



# IN FRONT OF THE PAVER

November 2021

Membership Newsletter

Volume 16

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## *A Word from the Executive Director*

The November 2 election has several local ballot measures of interest to the asphalt industry and our agency partners. We will be keeping a close eye on results in the City of Greeley, the City of Littleton, and El Paso County as all three have measures that either continue funding for streets/roads or are asking the voters for approval for new funds. We supported all three measures and are here to help agencies big and small in their quest for street/road improvement funds.

We congratulate the recipients of the APWA Colorado Chapter Annual Award program and we provide a link below to all of them from the [Colorado Public Works Journal](#). A quick shout out to our longtime colleagues Bryan Weimer of Arapahoe County, Ralph Mason of Cherry Hills Village, Marlene Crosby, Gunnison County and Pete Brezall of Westminster for the awards they received – well deserved! This is the time of year when we initiate the process for improvements to asphalt specifications and technical improvements with owner/agencies.

We are meeting with agencies to review how the construction season went and to discuss the need to be make improvements. Let us know if we can help as you consider improvements to your asphalt related specifications or contract requirements.

I hope to see you at one of our upcoming events and especially the [Rocky Mountain Asphalt Conference & Equipment Show](#) planned for February 8-9, 2022 at the National Western Complex.

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



# PAVING AROUND THE STATE



## Upcoming Meetings & Events



**Asphalt Projections Meeting** – 12:00pm, This coming Friday, November 5, 2021 @ Brannan Sand and Gravel, 5880 Lipan, Denver, CO 80226. All are welcomed, RSVP required

**Environmental Product Declaration Work Group Meeting** – 10:00am, Wednesday, November 10, 2021 For more information, contact [Tom Peterson](#)

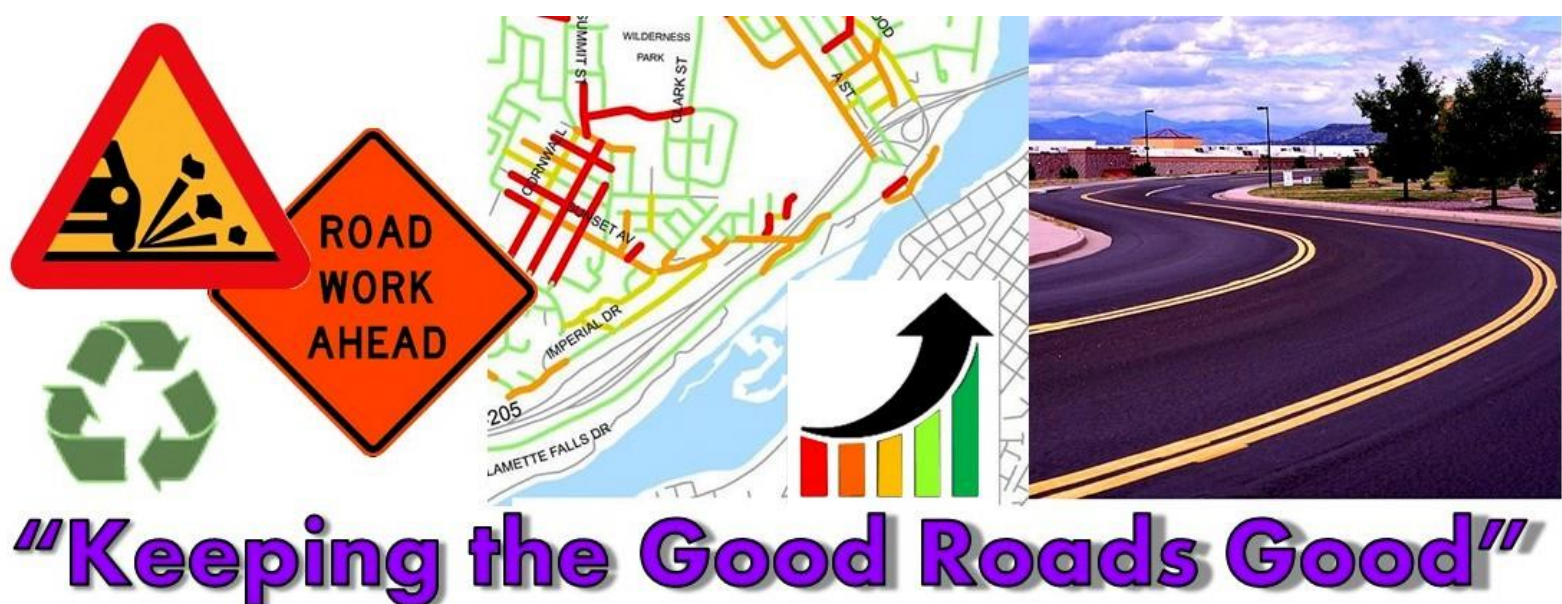
**CAPA Marketing Committee Meeting** – 11:30, Friday November 12th, More information contact [Mike Skinner](#)

