IN THIS ISSUE:

Sportsmen Prefer Asphalt Parking Lots

Jordan Rd. in Parker Goes Asphalt

City of Centennial Pleased with FDR

Roadway Construction Safety, A Real Concern

Warm Mix Asphalt Implementation – A Colorado Update
We are a complete source for any size of equipment … all designed for top performance and dependability. As a total solutions provider, we offer more than 300 pieces of rugged and reliable equipment for industries ranging from heavy and general construction to mining and agriculture to petroleum and landscaping.

**Equipment Solutions**

Whatever your line of work, Wagner Equipment Co. has the equipment you need to meet the challenge and get the job done right, no matter how large or small that job may be. Other products sold and rented by Wagner include air compressors, trailers, machine work tools and implements.

Wagner Equipment Co. has 12 heavy equipment and 19 Wagner Rents - The Cat Rental Store locations throughout our Colorado, New Mexico, and Far West Texas territories. Through our “Any Part Any Store” program we can get the part you need, where you need it, fast.

We have 98% or better parts availability within 24 hours. Emergency After-Hours parts ordering is available via phone, 24 hours a day every day. You can also order parts online using PartStore from your computer at your convenience.

Our extensive service network of Resident, Field, and Shop Technicians are ready to help keep your equipment up and running.

Contact us today for all the innovative solutions we have to offer your operation. Call **1-877-654-1237** – We look forward to helping you.
COLORADO FLOOD OF 2013

486 lane miles of state highways closed, damaged, or destroyed; 120 bridges on state highways damaged and requiring repairs.
SPORTSMEN PREFER ASPHALT PARKING LOTS

The specific sportsmen referred to are Dick and Jim Cabela, founders of Cabela's, the “World's Foremost Outfitter” and John Morris, founder of Bass Pro Shops. The companies these sportsmen founded selected asphalt pavement for parking lots at Cabela's stores in Thornton, Lone Tree, and Grand Junction as well as Bass Pro Shops stores in Denver and Colorado Springs. In fact, asphalt pavement has been selected for every Cabela's and Bass Pro Shops parking lot in Colorado, totaling approximately 3,000 parking spaces. There are several reasons these companies choose asphalt for 100% of their Colorado locations, including fast construction, low life cycle cost, environmental benefits, and great appearance.

CONSTRUCTABILITY
As the Aggregate Industries crew finished paving at the Lone Tree Cabela's a few weeks before the store’s August 15, 2013 grand opening, Kurt Todeschi, Aggregate Industries’ Chief Estimator, said that paving the 538-stall parking lot and apron around the store as well as several blocks of access road was completed in less than three weeks. Constructing the same pavement from concrete would have taken approximately twice as long and could have delayed the store opening. Since the average Cabela’s store had daily revenues approaching $200,000 in 2012, it’s apparent that time truly is money in this case.

FINANCIAL BENEFITS
Comparing bids for asphalt and concrete pavement at the Bass Pro Shops in Colorado Springs, it was clear that the asphalt parking lot cost about 35% less to build than the specified concrete parking lot. Furthermore, life cycle cost analysis using the present value of future maintenance showed that over the next 50 years, asphalt pavement's total cost was 45% less. Any building owner would jump at the opportunity to achieve that level of savings.

ENVIRONMENTAL BENEFITS
According to the American Society of Civil Engineers, Asphalt pavements require about 20% less energy to produce and construct than other pavements, so simply specifying asphalt pavement reduces the carbon footprint of a parking lot by 20%. Once Asphalt has been specified, there are three additional ways to minimize asphalt's environmental impact: Including Recycled Asphalt Pavement (RAP) in the new asphalt mix, paving with warm mix asphalt, and paving with porous asphalt.

The Federal Highway Administration reports that the U.S. asphalt industry recovers about 99% of its own product every year, and reuses or recycles about 99% of it. This makes the asphalt industry America's number one recycler. About 20% of virgin materials in an asphalt mix can be replaced with RAP, which saves energy that would otherwise be used to produce new asphalt binder and aggregate as well as saving those materials for more beneficial use. Warm Mix Asphalt uses admixtures to help asphalt binder stick to aggregate at lower temperatures which can result in asphalt plants using between 10 and 15% less fuel. The Bass Pro Shops parking lot in Colorado Springs used both these strategies to minimize environmental impact.
**AESTHETIC BENEFITS**

Because the wearing surface of asphalt pavement is regularly renewed, the parking lot is returned to a like-new appearance every 10 to 15 years. Meanwhile, concrete parking lots are never returned to like-new appearance, since failing areas are replaced every 10 years or so, which decreases the aesthetic appeal of the parking lot because the patches never match the color and texture of the surrounding weathered concrete.

