

# Concrete for Life NEWS

**NCPA**  
NEBRASKA CONCRETE  
PAVING ASSOCIATION

March 2008

Welcome to  
**Concrete  
for Life News!**



**William E. "Bill" Cook**  
Pavement Engineer

I am pleased to bring you the first 2008 edition of **Concrete for Life News**.

As the new Pavement Engineer, I have traveled the state from Omaha to Scottsbluff and points in between promoting concrete pavements and overlays.

I had the opportunity to meet many of you at the *29th Annual Concrete Paving Workshop*. I look forward to meeting the rest of you very soon.

Enjoy this edition of the rejuvenated NCPA newsletter. As always, thanks for your support as we work to build the use of concrete pavements in our state.

**Paying a Little More Up front Can Mean Greater Savings Down the Road**

## Buffalo County-- Riverdale North Paving

Why should we pay more for Brand A when Brand B is cheaper? When paying a little bit more gets us a whole lot more value!

The Buffalo County Board of Supervisors and Highway Superintendent Ron Sklenar know that paying a little bit more for a Portland cement concrete pavement gets them a whole lot more in value. The increased value is longer life and less maintenance costs.

On September 12, 2006, Buffalo County let a paving contract

bidding a concrete pavement design against a hot mix asphalt pavement design. Professional engineer Stanley Johnson of Miller and Associates of Kearney developed the project plans and letting documents. The design alternatives were a nine-inch by 22-foot wide Portland cement concrete pavement versus an eight-inch by 22-foot wide hot mix asphalt design.

The concrete alternative came in at \$379,014.25, and the hot mix asphalt alternative at \$373,310.67.

Even though the asphalt was \$5,704 cheaper, the fact the concrete will



*Looking South into Riverdale*

**The project went very smoothly  
and the paving was done quickly.**

*Project Manager, Lance Harter*

***More Buffalo County--  
Riverdale. . . see page 2***

## Buffalo County--Riverdale...continued

achieve longer life before needing a major repair caused the Board to choose the concrete option. And the concrete pavement will cost less to maintain to boot!



*Buffalo County Highway Department Building*

Local concrete paving contractor Ron Blessing of Blessing Construction began work in late June, 2007 and opened the first mile of road to traffic in July 2007. The second mile's paving began in late August, 2007, and the road was opened to traffic September 1st, 2007.

Project manager Lance Harter said the project went very smoothly, and the paving was done quickly. Now, Buffalo County residents can use a long lived, easy to maintain concrete pavement for many years to come.



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## PCC Pavements Perform Well in Katrina

# Katrina Pavement Damage Assessment

Katrina Pavement Damage Assessment  
According to "INFRASENSE Update", Spring 2007  
Newsletter,

"In August 2005, Hurricane Katrina flooded New Orleans, Louisiana and devastated the majority of the city. Despite spending several weeks submerged in water, the city's roadways appeared to be in working order...



"The Louisiana Department of Transportation and Development retained Fugro Consultants LP to conduct an independent assessment of 250 miles of DOTD-owned roadways...

"Fugro subcontracted with Infrasense to assist with a ground penetrating radar (GPR) survey to determine thickness, moisture, and sub-grade materials. The GPR thickness data was combined with FWD data in order to identify weak pavement sections, while the GPR moisture and materials information was used to indicate areas of future concern...

**"Very little relative damage was detected for the PCC pavements"**

This information is based upon a report from LTRC that can be found at

[http://www.ltrc.lsu.edu/pdf/2007/07\\_2ta](http://www.ltrc.lsu.edu/pdf/2007/07_2ta).

Infrasense, Inc., can be contacted at:

14 Kensington Road  
Arlington, MA 02476-8016  
Phone: 781-648-0440  
Email: [info@infrasense.com](mailto:info@infrasense.com)

Successful Workshop Held January 30-31, 2008 in Lincoln

# 29th Annual Concrete Paving Workshop

Our successful 29th Annual Concrete Paving Workshop was held January 30-31, 2008, at the Cornhusker Marriott in Lincoln with almost 340 registered to attend.

