Hello again!

Our newsletter for this spring includes some interesting bid information from the NDOR lettings of March 8 and April 12, 2012.

And we have some other bid tabs from local projects. Note that for the Cass County 18th Street bid, the lowest Asphalt bid was higher than the highest concrete bid. The concrete calculates out at $45,662.94 per mile per inch thickness, and the asphalt at $53,064.89 per mile per inch thickness.

Our 2012 Concrete Paving Workshop was held January 24 & 25 at the Cornhusker Marriott. About 270 attended the Workshop. The Workshop grows a little bit bigger each year.

Thank you to all those that helped at the Workshop, and for the sponsors who supported us.

Take a minute to look at the pictures of our 2012 Concrete Paving Workshop Paving Award winners. And congratulate the winners when you see them. Next year the Concrete Paving Workshop will be on January 22-23 at the Cornhusker Marriott in Lincoln.

Don’t forget our golf outing on June 18 at Quarry Oaks Golf Course. More information will come out later.

And keep the advantages of Concrete Pavement Repair in mind. We have an article from the International Grooving and Grinding Association about an intersection suffering up to three-inch rutting. A PCC inlay fixed the rutting. Know of any streets with deep ruts that concrete could fix?

We have a list of airport projects from the Nebraska Department of Aeronautics. We had a big year in 2011 with paving and overlaying runways with PCC, but 2012 will be a down year. 2013 will be better.

And finally we have an announcement. Ernie Peterson has been promoted to Vice-President – Sales Midwest for Ash Grove Cement. Please congratulate Ernie when you see him!

See you next time!

“Right now is a great time to get the concrete paving done at an economical price in a relatively short time frame.”

Prices for asphalt continue to rise... and concrete prices are flat.
### Potential Future Projects

- Madison County is considering two PCC overlay projects. One would be on Lindsay Road from Nebraska 32 south, and the other would be on the AGREX Road.
- Pierce County is considering another PCC Overlay.
- As always, funding drives the letting schedule.

And here are Airport projects for 2012:

<table>
<thead>
<tr>
<th>Airport</th>
<th>Project Description</th>
<th>Consultant</th>
<th>Contact Person</th>
<th>Phone Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chadron Municipal Airport</td>
<td>Marking and Joint Sealing</td>
<td>Olsson Associates</td>
<td>Diane Hofer, P.E.</td>
<td>402-474-6311</td>
</tr>
<tr>
<td>Columbus Municipal Airport</td>
<td>Electrical Project</td>
<td>Alfred Benesch &amp; Co.</td>
<td>Al Jambor, P.E.</td>
<td>402-479-2200</td>
</tr>
<tr>
<td>Curtis Municipal Airport</td>
<td>Runway Rehab</td>
<td>Engineering International</td>
<td>Jeff Tidyman, P.E.</td>
<td>308-340-5963</td>
</tr>
<tr>
<td>Fairbury Municipal Airport</td>
<td>Electrical Project</td>
<td>Alfred Benesch &amp; Co.</td>
<td>Al Jambor, P.E.</td>
<td>402-479-2200</td>
</tr>
<tr>
<td>Brenner Field (Falls City)</td>
<td>Pavement Rehab</td>
<td>Kirkman, Michael</td>
<td>Steve Irons, P.E.</td>
<td>402-477-4240</td>
</tr>
<tr>
<td>Grant Municipal Airport</td>
<td>Building Construction</td>
<td>Olsson Associates</td>
<td>Diane Hofer, P.E.</td>
<td>402-474-6311</td>
</tr>
<tr>
<td>Hebron Municipal Airport</td>
<td>Obstruction Removal</td>
<td>Kirkman, Michael</td>
<td>Steve Irons, P.E.</td>
<td>402-477-4240</td>
</tr>
<tr>
<td>Brewster Field (Holdrege)</td>
<td>Pavement Rehab</td>
<td>Alfred Benesch &amp; Co.</td>
<td>Al Jambor, P.E.</td>
<td>402-479-2200</td>
</tr>
<tr>
<td>Imperial Municipal Airport</td>
<td>Electrical Project</td>
<td>Olsson Associates</td>
<td>Diane Hofer, P.E.</td>
<td>402-474-6311</td>
</tr>
<tr>
<td>Loup City Municipal Airport</td>
<td>Runway Project</td>
<td>Olsson Associates</td>
<td>Diane Hofer, P.E.</td>
<td>402-474-6311</td>
</tr>
<tr>
<td>Garden County Airport (Oshkosh)</td>
<td>Building Construction</td>
<td>M.C. Schaff &amp; Assoc.</td>
<td>Dave Schaff, P.E.</td>
<td>308-635-1926</td>
</tr>
<tr>
<td>Pawnee City Municipal Airport</td>
<td>Apron Project</td>
<td>Olsson Associates</td>
<td>Diane Hofer, P.E.</td>
<td>402-474-6311</td>
</tr>
<tr>
<td>Modissett Field (Rushville)</td>
<td>Building Construction</td>
<td>Olsson Associates</td>
<td>Diane Hofer, P.E.</td>
<td>402-474-6311</td>
</tr>
<tr>
<td>Western Nebraska Regional Airport (Scottsbluff)</td>
<td>Electrical Project</td>
<td>M.C. Schaff &amp; Assoc.</td>
<td>Dave Schaff, P.E.</td>
<td>308-635-1926</td>
</tr>
<tr>
<td>Seward Municipal Airport</td>
<td>Building Construction</td>
<td>Kirkman, Michael</td>
<td>Steve Irons, P.E.</td>
<td>402-477-4240</td>
</tr>
<tr>
<td>Miller Field (Valentine)</td>
<td>Pavement Rehab Runway 3/21 (Seal Coat)</td>
<td>Alfred Benesch &amp; Co.</td>
<td>Al Jambor, P.E.</td>
<td>402-479-2200</td>
</tr>
</tbody>
</table>
Monday, 02 April 2012 - Rising oil prices not only affect fuel and transportation costs, but they also have a direct impact on the cost of building and maintaining our streets and highways. States are losing hundreds of millions of dollars due to outdated bidding policies that favor petroleum-based asphalt over other paving materials.