**Fall CAPA Safety Council Meeting** – 9:00am, Friday, November 19, for more information or to attend contact [Tom Clayton](#)

**NCAT Balanced Mix Design (BMD) Workshop** – December 1 & 2 @ Brannan Sand and Gravel, 5880 Lipan, Denver, CO 80226

**CAPA New Member Luncheon and Christmas Party** - December 10, 2021 @ Baldoria on the Water, Lakewood

**Women of Asphalt Fall Event** - December 16, 2021, Christmas Party at CAPA. Registration information to follow soon. [Contact Nikki Upright for more information](#)



Local Agency Best Practice  
Implementing a Street Improvement Plan



A street improvement plan should consist of a planned system of treating pavements to maximize their useful life as cost-effectively as possible.

The framework of the street improvement plan should be based on *treating the right road at the right time with the right treatment*. To monitor the performance of the network and being able to plan appropriate maintenance and capital improvements, the Streets Department should maintain a condition survey of the existing streets. The survey should be completed in a phased approach, collecting condition for one district annually, allowing for a 3-5 year cycle for a total network survey.

Street conditions should be surveyed and categorized by condition. The Pavement Condition Index (PCI) is a rating system developed by the US Army Corps of Engineers to objectively measure the performance of pavement on a scale of 0 to 100. Local agencies can set individual PCI categories based on their own network condition and required performance.

After the annual condition surveys are complete, the total network performance should be updated to indicate what percentage of the network is in good, fair and poor condition. Elected Officials can then implement a policy statement directing that the Local Agency roadway network has a targeted goal of less than x % of streets that are in poor condition.

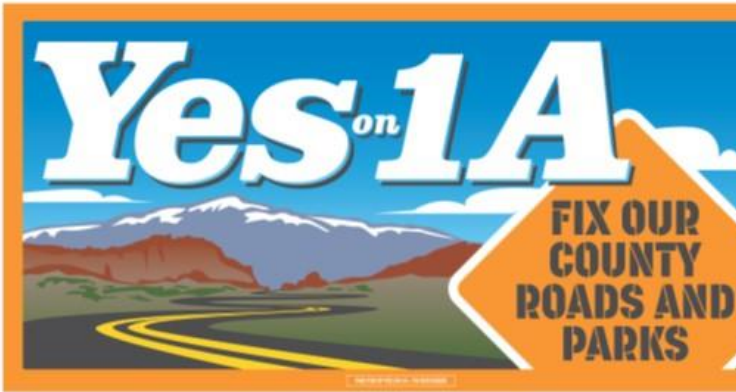
5 Point Implementation Plan for a Street Improvement Program

- 1. Adopt a philosophy of a planned system of treating pavements to maximize service life
- 2. Maintain an annual phased condition survey of the existing streets.
- 3. Annual Report Card for Street Condition identifying performance of the network.
- 4. Establish a policy statement to maintain a targeted goal of x % at a specified condition.
- 5. Annual budget allocated for streets in all three condition categories (Good, Fair and Poor).

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. CAPA provided a contribution to the campaign and organized the support of member companies doing work in El Paso County.



**City of Littleton – Sales Tax** Littleton has put 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



**City of Greeley – Extend the Sales & Use Tax** City Council 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.

# MEMBER SPOTLIGHT ALPHA MILLING

In 1998, Alpha Milling Company opened with just one machine and only five employees. Today, Alpha has become Colorado's largest rotomilling provider and has amassed a fleet of over forty pieces of rotomilling equipment including rotomills and rotomilling attachments. Whether your project is on a parking lot, roadway, highway, or airport, we have a solution that will meet your needs. Our success has been driven by our unswerving commitment to the relationships we have built with our customers. We understand that relationships built on trust, respect, and quality of work are what ensure our longevity.

Started by Larry Ware after he had a long run at Western Paving Construction Company. Larry saw a need for a specialized milling contractor in the Denver area. Larry took a chance and grew the business to near what it is today. Alpha Milling, although part of a larger group of companies today, is still run by Larry's son, Nick. With a highly skilled group of dedicated employees, Alpha Milling is ready to move into the next 25 years! CAPA extends our Congratulations to Alpha Milling who is proudly celebrating over 20 years!!!



