

CALIFORNIA ASPHALT

JOURNAL OF THE CALIFORNIA ASPHALT PAVEMENT ASSOCIATION

PAVEMENT PRESERVATION ISSUE

GATEWAY TO GRANDEUR

Preserving the highway to
California's scenic Joshua
Tree National Park

INSIDE:

Member Spotlight:
McGuire and Hester

State Treasurer Fiona Ma
speaks at CalAPA Annual Dinner

DeSilva Gates achieves Quality
Paving Certificate



THE DUO OF DEALS

TWO DEALS ON ONE CAT® MACHINE

That's right. You'll get not just one, but two deals on a Cat® paving machine. Enjoy the support of a Cat Customer Value Agreement (CVA) with a second offer, based on your machine.

Visit [Cat.com/DuoDeals](https://cat.com/DuoDeals) to see all eligible asphalt pavers, soil compactors and utility compactors. Save time and money with this deal.*



HAWTHORNE



SINCE 1956

www.hawthornecat.com
San Diego
800-437-4228

HOLT
of California



SINCE 1931

www.holtca.com
Central Northern California
888-294-9778

PETERSON



SINCE 1936

www.petersoncat.com
Bay Area & Northern California,
Oregon, and Southwest Washington
844-349-4353

QUINN



SINCE 1919

www.quinncompany.com
Central & Southern California
888-842-2155

Offer valid from Jan 1, 2022 through Jun 30, 2022 on select Cat® utility compactors sold by participating Cat dealers to customers in the USA. Purchase must occur during offer period. Offer subject to machine availability and credit approval by Cat Financial. Not all customers will qualify. The offered Cat® Customer Value Agreement (CVA) includes 3 maintenance parts kits, S.O.S.™, and 36 mo Vision Link™ Daily. The maintenance parts cover the first 1,000 hours (estimated 3 years) of machine utilization. The kit contains one set of parts for regular planned maintenance under normal operating conditions. In some severe applications where maintenance parts need to be replaced more frequently, additional parts will be at customer's expense. Offer excludes additional maintenance parts, dealer labor, wear parts, and fluids. Offer also includes a 36 month/1500 hour (whichever occurs first) Powertrain, Hydraulics and Technology Equipment Protection Plan (EPP). In some areas, EPP might be sold separately from the CVA. Offer only available at participating Cat Dealers. Offer may change without prior notice and cannot be combined with any other offers. Additional terms and conditions may apply. Contact your Cat dealer for details.

Offer valid from Jan 1, 2022 through Jun 30, 2022 on the following new Cat® asphalt pavers sold by participating Cat dealers to customers in the USA: AP500F, AP555F, AP600F, AP655F, AP1000F and AP1055F. Purchase must occur during offer period. Offer subject to machine availability. The offered Cat® Customer Value Agreement (CVA) includes 6 maintenance parts kits, S.O.S.™, and 36 mo Vision Link™ Daily. The maintenance parts cover the first 3,000 hours (estimated 3 years) of machine utilization. The kit contains one set of parts for regular planned maintenance under normal operating conditions. In some severe applications where maintenance parts need to be replaced more frequently, additional parts will be at customer's expense. Offer excludes additional maintenance parts, dealer labor, wear parts, and fluids. Offer also includes a 36 month/5000 hour (whichever occurs first) Powertrain, Hydraulics and Technology Equipment Protection Plan (EPP). In some areas, EPP might be sold separately from the CVA. Offer may change without prior notice and cannot be combined with any other offers. Additional terms and conditions may apply. Contact your Cat dealer for details.

Offer valid from Jan 1, 2022 through Jun 30, 2022 on select Soil Compactors sold by participating Cat dealers to customers in the USA. Purchase must occur during offer period. Offer subject to machine availability and credit approval by Cat Financial. Not all customers will qualify. The offered Cat® Customer Value Agreement (CVA) includes 6 maintenance parts kits, S.O.S.™, and 36 mo Vision Link™ Daily. The maintenance parts cover the first 3,000 hours (estimated 3 years) of machine utilization. The kit contains one set of parts for regular planned maintenance under normal operating conditions. In some severe applications where maintenance parts need to be replaced more frequently, additional parts will be at customer's expense. Offer excludes additional maintenance parts, dealer labor, wear parts, and fluids. Offer also includes a 36 month/5000 hour (whichever occurs first) Powertrain, Hydraulics and Technology Equipment Protection Plan (EPP). In some areas, EPP might be sold separately from the CVA. Offer may change without prior notice and cannot be combined with any other offers. Additional terms and conditions may apply. Contact your Cat dealer for details.

© 2022 Caterpillar. All Rights Reserved. CAT, CATERPILLAR, LET'S DO THE WORK, their respective logos, "Caterpillar Corporate Yellow," the "Power Edge" and Cat "Modern Hex" trade dress as well as corporate and product identity used herein, are trademarks of Caterpillar and may not be used without permission.

V O L V O

Bakersfield

9150 Golden State Hwy.
Bakersfield, CA 93308
661.387.6090

Corona

22099 Knabe Rd.
Corona, CA 92883
951.277.7620

Fresno

4501 E. Volvo Ave.
Fresno, CA 93725
559.834.4420

Lakeside

12345 Maplevue St.
Lakeside, CA 92040
619.441.3690

Redding

4963 Mountain Lakes Blvd.
Redding, CA, 96003
279.201.4869

Sacramento

8594 Fruitridge Rd.
Sacramento, CA 95826
916.504.2300

San Leandro

1944 Marina Blvd.
San Leandro, CA 94577
510.357.9131

Turlock

1275 Venture Ln.
Turlock, CA 95380
209.410.6710

**READY TO STOP BURNING
EXCESSIVE FUEL? TURN TO VOLVO.**



vcesvolvo.com

If you're serious about getting all your asphalt jobs done on time and at a lower cost, turn to Volvo. From intelligent soil and asphalt compactors to versatile excavators, wheel loaders and more, Volvo machines get the job done without burning through your profits.

With Volvo, there is a difference. Contact your local **VCES** location today and put a powerful, fuel-efficient Volvo machine to work for you.

Find us on social media:

 facebook.com/volvoces

 [VolvoCES](https://twitter.com/VolvoCES)

 [volvoces](https://www.instagram.com/volvoces)

 [volvoces](https://www.linkedin.com/company/volvoces)

Publisher's Letter



After many years of supporting the California Asphalt Pavement Association as a member, and participating in many CalAPA activities, this year marked the first year that I have been chosen to serve on the Board of Directors. I'm truly honored and humbled to have been nominated by my peers for this important leadership position.

Because of pandemic restrictions, my first board meeting was a "virtual" meeting in January, which as everyone knows was nowhere near the experience as an in-person meeting. Fortunately, COVID-19 cases subsided sufficiently enough for the association to hold our Annual Dinner at the opulent Jonathan Club in downtown Los Angeles, and our Board of Directors meeting was held at the same location earlier in the day.

First off, it was great seeing my fellow asphalt industry professionals in person at this fantastic event. It was also a bit overwhelming to go "behind the curtain" at a CalAPA Board Meeting to see all the things the association is doing on your behalf. My initial take-aways are that it is amazing how much the association does to support our industry on a relatively modest budget. A lot of activity happens behind the scenes, including meetings and other interactions with elected officials, regulators, local, state and federal engineers, academics and others as CalAPA works to shape specifications, test methods and regulations so that they are realistic and implementable.

It is also very clear that CalAPA's many volunteer leaders, from the Board of Directors to the various CalAPA committees, are instrumental in charting the direction of the association and mapping out a strategy for success. CalAPA is truly a place where the voice of the members is imbedded in everything the association does.

Finally, it is very clear to me that our focus is our strength. CalAPA doesn't try to be all things to all people. It is laser-focused on one thing – asphalt – and does it extraordinarily well. Our brand identity for expertise and integrity, built up over nearly 70 years, has never been stronger.

In years past I have been proud that my company has been profiled in this magazine as contributing in a positive way to the success of our industry, and for being part of so many successful projects that are a tangible example of that success. In this month's issue you will read about an impressive pavement preservation project leading to one of the most scenic spots in California, Joshua Tree National Park. You'll also read about the first company in California to achieve the Quality Paving Certificate designation, the gold standard for excellence in the asphalt paving industry in the Golden State and an important CalAPA initiative. The issue also features a roundup of other industry and association news I know you will find informative and entertaining.

As my colleagues and I discussed at my first in-person Board Meeting in May, the association has a clear mission of elevating the industry, working collaboratively with public and private partners and academia to increase knowledge about asphalt pavements, and help our member companies (and people) succeed. None of this, of course, would be possible without the continuing support of CalAPA members, and for that I and my colleagues on the Board of Directors thank you.

Sincerely,

Scott Metcalf

Scott Metcalf

Vice President Pavement Preservation & Specialty Products
Ergon Asphalt & Emulsions, Inc.

POWER TO THE PROJECT

THE RIGHT PEOPLE.
THE RIGHT EQUIPMENT.
RIGHT AWAY.



