



Jeremy Johnson  
8200 S County Road 9  
Fort Collins, CO 80528  
(970) 481-4428  
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**ROAD RUNNER GRADING LLC**

Date: February 19, 2016

To: City of Fort Collins Natural Areas Officials and Financial Services Purchasing Division

I have been operating equipment in the construction industry for over 20 years. From 2005 to 2009 I worked for the City of Fort Collins Streets Department operating a motor grader for the rehab crew and alleys crew, and on occasion I had the opportunity to maintain the roads at the Soapstone Natural Area. In addition, I constructed and oversaw the crew that worked to build the road and parking lot to the Primrose Studio at Reservoir Ridge. From 2009 to 2014 I worked for Larimer County Road and Bridge reconstructing and maintaining gravel roads. I have been focused on performing road maintenance services for the past 7 years. In 2014 I made the decision to start my own road maintenance company.

One of the main reasons I started a road maintenance company was because we saw private road associations and government agencies with a growing need for quality gravel road maintenance. I currently service 6 private road associations, and one Larimer County Public Improvement District (PID) for a total of 44 gravel road miles. Our client base is growing rapidly due to referrals and because our services have the reputation for quality workmanship and longevity between scheduled maintenance. We are insured and licensed in Larimer County to perform full excavation services. We are currently listed as a vendor for the City of Fort Collins for snow removal and have the required insurance. Our main goal is to accumulate enough miles of gravel road to maintain so we can focus on road maintenance services and less on general excavation.

My wife and I are the owners, and I am the main equipment operator. I will have one employee to operate the water truck and roller. I will always be the grader operator for gravel road maintenance for Road Runner Grading LLC for two reasons: 1) I enjoy using a grader to reconstruct and maintain gravel roads, ditches, and back slopes, and 2) I want to ensure my clients receive honest services resulting in a high quality gravel road that exceeds expectations. I really do believe that technique and a high standard has been the success of our roads holding up twice as long for our current clients.

When I maintain a gravel road I always follow a consistent order of methods to achieve the best results. After experimenting with different materials and techniques over the years I have found that the steps below have produced a quality gravel road surface that lasts.

1. I start by watering the top of road, pulling shoulders, and or foreslopes if possible to retrieve any gravel that has worked its way off the road.
2. I cut the road down to the to the bottom of all wash boards and potholes while continuing to water the road to mix gravel, and to achieve a consistent moisture.
3. After the moisture content is good I begin to reshape the road to establish a template of 4% crown from center to shoulders.
4. Once the template is good we start to roll the road leaving a small windrow of material on one side. After the roller has made one full pass I will take the remaining windrow across the road and have the roller following behind me to achieve a uniform compacted surface.
5. After the roller is done compacting from shoulder to shoulder we will maintain the moisture until the road has been sprayed with dust suppressant and bonding agent.

Another service that we provide is the application of dust suppressant and a bonding agent. I designed and built our water truck with a spray system that works great for watering and applying dust suppressant. Our water truck has 8 nozzles instead of the traditional 2 spray heads, and the nozzles are designed to vertically drill the water into the road surface with 8 nozzles verses 2 spray heads that deliver the water horizontally. This design makes our 2,600 gallons of water/material cover more surface area by more accurately targeting the grading area verse wasting water on the outside of the shoulder with over spray. This design also works well in windy environments since the water is being sprayed down from 1 foot above the road. Our water truck also has the necessary ports and hoses to flush culverts effectively and efficiently. I like to spray the dust suppressant and bonding agent myself because I like to apply the material in several coats. Not only does it give the product more time to soak in, but it also prevents the product from bleeding off the shoulders and going into the ditches. We use 80/20 mag/lig product to treat our roads because this product has the best results out of all other products that are provided by local vendors.

I am very passionate about the services we provide and confident my clients receive the most value for their money. Our business model is centered around gravel road maintenance and Road Runner Grading LLC will continue to provide quality service for years to come.

