

# ON THE ROAD

ISSUE 1 2021



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## OUR OFFICES

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PAVING THE FUTURE

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**Reed Ryan**

Executive Director  
The Utah Asphalt Pavement Association

So how should we celebrate UAPA's 10th birthday? Cake? Candles? A party? All great things, for sure! But what I think you will find in this issue of *On the Road* is a pretty clear example of what UAPA always does — we work. And not only do we work, we work hard.



Welcome to a new year for the Utah Asphalt Pavement Association (UAPA)! In many ways, 2021 is a pretty significant year for the association. It's the year we hit 10 years since UAPA was initially conceived and signed into existence! What a decade it has been! And while I have not been around for all of those 10 years, I've been here for most of it and I simply can't imagine a better place to be as a result. In many ways, it's hard not to grow just a little nostalgic as I look back and think about all that has been done the past 10 years as UAPA was formed, developed, and grown in to what it is today. In many ways, the time has simply flown by and I am not sure where it all went, but in many other ways — significant ways — I have seen the dedication and the countless days, hours, and precious minutes of time and work that friends, colleagues, leaders, and many others have put into this association over 10 years. It's humbling as I stop and think about it as I write this — UAPA is nothing, and would be nothing, without all of these countless individuals and the support of their organizations these many years.

So how should we celebrate UAPA's 10th birthday? Cake? Candles? A party? All great things, for sure! But what I think you will find in this issue of *On the Road* is a pretty clear example of what UAPA always does — we work. And not only do we work, we work hard. As you review the project of the year nominees and winners, you'll see that in this issue. Quality work matters. I think what you will also see is the opportunity to not rest on our proverbial laurels, but to look forward with a certain synergy towards our partnership with the Utah Department of Transportation (UDOT). From the interview with Carlos in this issue, it should become clear to all of us that we have far to go as UDOT, industry, and many others address and excel at the opportunities that are now presenting themselves to us as one of the fastest-growing states in the entire country. And opportunity is exactly what I think of as I reviewed the excellent answers that came out of our Industry Roundtable discussion and celebration found in this issue. Workforce, environment, knowledge and skill transfer, innovation, and the further maturation of the association all came to light during that discussion — have I given us enough to go after in the next 10 years for UAPA?

Ten years in; 10 good, challenging, hard, but yet 10 great years in. I am so humbled and proud to be a small part of this industry in Utah. It's a bit strange to use both of those adjectives in the same sentence, but I can think of no other way to describe how it is that I feel about this association, which, in the end, is truly nothing more than its members, its people, my colleagues, and my friends. Together, we celebrate. Together we have more yet to do. And perhaps that's the best part of our collective celebration — we all know there are many greater and more challenging things yet to come. Not issues, but opportunities; so let's do what we have always done and get to work (and maybe just celebrate a little!).

Happy birthday UAPA! ◀

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# UAPA TALKS ROADS WITH UDOT'S EXECUTIVE DIRECTOR, CARLOS BRACERAS

## What are UDOT's long-term plans regarding our state's infrastructure?

As opposed to the what, I like to start with the why. It's UDOT, sure — but there's so much more to the equation, which includes our suppliers, our vendors and our affiliates. Why do we all exist?

The focus is on quality of life. We exist to enhance the quality of life through transportation. Better mobility improves health, reduces air pollution, and connects people to places and to each other. Better mobility strengthens our economy. When all this works, it allows the economy to thrive. That's our goal, every day. That's the why of our existence.

Now for the what. What do we need to do to accomplish the big why? Just recently, we're eyeing a \$1.5 billion national legislature appropriation bill to improve our nation's infrastructure, preserve our roads and optimize mobility. As a state and as a country, these are the three things: improve, preserve and optimize.

While all three things are important, we are very focused on maintaining our roads and keeping our pavement in good condition. We need to take care of our stuff — it costs less in the long run. As a state, we need to be wise stewards of taxpayer funds and their allocation.

Roads are the arteries through which our economy pulses and they are vital to any community development agenda.

## Utah is growing — a lot. What are your thoughts on how best to manage our transportation needs?

A lot of people look at growth in two ways: a problem or a challenge. Given what we do here at UDOT and what I personally have done for my entire career, I look at growth as an opportunity.

Where we are as a state in regards to growth is a great place to be. Imagine the problems we would have if we were not growing. However, we need to think about how we grow.

We think of ourselves as westerners. We like space, but with growth comes urban problems. Interestingly, 65% of Utah is owned by our government — state and federal. We have roughly 25% of our state available for growth, and 90% of Utahns live in an urban area. When it comes to growth planning, I think it's important to recognize that we are an urban state with a large recreation area, so we are densely populated.

Thirty-five years ago, when I started my career with UDOT, we had less than 1 million people living in Utah, and now we have 3 million. We can't double the mileage use of our roads. It's not feasible.

Our land-use decisions need to be informed. How many homes per acre? What's the density? Should we build higher? Should we be building closer to high-capacity corridors? We need to be thinking about truly multi-modal

transit. Here in Utah, it's still one car and one person for the majority of the ways we travel.

We need more people using active transportation, such as walking and biking. I believe that we need to have more Utahns use public transit for commuting.

We are actively building new roads and widening existing roads. We have ongoing plans to design, construct and maintain our roads, but I also believe we need to be more active in optimizing the existing structures.

We are also focused on managing traffic better and more efficiently. Because of our investment in fiber optics at our traffic operations center in our Region 2 office, we know in real time how many vehicles are stopped on red at various locations, which means that we can more effectively handle signal management. Or crash management, which means that we can inform people and divert them to other routes.

Additionally, we're going to have to embrace technology, which for our state, is probably not a concern. For instance, a Utah company is working on inductive chargers in pavement. That would mean charging EV batteries while driving. This is pretty exciting technology that involves smart technology and pavement. It's a ways out, of course, but Utah is at the forefront of finding solutions to the problems that we will face in the near future as we grow.

*continued on page 6*

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It's been interesting to see the statistics of the past year, and more importantly, to identify any longer-lasting trends that came from what we did to contain the virus. The reality is that I don't think we can emerge from the year the same as we were before.

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**What are some of the "wins" for UDOT in the past couple of years, and how do you see those plans benefiting the state in the future?**

Wins can be hard to measure. We continue to work hard at earning the public's trust. Trust is our currency. We win it by doing what we say we are going to do. We don't overpromise and underdeliver.

I believe that UDOT has demonstrated that "trust currency" in the recent actions of the legislature. We're receiving a boatload of one-time money coming from the bulk of our state surplus.

We have a lot of projects — big needful projects — that our transportation committee has spent well over two and a half months reviewing and budgeting for, and now we're here. We're ready, and we're going to be busy.