COASTLINE
Equipment

Long Beach, CA (Headquarters)

6242 N. Paramount Blvd. Bldg A
Long Beach, CA 90805
Phone (562) 272-7400
Fax (562) 272-7414

Bakersfield, CA

4252 Saco Road
Bakersfield, CA 93308
Phone (661) 399-3600
Fax (661) 399-8782

Jerome, ID

26 East 300 South
Jerome, ID 83338
Phone (208) 324-2900
Fax (208) 324-3212

Oxnard, CA

1930 East Lockwood Street
Oxnard, CA 93036
Phone (805) 485-2106
Fax (805) 485-7963

McCall, ID

13886 Highway 55
McCall, ID 83638
Phone (208) 634-3903
Fax (208) 634-3108

Santa Ana, CA

3216 Westminster Avenue
Santa Ana, CA 92703
Phone (714) 265-5500
Fax (714) 265-5505

Meridian, ID

2000 East Overland Road
Meridian, ID 83642
Phone (208) 888-3337
Fax (208) 888-3088

Santa Maria, CA

1950 Roemer Place
Santa Maria, CA 93454
Phone (805) 922-8329
Fax (805) 922-4582

Elko, NV

645 Romeo Way
Elko, NV 89801
Phone (775) 777-7070
Fax (775) 777-8070

Sylmar, CA

12435 Foothill Blvd.
Sylmar, CA 91342
Phone (818) 890-3353
Fax (818) 890-5013

Las Vegas, NV

3540 North 5th Street
N. Las Vegas, NV 89032
Phone (702) 399-2700
Fax (702) 399-2772

It takes grit and determination to keep our country moving ahead. It's why Coastline's only goal is helping you make progress every day. To finish jobs on time and on budget. Because nothing is more important to us than your project. Whether you're a one man operation or a crew of hundreds, we provide reliable equipment, precision technology and on-site emergency service. Everything to empower you from start to finish.

www.coastlineequipment.com

Contents

Volume 25, Issue 3

CALIFORNIA
ASPHALT
JOURNAL OF THE CALIFORNIA ASPHALT PAVEMENT ASSOCIATION

4 Publisher's Letter

8 VSS International, Inc.
Gateway to Grandeur - Preserving the highway to California's scenic Joshua Tree National Park

14 Member Spotlight: McGuire and Hester
Together we build things right

20 CalAPA Annual Dinner
State Treasurer Fiona Ma, asphalt recycling champion, recognized.

26 CalAPA 'Tech Tune-up' event in Brea

30 Association News
Veteran asphalt association executive
Bill Knopf retires

32 Industry News

On the Cover:
Highway 62 in San Bernardino County leading into Joshua Tree National Park. Cover illustration by Aldo Myftari of CMS from a photo supplied by VSS International, Inc.



Page 8



Page 14



Page 20

CALIFORNIA ASPHALT PAVEMENT ASSOCIATION

www.calapa.net

HEADQUARTERS:	P.O. Box 981300 • West Sacramento • CA 95798 (Mailing Address) 1550 Harbor Blvd., Suite 211 • West Sacramento • CA 95691 • (916) 791-5044
EXECUTIVE DIRECTOR:	Russell W. Snyder, CAE, rsnyder@calapa.net
TECHNICAL DIRECTOR:	Brandon M. Milar, P.E., bmilar@calapa.net
MEMBER SERVICES MANAGER:	Sophie You, syou@calapa.net
MEMBER SERVICE COORDINATOR:	Jackie Henry, jhenry@calapa.net
GUEST PUBLISHER:	Scott Metcalf, Vice President Pavement Preservation & Specialty Products Ergon Asphalt & Emulsions, Inc., Construction Marketing Services, LLC • (909) 772-3121 P.O. Box 892977 • Temecula • CA 92589
PUBLISHED BY:	Aldo Myftari
GRAPHIC DESIGN:	Mustafa B. Mahmood, PMP, EIT, VSS International, Brian Hoover, CMS,
CONTRIBUTING WRITERS:	Russell W. Snyder, CAE, CalAPA
ADVERTISING SALES:	Kerry Hoover, CMS, (909) 772-3121

Copyright © 2022 – All Rights Reserved. No portion of this publication may be reused in any form without prior permission of the California Asphalt Pavement Association. California Asphalt is the official publication of the California Asphalt Pavement Association. This bimonthly magazine distributes to members of the California Asphalt Pavement Association; contractors; construction material producers; Federal, State and Local Government Officials; and others interested in asphalt pavements in California and gaining exclusive insight about the issues, trends and people that are shaping the future of the industry.

ALBINA ASPHALT

Improving the road ahead.



OUR SERVICES

- Paving Grade Asphalt
- Cut Back Asphalt
- Asphalt Emulsions
- Asphalt Rejuvenating Agents
- Asphalt Release Agents
- Dust Palliatives
- Railcar Logistics
- Asphalt Delivery Services
- Asphalt Spreader Services

HEADQUARTERS

Vancouver, WA
360-816-8016

VANCOUVER TERMINALS

Vancouver, WA
360-816-8550

CHOWCHILLA TERMINAL

Chowchilla, CA
559-665-5500

MADRAS TERMINAL

Madras, OR
541-475-6638

KLAMATH FALLS TERMINAL

Klamath Falls, OR
541-884-5100



albina.com

Paving Roads in the Northwest for over 50 years

GATEWAY TO GRANDEUR

Preserving the highway to California's scenic Joshua Tree National Park



Above: VSS International, Inc. used Slurry Seal Type III on State Route 62 westbound toward the town of Yucca Valley, in front of the access to Joshua Tree National Park.

By Mustafa B. Mahmood / Photos provided by VSS International, Inc.

THE HIDDEN OASIS:

When you hear “California,” you will probably have flashbacks of beaches and surf boards. You may even think of the redwoods and green trails. But did you know that California is also home to one of the most iconic and biologically unique desert national parks in the world? The Joshua Tree National Park, located at the southwest region of the Mojave Desert, two hours east of Los Angeles, is an arid ecosystem that offers an awe for wilderness lovers. It is characterized by its stony terrain, hiking trails, rare plants, and big desert sky. The park was named after the Joshua tree, distinctly shaped trees with spiny ever-green leaves placed in a spiral

arrangement and relatively narrow trunks consisting of thousands of small fibers. The Joshua Tree National Park, established in 1994, extends over 794,000 acres and welcomes around 3 million visitors yearly.

The only way to access this heavenly oasis by driving is by taking Highway 62. Route 62, also known as Twentynine Palms Highway, is a 151-mile road that connects California to Arizona, and it is the main road leading to the Joshua Tree National Park. Route 62 is fully paved but wind-blown sand in the desert makes it sometimes seem otherwise. Thousands of travelers use Route 62. Due to its location and its high utility, it is crucially important to

ensure this road is well maintained. In 2021, VSS International, Inc. was contracted by the California Department of Transportation (Caltrans) District 8 to provide pavement preservation solutions for 16 miles on Route 62 between the town of Yucca Valley and the City of Twentynine Palms, right in front of the access to Joshua Tree National Park. The solution selected for this project was Type III Slurry Seal which is ideal for high volume traffic roads with heavier traveling vehicles.

LET'S BEGIN WITH ROAD PREPARATION:

Pavement preservation solutions provide a wearing surface that protect and extend the lifetime of



Left & Above: VSS International crew perform mainline production of Slurry Seal Type III with continuous machine application during a night shift.

roads. It is important to note that these solutions do not add structural soundness to pavements. To ensure the success of a pavement preservation project, the existing road conditions need to be taken into consideration. To preserve the structural integrity of pavement, it is vital to perform preparatory work.

Route 62 exhibited signs of minor pavement deterioration, oxidation, and cracks. To address these issues, pavement repairs and crack sealing were performed on the distressed sections of the roadway before the application of slurry seal. Asphalt concrete surface was replaced in areas

showing signs of failure to a depth of 4 to 6 inches. The full depth was ground, the base layer was compacted, and hot mix asphalt was placed and rolled. In other sections of the road that exhibited pavement cracks with no major pavement distresses, crack sealing was performed. Cracks were filled with a hot rubberized sealant to deter water from penetrating through the pavement and causing rutting and structural damage to the base layer.

Once these distressed sections of the road were repaired, thermoplastic striping, marking, and markers removal commenced. The removal of striping and

markers is crucial for the success of pavement preservation as slurry seal does not adhere to the striped sections. Around 400,000 linear feet of thermoplastic striping was ground, 4,000 square feet of marking were removed, and around 22,000 pavement markers were popped out.

NOW, IT IS TIME FOR SLURRY SEAL:

Once the road preparatory steps were completed, VSS International started the Slurry Seal operation. The solution selected for this project was Type III Slurry Seal which is ideal for high volume traffic roads with heavier traveling vehicles.

The Type III Slurry Seal is a mixture of coarser rocks, emulsified



Above: The skillful VSS International slurry seal team pictured at the end of their shift on the successful project.

asphalt, and other additives like Portland cement. This mixture is formulated on the job site according to laboratory generated mix design that determine the exact percentages of all the mix ingredients. The engineered polymer modified asphalt emulsion act as a binder holding the crushed rock together. The Type III rock must meet the gradation specified in the Caltrans Standard Specification and it must be clean and durable.

What makes this slurry seal operation unique is the requirement that it had to be placed during the night hours using continuous slurry seal machine.

Due to the high utility nature of Route 62 and the absence of efficient alternative route, Caltrans specified that work on this road needs to be performed at night between the hours of 8 p.m. and 6 a.m. Slurry

Seal is a product that cures well with direct sunlight and higher temperatures. However, VSS International, Inc. was able to successfully engineer a mixture that would enable the slurry product to cure quickly and meet performance quality and placement conditions stated in the specifications.

The 16-mile section of Route 62 selected for this project is a straight section with no horizontal curves. The nature of this section makes it perfect for continuous slurry seal machines, which were specified in this contract. Continuous machines, as the name suggests, allow for an uninterrupted application of the slurry seal mixture resulting in high daily production and less joints in the road mat. The machine is continuously fed with rock and oil without the need for it to stop. Rock is picked up from the stockpile

located in the staging area and is delivered to the machine using trucks commonly know as “flow boys.” Using the continuous slurry seal machine enabled VSS International, Inc. to complete the slurry seal operation three days ahead of schedule.

The slurry seal work on Route 62 required the use of around 7500 tons of Type III slurry rock and around 800 tons of polymer modified slurry seal.

ENVIRONMENT AND SAFETY ARE ALWAYS FIRST:

Accomplishing pavement preservation projects with zero environmental impact is VSS’s highest priority. The staging area for this project was selected carefully. VSS International, Inc. secured a staging location just

[Continued on page 12]

Below: Westbound and eastbound lanes on State Route 62 after Slurry Seal Type III completion with new striping and recessed markers applied. The road looks fresh and the vibrant black color makes a nice contrast with desert aridness.



WHEN IT COMES TO ASPHALT PAVING *Herrmann Equipment* HAS WHAT YOU NEED



■ CR 1030 W Rubber Tire Paver



■ BW138AD-5 Tandem Vibratory Roller



■ BM1200-35 Cold Milling Machine



■ SB2500 Material Transfer Vehicle



■ RX700 Milling Machine



■ CP130-II Commercial Paver



■ Centennial Oil Truck



■ ChipSpreader



■ CP100-II Commercial Paver

Herrmann Equipment inc.

