

CON-AGG COURIER



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MARCH 2014

LEGISLATOR'S "EAT CONCRETE" & LEARN ABOUT T-WORKS....1

FROM THE MANAGING DIRECTOR....2

MEMBERSHIP NEWS....2-3



HIGH FRICTION TREATMENTS GAINING TRACTION4-5

COMMITTEE NEWS....6

KDOT NEWS....7

CALENDAR OF EVENTS....8-9

BOARD OF DIRECTORS....10

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LEGISLATORS "EAT CONCRETE" & LEARN ABOUT T-WORKS



Pictured Top L to R: Amanda Schuster, KAPA-KRMCA; Doug Dreiling, Buzzi Unicem; Michael Young, SCCPA; Representative Ray Merrick, House Speaker; Art Paylor, Ash Grove Cement; Eric Trytten, Ash Grove Cement; and Dwayne O'Brien, O'Brien Ready Mix. | Right: Representative Bud Estes and Representative Steve Alford.



The lines started forming before the machines were even running as legislators, staff and industry members couldn't wait to get their hands on "Concrete." Provided by Sheridan's Frozen Custard, concrete is frozen custard that can be mixed in a choice of flavors and toppings such as strawberries, fudge, nuts and more. Each year KAPA-KRMCA along with other industry members hosts the annual "Eat Concrete" Day to educate lawmakers on the importance of transportation in the state and it's affect on the economy.

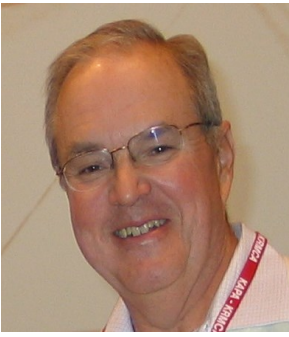
On Tuesday, February 25 over 527 concretes were served at the Kansas Statehouse. Industry partners and members handed out flyers to legislators explaining how much T-Works and transportation funding really do play a vital role in the state's economy. A special thank you goes out to our partnering associations, the Kansas Cement Council, Concrete Promotional Group of Greater Kansas City, Monarch Cement Company, and the South Central Cement Promotion Association for their assistance and participation with the event. We would also like to thank our members who traveled in to participate and promote the backbone of our industry, "Concrete."

Currently, T-Works is in its fourth year of a \$7.8 billion, 10-year plan and seems to be right on track with projects and funding. Here is the impact the program has created so far:

- Completed **943** highway projects
- Improved **7,567** miles of roads
- Repaired/replaced **426** bridges
- Completed **\$58 MILLION** in modal projects
- Has let **\$2.1 BILLION** to construction projects
- In the end, will have created **175,000** jobs throughout the State

As you can see the T-Works program has been effective in it's mission. With your continued member support, we can help Kansas move forward to an even better economy, safer roads and a great state for all citizens to live in. For more information on T-Works, visit www.ksdot.org/tworks.

FROM THE MANAGING DIRECTOR



Having just returned from the all industry pep rally better known as Con-Agg/Con Expo, I am still in awe of how far our industry has advanced both in terms of technology and its application. Compared to when I first started going, where the newly introduced Hough 10 yard articulated wheel loader was the talk of the show. Yet as I stood in awe of all the advancements we have made I was also impressed with some of the things that have remained constant, and by that I mean the extensive networking that takes place during the show. Yes, everywhere one went, the time honored tradition of getting together in seminars, meetings and in the hospitality suites is alive and well. Why? Because it is only through our interaction with others that our goals can contribute to each other's success!! While we can access the technology on the Internet, we still need the face-to-face networking to put those successes to productive use. This is why we go to Con-Agg/Con Expo.