**With the pandemic this past year, many people worked from home. When all these people go back to work, what do you see as the effect, and how do you think this should be managed?**

It's been interesting to see the statistics of the past year, and more importantly, to identify any longer-lasting trends that came from what we did to contain the virus. The reality is that I don't think we can emerge from the year the same as we were before.

I think the people that couldn't work from home took on the largest burden.

Last April we saw a 40% decline in traffic. That's a big drop. We're now in the low

90% of returning traffic, so we've recovered by traffic statistics. In looking back at 2020 overall, we saw a 20% decline in gas tax revenues.

UDOT has always had a goal in place of having 30% of our workforce working from home. We want to reduce office space, commute times and air quality. This past year gave us the opportunity to test that initiative, and overall it went well. Of the 30% that we identified as being able to work from home, 40% now are.

We saw some other things. In 2020 there was a significant drop off from transit. Some people worked from home, of course, so that drop off was understandable. But we also saw some people that didn't work from home and used to take public transit use their cars to commute.

I believe that lessons were learned last year and I believe that those lessons will impact our traffic management in better ways. I believe that more people will work from home than before and that in and of itself will impact the amount of traffic on the roads at any given time, as people will have more flexibility in when they are on the roads.

**How does Utah's infrastructure compare to other states?**

We're in very good condition. We're fortunate in that our government leaders understand the importance of infrastructure. We have capacity projects scheduled. We take care of our roads.

We raised the gas tax in 2016 — indexed it to the CPI — and it all went into pavement and some bridges. Pavements are our largest infrastructure asset — \$24 billion

of replacement value. Our bridges have a replacement value of \$8 billion. Pavements are the most important thing we manage. We are fanatical about pavements.

**With the reduced use of gasoline — especially with the rise of EVs — what do you think the effect will be on Utah's roads? Since gas taxes pay for road maintenance, how will that be managed?**

I think we need a usage-based tax, so we all pay for what we use. I think that is the fairest way to run a program. In 2020, Utah started a road usage charge program for EVs.

We currently have 3,000 people enrolled in our beta program, if you will. Currently, there are two such programs that are operational in the U.S. Oregon has one, and Utah has the other. We have a ways to go. It's complicated with hybrids and EVs. The program itself is more for EVs, where owners of EVs have agreed to have a monitor in their car, and they pay for the miles they drive. There are several other states doing pilots. Utah and Oregon are up and running.

The idea has been discussed for 20 years. Oregon was the leader. The first gas tax was passed in 1918, and a lot has happened since then. We need to think about how we fund road usage. Gas tax revenue isn't growing, and it's not keeping up with funding transportation.

We've been working on this for a long time. The western states — Utah included — have been funding research projects for 10 years. We hired some private sector partners. It's working — lots of learning opportunities.

*continued on page 8*





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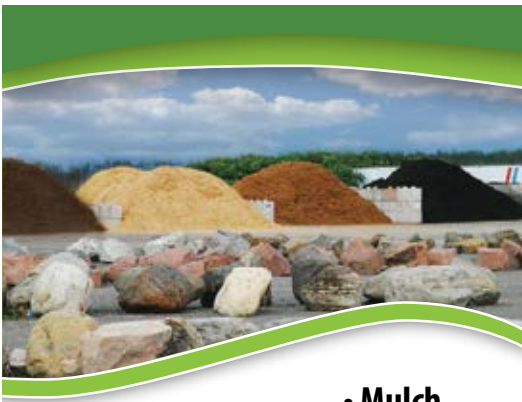
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**UAPA is, of course, focused on our roads. What can you say about the future of our roads that will be of interest?**

There will always be a need for roads. For quality roads. The public wants smooth roads and roads that are in good condition. Finding solutions for longer-lasting pavements is a big thing. The public lives in a world of a new iPhone every two years and has little patience for things that take time.

We need to meet the demand for better pavements in a time-sensitive way that speaks to the quality and the best use of taxpayer dollars.

**UAPA is celebrating its 10th anniversary this year. Why do you feel that UAPA is important to its members and the pavement industry as a whole?**

We can't be more thankful for the existence of UAPA, for what the association does and how they do it. Without the

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We can't be more thankful for the existence of UAPA, for what the association does and how they do it. Without the association, we would be working with 20 or 30 separate organizations, as opposed to the one voice of UAPA.

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association, we would be working with 20 or 30 separate organizations, as opposed to the one voice of UAPA.

UAPA makes UDOT better; it's as simple as that. I have known Reed Ryan, UAPA's executive director, for a very long time, and he is an exceptional person. He cares about the industry, as do the members that have tirelessly served on the UAPA board and committees over the past 10 years. ◀



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# 10<sup>TH</sup> ANNIVERSARY

# ROUNDTABLE

I am the executive director of the Utah Asphalt Pavement Association. Here in 2021, we have a wonderful opportunity to celebrate 10 years since the inception of UAPA back in March 2011. UAPA is, of course, near and dear to my heart not only because I am currently the executive director of the association, but because I was granted the opportunity to become the very first, and so far only, executive director of the association, it's been a special privilege of mine to watch as we have brought together companies, agencies, owners, consultants, contractors, and anyone else that touches asphalt from design to its construction and even on to its maintenance and preservation. This team approach is the part of the association that helps make us who we are. As I look back on these 10 years, I can't help but think how grateful I am for the people that have really made UAPA what it is and hopefully grow into what it can be. There are opportunities and chances that I think still await each and every one of us as we contemplate what the association has been, where it is now, and where we might be able to go.

As I think about UAPA, I think about Alexis de Tocqueville, a famous French diplomat that came to the United States in the 1830s and 1840s. One of the very first talks that I gave to UAPA members at our annual meeting was about what Alexis de Tocqueville observed in America. He observed the incredible ability of Americans to come together, and that has always stuck with me, whether it's



through associations or through shared interests: the ability for us to come together and to unite as one. I recently read an article that shed a little more light on what he observed and what he coined thereafter. In fact, he was the one that coined the term individualism.

The thing that was interesting for him was the balance that we draw together as individuals, of those individuals that come together, and really, the way to frame that is self-interest rightly understood. All of those individuals, taking themselves as an individual organization, are self-interested, as they should be, but when we come together with UAPA, we understand that self-interest has a greater purpose, and it's rightly understood that we're stronger together, and when we're together, we can unify. When we're unified, we can take that voice, and we can make a difference. You may think, well, it's just roads and that's true. It's just roads. But those are roads that take us to our families; those are roads that take us to our loved ones; those are the roads that connect our community; those are the roads that the trucks drive on that bring us our supplies; and those are the roads on which we enjoy the beauty and the nature that is incredible and second-to-none in this state.



I'm proud to be a part of the association that just makes roads, with all of the beautiful things that those roads do as a result. That's what I think about when I think about UAPA. It's all of the great people that make that happen each and every day, and they are people that largely go unknown, but they do a wonderful job, and I'm just proud to be a part of it.