NORTHERN CALIFORNIA
9220 Viking Place
Roseville, CA 95747
(916) 783-9333

SOUTHERN CALIFORNIA
2711 Lilac Ave.
Bloomington, CA 92316
(909) 877-5597



Left & Below: The town of Joshua Tree after completion of the Slurry Seal Type III product and enhanced bike lanes that provide a safe experience for cyclists and visitors.



[Continued from page 10]

south of Route 62 around the middle of the 16-mile stretch. This location was fenced to reduce risk of wildlife encountering construction equipment and it was away from protected Joshua Trees. Best Management Practices were implemented around the staging location. Straw wattles were placed around the perimeter of the fence to provide sediment and erosion control. Primary and secondary containment systems were also applied underneath construction equipment. Weekly Water Pollution Control Prevention inspections were performed by a qualified SWPPP developer.

To protect the safety of the traveling public and the working construction crews, VSS International, Inc. took serious steps to accomplish that. Over a 100 construction area signs were installed to define the construction zone. A carefully studied traffic control plan was implemented to provide the adjacent traveling traffic a smooth and safe transition to and through the work zone. Portable radar speed feedback sign systems, portable changeable message signs, and reflective cones were used to delineate a safe driving zone and to communicate speed and construction details to the public. Loose Gravel signage was also placed on multiple sections. The newly surfaced sections were swept by mechanical sweeping machines to remove any loose gravel before opening the road to the traveling public.

The construction crews were supplied with personal protective equipment such as reflective night gear, hard hats, head lights, and flashlights to ensure their safety. Additionally, the slurry seal machine was supplemented with a lighting system to qualify it for night work. Light towers were provided at several locations on the jobsite to enhance visibility.

A SUCCESSFUL PARTNERSHIP:

VSS International and Caltrans partnership on this project resulted in a finished product of the highest quality. Caltrans' prompt response to the existing conditions of Route 62 has helped save millions of dollars of taxpayer money. Had Caltrans waited longer to remedy this road, a complete mill and overlay would have been needed resulting in a total project cost that is four or five times the cost of pavement preservation. Slurry Seal Type III will extend the lifespan of the pavement for years to come using way less material and energy than other more invasive pavement restoration solutions. The project was a big success providing new life for the pavement, smoother ride for park visitors, aesthetically pleasing road, and enhanced safety features using less resources in a sustainable way.

Caltrans said the successful project achieved several goals for the department and the community. "The Joshua Tree Pavement Preservation Project on State Route 62, initiated through Caltrans' Highway Maintenance Program, allowed for a much-needed rejuvenation of the pavement for this busy desert artery," said Caltrans District 8 Maintenance Engineer Mike Ristic. "Over the last couple years, this region has experienced increased traffic and tourism to Joshua Tree National Park, new residents moving to the area, and the busy Twentynine Palms U.S. Marine Base. In addition to the pavement, Caltrans refreshed the downtown Joshua Tree bike lane striping, which was installed a few years ago as part of Caltrans Active Transportation Plan. The community was also pleased with the contractor's ability to maintain access to all of the residences and businesses during construction." **GA**

Mustafa B. Mahmood, PMP, EIT, is a Project Manager with VSS International, based in California. He leads multiple pavement preservation projects in the San Francisco Bay Area and Southern California and was the recipient of the 2021 Excellence in Contracting Award from the Western Regional Association for Pavement Preservation.

SMOOTH ROAD AHEAD WITH TRIMBLE ROADWORKS 3D



Trimble® Roadworks 3D Paving Control Platform for Asphalt Pavers is a highly accurate, automatic 3D screed control system that can significantly improve paving productivity and rideability by directly referencing the design rather than a surface or stringline to minimize asphalt usage, reduce waste and overruns.

**Interested in a smoother surface and a smoother workflow?
Contact your local SITECH dealer today!**

SITECH®



Northern California
SITECH NorCal
833 Montague Ave.
San Leandro, CA 94577
888-4-A-LASER

Central California
SITECH West
4221 Northgate Blvd. #7
Sacramento, CA 95834
866-699-2200

Southern California
SITECH Pacific
1499 Palmyrita Ave.
Riverside, CA 92507
951-300-0400

McGuire and Hester

Together we build things right

By Brian Hoover, CMS / Photos provided by McGuire and Hester



Above: McGuire and Hester utilized a Cat AP1055F paver equipped with Topcon 3D Technology on phase 1 of the runway mill and overlay project at Mather Airport in Sacramento.

Top Right: Kyle Carone is the Vice President of Grading and Paving, McGuire and Hester.

Right: Pete Lambert is the General Superintendent of Paving, McGuire and Hester.



McGuire and Hester was established in 1926 by Michael Hester and Michael “Mac” McGuire. Michael Hester was born in Ireland in 1900, where he spent his first 18 years working on his father's cattle ranch. Hester then decided to travel to America, where he would live with his cousin in New Jersey. He eventually married his wife, Maureen, with whom he had much in common, including coming from the same hometown in Ireland. Soon after tying the knot, Hester received a call from Mac McGuire with an offer to work with him installing sewer lines in California. It didn't take long for Maureen to encourage

her husband to choose the sun-drenched shores of California over New Jersey. So, the Hesters made their way west, and the partnership of McGuire and Hester was born.

Michael Hester quickly showed his fortitude for business development as he drove the East Bay, searching for sounds and sights of construction to inquire about the need for sewer lines. The rest of the story, as they say, is history. McGuire and Hester evolved from a small family partnership to today's 100 percent Employee Stock Ownership Plan (ESOP) and thriving company through generations of hard work. Today's service offerings include

sitework, including underground utilities and landscape for the public and private sectors. The company has five primary groups: underground utilities and mechanical, grading, asphalt paving, concrete and landscaping.

1971 – 1990

Mike Hester and Mac McGuire continued to work together from the inception of McGuire and Hester in 1926 to McGuire's passing in 1947. In remembrance of his friendship with Mac and to honor his legacy, Hester chose to continue forward without changing the McGuire and Hester



Above: Roadtec Shuttlebuggy and Cat paving machine work in tandem on phase 2 of the runway mill and overlay project at Mather Airport.

Right: McGuire and Hester paving team.



name as the company went on to incorporate in 1947. Michael Hester and his wife Maureen were firm believers in giving back to the community in which they lived and worked and were very passionate about promoting educational opportunities and helping those in need. In 1955 the Michael and Maureen Hester Foundation was established, this transitioned into what is now known as the McGuire and Hester Foundation. Then, in 1971, Hester passed the reins of leadership over to his son, Michael Joseph Hester, whom everyone called Joe. At this time, Joe chose to expand operations beyond underground construction

to grading and paving, concrete and mechanical work. He became a mentor to all who worked for him, and his inclusiveness created the more prominent family that is now today's McGuire and Hester.

1990 – 2022

In 1990, Joe Hester named his son, Mike Hester, as the new company president. Mike was instrumental along with Executive Vice President, Rob Doud, in leading their management team through operational changes and increasing annual revenue from \$10 million to more than \$200 million. In 2003, the company transitioned

from a family-owned corporation to a 100 percent employee-owned company. A strong leadership team was established including Brock Grunt as the Executive Vice President of Operations and Bruce Daseking as the Executive Vice President of Business Development. This team helped position McGuire and Hester as one of Northern California's most respected heavy civil engineering and commercial site services companies. To support ongoing and expanding operations, McGuire and Hester established their Sacramento office under Mike's tenure in 2006. In addition to the Oakland and Sacramento



Above: McGuire and Hester team works with precision on phase 2 at Mather Airport.

offices, a third location in Alameda became the McGuire and Hester headquarters in 2016. The success in operations and expansion of the company is due largely to the strong workforce that continues to be the backbone of McGuire and Hester. The company prides itself in not losing its tight knit family atmosphere throughout its growth, a testament to this is being named "Top Workplace" by the Mercury News Group from 2012 through 2022.

2022 & BEYOND

During his career, Mike Hester's role was elevated to executive vice president of Harbor Linx, the parent company of McGuire and Hester. Hester handed the presidency of McGuire and Hester over to Grunt. By this time Hester and Grunt had worked side by side for the past three decades contributing to the success of the company. Hester was confident that Grunt's wealth of leadership experience and passion would be the perfect tools for the job as he continues to build upon the achievements of generations of leadership. Grunt represents the new generation of McGuire and Hester with a focus on teamwork that embodies the company mission statement, "Together We Build Things Right."

MEMORABLE PROJECTS

McGuire and Hester has been a part of several Northern California landmark projects for nearly 100 years. This includes the construction of the California

Aqueduct Canal prototype in 1962. McGuire and Hester built 10-miles of canal and appurtenances around the City of Livermore, supplying water to the Santa Clara Valley. The company was ahead of its time as it developed methods and techniques for trimming and lining canals that would later show up in major water projects in California and worldwide.

McGuire and Hester was also one of the first construction companies to respond to the Loma Prieta Earthquake in 1989. The Bay Area was devastated by the earthquake, and McGuire and Hester was called on to provide shoring to hold up sections of the Cypress Freeway to allow first responders to access trapped motorists. This was one of many incidents that would earn the company an industrywide reputation for quick emergency response and reliability.

More recent notable projects include McGuire and Hester's work on Presidio Parklands, a.k.a. "Tunnel Tops," which is a 14-acre park spanning over the new Highway 101 (Doyle Drive) tunnels, which after 70 years, reconnected the Presidio Main Post with the San Francisco Bay shoreline.

Also in San Francisco, McGuire and Hester crews performed work on the Salesforce Transit Rooftop Park. This was the creation of a 5.4-acre rooftop park 70 feet above street level, including the planting of more than 200 species of plants all of which were procured from nurseries throughout California and Oregon.

McGuire and Hester is particularly proud of the 12th Street and Green

Street Reconstruction projects near the City of Oakland's Lake Merritt, known as the "Jewel of Oakland." Each of the company's service groups were deployed to bring major improvements to this unique urban natural habitat. The 12th Street project included re-establishing a section of the open channel and removing the buried culvert at the interface with the lake. These improvements have led to cleaner water quality in Lake Merritt and improved habitat for fish and wildlife. In addition, during the Lakeside Green Street Reconstruction Project, McGuire and Hester crews revitalized a 14-acre area with increased parkland, improved roadways, pedestrian crossings and pathways.