**TO LEARN MORE**

The Colorado Asphalt Pavement Association’s Pavement Resource Manager, Ed Bush, would be glad to talk with you about any upcoming paving projects. Feel free to contact him at (303) 741-6150 or edbush@co-asphalt.com with any questions.


WARM MIX ASPHALT IMPLEMENTATION – A COLORADO UPDATE

Use and implementation of Warm Mix Asphalt in Colorado continues to make steady progress. In 2013, there were a number of milestones and new developments. Here are a few of the more noteworthy ones.

- The number of asphalt production plants upgraded with a foamed Warm Mix Asphalt system has increased in 2013 to near 24.

- It is estimated that approximately 30% of all asphalt materials produced in Colorado in 2013 was done so using a foamed Warm Mix Asphalt system.

- The CAPA Guide Specification for Warm Mix Asphalt, which includes provisions to support the use of WMA on local agency projects, has been adopted by some local agencies.

- The number of WMA technologies approved for use by CDOT has increased to 10 – and the number of WMA contractors approved for use by CDOT also increased to 14 in 2013.

- CDOT Approved the 1st Warm Mix Asphalt (WMA) Foaming System with No Restrictions. CAPA Associate Member Maxam Equipment Co. has the 1st warm mix asphalt (WMA) foaming system approved by CDOT with no restrictions.

- CDOT specified the use of Warm Mix Asphalt on the Highway 194 overlay project. Approximately 50,000 tons of WMA were used on the project with the intent of reducing bumps in the overlay when paving over crack filler material. United Companies placed 10,000 tons of WMA (foamed) on I-70 in Region 3.

- Many agencies had their first use of WMA in 2013, including Mountain Village, Castle Rock, Douglas County, Grand Junction, etc.

“The Town of Mountain Village chose warm mix for 2 reasons. First to reduce its carbon footprint for the Town’s road improvement projects. Second to take advantage of the warm mix characteristics of achieving compaction at lower temperatures. With lengthy transport hauls and cooler mountain temperatures it just makes sense to take advantage of the warm mix properties and be green while doing it.” - Finn Kjome, Town of Mountain Village

“This was a great opportunity for us to use WMA. The haul was more than an hour and we were hauling the asphalt materials to high elevations.” - Jarrett Welch, Quality Manager United Companies of Mesa County, an Oldcastle Company
Cooler weather slowing you down? Stay in the race longer with Evotherm

Evotherm® Warm Mix Asphalt Technology
When the temperature starts dropping, customers using Evotherm® keep paving. Evotherm has been placed in New York City at 32°F, in Canada at -2.7°C, and in Missouri at 19°F. Despite the temperature, Evotherm WMA maintains its workability and achieves target compaction densities. No other solution extends your haul distances further, lets you start paving sooner or keeps your season going longer. Evotherm is easy to use, has proven performance and the lowest temperature. Why pave with anything else?
The City of Centennial recently completed a Full Depth Reclamation (FDR) project on South Uinta Street. The City is pleased with the construction results and feels the repair strategy taken was the most cost effective for the long term. The ½-mile FDR section on South Uinta Street from East Arapahoe Road to East Costilla Boulevard, included a mill and overlay of South Uinta Street from East Costilla Boulevard to South Tamarac Court.

South Uinta Street is a major collector street in a residential area adjacent to an elementary school, which presented many challenges during construction. The City, through its Capital Improvement Program (CIP), conducted research in early 2013 on the FDR process, availability of contractors who could complete this type of work and whether materials were obtainable in the Denver metro area. After determining this was a viable reconstruction method, the City added this project to the annual Street Rehabilitation Program and awarded the contract to Brannan Sand and Gravel Company. Brannan subcontracted the reclamation of the soils and asphalt to ARS Companies. The project included the replacement of damaged curb, gutter and sidewalk, including the replacement of 1400 feet of combination curb, gutter and sidewalk to provide wider, ADA-accessible sidewalk for the neighborhood.