Thanks to all our wonderful members, thanks to all our potential members who are yet out there, and I know who you are. I want you to be a part of this because we're building something great, and we still have a long way to go, and we need you to be a part of it.

Happy 10-year anniversary to the association. I'm excited for the next 10 years, and the 10 years beyond that, and the 10 years beyond that. I know that we will all continue to be a part of it and to do our part to do the very best. Thank you, UAPA, and thank you to our wonderful members. ◀



Reed Ryan

# DISCUSSION

**This spring, in recognition of the Utah Asphalt Pavement Association's 10th anniversary, a group of leaders within our organization met and discussed the past, present and future of UAPA.**

With ten years of history, lessons learned, and industry best practices, our group of leaders reflected on and shared their thoughts on these topics:

**Q:** As an association, UAPA is still largely feeling the effects of COVID-19 (no in person asphalt conference, virtual committee meetings and interactions with partners in agencies, cities, counties, etc.) — as a result of this past year, give me a personal takeaway and an organizational takeaway that has helped you and your organization grow or become better as a result of the pandemic.

**"I think that we will all continue to feel the effects of this past year. I think we learned different ways to accomplish what we needed to."**

**"I'm really proud of our industry. I think we adapted. I think we learned some ways of doing business that we will keep. I think people are more versed with "Zoom" meetings and some of that will stay."**



**Q:** In March of 2011, UAPA came into existence when 10 charter members signed on to a three-year commitment to get the association up and off the ground. Now, close to 10 years later, we have 126 members, nine functioning and active committees and councils, one of the largest asphalt-related conferences in the country, and relationships with agencies, owners, and partners across the state. This includes work on multiple specification revisions, a robust lunch and learn program, and the recent launch of a certification program. Giving credit where credit is due, many of you have helped to make all of what I just listed a reality.

What would you like to see the association do next?

**"What we have accomplished far exceeded our original goals. You know, five years ago there was some thought given to the notion that we had plateaued. We're far from that. I think the sky is the limit."**

**"We literally house the majority of the technical expertise in the state when it comes to the asphalt paving industry. We're on the cusp of putting together a world class certification program. We're a technical body that supports our industry."**

*continued on page 12*



*continued from page 11*

**“The educational opportunities are exceptional. The industry isn’t slowing down.”**

**Q:** What is your outlook for the 2021 construction season?

**“Our industry is bright. I’m not sure I would have said that a year ago, but the industry did well in 2020, and I think it will do even better in 2021.”**

**“Another year of growth. Funding is good. The outlook has been good. Overall in the construction industry, it’s good. For Utah, we’re in a pretty good place. Our legislature sees the value of building and maintaining roads.”**

**Q:** From the new Biden Administration on down, we are hearing terms such as resiliency and sustainability used more and more — what do you think this means for your organization and in our industry?

**“We’re in an industry that is recyclable. We need to tout that, and we need to educate the public and our legislature more. We need to shine a bigger light on the fact that we’re being good stewards.”**

**“Recycling. We can recycle everything in our industry.”**

**Q:** Any developments in industry happening now or on the near horizon that you feel will offer significant advancements to any aspect of the pavement industry?

**“Improving quality of products — like balanced mix. Great technological advancements are coming. Balanced mix design will be instrumental.”**

**Q:** When thinking about our shared industry what keeps you up at night?

**“We have some huge hurdles. We need to use crude produced products for our asphalt. Permitting issues. Making sure that our supply chain is stable and that we use those supplies wisely.”**

**Q:** Five or 10 years from now, what is your hope for the asphalt pavement industry generally and in Utah?

**“The 10-year goal is transcending the borders of Utah. We’re a reliable source for building better roads. I would like to see us share our resources with others.”**

**“I hope that in 10 years’ time we have made progress on bringing up the next generation in this industry. We need to make asphalt sexy.”**

**“I’d like to see us be that whole state resource, where our presence is equally strong in the northern and southern regions. We’re making good strides.”**

**Q:** Some of you have grown up in and around this industry; others of you have come from a variety of life experiences and choices that led you to this point. Tell me, what initially drew you to this industry — specifically for those of you who came from another path and, if you grew up in the industry, what keeps you here?

**“We’ve all had various paths to this industry. I came from building houses. That was incredibly rewarding to see something where there was nothing. I transitioned into this industry because I like to see what I do impact people for the better. And that’s what keeps me around.”**

**“I love what I do; there’s tremendous job satisfaction in this industry and the opportunities are so broad.”**

**“There’s a lot of job satisfaction. Driving on a road that I had a hand in building is a good feeling.”**

**Q:** If a high school student came home today and told their parents, “I want to build roads and work in asphalt,” what do you think the initial reaction of their parents would be? How might we work to change that perception?

**“There’s a lot of young folk with steep student debt. This field provides many opportunities for good, solid careers. There’s a lot of good people building our roads, we need to do a better job of connecting the dots. We need to get the word out.”**

**Q:** Over the last couple of years, I have participated in a lot of national and regional discussions and meetings regarding the workforce related challenges our industry is and will be facing — during that time, a lot of ideas tend to focus on what I would call the “meta” which does great in identifying our needs, but not so great in achieving actual results. In your opinion, what are some more measurable and achievable results that we could be taking to address the workforce development issue?

**“Unify our voice and have that voice heard. Think holistically about what’s right for our industry and our organization. Get buy-in. This makes me excited.” ◀**

**“You may think, well, it’s just roads and that’s true. It’s just roads. But those are the roads that take us to our families; those are the roads that take us to our loved ones; those are the roads that connect our community; those are the roads that trucks drive on that bring us our supplies; and those are the roads on which we enjoy the beauty and the nature that is incredible and second-to-none in this state.”**

## Thank you to our participants:

Brian Burr, Staker Parson Materials & Construction; Doug Watson, CMT Engineering Laboratories; Jeff Collard, Hales Sand & Gravel; Victor Johnson, Geneva Rock Products; Craig Fabrizio, Staker Parson Materials & Construction; Jeremy Thomas, Suncor Energy; James Clark, Crafcro, Inc.; Jeremy Leonard, Western Rock.

To listen to the full version of the roundtable discussion, please visit:

Reed Ryan talks about UAPA.



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# 2020 AWARDS



# WINNER INDUSTRY LEADER

## PAUL "BUP" MINARDI

### UAPA IS PROUD TO RECOGNIZE PAUL "BUP" MINARDI AS THE UTAH ASPHALT PAVEMENT ASSOCIATION'S INDUSTRY LEADER AWARD



Paul "Bup" Minardi is an industry veteran of more than 25 years. Wheeler Machinery Co. employed Bup before he started Mountain Regional Equipment Solutions, Inc. (MRES) in April 2004. As the owner and president of MRES, he has built MRES into a company that provides automated lubrication and safety solutions to the construction, transportation and mining industries. The company's culture and reputation show Bup's commitment to the industry and its people.