# ASSOCIATION NEWS



## APWA Colorado Chapter 2021 Annual Conference



The Colorado Chapter of the American Public Works Association held their Annual Conference on Oct. 25 & 26 at the Arvada Center and returned to an in-person event with over 200 attendees this year. CAPA participated as an exhibitor and spent the two days networking and sharing resources with our local agency and consulting partners. CAPA also presented a session with the group titled '[Asphalt Industry: Innovations, Updates and Best Practices](#)'. APWA Colorado concluded the event with their awards luncheon on Tuesday recognizing the top projects and their teams from the last year.

## CAPA Visiting Our Local Agency Partners

Darrell Evig, PE (Public Works Director for Park County) has been working with assistance from CAPA to develop and implement a County wide PASER roadway condition assessment for their gravel and hard surfaced roads. CAPA was recently invited back up to Fairplay for an update on the Counties efforts. While there, we spent the afternoon with Darrell driving County Roads throughout South Park looking at existing road conditions, new projects and providing feedback. [See a short interview with Darrell](#)



Contact [Mike Skinner](#) (CAPA's Director of Engineering) if you would like assistance at your agency.

# Customized Training Available from CAPA and the RMAEC

**Did you know CAPA Offers customized training for our members?**  
**Now is the time to start your planning for Winter training!**  
**Add No Cost, schedule early to ensure availability.**

[CAPA/ RMAEC Lunch and Learns](#) [RMAEC Asphalt Short Courses](#)

The Colorado Asphalt Pavement Association, in cooperation with the Rocky Mountain Asphalt Education Center, is pleased to offer



Lunch and Learn Seminars in the Best Practices for Asphalt Paving and Maintenance. These lunch time sessions may be led by Tom Peterson, PE Executive Director, Mike Skinner P.E. Director of Engineering or Tom Clayton, SET, Director of Training and Member Services. Choose your topic(s) to customize your employee training lunch. Topics may be tailored to meet your company specifications. These training sessions are at no charge. For additional information, or to discuss training with Mike, please contact him at The Colorado Asphalt Pavement Association 303-741-6150 X155.

the Rocky Mountain Asphalt Education Center, is pleased to offer Short Courses in the Best Practices for Asphalt Paving and Maintenance. Choose from topics listed on the document, or request additional topics, to customize your employee training day. Topics may be tailored to meet your company specifications. These short courses are offered exclusively to our member companies at no charge. For additional information, or to discuss training with Tom Clayton, please contact him at the Rocky Mountain Asphalt Education Center 303-741-6148 X151.

**NEW MEMBER LUNCHEON and CAPA CHRISTMAS PARTY**

Please join CAPA as we celebrate and recognize our 2021 new members at our Recognition Luncheon & Christmas Reception, Friday -December 10, 2021.

This is a NO COST event however RSVP's are required and space is limited.

**Registration is on-line and open now.**

This event will be held at Baldoria on the Water, 146 Van Gordon St, Lakewood.



**CAPA All Member and Annual Projections Meeting  
This coming Friday November 5th**

If you are an estimator or project manager, you want to attend this All Member meeting, this coming [Friday, November 5th beginning at Noon](#). This meeting is the annual asphalt projections meeting for 2022 and will be held at Brannan Sand and Gravel on **Friday November 5th**. Invited agencies include CDOT and many of the municipalities along the Front Range from Colorado Springs to Fort Collins. Lunch will be provided and the meeting will begin at 12:30. [Registration link](#). **Registration is required and space is limited.**

**INDUSTRY UPDATE**

**The 48<sup>th</sup> [Rocky Mountain Asphalt Conference and Equipment Show](#) moves to National Western Complex.**

The event will be held on February 8 and 9, 2022 at the National Western Complex in Denver. This Conference in 2022 will feature a new and exciting look, at a new location and have a great theme along with interesting and captivating breakout sessions [More information and Exhibitor/Sponsor registration](#).



**Pave it Black  
Talks Environmental Compliance**

[Pave It Black, NAPA's official podcast](#), continues exploring the people, issues, and technologies in the asphalt pavement industry. In Season Four, hosts Richard Willis and Brett Williams talk about workforce opportunity. The latest episode includes a discussion about environmental compliance and how compliance officers work to protect the communities they serve. Guest Bob Beyke talks about his role and experience as Milestone Contractors' manager of environmental affairs and shares his journey in the asphalt industry.

**NCAT: Training in Your Pocket**

Subscribe to the [National Center for Asphalt Technology's YouTube channel](#), [Training in Your Pocket](#), which introduces asphalt topics and training methods in a quick and easy to understand format. Visit the [Training in Your Pocket website](#) for more information about this and other NCAT education and training resources.