The project affected a significant number of residents in the area. The City’s public information process required advance notification and close coordination with the residents adjacent to the work zone to maintain access at all times while also restricting on-street parking during the construction process. The injection of the emulsified asphalt material into the subgrade and placement of the asphalt pavement surface also required close coordination with the residents. The project was delayed for several weeks due to design issues, existing utilities and weather. This resulted in the project not being complete prior to the scheduled Walnut Hills Elementary School opening Monday, August 19. The delays pushed the injection of the emulsified asphalt into the reclaimed subgrade and asphalt to Friday, August 16 and Saturday, August 17.

This also caused a delay in the placement of the asphalt pavement surface before the first day of classes at the elementary school. Michael Terry, PE, City of Centennial CIP Engineer, was in constant communication with the Walnut Hills Elementary principal to keep the school informed of the project’s progress and to ensure safe access to the school for all students. After the injection of the emulsified asphalt, mixing and compaction was completed on Saturday, August 17, the contactor marked the street with temporary crosswalks. The final three-inch layer of asphalt was placed on Thursday and Friday, August 22 and 23, respectively.

A project of this magnitude, in a residential area, could have a major impact on residents and others needing access to...
the area. By utilizing the FDR method, this project allowed for the residents to enjoy nearly unlimited access to their garages or driveways. “If this project had been done as a typical reconstruction project, the residents would have been inconvenienced for weeks, with many not being able to get to and from their driveways during that period” stated Michael Terry during a project open house at the site Friday, August 16. Nearly 50 people attended the open house from various cities, counties, consultants and others interested in the FDR process. Other than the design, utility, and weather delays, the contractors were able to complete the project in 10 days, compared to a standard reconstruction project which could have taken 20-40 days for a project this size.

“The City is extremely pleased with the final product and that inconvenience to our residents was minimized. The City is always looking for new, innovative solutions that make economical sense with little burden to our citizens,” says Centennial Mayor Cathy Noon

“The FDR method will continue to be utilized in Centennial as a viable option to reconstruct the failed streets in the City. This process provided the access needed by our citizens while also improving the condition of a failed street, where typical rehabilitation strategies would have only provided a short-term improvement for the road.” Michael Terry, P.E.
Ed Bush joined the CAPA staff on June 3 as its new Pavement Resource Manager. Ed comes to CAPA with a broad construction background and most recently was with the Colorado Ready Mixed Concrete Association in a similar role. Ed can be contacted at edbush@co-asphalt.com or at (303) 741-6150 x155. Ed has a Bachelor of Science degree from Regis University and is LEED AP, BD+C accredited. He will be expanding CAPA’s involvement in the commercial and industrial pavement sector of the industry. “Ed is a great resource to the industry and he is coming in running with great ideas to expand our involvement in the design and use of asphalt in areas that we have traditionally had very little involvement.” stated CAPA Executive Director Tom Peterson. Ed has been working with member companies on life cycle cost analysis, developing guidelines for the design and construction of parking lots, and organizing asphalt lunch and learn seminars for architects and engineers.

The use of regional specifications continues to grow in Colorado. A primary benefit of a regional spec. is to reduce the unnecessary differences from agency to agency that increase costs. CAPA Western Slope Representative Jim Fife has taken a lead role in the development of a new regional asphalt specification for the Garfield, Summit, Pitkin County areas. The plan is to have each of these 3 counties and the affected municipalities support the implementation of the specification that is referred to as the Roaring Fork & Eagle Valley Regional Asphalt Specification. Jim is already working with officials from the Town of Avon and other agencies on the implementation of the spec. For more information on the specification or for technical assistance from CAPA on the western slope, contact Jim Fife at jamesrflife@aol.com (970) 260-0953.

Earlier this year the Colorado DOT approved a specification change regarding the use of recycled asphalt pavement (RAP) in asphalt mixes. For years the standard was to specify a maximum amount of RAP by weight. The most recent version of the CDOT specification limited the amount of RAP to 25% by weight in the lower lifts and 20% by weight on the surface lift. The change in RAP specification approved in April, 2013, to 23% binder replacement is consistent with other states and recognizes that different sized RAP material yields different amounts of asphalt binder.

Research by the National Center for Asphalt Technology has shown that asphalt binder properties need to be adjusted (ie. grade bumping) when the virgin binder replacement amount goes above 25% to 30% binder replacement.

By using a virgin binder replacement specification for the use of RAP, an agency can effectively use RAP at the optimal level while having assurance that too much RAP is not being used.