ASPHALT PAVING DIVISION

McGuire and Hester officially started their asphalt paving division in 1971. The company started out performing small projects, and by 1990 the division grew to larger street overlay and airport paving jobs. Over the past several years, McGuire and Hester has enjoyed significant growth in its paving division which now makes up around 20% of its annual portfolio. Kyle Carone is the Vice President of Grading and Paving at McGuire and Hester, and he has been with the company for 19 years. "The paving business in Northern California is very competitive with many players and is always

[Continued on page 18]



ROADS LEAD TO WEEKEND ESCAPES.

Roads are literal and metaphorical connectors. They provide essential delivery of our daily needs – they also lead us to the things that matter most. As Americans, we depend on them for our safety and for our livelihoods. At Ergon, we are proud to work in communities across America helping build and maintain vital infrastructure that connects us all to what matters most.

ERGON
Asphalt & Emulsions



Above: McGuire and Hester team at Oakland International Airport on Taxiway Tango performing a mill and overlay project on a Monday morning 48 hour shift.

[Continued from page 16]

challenging from estimating through construction," says Carone. "Our niche is city street overlay, mill and fill type work, along with airport paving projects. I enjoy the challenge and always look forward to working with Pete Lambert, our General Superintendent of Paving, and his crew members."

Carone explains that airport work has contributed significantly to the company's paving growth over the years. "Technology is just one element that has helped us grow in this particular sector," says Carone. "Airports have very tight specifications, and we use programs like Topcon 3D to build the paving model in-house and then deliver those extreme tolerances out in the field." Carone further explains that technology improvements, in general, have contributed to drastic changes over the past decade, let alone the past century. "McGuire and Hester fully embraces integrating cutting-edge technology to refine our processes and ultimately deliver a more timely and cost-effective project. We pursue a collaborative approach and use tools such as Google's fully collaborative G-Suite, HCSS, Planswift, Agtek, and Topcon to help us provide more value and less waste on every project."

Pete Lambert has been with the company four years and was brought on board to help the

company grow to the next level in size and service. Lambert has 39 years of experience in the paving business and makes it clear that the plan is to go after all sizes and scopes of paving work. "We are known for our attention to safety, quality and teamwork. One of our immediate goals is to build and implement a second full paving crew. We currently operate an 11-person team with a foreman, five operators and five laborers. Additionally, we have a small crew that takes on trenching projects and those 100-to-200-ton projects," says Lambert. "Currently, we are doing around 145,000 tons of asphalt paving each year and we plan to increase that number dramatically in the near future. Our current large crew is at full capacity, and we only had around seven non-paving days this past winter. We are always looking to hire the best operators and laborers, and we talk to new candidates daily. We are ready to hire the good ones whenever we can land them."

CURRENT ASPHALT PAVING PROJECTS

McGuire and Hester's contracts are pretty much split 50/50 between public works and private construction. However, when it comes to the paving division, their workload is more like is more like 70% to 80% public works. To date, the company's largest project has been for the City of Oakland on a 25,000-ton street overlay project. "On average, our paving jobs range

from \$2.5 to \$14 million. Grind and overlay is our bread and butter, and we just finished a \$13 million job for the City of Oakland," says Lambert. "This included the mill and fill of 37 separate roadways of various thickness and repair. Some of these streets have gone a long time without maintenance, and the City of Oakland is on a roll to get as much done as possible."

According to Lambert, McGuire and Hester also just completed another fast-paced overlay project on Spy Street in San Mateo and a six-street mill and fill for the City of Rocklin. "We have successfully completed three good-sized overlay projects for the City of Rocklin over the past three years," continues Lambert. "Today, we started paving on a 19-inch-deep gas line replacement project for a building contractor. This is a bit different because we are performing a one-foot pave and then paving the gas line trench another 6 inches. In all, we are paving around 687 linear feet and 600-tons of asphalt split into three 200-ton days. This is being performed on a busy intersection in Emeryville, and we are fortunate to have a great hands-on foreman and crew."

Lambert further notes that McGuire and Hester recently began work on Greenback Lane in Citrus Heights in Sacramento. "This is a $\frac{3}{4}$ of a mile grind and overlay project where we will be placing 12,800 tons of hot mix asphalt," says Lambert. "Specifically, we are taking out 4 inches and putting back five due to a design decision to raise the elevation of the roadway.



Above Left: McGuire and Hester superintendent KC Mollet on phase 3 of the Mather Airport project.

Above Right: Crews performing pavement rehabilitation for the city of Davis.

So we start with the smallest lane consisting of 1,500-tons of remove and replace. This is fairly easy work, but there is a lot of material to move."

McGuire and Hester began paving at the Port of Oakland in the 90s and continues that work, along with a long list of airport paving projects. "We have been on numerous jobs at Oakland International Airport and San Francisco International Airport. This includes the Plot 6 Remote Aircraft Parking paving project in 2019," continues Lambert. "These have all been successful projects where we utilized our Topcon 3D technology. We also have a full concrete division that we work with regularly on these airport projects and beyond."

EQUIPMENT FLEET

McGuire and Hester has a substantial fleet to support its heavy volume of work and diversity of services. In line with the company's commitment to environmental stewardship, its fleet exceeds all CARB standards and even includes hybrid vehicles and equipment such as the Kobelco Hybrid SK210HLC excavator. "Our fleet consists of Cat pavers, Cat rollers, Hamm rollers, and a long list of other support equipment," says Lambert. "We

have added close to \$3 million in new equipment acquisitions to our fleet over the past four years. This includes new Cat AP1055F and AP655F track asphalt pavers and all sizes of rollers from 67-inches down. Our entire paving fleet is all Tier 4 Final, and as we look to expand, we will be adding additional units as necessary."

BEING A CALAPA MEMBER MAKES A DIFFERENCE

According to Kyle Carone, the company decided to become a member of the California Asphalt Pavement Association (CalAPA) Jan. 2021. "I appreciate CalAPA for its wealth of knowledge, news and support. I took a couple of CalAPA's training classes and have learned a lot from their paving experts who have abundant experience and expertise to share with members," says Carone. "It would be great to see the owners and agencies get on the same page, and I think that CalAPA can be a great help toward that effort. It's all about education, and CalAPA is already way ahead of the game."

Lambert is also a big fan of CalAPA and everything it has to offer its members. "Russ Snyder (CalAPA executive director) is a great guy, and I have known him a long time. I also worked with one of

CalAPA's trainers, Skip Brown, for 34 years. Skip has been a mentor and father figure for me, and we still talk several times each week. I have worked with Skip on some of his classes and would someday like to be a CalAPA trainer as a way to give back to an industry that has been so good to me over the years," says Lambert. "I regularly talk with Russ and Sophie (CalAPA Member Service Manager Sophie You) at CalAPA, and I believe in everything they are fighting for here in California. Anyone that paves should support our industry by becoming a member of CalAPA. The membership cost is negligible, and just one call to someone like (CalAPA trainer) Roger Smith can save an asphalt paving company a ton of money, time and headache."

The future is bright for McGuire and Hester as it continues to grow in both revenue and workforce. The company currently works throughout Northern California with its team of 410 employees and is signatory to OE3 and the Laborers Union. The company also has a long history of giving back to the community where they live and work. For more information on McGuire and Hester, visit their website at www.mcguireandhester.com. **GA**

Brian Hoover is co-owner of Construction Marketing Services, LLC, and editor of CalContractor Magazine.

State Treasurer Fiona Ma, asphalt recycling champion, recognized at CalAPA Annual Dinner

The Hon. Fiona Ma, Treasurer of California, was on hand May 19 for the asphalt industry's most prestigious event of the year, the Annual Dinner and installation of California Asphalt Pavement Association officers at the historic Jonathan Club in downtown Los Angeles.

Ma, who authored landmark legislation on asphalt recycling when she was a member of the California Assembly, congratulated CalAPA's 2022 officers and Board of Directors. The association also installed industry legend Rene A. Vercruyssen into its Hall of Fame, and also recognized recently retired CalAPA Regional Director Bill Knopf for a distinguished career representing the asphalt industry in Indiana and California, and longtime CalAPA Member Service Manager Sophie You.

The packed event represented delayed gratification of sorts for the asphalt industry in California, due largely to the COVID-19 pandemic. The 2021 Annual Dinner was cancelled due to public health restrictions on public gatherings, and this year's version, originally scheduled to be held in January, was postponed until May 19 due to a winter surge of COVID-19 cases in Los Angeles County.

The delay did nothing to dim the enthusiasm, however, as industry luminaries filled up the ornate Jonathan Club ballroom to reconnect with old friends, make new ones and celebrate an association well into its sixth decade representing the interests of the asphalt pavement industry in the Golden State.



Fiona Ma, California State Treasurer was the featured speaker.

"To say the past two years has presented the greatest challenge in our association's 60-plus-year history would be an understatement of epic proportions," said 2022 Chairman Scott Fraser with R.J. Noble. "But I'm pleased to say, our industry rallied around the CalAPA flag and we rose to those challenges in a truly inspiring way. As members of this association, you helped us get through the past two years and emerge on the other end stronger and more determined than ever."

He noted that the association experienced record membership growth in 2021, broadened its products and services dramatically and continued to bolster the association's reputation as the voice of the asphalt industry in California with public and private project owners, elected officials, regulators and others. Noting that the association surged past 200 member companies for the first time as it entered 2022, Fraser said, "I firmly believe that the reason for this is that the return on investment for member dues has never been more valuable."



Fiona Ma, California State Treasurer (left) was presented with a hand-made scarf resembling an asphalt highway by CalAPA Executive Director Russell Snyder. The scarf was knit by Snyder's wife, Adrienne.

Ma joined Fraser and other CalAPA Officers on stage to present special certificates of recognition to the CalAPA officers, including Vice Chair Toni Carroll with Graniterock, Treasurer Scott Bottomley with Sully-Miller/Blue Diamond Materials, Secretary Jeff Benedict with Valero Energy Co., and Immediate Past Chair Jordan Reed with the George Reed Co.