Networking and the ability to see people face-to-face is important in another arena and that is our upcoming **Kansas Construction Industry All Legislative Reception** scheduled for **Tuesday, March 18 from 4-7pm at the Topeka Country Club**. Just as we appreciate what we can learn from our peers at the show, Legislators appreciate the opportunity to go beyond the emails and Internet by meeting with their voters and constituents. We also have an interest in it as it allows us the opportunity to communicate our issues to legislators during the crucial stage of the session. In order to make this a success we need your support by registering to attend and then emailing your legislators to let them know you will be there. We already have quite a list of RSVP's from Legislators so please help your industry and yourself by taking the time to sign up today at www.kapa-krmca.org and click on the "All Legislative Reception" link. Despite dire predictions that the Con Expo would become extinct with the coming of the Internet it has only flourished. So, please do not rely on your emails. **Come on out and network with your Legislator on March 18th!!**

Woody

IN MEMORIAM OF TWO INDUSTRY MEMBERS

DAYLE ALLEN HEFT

Dayle Allen Heft passed away January 16, 2014, at the South Wind Hospice House in Pratt, KS. Dayle, along with his sons Steve and Kevin, were co-owners of Heft & Sons, L.L.C., a diversified sand & gravel, ready mixed concrete and construction firm in Greensburg, KS. He is the father of our Past President Steve Heft.

Dayle was born Dec. 20, 1939 in Ashland, KS but grew up on a ranch south of Coldwater, KS.

He attended Nauvoo Country School for five years. After graduating from Coldwater High School, he attended and graduated from Northwestern State University in Alva OK. Dayle and Sherrell Seacat were married in Clayton, NM. They lived in Denver, CO, where he worked as a Pricing Consultant for Continental Oil Company. Having grown up on a ranch and farm, his desire was to move back to Kansas. Realizing that office work was too confining for him, Sherrell, Dayle and baby Kevin moved back to Kansas. Dayle became co-owner in Seacat & Heft Sand and Gravel. Dayle continued his vision with farming, ranching and construction. His vision continued when his sons decided they wanted to return to Greensburg after their college graduation. Together Dayle, Kevin and Steve formed their own company, Heft and Sons L.L.C.

Dayle was a member of the Antioch Methodist Church, a 50 year member of Comanche Lodge No.295, AF & AM, Coldwater, KS, Kiowa Lodge No.293, Greensburg, KS, Wichita Consistory,

Scottish Rite of Freemasonry, Wichita Midian Shrine and Order of the Eastern Star. Dayle received the 1996 Bankers Award. He served on the Board of Directors for Kiowa County United, Farmers Grain and Supply, Kansas Livestock Association and Kansas Masonic Home Board.

TERRY BETTIS

Terry Bettis passed away on Tuesday, February 11, 2014. Bettis was the father of producer member, Eric Bettis of Mid-States Materials, LLC and prior to founded Bettis Asphalt & Construction Inc. in 1979.

Bettis was born October 23, 1947 in Brookfield, MO. He was a 1965 graduate of Topeka West High School and received a Bachelor's Degree in Business from Washburn University.

Terry founded Bettis Asphalt & Construction, Inc. in 1979. He was united in marriage to Karen Lynn Haley on December 23, 1968 in Topeka. She survives. Other survivors include two sons, Eric (Laura) Bettis and Mark (Michelle) Bettis, and a daughter, Ashley Bettis; five grandchildren, Packson and Lauren Bettis and Max, Sam and Alex Bettis; three siblings, Duane (Patricia) Bettis, Cheryl Spencer, and Kim (Mary Grace) Bettis; a sister-in-law, Janis (Harry III) Cook and three nephews, John Hutton, Casey and Brian Bettis and a niece, Amy Bettis.



NEW This Year!!

MEMBER SPOTLIGHT



Who we are: We are a regional contracting firm with broad and proven capabilities in dirt construction. Across a 50-year history we have demonstrated a commitment to on-time, on-budget delivery of professional services in rock crushing, quarry service, site grading, Department of Transportation grading, industrial site work, rough hauling, Corps of Engineers grading, railroad construction, construction of large private lakes. Our record of on-the-job safety speaks for itself. Our record of diverse projects successfully completed suggests the scope and sophistication of the work we do.

History: Bob Bergkamp Construction began on the farms of Kingman, Reno, Sumner and western Sedgwick Counties. Bob carved terraces and dug ponds and built waterways for farmers seeking to conserve their soil. He started his business with a single Caterpillar D7 dozer, a machine that he taught himself to operate. He learned to make the D7 hum and, when the federal government severely cut the funding for soil conservation projects, Bob went looking for work in town. His first substantial contract: site preparation for a residential development in east Wichita.