Agencies are limiting the amount of RAP so that adjustments or grade bumping to the specified asphalt binder are not needed. The new CDOT specification has set a binder replacement amount at 23%. This equates to approximately 25% of RAP by weight. “The new CDOT specification accounts for contractors using different sized RAP material and the 23% binder replacement maximum provides assurance to us that we are not jeopardizing the quality of the final product,” stated Michael Stanford, P.E., CDOT Asphalt Pavement Program Manager. “RAP can be used effectively in our mixes provided the contractor meets our quality control requirements and stockpile management standards,” Stanford added.
ASPHALT PAVING FROM AROUND THE STATE
New interim Tier 4 pavers

Atlas Copco—Denver is your source for Dynapac’s next generation of F1000 pavers! Available in both track and wheeled options, these pavers are designed to meet interim Tier 4 emission regulations.

- Cummins QSB 6.7 liter interim Tier 4 engine
- New engine features Exhaust Gas Recirculation (EGR), Diesel Oxidation Catalyst (DOC) and Diesel Particulate Filter (DPF) system
- Reduces exhaust emission of particulate matter by 90% and NOx by 45%
- High pressure fuel injection reduces fuel consumption up to 5%
- New auger-conveyor, feed-control system ensures continuous flow of material for quality paving
- Improved visibility with the lowest deck height in the industry at 63 inches
- Transport width of 10 feet and a transport height of 106 inches

Built for maximum performance, ease of maintenance and lower total cost of ownership. We call it Uptime by Design.

Atlas Copco – Denver
Phone: 303-288-3258
Fax: 303-253-8906
www.atlascopco.us/denver
Randy Shamy (Cell) 720-810-0901
Speed of construction was a primary driving factor for the Town of Parker to select asphalt pavement to reconstruct a portion of busy Jordan Road. The Town also included an incentive clause in the contract to encourage early completion. “We looked at a number of options but felt that asphalt reconstruction would provide a cost effective long term solution while minimizing the construction disruption,” stated Chris Hudson, Parker Streets, Traffic & CIP Manager.

CAPA Member Brannan Sand & Gravel was the contractor on the $1.8 M contract with the Town of Parker. $1.2 million was for the Jordan Road reconstruction. The 90 calendar day project was bid in early February so as to maximize bidder competition and benefit from early season pricing.

The project consisted of 17,200 square yards of concrete pavement replacement and placement of 11,700 tons of asphalt materials. The project limits on Jordan Road portion of the project were from Lincoln Road on the north to MainStreet on the south. A saw cut was made between the curb and gutter and the pavement as it had been monolithic construction.

The Town of Parker included an incentive of $5,000/day for early completion up to a maximum of $50,000. Brannan finished in approximately 60 days. “Our attitude was that we hoped they would maximize the incentive payment,” Hudson added. “It makes it a win-win-win. A win for the contractor, a win for the Town, and a win for the residents and motorists of the road.”

There are two elementary schools and a high school in the area. Construction started (June 13) after school ended and was completed (August 13) before school started back in the late summer. The contractor worked a lot of long 12 hour days and a number of Saturdays and weekends.

According to John Forni, Manager of Construction Services/Vice President, Hartwig & Associates, Inc., the biggest challenge was putting the contract together. Forni added, “The Town was very concerned with public access throughout the construction phase, so we worked to provide the best path of travel to the residents. Once the Town proceeded with the incentive portion of the contract, we were able to formulate the plan to push the construction in a way that would certainly minimize the impacts.”

4 days were needed to remove and replace the intersection (up to top mat) at the entrance to the Clarke Farms Subdivision at Jordan and Bradbury and 6 days at the intersection of Jordan Rd. and Clarke Farms. The work at the intersections also included a liquidated damage clause to minimize the impacts to the traveling public.
The roadway reconstruction consisted of 12" of aggregate base course (ABC), reconditioning of the subgrade and 9" of asphalt. The asphalt placement consisted of a 4" Grading SG bottom mat, a 3" grading S intermediate mat, and a 2" Grading SX surface mix. The asphalt materials were PG 64-22, 75 design gyrations, and all mix consisted of 20% recycled asphalt pavement (RAP).

An excellent working relationship between the contractor and the Town of Parker led to a successful project. “We developed a high level of cooperation and we’re able to consistently handle the problems that came up quickly and to the satisfaction of all involved,” stated Grant Cruseturner, Project Manager, Brannan Sand & Gravel. Cruseturner added, “We came into the project with a common goal of a high quality project done quickly. Solutions to problems were figured out quickly and we worked together well every step of the way.”