MRES has received AGC's Utah Supplier of the Year Award twice and has been an AGC silver sponsor for more than five years.

Bup loves his work, employees, vendors and customers. Many of his customers are also friends. He believes in treating everyone the way he wants to be treated, and he is fiercely committed to operating the company with integrity and providing consistently excellent customer service.

He is committed to Utah's asphalt paving industry. Bup is active in construction industry associations and serves on association boards that include UAPA and the AGC of Utah. His association memberships include the following:

- Utah Asphalt Pavement Association
- Colorado Asphalt Paving Association

- Arizona Rock Products Association
- AGC chapters of Utah, Arizona, Idaho and Nevada

Bup has served as a secretary for UAPA and currently serves on the UAPA board of trustees. MRES is a UAPA gold sponsor and has supported golf and conventions. Also, MRES is a 2019 and 2020 UAPA Scholarship Fund sponsor.

Religious and community service are important to Bup. He has served at his local church for more than 20 years as a teacher and member on his church's board and finance council. He supports charities such as the Salt Lake Rescue Mission and The Salt Lake Mission, which serve the Salt Lake homeless community. He and his company also support a youth-focused outdoor ministry called Big Canyon Ranch.

Bup loves the outdoors. He is involved in several adventure racing groups and has participated in many U.S. races. ◀

"I believe that membership in UAPA has been a tremendous help with our relationships with our clients. By engaging with the trade group that our customer base is allied with, our existing customers and potential customers see us as allied with them — which we are. It's good for us, and good for them, as we now have common ground. We share a purpose that is higher than just the day-to-day operations. We share a common industry vision."

# WINNER

# SMALL PROJECT OF THE YEAR

## BLACK FOREST PAVING — EMIGRATION CANYON OVERLAY

**Name of project:**

Emigration Canyon Overlay

**Project location:** Emigration Canyon Rd — SLC Border to SR-65

**Project start:** June 2020

**Project completion:** September 15, 2020

**Key project team members:**

Earl Jolley (Project Manager), Mark Fotou (Superintendent)

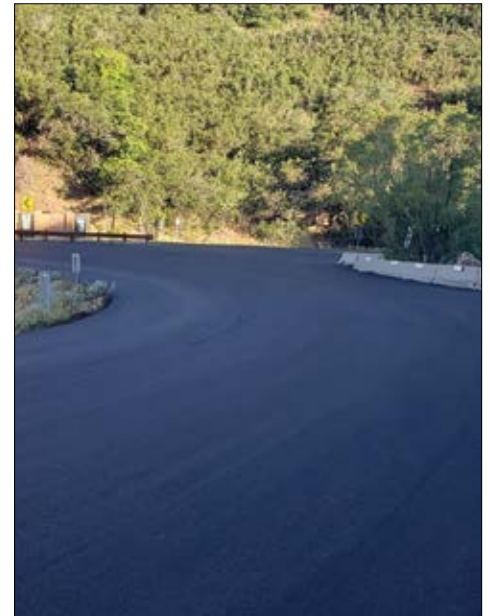
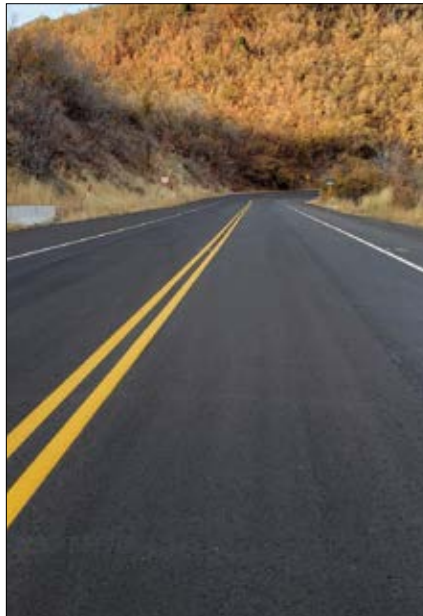
**Tons of asphalt placed:** 28,081 tons

**Project overview:**

Asphalt mill and overlay, partial roadway reconstruction, roadway drainage improvements, shoulder widening to improve bicycle access, striping to include new bike lanes, and rehabilitating a drainage culvert.

Working with the cycling community was one of the more unique aspects of this project. The canyon is a major hotspot for cycling, and our goal was to keep the canyon open to the cyclers as much as possible while maintaining a safe route with the automobile traffic. We also worked with residents of the canyon to make sure they had the access they needed to their homes and as they commuted during the project. The narrowness of the canyon, along with the steep grade, posed a challenge which our crews handled efficiently and effectively.

The best part of the project for us has been receiving such compliments and recognition of the efforts of so many people that have put hard work into making sure this project was a success. It was indeed a major success, and we are pleased with the end result. One of the many comments we received: "A big thank you to the team resurfacing Emigration Canyon. As a local cyclist I ride that road often. Not only am I enjoying the new pavement, I really, really appreciate how the construction team, county and township

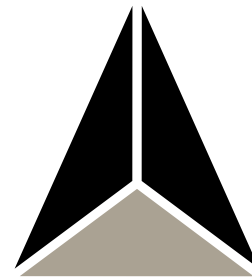


have gone out of their way to keep us informed and make the road cyclist-friendly. Please share my thanks with your team. This is a great gift to Utah cyclists!" — Sheldon Furst (Cyclist)

**Safety:**

Along with managing the safety of cycling traffic throughout the project,

our crews followed all safety protocols and were able to maintain a safe site with no major auto accidents during the construction phase and no reportable employee accidents, even with the added challenges of the canyon. ◀



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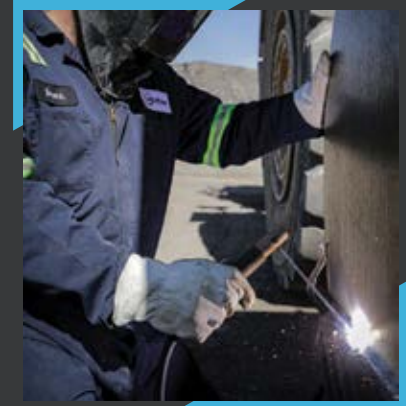