By the mid-Seventies, Bergkamp Construction had grown to 15 employees and 25 pieces of heavy equipment, and the company was taking on a healthy combination of bid and negotiated work – lagoons at chemical plants, roads on industrial sites, bridge headers and shoulder prep for the Kansas Department of Transportation, and some railroad work as well. In 1979, on Bob's retirement, his son-in-law Jim Snook and Rufus Komp began to take equity positions in the company, which by then was taking on larger projects – interchanges on the Kansas Turnpike, bigger site developments, more complex industrial work,

longer and longer stretches of highway. Scott Bergkamp, Bob's son, came on board full-time in 1986, and Bergkamp Construction was embarked on the road that it follows to this day.

With the company's growth came more in-house capabilities. In 1995, a recycling operation came with the addition of a crusher; in 2002, the Bergkamp quarry opened for business. See more information about this month's Member Spotlight at www.bergkampconstruction.com.

About Member Spotlight: To increase membership benefits and recognition, one company per month will be chosen at random to be featured as the *Member Spotlight*. We hope this new member service will add some value to your membership. If you have any questions about the program, please contact Amanda Schuster at aschuster@kapa-krmca.org.



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HIGH FRICTION TREATMENTS ARE GAINING TRACTION



A high friction surface treatment was added to the outside lane of this curve on K5 highway in 2009 in Leavenworth County.

the driving task of negotiating the curve, 2) pavement surface wear and polishing created by turning tires and 3) the higher friction demand of moving a vehicle through a curve compared to the rest of the road. Surface pavement treatments to increase friction at certain spot locations are an effective means to increase traffic safety and reduce crashes. This article will introduce readers to high friction surface treatments (HFSTs) and describe how they are being used in Kansas to date.

THE TREATMENT PROCESS

HFSTs can provide a long-lasting, higher level of pavement friction than traditional surfaces, resulting in keeping vehicles in their lane around curves and allowing vehicles to stop in shorter distances at intersections. The treatment, targeted to a problem section of road, is a thin layer of durable, high friction aggregates topped a specially-engineered resin or a polymer binder. The binder locks the aggregates firmly in place, creating an exceptionally durable surface capable of withstanding extreme roadway friction demands, such as heavy braking, severe horizontal curves, and steep grades, particularly when the grade is in a horizontal curve. This affords long-lasting traction, while making the surface much more resistant to wear and polishing.

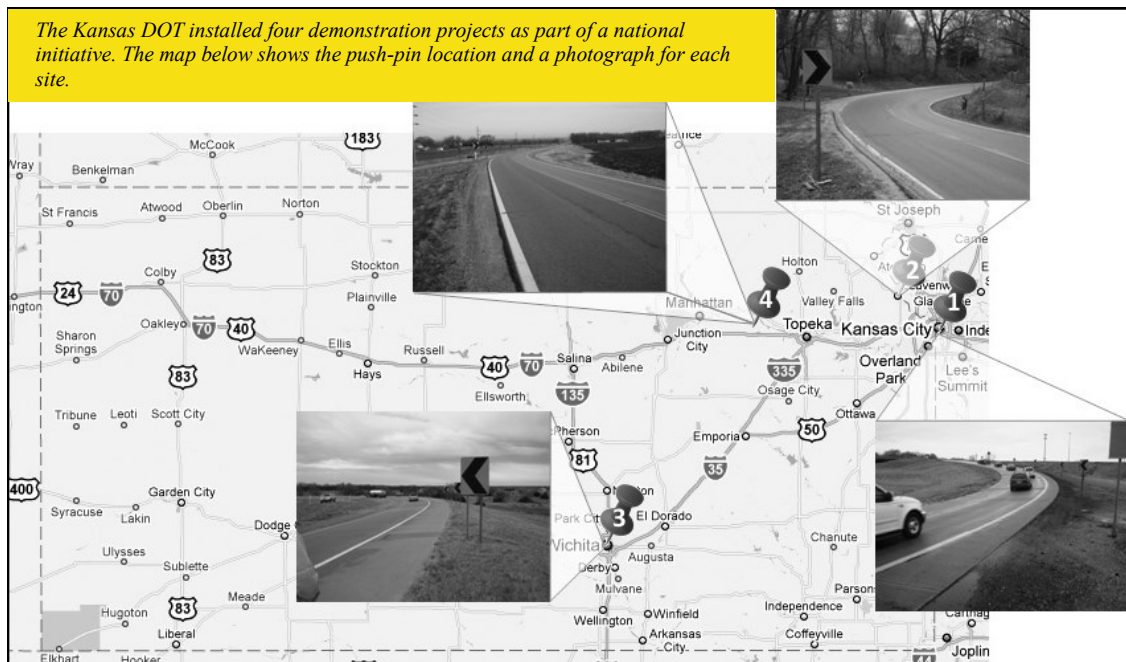
A HFST can be applied by machine at a similar speed to other paving surface treatments or can be applied with hand tools. The treatment can be installed on either asphalt or Portland Cement concrete surfaces; however, the pavement must be in good structural condition, with no or few cracks or correctable by remedial sealing. Typically,