Significant contributions to the success of the project were made by Project Engineer Jim Luft of Hartwig & Associates; Bob Gindros, Project Superintendent, Brannan Sand & Gravel, and James Landry, Town of Parker.

Key subcontractors on the project were Alpha Milling Co. providing pavement milling services; RoadSafe Inc. provided traffic control and striping; Rocky Mountain Excavating & Concrete Co. was the subcontractor that handled the concrete removal plus base course placement and Colorado Concrete constructed the new curb and gutter.

Overall, the contract went smoothly. Brannan came in with an organized plan, and really stuck to it. Their subs were lined up and came through; Rocky Mountain Excavating, Windy Point, RoadSafe and Colorado Concrete were responsive and completed their portion of work as quickly as possible. John Forni commented, “Brannan did an excellent job with the paving. The overall ride is very good, and we did not have a single failing laboratory or field test through the paving process.”

The same approach of placing a significant emphasis on speed of construction and minimizing construction duration is expected to be used on future projects by the Town of Parker. Main Street at Jordan Road will be one of the next projects in a couple of years and the incentive/disincentive clause is anticipated to be included.
During the summer and fall construction season, we have been out on several projects, both during daylight hours and during night time paving.

One of the common themes we are hearing and viewing while out on these projects concerns the safety of the workforce. While the project safety personnel do everything in their control to provide a safe work environment, there is only so much that can be done. The “Cone Zones” are clearly delineated in each of the work area, but that doesn’t mean the traveling public is paying attention to the work zones and following the rules of a construction zone. We have been witness to persons speeding, texting and otherwise distracted while in the construction zones. Many, if not all of us have been in a construction work zone where a cone line has been established and as we progress through we observe many of the cones are displaced, knocked down or just completely run over. This doesn’t happen because the drivers are alert and paying attention in the “work zone”, they have obviously been distracted somehow, for some reason and left the open lane to attack the cones.

One common concern for night time paving has always been intoxicated drivers, especially after 2:00am when the drinking establishments close. While this is still a concern and should not be discounted, it is closely being over taken by distracted drivers. Distracted drivers are on the roadways 24 hours a day, 7 days a week. Many drivers feel as they enter the “work zone” and traffic slows, it is an opportunity to catch up on that missed text, e-mail or do something else with their mobile device. It seems that posted speed limits in construction work zones are only a suggesting to many drivers.

At one project this summer we, along with the contractor paced several vehicles as they were traveling through the work zone, shortly after it had been set up, and before the work actually began that day. The work zone speeds were reduced by 20 mph from the permanent posted speed limit with notice about fines doubled in the work zone. The vehicles we paced were traveling at the posted speed limits or even faster than the posted speed limits. It appears drivers see the permanently posted signs and do not see the work zone temporary speed limit signs and feel it is still acceptable to travel at permanent speed while in the work zone.

There is only so much Personal Protective Equipment (PPE) can do to protect or make the workers visible. In night construction scenarios this is multiplied 10 fold. During the daylight hours workers are much more visible and drivers for the most part have a clearer vision path to the workers than when they are being exposed at night. At night often times due to lighting issues or restrictions, workers may come from the dark, shadows or some other place that a driver may not see them.

Other issues in many work zones are the entrance and exiting of construction vehicles. On several projects we visited in 2013, the contractors were “not allowed” to stop or delay traffic to allow for the safe entrance or exiting of construction vehicles. The vehicles are supposed to merge into the traffic when a gap appears. In a construction work zone, this may take some time to happen. In one instance observed, the contractor would have the vehicles entering the work zone slow significantly to allow for exiting vehicles to safely get out into the open travel lane. This is a good scenario when the delivery of materials is on a perfect schedule, but when the trucks were not synced, it was a very unsafe situation.

Overall we need to think about the roadway workers safety and some inconvenience to the motoring public should be acceptable and expected.

CAPA along with our members and Agency partners will be forming a work group to look at these issues over the winter (2013/2014), to see if there is a better way to proceed on projects and to provide a safer work place for those on the projects.
What sets the HD+ 140VO away from other vibratory rollers? The Oscillation system from Hamm. The oscillatory system won’t over compact, won’t damage cold bottom layers, provides ultimate smoothness, all while allowing you to achieve compaction in a wider temperature range.
CAPA WELCOMES 2013 NEW MEMBERS

CAPA welcomes 13 NEW members in 2013. They are from all membership categories. The CAPA membership continues to grow with 26 Producer Members, 4 Supplier members, 86 Associate members, 55 Affiliate members, and 62 Affiliate Agency members.

