materials & Geotechnical Branch as recipient of the national Perpetual Pavement Award from the Asphalt Pavement Alliance (APA). The award is one of 10 nationally in 2017 and represents an asphalt pavement designed with exceptional care, excellent quality and has withstood the test of time. The original asphalt placed in the 1950’s is still in place. The award was

presented at the June 15 Colorado Transportation Commission Meeting. Receiving the award were (left to right) Bill Schiebel – Staff Materials & Geotechnical Branch Manager, Jeremy Lucero – CDOT Region 3 Materials Engineer, Damien Lebya – CDOT Region 3 Project Engineer; Russ Larsen – Chief Operating Officer – Elam Construction, Dave Eller – CDOT Region 3 and Tom Peterson, CAPA.



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# INDUSTRY NEWS

## Hands on Instruction is a key to learning and successful training



Just ask these attendees to the recent Introduction to Asphalt Process Control (PC)/Owner Acceptance (OA) Testing Education Course. Instructor Cindy Rutkoski (second from left) leads the most recent class through the hands lab on portion of the course. Our next Introduction to Asphalt Process Control (PC)/Owner Acceptance (OA) Testing Education Course is planned for January.

## Enormous Colorado ranch selling for \$149 million!

Asphalt Driveway included at No Extra Cost ☺



A 22,000-square-foot estate in western Colorado is on the market for \$149 million. West Creek Ranch is located about 50 miles southwest of Grand Junction on nearly 7,000 acres. The enormous ranch is owned by John Hendricks, the founder of Discovery Channel who also owns the nearby Gateway Canyons resort, Business Insider reports.

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## INDUSTRY NEWS

### Best Practices for Proper Paving Operations

Training Courses planned for Longmont, Frisco, and Pueblo



CAPA is partnering with the Colorado Local Technical Assistance Program (LTAP) to conduct a series of one day asphalt seminars. The seminars are geared for field personnel, inspectors and engineers. Tom Clayton and Mike Skinner are the co-instructors and the courses will be held on October 4 – Montrose (30 attendees); November 2 – Longmont (39 attendees); November 14 – Frisco; and November 15 – Pueblo. To register, visit <http://ltap.colorado.edu/>

### Larimer County Dam Proposes Use of Asphalt Core Technology



When Chimney Hollow Reservoir is built, the dam will be one of the first in the United States with an asphalt core — a method developed in Germany in the 1960s and used widely in other countries. The reservoir, located southwest of Loveland, will have one large and one small dam, allowing it to hold 90,000 acre-feet of water for 13 providers, including the city of Loveland. The project is estimated at \$400 million with 75,000 cubic yards of asphalt. It is being designed by Stantec and planned as a 3-1/2 year project with asphalt placed in 2-1/2 years. The project will be advertised later this year. A pre-qualification list will be developed in January and the project bid in June. The asphalt will be hydraulic asphalt with a high asphalt binder content. For more info: Joe Donnelly, Assistant Project Manager, Northern Water, (970) 622-2232. [donnelly@northernwater.org](mailto:donnelly@northernwater.org)

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*Published in conjunction with Colorado Public Works Journal*

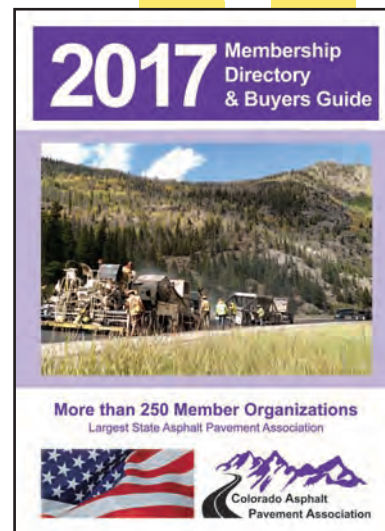
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# 26<sup>th</sup> Annual Golf Tournament & Scholarship Fundraiser



## 26<sup>th</sup> Annual CAPA Scholarship Fund Raiser Golf Tournament

CAPA and the APWA Colorado Chapter would like to thank the 180 players and volunteers who attended and supported the 26th Annual CAPA Scholarship Fund Raiser Golf Tournament on a picture-perfect day on September 15. The golf courses at Fox Hollow in Lakewood were in great shape and gave the players a run for their money. The rough was long and the greens were fast.

Through the support of our players, sponsors, and volunteers we were successful in raising \$10,400 to support our CAPA/APWA/NCAT Asphalt Technology Scholarship at Auburn University, Alabama. CAPA along with our partners from the APWA Colorado Chapter are excited and thankful to be able to continue to participate in helping promote increased knowledge in asphalt technologies. Your continued support is much appreciated and we thank you!!

Congratulations to the CAPA Cup Champions for 2017. (Left to Right) Stan Opperman - APC Construction, Norb Schreiber - Suncor Energy USA, Alister MacDonald - Road Science, and Keary Brown - APC Construction.



**\$10,400**  
**Raised For Our**  
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- Double Eagle Hole: Moody Insurance and Konica Minolta
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# INDUSTRY NEWS

## CAPA Golf Tournament

Fox Hollow Golf Club - Lakewood  
September 16th

Title Sponsor:



Jim Anttonen from ARS greeting Tom Clayton at sign in.

Many of the Golf Committee and Volunteers at Registration. Back Row Left to Right Keary Brown, Cindy Rutkoski, Tom Clayton, Lyman Wilkenson, Mike Scardina, Jeremy King.

Front Row Abby Glaser, Joanie Baumbarger, Laurie Schlager, Tammy Buck and David Barthell.



177 players and 12 volunteers ready to head out for a great day of Golf at Fox Hollow Golf Course in Lakewood, CO

Our Title, Moody Insurance, and Major Sponsors!



Jack Fockler from Martin Marietta and others getting lunch after the tournament.

Bob Allison and Fred Marvel from Brannan Sand & Gravel ready to head out to the first hole!



The gang enjoying lunch ahead of the awards ceremony.

Tom Clayton's Family came by to see what all of the hub bub was about the CAPA Golf Tournament and to wish his son Jeremy (Green Shirt) a happy 31st birthday. Pictured Back Tom Clayton, Middle L to R Susan Clayton, Nicole Riedy Erin Clayton holding her daughter Zoey, Front L to R Jay Riedy, Mike Riedy, Jeremy Clayton holding is son Dante.





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