All highway safety starts with the driver's ability to control the vehicle and keep it in the appropriate lane. Annually, over 25 percent of all highway fatalities in the United States occur at or near horizontal curves.¹ In traversing a curve, an increased potential for crashes occurs because of the combination of: 1)

projects are short in length and the materials cure very quickly. The treatments can often be applied in just hours with minimal impact on traffic.

The product installation cost is not insignificant at \$20-25 per square yd, but the durability and effectiveness make the treatment an economical choice because it is only applied where needed. The life-cycle cost is excellent. The European experience and the oldest United States' projects indicate that HFST service life is approximately 10 years. HFST projects to date have produced very good benefit-cost ratios because the crash reductions continue for many years.

The Kansas DOT installed four demonstration projects as part of a national initiative. The map below shows the push-pin location and a photograph for each site.



BENEFITS OF HIGH FRICTION TREATMENTS

HFSTs have several benefits in terms of crash reduction, life-cycle cost, efficient application, and driver comfort. See sidebar at right. The technology has been implemented overseas for some time, and is increasing in use in the United States. The United Kingdom experienced a 31percent reduction in crashes for over 800 intersections and other potential problem locations following spot application of HFST. A report commissioned by Transit New Zealand showed a benefit-cost ratio of 40 and a follow-up study on the before-and-after crash data showed a reduction of wet crashes by 30 percent following spot application of HFST. Closer to home, preliminary review of crash data from before and after a demonstration installation in Wisconsin shows an overall 95-percent crash reduction in the first year.

The HFST is also safer for truck drivers and bicyclists. The increased friction allows for better control at higher

speeds. The surface is smoother and more consistent than some other friction treatments, like grooved pavement. If bicyclists are riding on the shoulder in a curve, there is a better chance that adjacent vehicles will stay in their lane

BENEFITS OF HIGH FRICTION SURFACE TREATMENTS:

- **Proven significant crash reductions**
- **Can be targeted to specific high risk areas, such as curves and intersections**
- **Safer for motorists, truck drivers and bicyclists**
- **Fast application and minimal disruption to traffic**
- **Long service life**

and not stray into the shoulder, endangering the bicyclists.

SURFACE ENHANCEMENTS AT HORIZONTAL CURVES (SEAHC) NATIONAL DEMONSTRATION PROGRAM

The Federal Highway Administration (FHWA) is conducting a national demonstration program to determine the effect of high friction surfacing on reducing accident rates on horizontal curves.² Crash data for the three years prior to and three years following the HFS installations is being collected at each demonstration site. Skid resistance, texture depth, and tire-pavement noise (if appropriate) data is also being collected at each site.

To date, there have been 23 installations in 10 States using six different HFST vendors on five pavement types. Crash data from the projects to date indicates significant benefit for crash reduction.