If you would like to learn more about becoming a CAPA member, visit the CAPA web site at www.co-asphalt.com or contact Tom Clayton at (303) 741-6150 x 151.

---

Quality Asphalt Emulsions

**Asphalt Emulsions**

**CSS - 1h** (Cationic Slow Setting)  
for Tack Coat & Mixing Grade

**CRS - 2** (Cationic Rapid Setting)  
for Chip & Sand Seals

**CQS - 1h** (Cationic Quick Setting)  
for Slurry Seals

**Specialty Products**

**Reclamite®**  
Asphalt Rejuvenating Agent for  
Surface Seals & Recycling RAP

**CohereX®**  
Dust Control Agent

www.COBIITO.com

(303) 296-8575 • (800) 783-8575

---

**Polymer Modified Emulsions**

**CRS - 2P** (Cationic Rapid Setting, SBS Modified)  
for Chip Seals

**CRS - 2R** (Cationic Rapid Setting, SBR Modified)  
for Chip & Fog Seals

**CQS - 1hL** (Cationic Quick Setting, SBR Modified)  
for Slurry Seals

CObITCO INC

5301 Bannock St. Denver, CO 80216
SOLID INTELLIGENT COMPACTION

BOMAG's Asphalt Manager displays stiffness values in real time allowing optimum compaction. Simple settings for Vertical, Horizontal, or 4 other compaction vectors, deliver density and smoothness results that get you paid.
Oh no it didn’t happen again, Yes it did!

For the first time in the 22 year history of the CAPA Golf Tournament we were forced to cancel the event from not one, but 2 weather events. From the massive rains the week of September 13, and the snow on Friday October 18th the CAPA Golf Tournament was canceled in 2013. The tournament was to be held Fox Hollow Golf Course in Lakewood. We thank all of our sponsors for supporting our efforts in raising money to continue our scholarship program. Because of the generosity of our sponsors and registered players, the scholarship fund raised nearly $9000.

We want to make sure all who were sponsors or who registered will get some value for their donations so we will provide to all who registered a certificate to play a round of 18 including a cart, range balls and a $20 food voucher at Fox Hollow any time from October 2013 up to the next CAPA scholarship golf tournament on September 12, 2014.

We will also be getting to each registered person items from the 2013 tournament. The Award and Sign Connection supplied a bag which will contain the Official Tournament Shirt sponsored by Titan Machinery/ Case Construction and Brannan Companies. Other items in the bag included golf balls sponsored by Alpha Milling Company, A hat sponsored by Faris Machinery Company. Discount cards provided by Golf Smith and Colorado Ski and Golf.

Let’s hope for better weather next year. Mark your calendar and we look forward to seeing all of you once again on Friday, September 12, 2014 at Fox Hollow Golf course in Lakewood.

Lunch was sponsored by Holly Frontier Corporation and 4 Rivers Equipment. The hole in one prizes were sponsored by Wagner Equipment, 4 Rivers Equipment and Titan Machinery.

Sponsorships and Door Prizes for the tournament were provided by the following companies:

**Beverage Carts** Sponsored by: Astec, Inc, Foothills Paving, Road Science, Cutler Repaving, DynaPac, A division of Atlas Copco - Rocky Mountain Store, and Sakai, Aggregate Industries WCR, MWV – Evotherm, Coulson Excavating

**Longest Drive (Men)** sponsored by: APC Construction and Dynapac a Division of Atlas Capco

**ACE Sponsors:**
Martin Marietta Materials, Old Castle SW Group- United Companies of Mesa County, Recycled Aggregate Products, Bomag Americas

**Poker Holes** sponsored by: Western Infrastructure and P & H Equipment

**Closest to the Pin** Sponsored by: Wagner Equipment and Colorado Ski and Golf, Power Equipment Co

**Longest Putt** holes sponsored by: Cutler Repaving, Willis of Colorado

**Heckle Holes** sponsored by Cutler Repaving

**EAGLE Sponsors:**
Iron Planet

**Longest Drive (Women)** sponsored by: Power Equipment Co and Cutler Repaving

**Circle Betting** Holes sponsored by: Power Equipment Company

**Other Sponsors:**
The Award and Sign Connection, Jebro, Inc, Fox Hollow GC, Golfsmith, Snowy Peaks Winery Pelican Lakes GC, Moe’s Original BBQ, Colorado Ski and Golf

**BIRDIE Sponsors:**
Albert Frei and Sons
Asphalt Pavement
The Road to Quality
41st Annual Rocky Mountain Asphalt Conference & Equipment Show

FEBRUARY 19-21, 2014
Crowne Plaza | Denver International Airport
Denver, Colorado

ONLINE REGISTRATION NOW OPEN  www.rmaces.org
For High Quality Asphalt Paving and Professional Services - Call a CAPA Member today!