We began with John Craig from the Nebraska Department of Roads, Kurt Fredrichs from the FHWA Nebraska Division Office, Anna Lannin from the Nebraska Department of Aeronautics, and Steve Maraman from the Department of Roads updating us about the funding situation for transportation infrastructure. Funding will be tight for the next couple years, but the legislature and Congress are working on funding enhancements.

Steve Weidenhammer from Thiele Geotech told us of training needs and opportunities, while Geoffrey Kurgan from the FHWA showed us what research was happening on the Federal level, and gave information on the capabilities of the FHWA Mobile Concrete Testing Lab. We were also able to see the lab first hand where it was parked on the north side of the Hotel.

After the Paving Awards Lunch, the breakout sessions allowed us exposure to many technical presentations.



We listened to knowledgeable speakers tell us about dowel bar retrofits, and the future in Nebraska. Several suppliers introduced us to new and innovative products that can speed up paving and make it easier and better.

One breakout session showed us how the granular bases are designed, and the theory behind them. A case study of the I-80 project from US 77 east to I-180 showed how to do it. The breakout ended with us learning how to stockpile and un-stockpile aggregates.

The third breakout session explained why we need IP cements, how maturity testing works, and how paver vibrator monitors operate.

The reception followed the end of the breakout session, with good snack food. For more than two hours we fellowshiped, traded stories, and enjoyed good food and drink.

The next morning began with John Kervan educating us on the design, use, and history of pervious concrete. Scott Steingraber showed us how Kiewit built the new Tacoma Bridge. Rhett Desselle continued with how New Orleans and Louisiana are



recovering from the hurricanes.

Kurt Peyton showed how thick airport runways are built, and Ernie Peterson let us know where the oldest pavements can be found in Nebraska and Iowa.

Tom Trumble and Russ Gasper explained how the Fairmont Airport whitetopping project began and finished, and Sam Fallaha finished the presentations with explaining when a bridge deck could be overlaid with concrete and when it should be replaced.

We ended with the door prize drawings of the digital camera, Cabela's gift certificates, and the Dewalt Power Tool combination.

PowerPoint Presentations presented by the speakers are available for viewing and/or download on our website at [www.nebrconc.org/2005\\_layout/Events\\_and\\_News1.htm](http://www.nebrconc.org/2005_layout/Events_and_News1.htm)

If you have any questions regarding the individual PowerPoint Presentations, or would like to use all or part of a Presentation, please contact the speaker directly.

A special thanks go to all who helped plan and organize the workshop. A special thanks also to the breakout session monitors and helpers, and the LTAP staff. A big Thank You to all of the speakers.

***Mark your calendars for Wednesday and Thursday, January 7 and 8, 2009, for the 30th Annual Concrete Paving Workshop. We will meet again at the Cornhusker Marriott in Lincoln.***



# 29th Annual Concrete Paving Award Winners

## Interstate Highways and Expressways



**EACNH-80-9(861), I-80 from US 77 Easterly to I-80**

Front row (l to r): Justin Morrow; Jeff Johnston; Jim England.  
 Second row (l to r): Dale Luse; Dan Tello; Tim Yateo; Brian Perry; Dave Olson; Steve Bliss; Willie Hollatz; Martin Perez.

## Municipal Streets



**STPD-STPM-14-2(118), Highway 14 in Aurora**

Front row (l to r): Dave Neill; Bob Nordhues  
 Second row (l to r): Glen Bomberger; Jim Shea; Mike Bair; Mayor Marlin Seeman; Dennis Osterman; Ben Merchant; Tracy Thorell; Curtis Probasco.

## Urban Streets



**Pioneers Boulevard Widening From Antelope Crk to Pagoda Ln**

Front row (l to r): Brian Dittman; Erika Nunes.  
 Second row (l to r): Martin Perez; Todd Cochran; Matt Martin; Sheila Martinez; Doug Holle; Dan Tello.

## Concrete Pavement Rehabilitation



**RD-77-2(1049), US 77 from I-80 Northerly 7.0 Miles**

Front row (l to r): J.P. Buck; Babrak Niazi.  
 Second row (l to r): Dale Lahr; Jason Nielsen; Ron Klaus; Linda Masek; Aaron Cleaver; Jim Ebeling.