EXPERIENCE WITH HFST IN KANSAS

Kansas is one of the states that participated in this demonstration program. High friction surface treatments were installed on curves at four locations in the state in 2009 (see map left). Steven Buckley, KDOT's safety engineer, has been KDOT's contact for these projects. Buckley also serves on a national committee to advance the use of HFST as part of FHWA's Every Day Counts 2 (EDC2) initiative.

Two of the Kansas demo sites were on interchange ramps and two were on two-lane highways. The installation process for the treatment used a combination of manual and automated methods. Buckley said the experience gave KDOT some lessons learned:

- 1) *The existing surface condition must be in good condition and well prepped.* The project at K-99 near Wamego failed because of the poor condition of the underlying pavement.
- 2) *Target wet-weather conditions.* Wet locations show the greatest reductions in crashes with the treatment.
- 3) *Use bauxite for aggregate.* KDOT used flint for aggregate on its HFST projects. They are seeing some polishing in some areas. Bauxite is much harder than flint.

KDOT will be developing a spec for installing HFST in Kansas. It will be based on a spec adopted by the American Association of State Highway and Transportation Officials (AASHTO).

To see a video of a HFST being installed in Kansas, watch a two-minute clip posted at www.highfrictionroads.com/index.php?q=node/136.

OPPORTUNITIES FOR HFST FUNDS FOR LOCAL GOVERNMENTS

Increasing the use of high friction surface treatments is a priority in Kansas, both for KDOT and the Kansas Division of FHWA. As part of the FHWA's Every Day Counts 2 initiative, KDOT has committed to spending a portion of their federal-aid Highway Safety Improvement Programs funds to apply HFST at problem horizontal curves and intersections. Based on current prices, they hope to treat 10 to 12 locations, with half on state highways and the other half on roads owned by cities or counties. If you have a location that may

benefit from improved friction, please submit the location and any available accident records by April 1, 2014, to Steven Buckley, State Highway Safety Engineer, at Buckley@ksdot.org.

FOR MORE INFORMATION

Visit the links in the Sources below for more information on high friction surface treatments.

- *EDC2 webpage on high friction surface treatment.* This page includes good general information on HFST and fact sheets from states that are leaders in using the surface treatment. <http://www.fhwa.dot.gov/everydaycounts/edctwo/2012/friction.cfm>.

- *High Friction Surface Treatments fact sheet, EDC2, 2012.* http://www.fhwa.dot.gov/everydaycounts/edctwo/2012/pdfs/edc_hfst_21.pdf

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COMMITTEE NEWS

BIRDIE BASH

The Birdie Bash Committee will hold its first meeting of the year on Tuesday, March 18 at 2 p.m. at the Topeka Country Club. The committee will discuss plans for the annual golf tournament to be held in early October.

RESEARCH & SPECIFICATION AND TECHNICAL QUALITY CONTROL

The KAPA Research & Specification and KRMCA Technical Quality Control Committees have tentatively scheduled their first meeting of the year on March 28 in Topeka, KS at the Association office. The Kansas Department of Transportation team will be on hand in the morning at 10 am and then following lunch the committees will take time to conduct their normal business. Emails and more detailed information will be sent out soon about the upcoming meetings.

PROMOTION & MARKETING

The KRMCA Promotions & Marketing Committee will hold its first meeting of the year on April 2nd at 1 pm at the KAPA-KRMCA office conference room. This will be an important meeting for the committee as plan for the year's promotion & education programs will be conducted for the remainder of the 2014 year. If you have any ideas or suggestions for program topics, format, location, etc., please attend this meeting or contact KRMCA.

SAFETY & ENVIRONMENT

The KAPA Safety & Environment Committee will have a scheduled meeting coming up in April. We will have more detailed information coming out very soon.

KAPA-KRMCA also participates in the Joseph A. Holmes Sunflower Safety Council. Several meetings are held throughout the year and are quite beneficial to attend. At each meeting an industry safety topic is presented to the group. If you are interested in attending, see the upcoming Sunflower Safety meeting dates below. You can also email sunflowersafetycouncil@gmail.com for more information.

Sunflower Safety Council Meeting Dates:

All Meetings begin at 1 p.m.