The rest of the 2022 CalAPA Board of Directors were also ceremoniously recognized at the event. They were officially approved at a "virtual" All Members Meeting back in February. They are: Scott Metcalf, Ergon Asphalt & Emulsions; Kevin Jeffers, Albina; Frank Costa,



The Hon. Fiona Ma, California State Treasurer (center) presented the CalAPA 2022 Officers with commendations. Pictured, from left to right, are: Jeff Benedict, Valero; Toni Carroll, Graniterock; Scott Fraser, R.J. Nobel Co.; Fiona Ma; Scott Bottomley, Sully-Miller/Blue Diamond Materials; and Jordan Reed, George Reed, Inc.



Chris MaCarty, Valero (left), Mayra Nawrocki, Len Nawrocki, Life Member, Jenny Shoemaker and Sayer Johansen.



Scott Fraser, RJ Noble Company and the CalAPA Chairman addresses the attendees.



Steve Marvin, LaBelle Marvin gave the invocation at the CalAPA Annual Dinner.



Sean Harrigan, George Reed, Inc. gave an impromptu speech about his experiences and love for the asphalt industry over the years.



Pascal (left) retired Vulcan Materials and his wife Patsy Mascarenhas.



Ryan Merritt, Martin Marietta (left), Fiona Ma, California State Treasurer and Matt Pound, Martin Marietta.

DeSilva Gates Materials; Tim Denlay, Knife River; Thomas Bess, T.R. Bess; Chris Handley, Tullis, Inc.; Kody King, Mercer-Fraser; Ron Criss, Hat Creek Construction; Pete Lambert, McGuire & Hester; Mike Murray, Hardy & Harper; Steve Ward, Pavement Recycling Systems; and Chris Gerber, G3 Quality.

Ma delivered the keynote address of the evening, chronicling her inspirational path to Sacramento from her roots as the oldest daughter of immigrant parents, her professional career as a Certified Public Accountant and small-business owner, to the San Francisco Board of Supervisors, the California State Assembly, the state Board of Equalization and now Treasurer of the massive nation-state of California, breaking numerous barriers along the way.

She noted how her time on the San Francisco Board of Supervisors initially sparked her interest in landfills and recycling, which was a natural fit for her

when she was elected to the California Assembly and authored AB812, which was endorsed by CalAPA and promoted asphalt recycling statewide. As part of her research into the bill, CalAPA arranged for her to conduct an in-person inspection of an asphalt plant recycling operation. She learned that asphalt, which is 100% reusable, is the world's most recycled material yet some pavement engineers have resisted increasing the percentage of RAP, as it is known, in pavement mixes. Ultimately, her bill was signed into law by Gov. Jerry Brown in 2012 and CalAPA has continued raise awareness about the use of RAP as a durable, cost-effective and sustainable best practice ever since.

Ma was prominently featured in an in-depth feature on RAP in *California Asphalt*, the official CalAPA magazine. A recent report by the California Department of Resources Recycling and Recovery, also known as

CalRecycle, found that asphalt represented zero percent of the material that ends up in California landfills. "It is working," she proudly told the group.

As the state's primary banker, processing more than \$2 trillion worth of payments a year, Ma encouraged CalAPA members to remain vigilant in ensuring state and federal tax dollars available to be used for roads, bridges and other vital infrastructure are used to the fullest extent possible, and for the benefit of all areas of the state.

"The squeaky wheel gets the grease," she said. "We need to make sure that we push for a system that equitably allocates the resources to the whole state — everybody who needs it — and not just the big cities and counties, because that's what happens in the state unless we are deliberate on how we allocate the money."

In recognition for her leadership, Ma was presented with a special asphalt highway scarf



Steven (left) and Deana Ward with Marita Ford and Marco Estrada, Pavement Recycling Systems.



John Todorovich, All American Asphalt (left), Lisa Watts and Del Crandell, C & C Transportation.



Bob Siffert (left) and Cameron Richardson of Ingevity.



Nixon-Egli Equipment's Gavin Singleton (left), Jay Rosa and Matt Mendenhall.



Sean Harrigan, George Reed, Inc. (left), Phil Reader, George Reed, Inc., Kody King, Mercer-Fraser Company and Josh Hinchey.



Foster Dennis, California Paving & Grading (left), Carlos Hernandez, Life Member, Berlene Hernandez and Andy Andrews, Mission Paving & Sealing.



Fiona Ma, California State Treasurer (left) presented Sophie You of CalAPA with a commendation in honor of her 10-year anniversary with the association.



Sean McCaffrey, Lastrada Partners (left), Rodrigo Anaya, and Jason Vera, RJ Noble Co.



The CalAPA Annual Dinner held at the historic Jonathan Club in Los Angeles on May 19, 2022 was very well attended with more than 110 participating.

to thunderous applause from the Annual Dinner attendees.

The evening's program also included a posthumous induction of Rene A. Vercruyssen, longtime leader of Baldwin Contracting in Chico and supporter of the asphalt association in Northern California, into CalAPA's Hall of Fame.

Special recognition during the evening was also extended to William "Bill" Knopf, who recently retired from CalAPA to focus on a recent health challenge. Although Knopf could not attend the event in person, Ma brought a special certificate that recognized Knopf "for your service as a longtime construction association executive," including executive director of the Asphalt Pavement Association of Indiana and

regional director for CalAPA. The certificate noted Knopf's "passion for workforce development and your firm commitment to advance the asphalt pavement industry in California." Reached following the event, Knopf said the recognition was "so very unexpected and humbling," and "this is clearly the highlight of a difficult year." He added, "I miss all of my CalAPA friends and colleagues. Please give my best regards and sincere appreciation to everyone."

CalAPA's Member Service Manager Sophie You also was recognized for more than a decade of service to the association, and she was also presented a certificate from the treasurer and posed for photographs with her family. In her remarks, the treasurer

praised CalAPA's lobbyist, Jeff Sievers, as one of the most effective advocates she has seen in Sacramento. The program kicked off with a rousing Pledge of Allegiance, led by military veterans and CalAPA "Life Members" Carlos Hernandez and Len Nawrocki. Steve Marvin with Labelle-Marvin, delivered a memorable invocation.

The sponsors of the evening included Kenco Engineering (Reception Sponsor); Pavement Recycling Systems and Albina (Leadership Circle Sponsors); R.J. Noble Co., Sully-Miller/Blue Diamond Materials and Valero Energy Corp. (VIP Table Sponsors) and Mercer-Fraser Co. (Lanyard Sponsor). **CA**

BUILT TO CONNECT



Efficiency and Productivity

Designed with safety and operator comfort in mind, the Shuttle Buggy® SB-3000 material transfer vehicle features adaptive cruise control, bright LED lighting, four-wheel steering for easy transport and ground-level maintenance access for added convenience. Operators can rely on clear sightlines and the ground operator is safely protected inside the structure of the machine. The Roadtec SB-3000 is the perfect blend of traditional craftsmanship and modern technology.

astecindustries.com



Asphalt industry salutes State Treasurer Fiona Ma for leadership in infrastructure, recycling; virtually all asphalt in California is now being recycled

WEST SACRAMENTO, Calif.
– May 25, 2022 – The California Asphalt Pavement Association, the voice of the asphalt industry in California, recognized the Hon. Fiona Ma, State Treasurer of California, for her longtime leadership in infrastructure protection and for authoring a landmark bill when she was in the Assembly on asphalt recycling. Today, virtually all used asphalt in California is recycled into new asphalt pavements.

“Asphalt is the world’s No. 1 recycled material, but too often public agencies were slow to recognize that reclaimed asphalt from road repairs can be blended into new pavement mixes that are just as durable as the original,” said Scott Fraser, General Manager of R.J. Noble Co. and current chairman of CalAPA. “Fiona’s legislation was instrumental in raising awareness on this important issue.”

Her bill, AB812, signed into law in 2012, called upon the California Department of Transportation (Caltrans) to increase the utilization of Reclaimed Asphalt Pavement (RAP) in pavement mixes. After much study and field tests, the department eventually increased the percentage of RAP from 15% to 25% and is now working on specifications that call for mixes that include 40% RAP. Some cities and counties have also embraced the use of higher amounts of RAP, while others remain slow to adopt the standard.

Meanwhile, the overall goal of keeping asphalt out of California’s

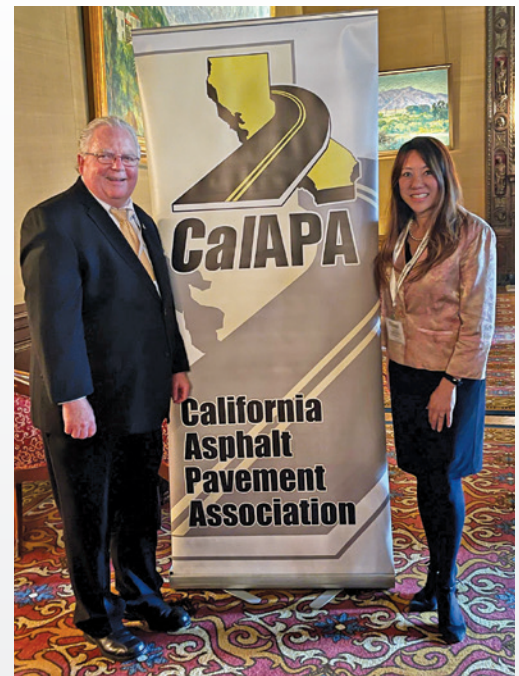
landfills appears to have been achieved. According to a recent report issued by the California Department of Resources Recycling and Recovery (CalRecycle), asphalt represents zero percent of the material that ends up in California landfills.

“I’m proud that my 2012 legislation promoting asphalt recycling has led to virtually all of used asphalt in California being recycled back into new pavements,” Ma said. “As we invest in rebuilding our transportation infrastructure, all Californians can be assured that we are doing it in a sustainable and cost-effective way that addresses our landfill and climate change challenges today and in the future.”

Ma was recognized at the CalAPA Annual Dinner and Awards held May 19 at the Jonathan Club in Los Angeles. Not only was she praised for authoring AB812, but also for her longtime support of prudent investments in sustainable transportation infrastructure improvements. She was presented with a home-made knit scarf that is a replica of an asphalt highway. **GA**

References:

“2018 Disposal-Facility-Based Characterization of Solid Waste in California (DRRR-2020-1666).” California



Department of Resources Recycling & Recovery (CalRecycle).