## Secondary State Highways & County Roads



**STPN-TMT-61-2(111), N-61 over UP RR at Lake McConaughy**

Front row (l to r): Dave Neill; Wahed Hassahi.  
 Second row (l to r): Darrell O'Neal; Jason Nichols; Jim Shea; Cameron Craig; Rich Morrell; Matt Johnson; Tom Kellogg; Tony Kessler; Doug Gertsch; Dave Vermillion.

## Parking Lots & Miscellaneous Paving



**UNL Nebraska Tractor Test Laboratory**

Front row (l to r): Dave Edwards; Jason Herr.  
 Second row (l to r): Gordy Jorgenson; Don McElarvy; David Morgan; Roger Hoy; Scott Kalkwarf; Scott Delgado; Ray Delka.

# More Winners

## Airports



**Tecumseh Municipal Airport**

Front row (l to r): Diane Hofer; Dennis Sandrock.  
Second row (l to r): Jon Benes; Bruce Flippin; Ken Osborne;  
Don Darling; Joe Brockhaus.

## Recreational Trails



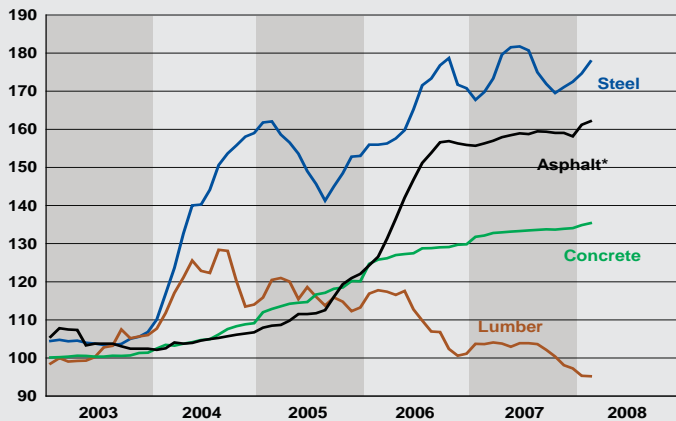
**Antelope Creek Trail, Phase 2**

(Left to right): Jon Mooberry; Doug Holle; Terry Genrich

PCA Portland Cement Association

## Market Research

### Producer Price Indices – Competitive Building Materials



	Annual			Monthly					
	2005	2006	2007	Sep-07	Oct-07	Nov-07(p)	Dec-07(p)	Jan-08(p)	Feb-08(p)
<b>Steel Mill Products</b>	152.3	166.1	174.3	171.9	169.5	171.0	172.5	174.7	177.8
% Change Year Ago	8.5%	9.1%	4.9%	-2.8%	-5.1%	-0.4%	1.0%	4.2%	4.7%
% Change Month Ago				-1.7%	-1.4%	0.9%	0.8%	1.3%	1.8%
<b>Lumber</b>	116.5	110.6	102.3	102.1	100.4	98.1	97.3	95.3	95.2
% Change Year Ago	-2.5%	-5.1%	-7.5%	-4.4%	-1.9%	-2.5%	-3.8%	-8.1%	-8.1%
% Change Month Ago				-1.5%	-1.7%	-2.3%	-0.8%	-2.0%	-0.1%
<b>Concrete Products</b>	116.1	127.8	133.2	133.8	133.7	133.9	134.1	134.9	135.4
% Change Year Ago	9.9%	10.1%	4.2%	3.7%	3.6%	3.2%	3.3%	2.3%	2.5%
% Change Month Ago				0.1%	0.0%	0.1%	0.1%	0.6%	0.4%
<b>Asphalt*</b>	113.4	144.9	158.2	159.4	159.1	159.1	158.1	161.2	162.1
% Change Year Ago	8.3%	27.8%	9.2%	1.8%	1.4%	1.8%	1.4%	3.6%	3.7%
% Change Month Ago				-0.1%	-0.2%	0.0%	-0.6%	1.9%	0.6%

(p) = Preliminary data  
\* BLS series "Paving Asphalt" through 2003 (discontinued) then "Asphalt Paving Mixtures and Block"  
Base Year: 2002 = 100  
Source: Bureau of Labor Statistics. Data rebased to 2002 by PCA Market Research

Steel prices increased 1.8% from January to February. Asphalt prices increased slightly as well, 0.1% from the previous month. Concrete increased 0.4% from January to February. Lumber prices decreased for the seventh consecutive month, declining slightly at 0.1% from the previous month.