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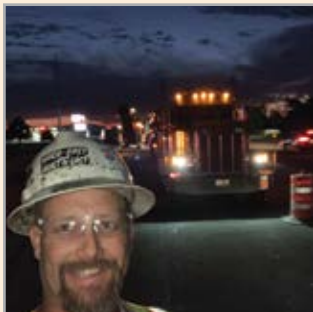
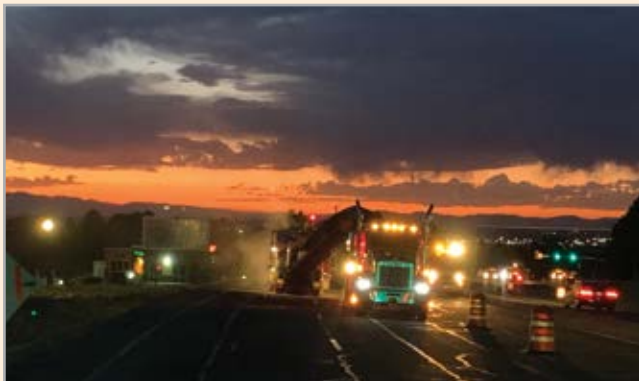
- Expert guidance on choosing the most efficient products and services
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# NOMINEE

## SMALL PROJECT OF THE YEAR

### GRANITE — US-89; SR-203 TO 40TH ST.

The US-89; SR-203 to 40th St. project involved the rehabilitation of the existing roadway on a very busy stretch on US-89 in Ogden, Utah. Due to the significant traffic counts passing through the corridor daily, this mill and overlay project was required to take place at night, with lane closures and intersection work being coordinated with both the Ogden Regional Medical Center and the local fire and police departments. The overlay work was later followed by grooved-in tape and epoxy paint operations in addition to various safety upgrades to the crash cushions, guardrail, signage, and pedestrian access ramps. ◀



# NOMINEE

## SMALL PROJECT OF THE YEAR

### GRP SR-92 AF CANYON

Construction on SR-92 and SR-144 consisted of 1.5-inch to 3-inch mill and overlay over 11.4 miles using both HMA and SMA mixes. Throughout the project, we placed 7,615 tons of HMA and 21,113 tons of SMA. Most of the work was done at night while maintaining one open lane throughout the duration of the project. A new foundation was constructed for the fee booth in a new location at the mouth of American Fork Canyon. The majority of the canyon road was widening by 2-4 feet, improving the safety of motorists and cyclists.

Material disincentives were nominal because of the rigorous quality control standards performed and maintained by our asphalt plant operators and design team. Frequent testing and process improvement is a key to the success of Geneva Rock's consistently high-quality materials. Along with frequent testing at the asphalt plant, compaction testing of placed material is key in a high-quality roadway. Geneva Rock employed a tester on-site for the duration of paving operations to ensure that SMA and HMA reached optimum compaction numbers. Proper compaction and a smooth roadway also resulted in high incentive bonuses for both HMA and SMA. ◀



**NOMINEE**

**SMALL PROJECT OF THE YEAR**

**GRANITE CONSTRUCTION —  
WANSHIP TO PEOA**

The project consists of rotomilling 3-inches of existing asphalt and replacing with 3-inches of new, fine graded HMA. Structure work (E1210, C-288, and F-457); removing existing asphalt, structural pothole patching and repaving paving back. Installing drainage structures and water quality control structure in Wanship. Soft spot repairs, reconstruction of pedestrian ramps, replacing and, when necessary, relocating signs, reestablishing all pavement markings and pavement messages. ◀



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# WINNER

## QUALITY IN PAVEMENT PRESERVATION

### STAKER PARSON MATERIALS & CONSTRUCTION — SR-115 AND US-6 PAVEMENT REHABILITATION

**Name of project:** SR-115 and US-6  
Pavement Rehabilitation

**Project location:** US-6 in Spanish Fork  
and SR-115 in Benjamin Utah  
(US-6; MP 177.91-189.59 and  
SR-115; MP 3.70-7.04

**Project start:** May 2020

**Project completion:** October 2020

**Key project team members:**

Staker Parson Material & Construction  
Personnel: Clay Packard, Estimator and  
Project Manager. Danny Lee, Superintendent.  
Jordan Neerings, Asphalt Foreman. Cole  
Christiansen, Traffic Control Foreman. Justin  
Hansen, Operations Manager. Scott Swaffer,  
Hot Plant Foreman. Danny Lovato, Field  
Quality Control Technician

**UDOT Region 3 personnel:**

Travis Akermann, Resident Engineer. Joe  
Banford, Inspector. Marco Palacios, Field  
Engineer. Kurtis Park, Engineering Tech IV

**Key subcontractors:**

B & K Construction, Premier Striping INC.,  
B. Jackson Construction & Engineering,  
Inc., Valley Land Surveying, Geneva Rock  
Products, Inc

**Tons of asphalt placed:** 46,687

**Project overview:**

On one of the most dangerous and busiest  
highways in the State of Utah, Staker Parson  
Materials and Construction was able to safely  
mill and overlay a stretch of US-6 during the  
night hours from May to September 2020.  
Working within a 9-hour nightly mill and  
overlay shift, our traffic control, trucking,  
asphalt plant and construction crews were  
successfully able to rotomill 4 inches of exist-  
ing asphalt and pave back 2.5 inches of HMA.



Upon completion of the HMA phase of  
28,134 tons, we paved back 18,553 tons  
of Stone Matrix Asphalt (SMA) on 17 lane  
miles, with only two bumps to grind.

**What makes the project  
unique?**

With this job being a maintenance  
re-surfacing project, the goal was to  
deliver a quality long-lasting project.  
The completed wearing courses of  
SMA, Chip Seal, and Micro-surface do  
just that. On top of that, the completed  
longitudinal rumble strips provide the  
safety component for motorists to help  
eliminate accidents along this highway.

By working during night hours, we  
drastically reduced traffic delays for  
passing motorists. Our traffic control  
signage and traffic control plan  
resulted in safe passage for motorists  
and construction personnel.

**Safety:**

We did not have any injuries or lost time  
accidents on the project. All person-  
nel must also watch a safety video three  
times per week on their phone or tablet,  
and answer questions about the con-  
tents of the video. All 2020 new hires  
also complete a documented weekly  
coaching action plan for the first 12  
weeks of employment, which requires  
semi-weekly safety discussions with  
their supervisor.

We also had nightly safety toolbox talks  
with the crewmembers about keeping  
their eye on traffic. We built most of the  
job with a one-way flagging operation.  
By keeping safety job priority one, we  
were able to build the project without  
incident, ensuring all employees went  
home safe after every shift. ◀



NOMINEE

# QUALITY IN PAVEMENT PRESERVATION

## GENEVA ROCK PRODUCTS AND JONES & DEMILLE ENGINEERING — BRUSH WELLMAN ROAD

For this project, the scope was to rehabilitate a failing roadway. The scope when funding was applied for was a 4-inch mill and 4-inch fill. In the end, over 55,000 tons of fiber-reinforced HMA were placed in a 3-inch mill and a 4-inch fill section. Also, because of available funding, a micro surfacing was placed on top of the newly placed HMA. One of the unique aspects of this project was the placement of the fiber-reinforced HMA. This material was elected because of the rural nature of the roadway.