About CalAPA:

The California Asphalt Pavement Association (CalAPA), founded in 1953, is a non-profit trade association representing the asphalt pavement industry in California. Members of the association include asphalt producers, refiners, paving contractors, suppliers, engineering firms, testing labs, equipment manufacturing companies and others that are part of the industry. CalAPA is the only statewide construction trade association focusing exclusively on asphalt pavements. To learn more visit www.calapa.net

VOLVO

Construction Equipment
& Services

YOUR NEW ROADWIDENER DEALER IN CALIFORNIA

More Efficiency. Less Maintenance.



FH and FH-R Material Placement Attachment Applications

- Road Widening
- Road Shoulder Repair & Remediation
- Road Construction
- Utility & Trench Backfilling
- Curb Backfilling
- Asphalt & Aggregate Placement

Road Widener Accessories & Options

- Curbing Attachment
- Push Roller Extensions
- Shoe Extensions - 1FT & 2 FT Extension Kits
- Adapter Plate

Offset Vibratory Roller Applications

- Shoulder Compaction
- Outside Slope & Hard-to-Reach Compaction
- Trench Compaction

Offset Vibratory Roller Accessories & Options

- 2-, 3- and 4-Foot Drums
- Adapter Plate
- Water Spray Bar System

VOLVO

Construction Equipment
& Services

vcesvolvo.com

Bakersfield
661.387.6090

Corona
951.277.7620

Fresno
559.834.4420

Lakeside
619.441.3690

Turlock
209.410.6710

 facebook.com/volvoces

 [VolvoCES](https://twitter.com/VolvoCES)

 [volvoces](https://www.instagram.com/volvoces)

 [volvoces](https://www.linkedin.com/company/volvoces)

Accelerating pace of change highlighted at CalAPA 'Tech Tune-up' event in Brea

Attendees at CalAPA's "Tech Tune-up" educational workshop on April 5 in Orange County could be excused if the program elevated their blood pressure somewhat. The recurrent theme of each presentation was the quickening pace of change in the world of asphalt pavements and the challenge for the industry and public works officials to stay on top of all the changes.

The good news, however, is that there was a renewed commitment to collaboration and information-sharing to elevate standards, means and methods to deliver high-quality transportation system improvements for the benefit of all Californians.

Caltrans District 7 Director Tony Tavares kicked off the April 5 event at the Embassy Suites Hotel in Brea, attended by industry, agency and academia representatives, by noting his agency's emphasis on the impact of what it does to the everyday lives of all Californians.

"We are becoming a more people-centric organization," Tavares said. Within broad foundational principles of safety, equity and climate change, he said the department remains focused on SB1 implementation and a "fix-it-first" emphasis to improve and maintain the state's pavement

"That is one of our highest priorities – fix it first," Tavares said. "Keeping our highways, our roadways, safe and in a state of good repair, continuing to advance SB1 and all of the federal funding that will be coming our way. We are focused on fix-it-first and delivering these transportation projects."

Tavares is a familiar face to the asphalt industry, having served previously as chief of the Caltrans Division of Maintenance statewide



Cameron Richardson, Technical Marketing Manager, Ingevity shared best practices on the use of WMA and how to maximize the benefits of this technology.



Michael Concannon, P.E., Engineering Manager, Pavement Recycling Systems presented on Cold-in-place Recycling and Cold Central Plant Recycling in Sustainable Pavement Rehabilitation and Reconstruction.



Brandon Milar, P.E., Technical Director CalAPA (center) with Cal State University Long Beach students **Alif Hossain** (left), **Franklin Nolpho**, **Greg Kolosov** and **Angaelos Hanna**.



Fernando Aragon, P.E., G.E., Principal Engineer, Aragon Geotechnical, Inc. presented on Developing a Successful QA Program, for Cold-in-place Recycling and Cold Central Plant Recycling.



Erik Updyke, P.E., Specialist, University of California CCPIC presented the HMA-LG Specification for Local Agencies.



Dave Aver, QC Associate (Ret), City of Santa Rosa gave a presentation on Superpave Mix Design and what agencies need to know.



Brandon Milar, P.E., Technical Director CalAPA introduces the next speaker.



Matthew Vallee, HaulHub, makes a presentation on eTicketing.



Scott Taylor, Owner, Taylor Environmental Services gave an environmental regulatory update titled: Be Aware, Prepare or Despair.



Mimi Le, MCK Services, poses a question as Scott Taylor with Taylor Environmental Services looks on.



Caltrans District 7 Director Tony Tavares delivered the opening remarks.



Exhibitor Trans Tech Systems and their representative John Lamond.



Exhibitor Nixon-Egli Equipment Co. and their representatives Matt Mendenhall and Jay Rosa.



CalAPA Member Service Manager Sophie You (left) and Member Service Coordinator Jackie Henry welcomed attendees.



The CalAPA Spring Asphalt "Technical Tune-up" Educational Workshop on April 5 at the Embassy Suites in Brea was well attended.

and later as District 4 director, which covers the San Francisco Bay Area. He has been head of District 7, which covers Los Angeles and Ventura counties, since November of 2020.

He said the department will be "continuing with innovations and efficiencies – looking for those opportunities. And that's a lot of partnerships with industry. You bring that practical aspect, how to deliver a project, how to deliver asphalt, how to change the specifications, and using our folks and academia, all working together, to find those innovative methods and also being efficient in how we deliver these projects."

At the same time, the department is listening to communities via many different forums to do its best to ensure that improvements to the transportation system work for all Californians. He said the department is looking at how it can be more sustainable and contribute to the state's ambitious climate change goals.

Noting that asphalt surfaces about 95% of freeways, highways, local roads, parking lots and other paved surfaces in California, Tavares told the asphalt industry representatives present, "you play a very big role in what we're doing to maintain our system in a state of good repair." In specifically noting the work of the joint Caltrans-industry Pavement & Materials Partnering Committee, he said, "We've been able to deliver some very exciting specifications and innovations because of your input."

Tavares outlined the expected work that will be coming up in the months and years ahead, including some infrastructure work that is in the pipeline as Los Angeles prepares to host the 2028 Summer Olympic Games.

Other speakers at the event covered an array of topics that have, as Tavares noted, experienced rapid change in recent months and years. Those topics included, e-Ticketing implementations for construction

materials, Warm Mix Asphalt, trends in Hot Mix Asphalt specifications, a recently published model asphalt pavement specification for local agencies, Cold In-Place Recycling and Cold Central Plant Recycling.

CalAPA Technical Director Brandon Milar, P.E., gave an overview of the asphalt industry's ambitious net-zero carbon initiative known as "The Road Forward" and unveiled earlier this year. Many of the innovations moving forward in the asphalt space have a link to environmental and climate-change goals.

CalAPA's Environmental Committee Co-Chair, Scott Taylor with Taylor Environmental Services, provided a roundup of various air-quality and water-quality regulations that have been put in place in recent years or are being proposed, including some via legislation in Sacramento. His talk was titled, "Be aware, prepare or despair." Echoing a theme by Tavares and other event speakers,

[Continued from page 29]

Taylor stressed the importance of engagement and collaboration to raise everyone's awareness of new and proposed laws and regulations, and practical ways to ensure compliance.

The event, coupled with a golf outing April 6 at the Black Gold Golf Club in Yorba Linda, was sponsored by Albina Asphalt, Astec, Butler-Justice, Inc., Diversified Asphalt Products, Ingevity, Nixon-Egli Equipment Co., Pacific Geosource and Pavement Recycling Systems, plus exhibitors Trans-tech, Nixon-Egli Equipment Co. and the Western Regional Asphalt Pavement Preservation association. **CA**



The CalAPA ball pyramid ready for driving practice at the CalAPA Golf Outing held at the Black Gold Golf Club in Yorba Linda on April 6. What branding! A marketer's dream!



CalAPA golfers warm up at the driving range listening to some classic rock tune.



Fearless CalAPA leaders Russell Snyder (left) and Brandon Milar.



Mike Ristic, Caltrans (left) Josh Kennedy, PRS and Marco Estrada, PRS.



Kevin Jeffers, Albina Asphalt (left), John Lamond, Trans Tech Systems, Brandon Milar, CalAPA and Cameron Richardson, Ingevity.



Matt Struiksmma, Granite Construction (left), Alex Kotrotsios, Pacific GeoSource, Jeremy Taylor, Ben's Asphalt and Shawn Pelletier, City of Aliso Viejo.



George Cairncross, Lion Tech (left), Matt Mendenhall, Cameron Heckman, Gavin Singleton, Nixon-Egli Equipment, Josh Cobb, Ben Jennette, and Jeff Neilan, Concept Paving.



Astec's foursome Eddie Van Zyl (left), Richard Champion, Jim Sauder and Kirk Faulkner.



Randy Valadez, Matich Corp. (left), Mike McCann, Butler-Justice, Steve D'Ambra, MAXAM and Mike Butler, Butler-Justice.



Winning foursome: John Chun, Kurt Yoshii, Randy Reichert and Ju Kim.



GOLDSTAR
ASPHALT PRODUCTS

MATERIAL SALES, EQUIPMENT & ASPHALT TOOLS

SOCAL'S PREMIER PROVIDER OF BULK SEALCOAT MATERIALS

DELIVERY AVAILABLE



GSA's RENTAL DIVISION HAS A FULL LINE OF TOP QUALITY EQUIPMENT



Grinders, Pavers, Rollers, Seal Machines, Blades, Skip Loaders, Backhoes, Kick Brooms, Tack Rigs, CY Loaders, Hot Crack Filler Machines, Striping Machines, Low Bed Service & Crew Rentals.

Visit Us



Shop Online

www.GoldStarAsphalt.com

T +1 888 770 7325



Veteran asphalt association executive Bill Knopf retires



1) William Knopf speaks at one of CalAPA's contractor dinner meetings.

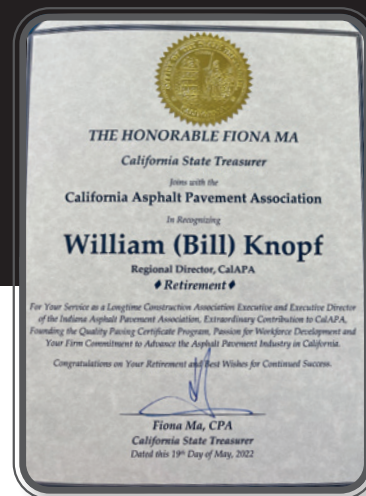


2) Bill Knopf (left) and Scott Folwark of Valero at a Southern California Air Quality Management District meeting.