Steel prices have increased 4.7% within the last year. Asphalt prices have grown 3.7% and concrete prices grew by 2.5%. Over the last year lumber prices have declined by 8.1%.

PCA Market Research provides this information to aid in the promotion of concrete and cement-based products.

Contact: Crai Schulz, PCA Director, Market Research, [cschulz@cement.org](mailto:cschulz@cement.org).

March 18, 2008

Interested in learning more about the families of bonded and unbonded concrete overlays?

Bill Cook has an hour and a half PowerPoint presentation on the advantages, design considerations, constructability issues, and traffic control issues on concrete overlays.

Contact Bill at  
402-499-7105 or by e-mail  
at [bcook@nebrconc.org](mailto:bcook@nebrconc.org)  
to set up a training session.

# Current Members



<i>Mike Arps</i>	<i>Arps Red-E-Mix</i>	<i>Mark Deetz</i>	<i>Lyman-Richey Corp.</i>
<i>Ernie Peterson</i>	<i>Ash Grove Cement Company</i>	<i>Mike Spohr</i>	<i>Martin Marietta</i>
<i>Willie Calderwood</i>	<i>Cedar Valley Corp.</i>	<i>Jim Musilek</i>	<i>Mid-State Engineering</i>
<i>Bob Nordquist</i>	<i>Concrete Industries</i>	<i>John Spellman</i>	<i>Murphy Tractor &amp; Equipment</i>
<i>Randy Howard</i>	<i>Constructors, Inc</i>	<i>Kirk Keller</i>	<i>Nebraska Truck &amp; Equipment Co., Inc.</i>
<i>Jim Harder</i>	<i>Diamond Engineering</i>	<i>Doug Burns</i>	<i>North Central Cement Association</i>
<i>Sean Leach</i>	<i>Diamondvantage</i>	<i>Merlyn Hansen</i>	<i>Overland Sand &amp; Gravel</i>
<i>Sam Olson</i>	<i>Dobson Brothers Construction Co.</i>	<i>Dennis Sandrock</i>	<i>Paulsen, Inc.</i>
<i>Tom Crockett</i>	<i>Hawkins Construction Co.</i>	<i>Mike McCullough</i>	<i>Pavers, Inc.</i>
<i>Bill Sutton</i>	<i>Headwaters Resources, Inc.</i>	<i>James W. Ramey</i>	<i>Rose Equipment</i>
<i>Matt Tondl</i>	<i>HDR Engineering, Inc.</i>	<i>Bill Herr</i>	<i>Sarpy County</i>
<i>Mick Cristelli</i>	<i>Holcim (US) Inc.</i>	<i>Joe Delgado</i>	<i>TCW Construction, Inc.</i>
<i>Craig Rhinehart</i>	<i>Iowa Erosion Control, Inc.</i>	<i>K.R. Buck</i>	<i>Ten Point Construction</i>
<i>Frank Cranston</i>	<i>Kerford Limestone</i>	<i>Tom Kellogg</i>	<i>TranSystems, Corp.</i>
<i>Roger M. Helgoth</i>	<i>Kirkham Michael &amp; Associates</i>	<i>Nathan Reed</i>	<i>Upper Plains</i>
<i>Bill Schoonover</i>	<i>Knife River West Division</i>	<i>Dave Brankenhoff</i>	<i>Western Sand &amp; Gravel</i>
<i>Joel Sedlacek</i>	<i>Lafarge North America</i>	<i>Bert Wise</i>	<i>Wise Mack</i>
<i>Jim Witt</i>	<i>Logan Contractors Supply</i>		



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