March 25 - Oliver Insurance Agency Overland Park

May 20 - Cornejo Materials, Wichita

July 29 - Location, TBD

October 7 - Kansas Small Mines office, Hutchinson

November 18 - Alsop Sand Co., Concordia

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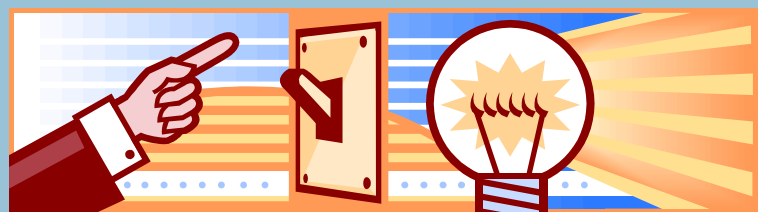
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All KAPA-KRMCA members are welcome to attend any of the upcoming committee meetings. If you are interested in serving on any of the committees or have suggestions, comments, questions please do not hesitate to contact KAPA-KRMCA at (785) 235-1188 or aschuster@kapa-krmca.org. We value member input so we can deliver the most beneficial programs to you and your company!



Give 'em a Brake

Go Orange!

Promote National Work Zone Awareness Week

April 7 - 11, 2014



Attend the Kansas work zone safety event 10 a.m. Thursday, April 10 at KDOT Area 4 office at I-70 and Gage Blvd in Topeka and display orange lights at your office.



KDOT CREWS PLOW 565,000 MILES DURING FEBRUARY STORM

Kansas Department of Transportation snow crews plowed and treated 565,000 lane miles of highway during the February snow storm at a cost of nearly \$3 million. KDOT drivers operated 591 trucks around the clock in 12-hours shifts to treat and clear roads of snow and ice in every region of the state. About 1,100 snow plow operators logged more than 37,000 hours from Feb. 3-6.

“The snow amounts, wind and frigid temperatures made this a dangerous storm for our crews. I can’t thank them enough for their hard work and dedication in keeping the roads safe for travel,” said Transportation Secretary Mike King.

“I also want to thank the many others at KDOT who supported the storm efforts, including mechanics, office staff and those who helped keep travelers informed of road conditions,” he said.

Winter Storm Nika by the numbers:

- **591** Dump trucks
- **565,000** Miles treated/plowed
- **37,000** Labor hours
- **8,600** Tons of salt
- **1,300** Tons of sand
- **19,500** Tons of salt/sand mix
- **345,000** Gallons of brine
- **2,000** Gallons of magnesium chloride
- **500** KDOT postings to Twitter and Facebook
- **8,200** Calls to 511 travel information phone line
- **117,000/895,000** Visits to and page views on Kan-Drive travel information website
- **\$3 million** Cost of storm – about **\$1.15 per** registered vehicle.

Brownback Rides KDOT Snowplow Along Interstate 70

Governor Sam Brownback got a firsthand look at the state’s efforts to clear highways amid the winter storm that closed schools and state government offices early February.

Brownback hopped aboard a Kansas Department of Transportation snowplow Tuesday, February 4 to observe snow removal on Interstate 70 west of Topeka.

Forecasters were predicting up to a foot of snow in northeast Kansas. Topeka ended up with the largest amount at 13 inches. Brownback closed state offices February 4-5 due to the amount of snow and high winds that caused some snowdrifts.

Brownback said he rode the KDOT plow to observe snow removal firsthand. Brownback traveled about 15 miles on I-70 to the exit for the town of Maple Hill, then returned to Topeka for a late-afternoon briefing at the State Emergency Operations Center.



Kansas Governor Sam Brownback sits in the cab of a KDOT plowing truck as he waits for it to start removing snow along Interstate 70, Tuesday, Feb. 4, 2014, in Topeka, KS. (AP Photo/John Hanna)



Get the latest updates at <http://kdotapp.ksdot.org/TWorks/>

Letting Report can be found online at www.ksdot.org. Click on “Doing Business with Us,” “Information for Highway Contractors,” Then click on “Letting Information”

2014 KDOT Highway Letting Dates	March 12	July 23
	April 23	August 20
	May 21	September 17
	June 18	October 22
		November 19
		December 17

