

Date: 23 September 2016

To: Charese Feuerstein

Cc: Alex Knettel, Dakota Miller, Alisha Reis, Chris Pelletier, Long Nguyen

From: Todd Ficken, PE

RE: **NEDPED – 2<sup>nd</sup> Street Temporary Road Cap**  
**CDOT Project # STU M935-003**  
**Nederland Pedestrian and Storm Water Management Improvement Project**

As has been discussed at many construction meetings, the Contractor has not been able to secure porous asphalt material for the 2016 paving season due to no fault of the Town of Nederland. The porous asphalt portion of the above referenced project covers 2<sup>nd</sup> Street, from Snyder to East Streets. As we understand the situation, the Contractor did not seek procurement of the porous asphalt material early enough in the paving season and the 2016 paving season has experienced a very high demand for flexible pavement. The asphalt batch plants, experiencing this very high demand for “regular” asphalt, were not willing to allocate resources to the porous pavement material. In order to produce porous asphalt, a batch plant would have to dedicate a silo to the material. Asphalt producers were not willing to allocate a silo due to the high market demand for regular asphalt due to the relatively limited amount of porous asphalt required for this project. Resultantly, the porous asphalt component of the above referenced project has had to be pushed out until late spring/summer of 2017.

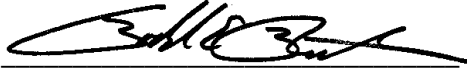
The postponement of securing porous asphalt has resulted in seeking a temporary cap material for that portion of 2<sup>nd</sup> Street, from Snyder to East Streets, that will meet certain criteria. Namely;

- (1) Provide a drivable surface through the winter
- (2) Such drivable surface must be sustainable as defined and required by the Town of Nederland
- (3) Will protect the subsurface recharge zone.

Several options were reviewed and it was ultimately decided, in concert with the Contractor and Town of Nederland, that the Contractor will lay two layers of geotechnical fabric and place 4 inches of compacted Class 6 road base on top of the geotechnical fabric. To harden the surface for the winter, the Class 6 road base will be treated with magnesium chloride. In the spring, the Class 6 material will be removed, inclusive of the geotechnical fabric and 4 inches of porous asphalt will be laid.

The Contractor is covering the cost of installing and removing the temporary cap described above. In addition, the Town is securing an agreement from the Contractor noting that porous material has indeed been procured, as evident for a materialmen supplier agreement between the asphalt supplier and the Contractor, a copy of which will be provided to the Town. The agreement will also include dates in which the temporary cap will be removed and the permanent cap installed.

The schedule will be toll until the date certain in spring/summer of 2017 and resume thereafter to allow for the porous material to be placed. We can provide you the dates once we see the supplier agreement. If you have any questions, or require any special "form" please let me know.

A handwritten signature in black ink, appearing to read "Todd E. Ficken", written over a horizontal line.

Todd E. Ficken, PE

F&D International LLC

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