“Even outside of current political stresses on the prices of oil, the world economy has permanently changed with the emergence of strong growth in countries such as China and India,” said Ed Sullivan, chief economist for the Portland Cement Association (PCA). “There is new demand for commodities, and the days of oil at $30 per barrel are long gone.”

In a recently released report, Sullivan describes how asphalt no longer has a competitive cost advantage compared to other materials, such as concrete, at the time projects are bid. However, old and irrelevant policies like the use of escalators benefit asphalt suppliers and distort free market mechanisms.

Asphalt cost escalator clauses are price adjustment provisions that allow asphalt paving contractors to raise their construction price based on a fluctuation in asphalt costs which, typically, are directly related to the price of oil. These price adjustments occur after the contractor has won the bid. As a result, states, and ultimately taxpayers, take on the risk of increasing asphalt prices and the resulting higher maintenance costs of asphalt roads.

PCA calculates that in 2003 asphalt enjoyed a $225,000 or 39 percent cost advantage over concrete for one mile of two-lane roads. Since then, both oil prices and asphalt prices have increased by more than 200 percent. Concrete prices during the same period increased a relatively modest 37 percent.

Costs now favor concrete over asphalt. The reversal came in 2009, when concrete roads enjoyed a $65,000 cost advantage over asphalt, largely due to increases in oil prices. Today, concrete’s cost advantage has climbed to $192,700 for one mile of two-lane urban roadway.

Yet that’s not the case in many states, where outdated publics works policies fail to respond to changes in prices. Distortions caused by these policies are partially responsible for the rise in paving and highway maintenance costs, which are straining already cash-strapped state budgets.

“Compare it to buying a product where the price you pay at the time of delivery is higher than the price you agreed to when the order was placed,” says Sullivan. “With road building projects, bids are placed, prices are agreed upon, and then construction proceeds to build a road. But when you go to actually build the road and pay for it, the asphalt contractor says, ‘Sorry but oil prices went up. You’re going to have to pay more because our costs went up.’”

Sullivan concludes, “You would never buy a car or a television that way. Why does our government buy roads that way?”