CALENDAR OF EVENTS

-MARCH-

- 12th - **KDOT Highway Letting**
- 16th - 17th **National Stone, Sand, & Gravel Assoc. Annual Convention \Agg1 Forum & Expo**, Baltimore, MD, www.nssga.org
- 18th - **Birdie Bash Committee Mtg.**, 2 pm, Topeka Country Club, www.kapa-krmca.org
- 18th - **Kansas Construction Industry All Legislative Reception**, 4-7 pm, Topeka Country Club, www.kapa-krmca.org
- 21 - **CPG's Concrete Forming Systems Overview**, 3:30 pm, Goedecke, Kansas City, KS, www.concretepromotion.com
- 23rd-27th - **ACI Spring Conference**, Reno, NV
- 25th - **Sunflower Safety Council Mtg.**, 1 pm, Oliver Insurance Agency, kansasafetyconsultants@gmail.org
- 28th - **KAPA R&S and KRMCA TQC Committee Mtg.**, 10 am, Topeka, KS, www.kapa-krmca.org
- 27th - **Tilt-Up Concrete Assn. & ACI Supervisor & Technician Certification Program**, 1 to 5 pm, Grand Sierra Resort, Reno, NV
- 29th - **Concrete Flatwork Finisher/Technician** www.acikansas.org



-APRIL CONT.-

- 10th-11th - **Spring KCA Days**, Prairie Band Casino and Firekeeper Golf Course, Mayetta, www.kansascontractors.org
- 11th - **Concrete Field Testing Technician**, 1 pm, Topeka, KS, www.acikansas.org
- 16th - **CPG & MO/KS ACPA Pervious Concrete Technician Certification, Class, Exam and Field Placement**, 9 to 3 pm, Geiger Ready Mix Plant, Olathe, KS, www.concretepromotion.com
- 17th - **CPG & MO/KS ACPA Software Training for Designing & Comparing Equivalent Concrete & Asphalt Pavements for Parking Lots**, 12 to 3 pm, Location, TBD, www.concretepromotion.com
- 23rd - **KDOT Highway Letting**
- 30th - **KS ACI Annual Golf Tournament and Student Scholarship Fund**, Dub's Dread Golf Club, Kansas City, KS, www.concretepromotion.com

-APRIL-

- 2nd - **KRMCA Promotions & Marketing Committee Mtg.**, 1 pm, KAPA-KRMCA Conference Room, Topeka, KS
- 3rd - **CPG Concrete Parking Lot for Architects**, KC Architects Assn, Kansas City, MO
- 4th **CPG 4th Annual Spring Networking Event**, The Outlaw, Overland Park, KS
- 7th - **Concrete Flatwork Finisher/Technician**, 8 am, Penny's Concrete, www.acikansas.org
- 10th - **Give'Em A Brake Work Zone Safety Event**, 10 am, KDOT Area 4 Office, Topeka, KS

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KANSAS CONSTRUCTION INDUSTRY ALL LEGISLATIVE RECEPTION

TUESDAY, MARCH 18, 2014

BRIEFING AT 4 P.M. › RECEPTION 5 TO 7 P.M.

TOPEKA COUNTRY CLUB › 2700 SW BUCHANAN › TOPEKA, KS

**Registration & Sponsorship forms available online at
www.kapa-krmca.org.**

Deadline to Register is March 13, 2014.

Cost to attend is \$50 per person.

You are officially invited to the Kansas Construction Industry All Legislative Reception & briefing from 4 to 7 p.m. on Tuesday, March 18, 2014 at the Topeka Country Club, 2700 SW Buchanan, Topeka, Kansas. All 165 members of the 2014 Kansas Legislature have been invited and we hope you will make a special effort to attend. It has been proven successful that your interaction with our lawmakers is essential to their understanding of our industry needs and issues. KAPA-KRMCA has a strong history of hosting successful Legislative events and we want to make sure that your voice is heard and included.

We also encourage you to contact your district Legislators and invite them to attend. This is an excellent opportunity for one-on-one conversations concerning the important issues that affect our industry.

**questions, contact KAPA-KRMCA at (785) 235-1188 or
aschuster@kapa-krmca.org.**

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