# APA’s ‘Asphalt Performs’



First impressions matter and a poorly constructed or maintained lot can reflect negatively on an establishment.

Mike Skinner, CAPA Director of Pavement Engineering, recently put together an article for the Colorado Construction & Design Magazine that [highlights Colorado's Top Asphalt Commercial Parking Lots](#).

Inside, he details the importance of pre-planning, proper design, construction, and maintenance to ensure a beautiful and long-lasting asphalt parking lot.

Download CAPA's free [Parking Lot Design Guide](#).

Did you know... Existing asphalt pavements contain the raw materials for new roads. Rarely replaced, asphalt pavements are simply repaired or recycled.

The salvage value of reclaimed asphalt pavement is 418% more than concrete even after years of service.

[Here is a link to a CAPA publication on Pave Green with Asphalt!](#)



### HIGHWAYS DRIVE AMERICA.

Highways have always driven our economy, and investing in highway infrastructure will drive our nation's economic recovery from the COVID-19 crisis.

#### HIGHWAYS DRIVE OUR PANDEMIC RESPONSE.

**87%** OF GOODS shipped in the U.S. are carried on highways.

That includes everything from groceries and cleaning supplies to critical medical equipment and PPE.<sup>1</sup>

#### HIGHWAYS DRIVE ECONOMIC RECOVERY.

**62.9M** JOBS in retail, tourism, agriculture and manufacturing rely on highways.<sup>2</sup>

#### HIGHWAYS DRIVE

**350K** PEOPLE are directly employed in constructing and maintaining roads, and most have been hard at work to keep roads safe during the pandemic.<sup>3</sup>

#### 4M

JOBS across multiple industries are indirectly supported by road maintenance and construction work.<sup>3</sup>

### HIGHWAYS DRIVE AMERICA.

Now is the time to fund critical highway transportation infrastructure.

Committee for Economic Development of The Conference Board, Using America's Roads and Highways, December 2019. <sup>1</sup>U.S. Department of Transportation, Bureau of Economic Analysis, Highway Statistics, 2018. <sup>2</sup>U.S. Department of Transportation, Bureau of Economic Analysis, Highway Statistics, 2018. <sup>3</sup>U.S. Department of Transportation, Bureau of Economic Analysis, Highway Statistics, 2018. <sup>4</sup>U.S. Department of Transportation, Bureau of Economic Analysis, Highway Statistics, 2018.

HighwaysDriveAmerica.com **HMG**

Highways are the backbone of our country, driving freedom, our comfort at home, job creation, economic recovery, American manufacturing, connection, and more.

In order for the American economy to thrive, we need to invest in maintaining the roads that get us where we need to go.

Investing in highways is an investment in every community and industry across our nation.

The NCAT Technology News Magazine for the Fall of 2021 has been issued. The featured content includes:

Eighth	Test	Track	research	cycle
Friction				studies
BMD				implementation
Cracking		group		experiment
Optimizing		recycled		materials
AAPT		scholarships		awarded
Successful hybrid conference				
To see the News Magazine, <b>Use this link</b>				





# Do you have a question for ASPHALT MAN?

**QUESTION:** Should we use the State Highway specification when designing local roadways?

**ANSWER:** The short answer is NO. When designing local agency roadways the challenges are inherently different. The traffic volumes (ESAL's) don't match up, even on a highly traveled local agency roadway. The majority of the local agency roadways have light car and trucks where State highways carry heavy truck traffic. CDOT's traffic data base shows, In the Denver area there are only 3 roadways that would be classified as high volume (greater than 3 million ESAL's) and they are all Interstate highways. Even on the State system for surface streets in the metro area, there are no high volume roads. When high numbers are assumed for design and roadways built using inflated numbers, it can cause premature aging of the APM. To discuss this further, contact [Mike Skinner](#) or [Tom Clayton](#).



## Bonus Question

**QUESTION:** Are construction workers on Federally funded projects required to be vaccinated?

**ANSWER::** Yes and No. After announcing President Biden's [COVID-19 Action](#) Plan and [Executive Order](#), the GSA, OMB, and other U.S. agencies have now provided [additional clarity](#) on the vaccination status for contractors working on federal contracts or federal lands, as part the Federal Acquisition Regulations (FARs). ***The majority of asphalt paving road construction work conducted through state DOTs is NOT applicable to the federal contractor vaccination mandate. Paving projects on federal lands or through federal agency contracts would indeed be applicable.*** For example, projects on or contracts with National Park Service, Tribal Lands, FAA, or Port Authority, may include provisions requiring those contractors to ensure their workforce is vaccinated (regardless of the workforce size).

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