Sincerely,

Jeremy Johnson  
Owner/Operator



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My estimate to grade the 9 miles of road and two parking areas would take 6 days on average, and 7 or 8 on the first round to pull foreslopes and reshape roads. After a permanent template is established the grading time will be reduced and the driving surface will become more constant with each grading. The current road template seems pretty flat, and that will require some extensive shaping on the first round. The second grading of the year could take as little as 5 days depending on how the weather has effected the roads and if the temps are cooler allowing us to get moisture in the road faster.

Estimated cost per 10 hours a day for grading, watering, and rolling would be \$2,120 per day

5 days \$10,600

6 days \$12,720

7 days \$14,840

8 days \$16,960

The average grading for a normal year after the template has been established would be 6 days for the first grading, and 5 days for the second grading totaling \$23,320.

To dry blade and make repairs to the 10 miles of ranch roads would take no more than 40 hours for a total of \$5,800.

The cost of ditch and culvert cleaning depends on the process that is chosen to clean culverts and ditches. I recommend hauling any excess material from the ditches off site to prevent damaging established vegetation. This could require using the grader, backhoe or skid steer, and tandem dump truck.

I can supply and apply the 80/20 mag/lig for \$1.10 per gallon. In my packet I have included the specifications and information on the material. My vendor will bring the product to the site in a bulk truck, and then pump into my truck for the application. I experienced using almost every product available from local vendors when I worked for Larimer County, and none of them performed as good as this product. We spray a lot of roads in the mountains and on the flats of the Front Range and get great results.



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Equipment list:

- John Deere 770 motor grader \$145.00 per hour
- 2,600 gal Freightliner water truck \$80.00 per hour
- Bomag BW 177 D-50 single steel drum roller \$80.00 per hour
- Caterpillar 416 backhoe \$90.00 per hour
- Bobcat skid steer \$55.00 per hour
- Tandem dump truck \$75.00 per hour
- Mobilization \$95.00 per hour



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- Storm Mountain Public Improvement District
  - Repair and maintain 27 miles of gravel roads and ditches, repair, clean, and install culverts, and provide and apply dust suppressant in 2014 and 2015
  - Matt Johnson - Larimer County Engineering representative
    - 970-498-5700
    - 200 W Oak St # 3000, Fort Collins, CO 80521
  - Mary Hill - Storm Mountain HOA/PID representative
    - 970-744-2997
    - P.O. Box 314, Drake, CO 80515
- Peckham Development
  - Repair and maintain gravel roads, general grading, and box culvert installation in 2014, 2015, and 2016
  - Jeff Donaldson - Owner
    - 970-430-0020
    - 2850 McClelland Dr., Suite 2400, Fort Collins, CO 80525
- Hidden Springs Road Association
  - Repair and maintain gravel roads, provide and apply dust suppressant in 2015
  - Chris Tomlinson - Hidden Springs Road Association President
    - 970-980-8059
    - P.O. Box 1008, Fort Collins, CO 80522



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**HOME** (/)

**DE-ICING MATERIALS** (/DE-ICING-MATERIALS)

**DUST CONTROL** (/DUST-CONTROL)

**ROAD MAINTENANCE** (/ROAD-MAINTENANCE)

**RESOURCES** (/RESOURCES)

**CONTACT** (/CONTACT)

## DustGard® 80/20 Magnesium-Chloride Dust Control

DustGard® 80/20 is a blend of DustGard® liquid magnesium chloride and lignosulfonate. It's an all-natural, environmentally friendly solution for road stabilization and dust control. DustGard® 80/20 is eco-friendly, but it's also budget smart. Studies show that entities using DustGard® 80/20 as part of their gravel road maintenance program can cut up to 60% of their gravel replacement and blading costs. DustGard® 80/20s hygroscopic properties naturally capture moisture from the air keeping the road moist and dust-free for a healthier environment and a safer road.

By enhancing DustGard® liquid magnesium chloride with lignosulfonate, a product derived from paper production, we have created a product that is ideal for dust control and stabilization on base courses with fewer plastic materials. Applications include gravel roads, parking lots, storage areas, agricultural access roads, and horse arenas. DustGard® 80/20 can be applied by GMCO Corporation, or delivered to your site in 4500 gallon truckload quantities.

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