3) Scott Fraser, R.J. Noble Company (left) with Bill at a CalAPA Environmental Committee meeting at R.J. Noble Company in Orange.

Right: California State Treasurer Fiona Ma recognized Bill's efforts in the industry with special commendation.



William I. "Bill" Knopf, a longtime construction association executive who in recent years served as CalAPA's regional director in Southern California, has announced his early retirement to focus his attention on a recent health challenge.

"Despite having worked for national, state and local trade associations since 1982, and leading several of them, I learned much from my short tenure on your staff at CalAPA," Knopf said in a Feb. 10 letter to CalAPA Executive Director Russell Snyder. "Proof positive that one can in fact teach an old dog new tricks! I am familiar with dozens of state asphalt paving groups, and many AGC chapters; CalAPA does an incredible job of serving its members, stakeholders and the industry."

Knopf said his early retirement was "due to several worsening chronic health conditions" that may require him to undergo a kidney transplant

operation within the next year. His announcement was met with an outpouring of praise and appreciation from CalAPA members and others with whom he has interacted with during his distinguished career. His last day at CalAPA was Feb. 28.

"It has been so nice talking with you and getting to know you," said Tracie Moran with CalAPA member United Paving Co. "You really hit the ground running here with great ideas and contributions. Thank you for that and all of your positive energy."

"It has been an absolute pleasure working with you the last few years," said Steve Cota with Patriot Risk & Insurance, a longtime participant on the Southern California Contractors' Committee. "We are definitely going to miss you. I appreciate everything you have done for the association." Past CalAPA Chairman Jeff Reed with George Reed added, "We and the George Reed team wish you well as you concentrate on this challenge."

Kevin Monaco, executive director of the New Jersey Asphalt Pavement Association and a longtime colleague, notified other members of the State Asphalt Pavement Association organization of Knopf's retirement and shared his biography, noting his "career as a top-notch association manager." Added Bruce Barkevich, SAPA Chair representing the New York Construction Materials Association: "Congratulations on such an amazing career. You have earned the well-deserved break. It looks like you have some challenges to work through. Positive attitude and positive spirit will get you through!" Reed Ryan, also on the SAPA Executive Committee representing the Utah

Asphalt Pavement Association said, "Thank you for all you have done for our industry! Your example is second-to-none!"

Knopf joined the CalAPA staff in 2019 and immediately made his mark as lead staff person for the Southern California Paving Contractors Committee, and also helping reinvigorate CalAPA's new member recruitment efforts. The association recently surpassed more than 200 member companies, which is an all-time high since the association's founding in 1953. Knopf also spearheaded the launch late last year of the CalAPA Quality Paving Certificate program, which is intended to set the standard for best practices for quality asphalt paving in the state. He also participated in the CalAPA Environmental Committee and was liaison with numerous stakeholder groups in Southern California, including the Buried Utilities Coalition and the Los Angeles County Federation of Business (LABizFed). Sarah Wiltfong of BizFed, which represents 215 business groups mobilizing 410,000 employers, called Knopf "a wonderful member and an exceptional advocate."

Prior to joining CalAPA in March of 2019, Knopf was the executive director of the Asphalt Pavement Association of Indiana from 2008 to 2018. In that capacity he was responsible for all operations of the association and its 100 members, including 20 asphalt producers and six binder suppliers.

He previously worked as executive director of the Associated General Contractors of Iowa in Des Moines, a large highway association with 215 general contractor members and eight staff.

His career also included senior staff positions with the National Finishing Contractors Association and the Association of Wall and Ceiling Industries, both based in Washington, D.C., and the Midwest Manufacturing Technology Corporation in St. Louis, Mo. Knopf's father was a successful union commercial/industrial painting contractor in St. Louis from 1937 until 1999, and he worked as an estimator/project manager for the company while in college.

Knopf presented on "DOT-Association Partnering" at the Ontario Asphalt Association's 2017 Technical Conference in Toronto, Canada, and on "Workforce Development" in January of 2019 at the World of Asphalt conference in Indianapolis on APAI's Careers Initiative with the Future Farmers of America (FFA). In 2018 he was awarded "Association Executive of the Year" by the Indiana Society of Association Executives. Knopf holds a Bachelor's Degree in Economics from New College, Sarasota, Florida, and a Master's of Business Administration degree from St. Louis University. He currently resides in the Coachella Valley with his wife, Lisa. The couple have two adult children: a son, who is a software engineer in Des Moines, Iowa, and a daughter, a certified music therapist in Columbia, Missouri. Knopf notes that both of his children want to be tested for a possible donor kidney match, when that time arrives.

Knopf's sterling reputation extended far beyond California. Jay Hansen, executive vice president for

advocacy for the National Asphalt Pavement Association, a CalAPA partner, commended Knopf as "a true professional with a heart of gold. You made a difference and helped to advance the industry in so many ways." Added Ester Magorka, NAPA's senior vice president for industry promotion and membership: "You've been a great pleasure to work with over our 13 years together and the whole industry benefitted greatly from you. Your teamwork and guidance will be missed."

Knopf said, despite his recent health challenge, his spirits have been lifted by the many people who have reached out to him to wish him well for a speedy recovery.

An announcement will be made at a later date with regard to Knopf's replacement. CalAPA's recently hired member service coordinator, Jackie Henry, who is based in Southern California, will be assisting with many of the association activities in that part of the state for the time being. **CA**



TES
TAYLOR ENVIRONMENTAL SERVICES

Scott Taylor
P: (714) 587-2595 Ex 101
scott.taylor@tayloresinc.com

Susana Mitchell
P: (714) 587-2595 Ex 102
susana.mitchell@tayloresinc.com

www.tayloresinc.com

DeSilva Gates achieves Quality Paving Certificate, demonstrating commitment to industry-recognized standards of excellence in asphalt paving



The California Asphalt Pavement Association, the voice of the asphalt industry in California since 1953, announced on June 6 that DeSilva Gates Construction has met all requirements to be awarded a Quality Paving Certificate, signifying a commitment to industry-recognized standards of excellence in asphalt paving.

"The Quality Paving Certificate is the gold standard for the asphalt paving industry in California," said Scott Fraser, Operations Manager of R.J. Noble Co. and current chairman of CalAPA. "Companies that achieve this designation have demonstrated a commitment to the highest standards for quality and integrity in our industry."

DeSilva Gates Construction, founded in 1932 and based in Dublin in the San Francisco Bay Area, is an award-winning general engineering contractor that also operates asphalt production facilities. DeSilva Gates is the first company in California to achieve the Quality Paving Certificate designation since the program was launched late last year.



One of DeSilva Gates iconic projects, the massive Oakland International Airport Runway 12-30 renovation.

Companies that achieve the CalAPA Quality Paving Certificate must first complete an application of qualifications and self-assessment questionnaire, pass a written exam with a passing score of 80% or higher, and provide proof

of completion of a series of core-competency classes. Companies must also agree to abide by CalAPA's Code of Ethics in all of their business operations, and be free of enforcement actions or administrative citations by the

Contractors' State License Board. To ensure that companies stay abreast of the many changes in standards, technology and best practices, there are continuing education requirements and the certificate must be renewed every three years. CalAPA independently verifies that all of the stringent requirements to attain the Quality Paving Certificate have been met.

"We are extremely proud to receive the first Quality Paving Certificate awarded by the California Asphalt Pavement Association. DeSilva Gates Construction is committed to leading our Industry by example. Our paving operations team takes great pride in its workmanship and pavement performance for our customers" said Rich Gates, company president.

DeSilva Gates has been the prime contractor on a number of high-profile projects and industry-elevating initiatives over the years. Their work on the Oakland International Airport reconstruction was profiled in the 2018 Quality issue of CalAPA's magazine. A plant tour the company hosted for local and state air quality regulators made the cover of the 2020 *California Asphalt* environmental issue.

The program, years in development, builds on CalAPA's decades of experience in delivering high-quality technical and practical training via veteran instructors recognized as authorities by their peers statewide and nationally. CalAPA classes consistently earn high marks from public agencies and private industry participants. Information on the Quality Paving Certificate can be found on the CalAPA website: www.calapa.net.

"Even the best specifications or batch of asphalt mix will not result in a long-lasting pavement surface if the asphalt is not placed properly in the field," said Brandon Milar, P.E., CalAPA's Director of Technical Services and a nationally

recognized expert. "The Quality Paving Certificate has helped establish a standard for excellence to give project owners confidence that the final product will meet or exceed their expectations."

For more information on the Quality Paving Certificate, or to receive an application, contact CalAPA at (916) 791-5044, or submit an inquiry via our website. [GA](http://www.calapa.net)



Scan the QR code above for more information on the Quality Paving Certificate on CalAPA's website.

A few reasons why you should be using our

PQI 380 Asphalt Density Gauge



Lightweight
and Easy to
Operate



Non-Nuclear.
No Licenses
Required



Easy Data
Download to
USB Drive



GPS Location
Stored with
Measurement



Quick Swap
Rechargeable
Battery

Originators of Non-Nuclear Density Technology

Trans Tech
TRANSTECH SYSTEMS, INC.

518-370-5558
1-800-724-6306
transtechsys.com



Camaraderie aplenty at annual gathering of asphalt industry legends in Las Vegas



Row #1: Russell Snyder (left), Carl Rundquist, Curt Rummel, Bill Thorpe and Len Nawrocki.

Row #2: Larry Liston, Dana Baltzer, Leland Pace and Jim Miller.

Row #3: Beau Regan, Don Daley and John Elliot.

Row #4: Brett Marvin and Travis Elliot.

It started inauspiciously enough back in 1988 – a group of five asphalt industry colleagues spent a day in Las Vegas to have dinner and catch a show, and it grew from there. The “Las Vegas Invitational” eventually blossomed to include friends and friends of friends, but it never lost its easygoing vibe.

“It was no big deal to us – we were just having a good time, a

group of friends,” says Carl Rundquist, who was one of the originators. As the event grew over the years, however, it moved from what Rundquist called a “fleabag hotel” to the Mirage Resort & Casino, and various events were added, including golf, skeet and trap shooting and other activities.