ASSOCIATES
A.G. Wassenar Inc., Denver 303-756-2920
A-One Chipseal Company, Westminster 303-464-9267
A-Peak Asphalt Inc., Vail 970-476-8855
Acord Asphalt, Inc., Granby 970-887-0363
Acra Engineering Coll, LLC, Sheridan 303-769-8378
Albert Frei & Sons, Henderson 303-289-1837
Alpha Milling Co. Inc., Denver 303-428-2989
AMEC Environment & Infrastructure, Albuquerque, NM 505-821-1801
Antigo Construction Inc., Antigo,WI 715-627-2222
ARS Companies, Littleton 303-791-7804
ASAP Companies, Colorado Springs 719-495-8013
Asphalt Doctors Inc., Denver 303-956-6201
Astaic Inc., Chattanooga, TN 423-867-4210
Akins, Denver 303-221-7275
Atlas Copco, Rocky Mountain Store, Brighton 303-288-3258
Avery Asphalt Inc., Colorado Springs 719-471-0110
Black Gold Construction Inc., Littleton 303-761-8300
Bobcat of the Rockies, Golden 303-216-1402
BOMAG Americas Inc., Kewanee, IL 815-779-1700
Borstar Construction Services LLC, Fort Collins 970-577-6480
Brown Brothers Asphalt & Concrete, Englewood 303-781-9999
Caterpillar Inc., Brooklyn Park, MN 303-336-3693
Cesare Inc., Centennial 303-220-0300
CEI Enterprises Inc., Albuquerque, NM 505-845-4034
CH2M Hill, Centennial 303-325-8000
CO/TICO Inc., Denver 303-296-8275
Colorado Machinery LLC, Colorado Springs 719-475-1900
CPP Engineering, Highlands Ranch 303-662-9533
Cracfo Inc, Chandler, AZ 602-227-4059
CTI/Thompson Inc., Denver 303-835-0777
Cutler Repaving Inc., Lawrence, KS 785-843-1524
De-Rey Engineering Inc., Lakewood 303-238-1770
Dillman Equipment, Norman, OK 405-781-4807
Dustrol Inc., Albuquerque, NM 505-881-8342
Earth Engineering Consultants Inc., Windsor 970-224-1522
Entech Engineering Inc, Colorado Springs 719-531-5599
EST Inc., Denver 303-798-9484
EZ Street Company, The, Miami, FL 305-426-1999
Faris Machinery Company, Commerce City 303-289-5743
Foothills Paving and Maintenance Inc., Golden 303-462-5900
Gencon Industries Inc, Conifer 303-670-5456
Geocel Inc., Centennial 719-373-4730
GMCO Corp., Rifle 970-625-9100
Geltz Asphalt Co., Loveland 970-663-2343
Groenhyde Transport, Henderson 303-289-3373
Ground Engineering Consultants, Commerce City 303-289-1989
Hepworth-Peakal Geotechnical Inc., Parker 303-841-7119
Honeywell International, Morristown, NJ 719-238-9048
Honnen Equipment Company, Commerce City 303-287-7506
Jacobs Engineering Group, Denver 303-262-0540
Kalco Express, Denver 303-293-9267
Kleinfelder Inc., Golden 303-287-6601
Kumar & Associates Inc., Denver 303-762-9700
Loya Construction, Denver 720-524-8150
Macdonald Equipment Company, Commerce City 303-287-3401
Marinez Associates LLC, Denver 303-459-2216
Maxam Equipment Inc., Kansas City, MO 816-214-7390
McCandless Truck Center, Aurora 303-739-9900
Metro Pavers Inc., Henderson 303-427-3013
MHK Kenworth, Denver 719-941-8333
Modified Asphalt Solutions, Las Vegas, NV 702-556-2988
New West Paving, Denver 303-427-0550
Nyno & Moore, Greenwood Village 303-629-6000
Northwest Colorado Consultants, Steamboat Springs 303-569-8788
P&H Equipment, Denver 303-274-4277
Paul Banks & Associates LLC, Lakewood 303-816-3100
Peverco, Inc., Albuquerque, NM 505-342-7224
Pete Lien and Sons, Rapid City, SD 605-342-8890
Power Equipment Company, Colorado Springs 719-353-5500
Power Motion Cooperation, Denver 303-550-4242
Propane Transport International, Houston, TX 281-552-4024
Recycled Aggregate Products Inc., Colorado Springs 303-663-5800
Roadtec Inc., Grand Junction 970-270-5026
Robinason Grading & Profiling, Gillette, WY 307-682-4222
RockAs Consulting Group, Inc., Westminster 303-962-9200
Rocky Mountain Chipseal LLC, Fairplay 303-735-7070
Rocky Mountain Rotomilling, Colorado Springs 719-535-6144
Sedigic Inc., Longmont 970-867-4401
Son-Haul Inc., Fort Morgan 303-521-8299
Sprint, Denver 303-245-1077
Stansteel Asphalt Plant Products, Louisville, KY 502-270-0300
TSI/GCR Bridgeview Americas, Commerce City 412-562-1700
Terex Roadbuilding, Oklahoma City, OK 405-787-6020
Trautner Geotech LLC, Durango 970-259-5095
Titan Machinery, Commerce City 800-742-5420
Wright Asphalt Products Co, Houston, TX 281-452-9084
Yeh and Associates Inc, Denver 303-781-9590