The project's collaborative efforts were the key to producing consistent mix and placement properties, allowing a great ride for the traveling public. ◀



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# WINNER

# QUALITY IN CONSTRUCTION

## SUNROC — CEDAR CITY AIRPORT



**Name of project:** Cedar City Airport

**Project location:** 2560 Aviation Way St,  
Cedar City, UT 84721

**Project start:** March 16, 2020

**Project completion:** Sept. 9, 2020

**Key project team members:**

- Kelly Cox, Project Manager
- Tyler Cornelius, Project Superintendent
- Larry Cox, Asphalt Superintendent
- Cameron Carling, Project Engineer

**Key subcontractors:**

- Mesquite Electric
- Construction Materials Recycling
- Cardinal Grooving
- KW Concrete
- Straight Stripe Painting

**Project overview:**

This project consisted of a Full Runway 2-20, Runway 8-26 Reconstruction and RSA Safety Grading, completed in phases to accommodate the local SUU aviation school and local FedEx deliveries.

**What makes the project unique?**

Sunroc maintained extremely tight survey control with verified control points approximately every 1,000 feet. A combination of 3D GPS control and Total Station control was used to fine-tune the finish grade elevation of the subbase and base. A robotic paint machine was utilized to mark edges of all pavements and paving lanes, maintaining straight joints and pavement edges. The entire site was constructed solely with 3D machine-controlled equipment. The GPS system set up on-site was used by both the contractor and the surveyor to maximize efficiency in results for the tight grade tolerances achieved.

Echelon Paving was used to reduce longitudinal cold joints in the runway surface, improving consistency in asphalt compaction and extending the life of the runway.

Overburden from an old iron mine was sourced for P-209 base under asphalt, reducing the number of resources required from local commercial pits. A close material source was also found and met specifications for P-152 borrow. This reduced the amount of truck traffic to the public as well as the environmental impact.

Our team demonstrated a high level of teamwork and collaboration to solve a variety of unique challenges. The project's extremely tight schedule required Sunroc to efficiently manage labor forces, equipment, and material resources to meet project deadlines. Our team successfully planned and prepared to secure the appropriate resources to complete all deadlines. In addition, our team put in incredible effort, typically working 11-hour days and six days per week. Overall, the project was completed 30 days ahead of schedule. ◀

# WINNER

# LARGE PROJECT OF THE YEAR

## GENEVA ROCK PRODUCTS – CASCADE SCENIC DRIVE AND CASCADE SPRINGS ROAD & SR-65

**Name of project:** Cascade Scenic Drive and Cascade Springs Road Project

**Project location:** Wasatch County, Utah

**Project start:** June 2019

**Project Completion:**  
October 2020

**Key project team members:**

- U.S. Department of Transportation, Federal Highway Division
- GRP-DSB-TSB (Geneva Rock Products, Inc. / DSB Construction Joint Venture)
- Central Federal Lands Highway Division, Denver, Colorado
- Chris Robbins (DSB)
- Mike Summers (GRP)
- Bob Manookin (GRP)
- Rock Supremacy — Anchored Wire Mesh

**Tons of hot mix asphalt placed:**  
30,000 tons

**Project overview:**

The Cascade Springs Road project is nestled in the heart of the Wasatch Mountains, just off the Alpine Loop Scenic Road. The Alpine Loop is a 20-mile stretch of road winding through the forests of American Fork Canyon, Uinta National Forest, and Provo Canyon. Thousands of people drive the magnificent mountain passage every year, peaking in the fall when autumn leaves are changing colors in the forests.

Geneva Rock’s project involved the stretch of road that connects the Alpine

Loop Scenic Road to Cascade Springs. Cascade Springs is a picturesque mountain area with a series of beautiful mountain springs, cascading streams, and waterfalls. The surrounding boardwalks and paved pathways create a nature trail leading to the natural pools of clear water and terraces of fish and aquatic plant life.

Geneva Rock completed earthwork, site-work, pipelines and drainage, and asphalt paving for a total of 12 miles, from the Alpine Loop turnoff to Cascade Springs area to Heber City, Utah. The work is being completed in two phases. The first phase connects Cascade Springs to Heber City, Utah, and the second phase connects Cascade Springs to the Alpine Loop turnoff.

**What makes the project unique?**

The quality of our work on this project is visibly apparent when driving the completed roadway. The steep and winding conditions of this roadway create a difficult project to pave. The owners and shareholders complimented our team for the final product and appearance. The designed thickness required 3 inches of asphalt, placed in two lifts, each 1.5 inches, which is not common. At completion, the road averaged a thickness of 3.02 inches. This project went above and beyond by implementing innovative construction techniques and technology. As a result, this road is incredibly smooth, and it drives extremely well through one of the most scenic and breathtaking alpine vistas in the state. The end-product is one of the highest quality projects that Geneva Rock has completed, and we are proud that we went above and beyond the call of duty to ensure an amazing product for thousands of people to enjoy Utah’s mountain scenery. ◀

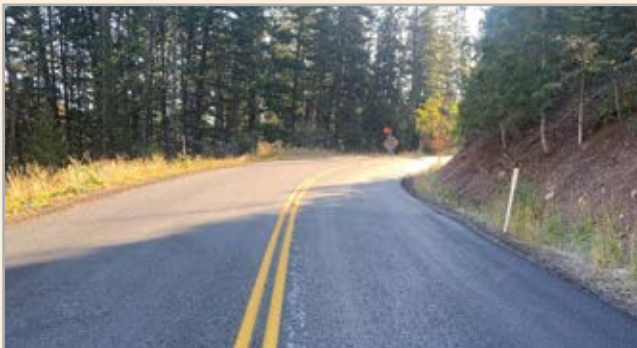


# NOMINEE

## LARGE PROJECT OF THE YEAR

### GRANITE CONSTRUCTION — SR-65 (MP 8.43-21.77) AND SR-66 (MP .00-8.74)

This project improved SR-65 and 66 with a new HMA surface and final chip seal surface on a major recreation corridor for the surrounding area. Tasks included rotomilling 1.5 inches of existing asphalt and replacing it with 1.5 inches of fine graded, HMA on SR-65 and SR-66, HMA tie-ins to East Canyon Resort and East Canyon State Park, repairing all soft spots within the project limits as determined by the engineer, reestablishing shouldering three feet wide along entire project length, reestablishing all pavement markings and pavement messages within the project limits, removing and installing 25,089 LF of existing W-Beam Guardrail with a new 31-inch W Beam Guardrail and casting in place a concrete barrier wall. ◀