After a COVID-19 hiatus, the Las Vegas Invitational returned to

the Mirage Resort & Casino for its 2022 edition March 24-25, featuring many names that have become legends in the asphalt industry and are enshrined in the CalAPA Hall of Fame.

“It’s just been fun the whole time,” Rundquist said during a Friday night dinner at the Firefly Restaurant. “I look forward to it all year.”

Added Len Nawrocki, retired from Valero Energy and a longtime participant, “We don’t talk about business. We talk about funny stories that happened, but no business. It’s not about that. It’s just been a great opportunity for people to have camaraderie in the industry. We’ve all been tied together by the same glue, asphalt.”

In addition to taking time to catch up with old friends, the dinner included time also to remember those who are no longer with us. It’s one of those things that has developed organically over the years that is unique to the asphalt pavement industry.

Or as Rundquist said, “There’s nothing like it. My wife likes to say, ‘he’s got asphalt running in his blood.’” **CA**



Far Left: Carl Rundquist, who was one of the originators of the event was the emcee.

Left: Two Elvis impersonators were present for the festivities.



100% Employee Owned
A PRS Holdings, Inc. Company

EXCELLENCE IN SAFETY & QUALITY

Our employee owners are committed to
delivering zero incident safety performances
with excellence in quality



Pavement Recycling Systems | (800) 966-7774 | www.pavementrecycling.com
Cold Milling | Cold Asphalt Recycling | Soil Stabilization | Pavement Preservation | Roller Compacted Concrete



**Clairemont
Equipment**
RENTALS • SALES • SERVICE

www.ClairemontEquipment.com

1-800-956-6287



DYNAPAC
FAYAT GROUP

**Authorized
Dealer**



Paving Equipment - Rollers - Air Compressors - Generators - Breakers & More....

KOMATSU

KOMATSU

FORKLIFTS

YANMAR

FINN

JLG

TAKEUCHI
From World First to World Leader

San Diego
(858) 278-8338

Escondido
(760) 739-9100

Fontana
(909) 429-9100

Imperial
(760) 355-7700

Indio
(760) 863-5558

Corporate
(858) 278-8351

Industry mourns the passing of Rene A. Vercruyssen

The asphalt pavement industry was saddened to learn of the passing of Rene Albert Vercruyssen, a longtime leader of the industry who also supported numerous charitable causes during his career as president of Baldwin Contracting Co. and well into retirement that left an indelible imprint on his Northern California community. He was 84.

Vercruyssen experienced a heart attack on April 20 while on a morning bike ride in Bidwell Park in Chico. He died later that day at Enloe Hospital, surrounded by his family. Services were held on April 30 at St. John the Baptist Catholic Church in Chico. His passing was big news in his local newspaper, the *Chico Enterprise Record*, and triggered an outpouring of sympathy from the community.

His son, longtime CalAPA Board Member Rene J. Vercruyssen, told the newspaper, "With just a high school education from Christian Brothers in Sacramento, he rose to be president of the largest road construction company (between) Sacramento and Redding. He was a stellar employee," he said, adding, "His dad told him when he was 14 he would be working summers and weekends." Baldwin Contracting Co. was acquired by Knife River Construction in the 1990s.

"In the late 1990s Rene was a strong supporter of forming the old Northern California Asphalt Producers Association," recalls Roger Smith, who was executive director of the association that later grew to become the statewide organization now known as the California Asphalt Pavement

Association. "Even as president of a large company, he was always approachable and a humble guy with valuable input to the fledgling NCAPA."

Skip Brown, retired owner of Sacramento-based Delta Construction and now an asphalt pavement consultant, said, "He was one of the highest quality guys in the industry." Brown attended Vercruyssen's 2003 retirement party from Baldwin Contracting Co. and remarked, "there was no better guy in the industry."

His hometown newspaper quoted numerous friends, family and community leaders, including Butte County Supervisor Tod Kimelshue, who said, "I would just say that for as long as I've known Rene, he was very community-oriented and always put community first," adding, "He loved the Chico community. He was a Rotarian for a long time. The Chico Noon Rotary's motto is 'service above self' and that is how Rene lived his life."

In addition to heavy involvement in Rotary, Vercruyssen also supported the Salvation Army and Reading Pals, and numerous other charitable works that improved the lives of those in the community.

"He was a big man, and when he reached his 80s his legs were not what they used to be," his son said. "Reading Pals extended my dad's life. By the time my dad went to Rosedale school in the middle of the workday, he had to park down the street from the school and walk. His walk was labored and unsteady, but he



loved doing it. He rode his bicycle six days a week so he could stay in shape. He looked like a teenager on that bike. He biked steady into the wind, with resolve."

Vercruyssen grew up in Sacramento and attended Sacred Heart Elementary School and Christian Brothers High School. He met his wife, Ethyle, in 1957 and they were married in 1959. The family moved to Chico in 1972. His son, Rene, ended up following his father into the business.

"He was a good man, but he never gave himself that label," his son told the local newspaper. "My grandfather would tell me, 'your dad is a good man.'"

Rene Albert Vercruyssen was preceded in death by his parents, Alphonse and Catherine, a brother, Mike, and a son, Richard. He is survived by his wife, Ethyle, brother Phil and wife Carole; children Rene, Daryl and David; daughters-in-law Chris, Cheryl, Bethel and Gina; grandchildren Jeffrey, Jamie, Jessika, Christopher, Tyler, Danielle, Summer, Joshua, and Faith; and great-grandchildren Maxximus, Lynn-lee, Lilleymae and Justus. **GA**

PRI™ **ASPHALT** TECHNOLOGIES

TESTING. KNOWLEDGE. SOLUTIONS.

More than Services, We're Preserving Our Future.

PRI is known industry-wide as an Independent, Third-party Laboratory for Quality Testing and Supporting Technical Services of Asphalt, Asphalt Products and Related Materials. The staff provides over 400 years of combined experience. Technical capabilities cover all facets of asphalt use from crude oil to finished products.



Analytical
Services



Life Cycle
Analysis



R&D



Validation &
Certifications



Forensics



Accreditation

(813) 621-5777 | www.pri-group.com

Mecalac

800.316.0327

SKID-EXCAVATOR HIGH-SPEED

World Innovation: MCR Series

**Change from Excavator to Skid Steer
mode by turning a switch.**

6 MCR



WORK SMARTER – NOT HARDER

SCOTT EQUIPMENT

www.scottequip.com

Serving California For 50 Years!

SOUTHERN CALIFORNIA'S PREMIER EQUIPMENT DEALER

FONTANA / 909-822-2200
14635 Valley Blvd., Fontana, CA 92335

SANTA FE SPRINGS / 562-777-0775
10918 Shoemaker Ave., Santa Fe Springs, CA 90670

TEMECULA / 951-355-3085 – NOW OPEN
43136 Rancho Way, Temecula, CA 92590

SALES • RENTALS • PARTS • SERVICE

**MINI EXCAVATORS / SKID STEERS
BACKHOES / SKIP LOADERS**



**SULLY-MILLER
CONTRACTING Co.**

A COLAS COMPANY



A COLAS COMPANY



A COLAS COMPANY



(800) 300-4240

**SERVING: LOS ANGELES, ORANGE, VENTURA
AND SAN BERNARDINO COUNTIES.**

**FIVE STRATEGICALLY POSITIONED
PLANT LOCATIONS**

Sun Valley Plants
11462 Penrose St.
Sun Valley, Ca 91352

Irwindale Plant
2600 Avenida Barbosa
Irwindale, Ca 91706

South Gate Plant
South Gate Recycling
5625 Southern Ave.
South Gate, Ca 90280

Inglewood Plant
441 Railroad Place
Inglewood, Ca 90301

Victorville Plant
Victorville Recycling
15650 Air Expressway
Victorville, Ca 92394

www.BlueDiamondAsphalt.com



SOUTHERN CALIFORNIA'S PREMIER EQUIPMENT DEALER



**DOOSAN
CONNECT**

DX225



Heavy Duty Bucket



Plate Compactor



Quick Coupler



Thumb

**SCOTT
EQUIPMENT**
www.scottequip.com
Serving California For 50 Years!

800.316.0327
SALES • RENTALS • PARTS • SERVICE
MINI EXCAVATORS / SKID STEERS
BACKHOES / SKIP LOADERS

FONTANA / 909-822-2200
SANTA FE SPRINGS / 562-777-0775
NOW OPEN TEMECULA / 951-355-3085

DOOSAN



PAVEMENT SPECIALISTS



PAVING GRADE ASPHALT

GTR MODIFIED ASPHALT

CUT BACK ASPHALT

ASPHALT EMULSIONS

SEALCOATS



ASPHALT REJUVENATING AGENTS

DUST PALLIATIVES / SOLUTIONS

ASPHALT DELIVERY SERVICES

ASPHALT SPREADING SERVICES

EMULSION PLANT

LOCATIONS:

Redding, California

530.241.1364



West Sacramento, California

916.373.1500



Bakersfield, California

661.323.5904



FREE ESTIMATES:

1.800.748.6551

contact@slurry.com

www.slurry.com

*Providing Asphalt Services
and Expertise in California
for Over 100 Years.*



2020 APWA Project of the Year
2020 ISSA Presidents Award
2020 IRF Award for Excellence
AEMA Excellence in Manufacturing



INNOVATION AND SUSTAINABILITY FOR A WIDE RANGE OF MILLING JOBS



W 120 Fi

Compact milling machine

- ✓ Maximum loading capacity
- ✓ Unrivalled visibility concept
- ✓ Performance meets efficiency
- ✓ Informative WPT – WIRTGEN PERFORMANCE TRACKER
- ✓ Perfect comfort and ergonomics
- ✓ Fast and dynamic maneuvering
- ✓ Superior cutting technology boosts performance
- ✓ Smart vandalism protection concept for control units
- ✓ Minimal environmental impact for the future
- ✓ Intuitive assistance systems

NIXON-EGLI EQUIPMENT CO.

California's Largest General Line Construction and Municipal Equipment Dealer.

So. California: 2044 S. Vineyard Ave., Ontario, CA 91761 • (909) 930-1822

No. California: 800 E. Grant Line Rd., Tracy, CA 95304 • (209) 830-8600

www.nixonegli.com