AFFILIATES
AECOM, Denver 303-376-2900
Armstrong Consultants, Grand Junction 970-242-0101
Award & Sign, Englewood 303-799-8979
Banks and Gesso LLC, Lakewood 303-274-4277
BG Chemical LP, Dallas, TX 800-725-8470
Bomahan Huston, Englewood 303-799-5103
Cal-Cert Company, Englewood 303-715-1283
Colorado Public Works Journal, Denver 303-965-6681
Columbine Hills Concrete Inc., Silverthorne 970-463-7913
Denver Industrial Sales & Service, Denver 303-835-2485
Effliss Profiling, Mapleton, UT 801-380-7382
Felsburg Holt & Ulliel, Centennial 303-721-1440
FMI Corporation, Denver 303-377-4470
Hartwig and Associates, Englewood 720-733-1821
HDR Engineering Inc., Denver 303-765-1520
HUB International Insurance, Denver 303-693-0300
Instituto Tek, Raleigh, NC 919-875-8371
Iron Planet, Pleasanton, CA 888-433-5426
Liberty Tire Recycling, Pittsburgh, PA 412-562-7700
Mark Ryan Inc., Centennial 303-614-7454
Martin/ Martin, Inc., Lakewood 303-431-6100
Maxwell Products Inc., Salt Lake City, UT 801-972-2090
McGrath Group Inc., Elizabeth 303-881-1472
Mead & Hunt Inc., Denver 303-825-8844
Moody Insurance Agency Inc., Denver 303-824-6500
MWV Corp., North Carolina, NC 800-845-1983
OGCS Inc., Fort Worth, TX 877-841-3411
Pertran Group, The, Champaign, IL 217-256-1348
PQ Corporation, Monument 719-433-8377
Precise Striping LLC, Commerce City 303-462-3800
PDI Asphalt Technologies, Tampa, FL 813-621-5777
Quest Construction Products, Colorado Springs 970-218-4200
Ritchie Bros. Auctioneers, Lomandra 303-881-1399
RoadTrac Inc., Henrietta, TX 303-228-3710
Rocky Mountain Lasers, Commerce City 303-391-1359
Rocky Mountain Profilograph, Pueblo 719-250-5550
SGM Inc., Glenwood Springs 970-945-1004
TenCate, Palm Springs, CA 760-548-0884
Tennar International Corp., Broomfield 303-429-8511
Tusonavirus Simmons Holderness, Inc., Greenwood Village 303-771-6200
TST Inc. of Denver, Lone Tree 303-702-0557
URS Corporation, Denver 303-694-2770
Vine Laboratories, Denver 303-662-1165
Wells Fargo Equipment Finance, Colorado Springs 719-591-7239
Western Infrastructure Inc., Centennial, CO 970-271-5004
Wills, Denver 303-722-7776

WWW.CO-ASPHALT.COM  THE HIGH ROAD  •  FALL 2013  •  23
In an ideal world roads would be straight and flat.

But we work on Colorado roads to 14,240 feet.

Have the altitude / attitude to get the job done.