# NOMINEE

## LARGE PROJECT OF THE YEAR

### GRANITE CONSTRUCTION — SR-190: BIG COTTONWOOD CANYON TO BRIGHTON SKI RESORT

This project consisted of milling and paving 3 inches of 0.5 inch fine grade HMA 32,173 TN, reconstructing utilities, 34 EA (Rapid Set Mix), and installing concrete pavement for the waterway and bus pad at Brighton Loop. French drains were installed to dispel subgrade waterflow and 17.4 miles of UTB shouldering were built. This project was unique with its extensive Public Involvement (PI) efforts to engage the very active residents, as well as the recreators that utilize Big Cottonwood Canyon on a daily basis. ◀



# NOMINEE

## LARGE PROJECT OF THE YEAR

### GENEVA ROCK PRODUCTS — F-I-80 (74) 70

This F-I-80 Preservation High Volume Project was west of Salt Lake City in Tooele County from milepost 70 to milepost 80. The project consisted of a full width 1.5-inch roto-mill with a 1.5-inch SMA (Stone Matrix Asphalt) overlay both in the westbound and eastbound lanes. The project also added UTBC shouldering, rumble strips, new pavement marking paint with thermoplastic messages, updates to the guardrail, and new delineators. This stretch of I-80 from the SLC International Airport to the western state line is the main corridor to the West. ◀



# NOMINEE

## LARGE PROJECT OF THE YEAR

### GENEVA ROCK PRODUCTS — SR-158; SR-39 (PINEVIEW DAM TO POWDER MOUNTAIN)

This project included the roadway excavation and shoulder widening of SR-158 starting at the Pineview Reservoir Dam for several miles for improved traffic and safety. The project also called for an intermittent leveling course and overlay from just north of the town of Eden to the top of Powder Mountain ski resort. Upgraded signage, barrier replacement and a chip seal for the entire 11.69-mile length of the project are scheduled for early summer of this year. ◀



# NOMINEE

## LARGE PROJECT OF THE YEAR

### HALES SAND & GRAVEL — I-15 JUAB COUNTY LINE TO SEVIER RIVER BRIDGE MP (8.43-21.77)

The I-15 project (MP 193-MP 200) was an exciting but challenging project to construct. It included cracking the concrete, installing two lifts of asphalt and having two lanes of traffic open for the weekend. ◀



# NOMINEE

## LARGE PROJECT OF THE YEAR

### STAKER PARSON MATERIALS & CONSTRUCTION — SR-115 AND US-6 PAVEMENT REHABILITATION

With this job being a maintenance re-surfacing project, the goal was to deliver a quality long-lasting project. The completed wearing courses of SMA, chip seal, and micro-surface do just that. On top of that, the completed longitudinal rumble strips provide the safety component for motorists to help eliminate accidents along this highway. Working within a 9-hour nightly mill and overlay shift, our traffic control, trucking, asphalt plant and construction crews were successfully able to rotomill 4 inches of existing asphalt and pave back 2.5 inches of HMA. Upon completion of the HMA phase of 28,134 tons, we paved back 18,553 tons of Stone Matrix Asphalt (SMA) on 17 lane miles, with only two bumps to grind. ◀



# NOMINEE

## LARGE PROJECT OF THE YEAR

### WESTERN ROCK — I-15; MP 37 — M 44, ADD NB CLIMBING LANE

This project involved reconstruction of the I-15 southbound curve at Blackridge to change the abrupt curve at MP 37. A cast-in-place barrier was placed in the median of this curve, replacing precast barrier. Project included demolition and reconstruction of the bridges at New Harmony and Kolob Canyon exits, and seven miles of an additional passing lane on the northbound from MP 37 to 44. The traffic pattern changes warranted signing, striping and wildlife crossing improvements. ◀



# NOMINEE

## LARGE PROJECT OF THE YEAR

### WESTERN ROCK — US89 AND SR143; ASPHALT REHAB NEAR PANGUITCH

US-89; MP 115-124, 131-141 and SR-143; MP 45-51 asphalt highway rehabilitation for UDOT Region 4. We were the general contractor for the production and delivery of 52,000 tons of SMA and 42,600 tons of HMA. We also supervised the in-place cold asphalt recycling of 123,600 square yards of roadway, 212,300 square yards of milled surface, roadway excavation and preparation for a center turn lane in the town of Hatch, and guardrail, signs and striping improvements throughout the project. ◀



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# CONGRATULATIONS

## TO OUR 2021 SCHOLARSHIP WINNERS

### **Clint Morton, Attending BYU in Business Management/Construction Management**

**Expected to Graduate in December 2022**

"I have been in the public works industry for 15 years, starting as a seasonal road maintenance worker for Vernal City to my current position of the Street Superintendent for Vernal City. I am an instructor for Utah LTAP, and I teach Flagger Certification and Traffic Control Certification, classes. I have plans to continue to be a part of public works and the asphalt industry, which I believe is a big part of increasing the quality of living for others."

### **Derek Robinson, Attending Salt Lake Community College in Construction Management**

**Expected to Graduate in May 2022**

"I have been working in the asphalt industry in a quality control lab for about six months. Being in the asphalt business is way more than just laying down rocks and throwing some oil in there with it. After getting my degree, I hope to be able to have a job within the asphalt industry here in Utah. I am excited about continuing my education and growing my skillset within the industry."

### **Kaylee Bunderson, Attending Utah State University in Civil Engineering**

**Expected to Graduate in 2025**

"I am excited and eager to learn about all the aspects of road design. As a child, I remember hearing a story from a well-respected engineer I know, about how a highway will sing a tune when you hit rumble strips at a certain speed while driving down the road. I also learned in my engineering classes that with the latest development of technology, they are now looking into the prospect of developing roads that will charge electric cars as they drive down the road."

### **Khevar McLeon, Attending Southern Utah University in Civil Engineering**

**Expected to Graduate in May 2022**

"The community that I grew up in had nothing but dirt roads. In Jamaica, it rained often, and with the rain came muddy roads.

This was a huge challenge for our community, especially for us children, who would have to walk these muddy roads to get to school. I still remember the first paved road in our community. That day sparked a desire to study civil engineering, and today I have a special interest in materials testing."

### **Tyson Prince, Attending Southern Utah University in Construction Management**

**Expected to Graduate in April 2022**

"Currently, I am working for Sunroc as an intern. We recently finished paving the Parowan airport. This was a wonderful experience that showed me a different side of paving that wasn't a roadway. I have really enjoyed getting to see all the different types of paving and how the process differs between the various types of paving."





# REVAMPED ROAD FUNDING WILL PAVE THE WAY TO A SUSTAINABLE FUTURE OF FUELING

By Jon O'Brien, Source North America

With COVID-19 having such a dramatic impact on fuel demand in 2020, an important public policy vulnerability has resurfaced: Fuel supply and demand is subject to fluctuation, and relying on this inconsistent model to pay for roads leads to unsteady levels of funding.

It would be all too easy for petroleum marketers to view this dilemma as a problem to avoid rather than to address. After all, most infrastructure funding is generated through fuel taxes, and what level-headed petroleum marketer wants to start raising questions that might make fuel taxes — and by association, fuel prices — go up? But make no mistake, how the United States generates road funding is fundamentally flawed and, consequently, it is jeopardizing the very livelihood of petroleum marketers. Here's a look at the reasons behind this.

## 1. The model for road funding is not sustainable, and it hasn't been for some time.

Prior to 2001, increased motor vehicle use and occasional increases in fuel tax rates were enough to cover federal surface transportation spending. But in 2001, federal Highway Trust Fund (HTF) revenues stopped growing faster than spending, even with increasing fuel consumption.

The federal fuel tax has not increased since 1993. As a result, states have passed fuel tax increases and explored other funding measures to buoy infrastructure spending. Several states, including California, Illinois, Indiana, Nebraska, South Carolina and Virginia, have enacted fuel tax increases as recently as July 2020.

## 2. Low fuel consumption means low fuel taxes collected.

According to a 2017 policy brief, "Fixing America's Roads & Bridges, The Path Forward," more than half of highway spending at all government levels depends on fossil fuel taxes. Unfortunately, there is a fundamental misconception that the volume of fuel moving through the supply chain — from extraction to utilization — remains constant. As this year's steep decline in fuel demand has illustrated, this is simply untrue. As a result, fuel tax monies have dropped proportionately.

---

The perpetual funding gap has exacerbated road repairs, which have been deficient for a long time. The 2017 policy brief points to a continued pattern of deferred maintenance as an underlying cause of the United States' crumbling infrastructure.

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Fuel taxes are an elastic source of revenue. That elasticity contracted substantially due to COVID-19. So, a funding problem that was festering pre-pandemic is now intensifying. Case in point: The American Association of State Highway and Transportation Officials has said that states have seen a 30-50% drop in revenue since the start of the pandemic.

### 3. Low fuel taxes collected means deteriorating roads.

The perpetual funding gap has exacerbated road repairs, which have been deficient for a long time. The 2017 policy brief points to a continued pattern of deferred maintenance as an underlying cause of the United States' crumbling infrastructure. The brief indicated that the U.S. has been spending only about half the amount needed to fund roads. Historically, prioritizing the construction of new roads and bridges over repairing existing roadways also has contributed to the lack of upkeep.

In the context of a COVID-19 depressed economy, at least 39 states, transportation authorities and local governments have publicly projected declining revenues, reported the American Road and Transportation Builders Association. As a result, 14 states have announced \$4.5 billion in project delays or cancellations, while 19 local government and authorities have announced project delays or cancellations of \$4.54 billion. Legislative initiatives and ballot measures also are being postponed or delayed.

### 4. Transportation creates a market for fuel suppliers.

Regardless of the type of fuel that marketers will be selling 10 to 20 years from now — be it electricity, renewable fuels or still largely petroleum — safe roads will still be needed to convey motorists. In fact, it's probable that roads will need to carry even more vehicles in the future:

- Since 1990, the number of registered vehicles in the United States has increased about 40%.
- Since 1990, U.S. vehicle miles traveled has increased about 50%.
- Amid the pandemic, consumers have expressed a distaste for public transportation, suggesting that people feel safer in their personal vehicles.

### The Road Ahead

Just as fuel tax revenue is not insulated from demand fluctuations, fuel marketers are not insulated from fluctuations in consumer preferences — and that includes the broader consumer experience that goes beyond what happens at the station. Routine driving, fueling up, vehicle performance and maintenance — and their associated costs — influence the consumer's perception of what it means to be a motorist. This in turn impacts consumers' future lifestyle decisions.

With traffic congestion wasting motorists' time and money, driving is becoming an unpleasant chore for many

people. Absent a positive driving experience, petroleum marketers' existing customer base would be sufficiently incentivized to endorse alternative transportation ideas.

There are short-term benefits to revamping road funding, too. Transportation is a key contributor to the U.S. economy. The 2017 policy analysis reports that investing in transportation infrastructure (when properly executed), raises economic growth. Amid the prospect of a weakening economy, establishing a sustainable funding plan to support infrastructure may be a road back to stronger economic times.

It is helpful to view our roadway system like the arteries and veins of our national body. When our arteries are clogged and our veins are stressed, we face an unhealthy, unsustainable situation.

In summary, roadway utilization is at its highest levels, the infrastructure continues to age, and the current approach to funding is unsustainable. This is a circular problem that has critical implications for both the short and long-term viability of the fueling market. It is imperative that leaders revamp road funding.

The very future of petroleum marketing may depend on it. ◀

*Joe O'Brien is vice president of marketing at Source™ North America Corporation. Contact him at [jobrien@sourcena.com](mailto:jobrien@sourcena.com), or visit [www.sourcena.com](http://www.sourcena.com) to learn more.*

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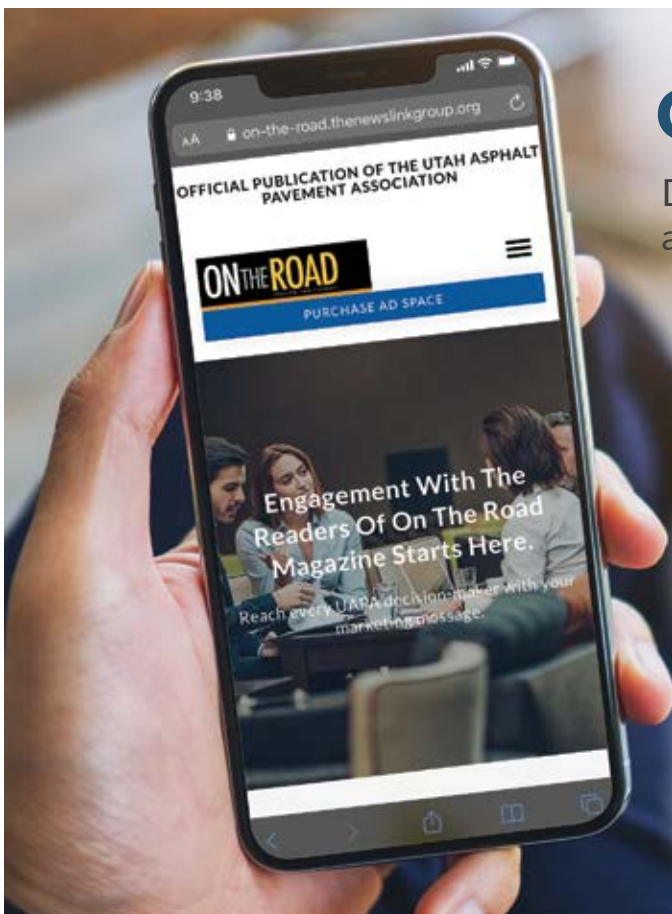
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