Source: Rock Products
### U.S. Producer Price Indices

#### Source: Bureau of Labor Statistics

### Producer Price Indices - Competitive Building Materials

![Graph showing price indices for various building materials over time](graph.png)

### Table: Producer Price Indices - Competitive Building Materials

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Steel Mill Products</strong></td>
<td>157.6</td>
<td>182.9</td>
<td>206.0</td>
<td>208.8</td>
<td>207.9</td>
<td>205.4</td>
<td>204.1</td>
<td>206.8</td>
<td>208.1</td>
<td>-25.1%</td>
<td>16.0%</td>
<td>12.7%</td>
</tr>
<tr>
<td>% Change Year Ago</td>
<td></td>
<td></td>
<td></td>
<td>14.5%</td>
<td>13.7%</td>
<td>13.0%</td>
<td>11.3%</td>
<td>9.4%</td>
<td>4.0%</td>
<td>-</td>
<td></td>
<td></td>
</tr>
<tr>
<td>% Change Month Ago</td>
<td>-0.1%</td>
<td>-0.5%</td>
<td>-1.2%</td>
<td>-0.6%</td>
<td>-0.6%</td>
<td>1.3%</td>
<td>0.6%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Lumber</strong></td>
<td>87.6</td>
<td>98.1</td>
<td>97.7</td>
<td>97.1</td>
<td>96.7</td>
<td>95.6</td>
<td>96.4</td>
<td>96.4</td>
<td>97.2</td>
<td>-8.6%</td>
<td>12.0%</td>
<td>-0.4%</td>
</tr>
<tr>
<td>% Change Year Ago</td>
<td></td>
<td></td>
<td></td>
<td>1.0%</td>
<td>1.5%</td>
<td>-0.4%</td>
<td>-1.1%</td>
<td>-2.7%</td>
<td>-1.7%</td>
<td>-</td>
<td></td>
<td></td>
</tr>
<tr>
<td>% Change Month Ago</td>
<td>-1.3%</td>
<td>-0.4%</td>
<td>-1.2%</td>
<td>0.9%</td>
<td>0.9%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Concrete Products</strong></td>
<td>140.2</td>
<td>138.0</td>
<td>138.1</td>
<td>138.0</td>
<td>138.1</td>
<td>139.0</td>
<td>139.2</td>
<td>140.1</td>
<td>140.0</td>
<td>1.6%</td>
<td>-1.6%</td>
<td>0.1%</td>
</tr>
<tr>
<td>% Change Year Ago</td>
<td></td>
<td></td>
<td></td>
<td>0.4%</td>
<td>0.5%</td>
<td>0.9%</td>
<td>1.0%</td>
<td>1.4%</td>
<td>1.5%</td>
<td>-</td>
<td></td>
<td></td>
</tr>
<tr>
<td>% Change Month Ago</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.7%</td>
<td>0.1%</td>
<td>0.7%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Asphalt</strong>*</td>
<td>194.4</td>
<td>201.9</td>
<td>214.0</td>
<td>187.4</td>
<td>218.8</td>
<td>217.6</td>
<td>218.5</td>
<td>221.4</td>
<td>227.1</td>
<td>-1.3%</td>
<td>3.8%</td>
<td>6.0%</td>
</tr>
<tr>
<td>% Change Year Ago</td>
<td></td>
<td></td>
<td></td>
<td>8.6%</td>
<td>8.5%</td>
<td>8.1%</td>
<td>8.4%</td>
<td>9.7%</td>
<td>11.3%</td>
<td>-</td>
<td></td>
<td></td>
</tr>
<tr>
<td>% Change Month Ago</td>
<td>0.1%</td>
<td>-0.4%</td>
<td>-0.5%</td>
<td>0.4%</td>
<td>1.4%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(p) = Preliminary data  
Base Year: 2002 = 100

Source: PCA Competitive Materials Report, Spring 2012
U.S. 52 at the intersection of Interstate Highway 95 in Florence, S.C. had experienced multiple asphalt surface repairs over the years to no avail. As a highly traveled roadway, the existing wheel paths in the asphalt pavement were rutted as much as three inches where heavy truck traffic had applied their brakes when entering/exiting Interstate 95, and required frequent maintenance. In an effort to provide a long-lasting surface for travelers, the South Carolina Department of Transportation (SCDOT) decided to replace portions of the existing asphalt pavement with a full-depth concrete inlay – an innovative approach to solving their long-standing problems at this location.

The project involved removal of the existing asphalt surface, some of which had been placed on top of the original concrete roadway and some over the Hot Mix Asphalt (HMA) widening portion, and replacing it with a full-depth jointed concrete pavement. There were three distinct areas that received this repair with a total of 16 inlay sections. The average placement length was 750 feet long by 12 feet wide. The project required approximately 3,999 cubic yards of high early strength concrete utilizing 850 pounds of cement per cubic yard.

The asphalt was removed with the use of milling machines at depths varying from 8-10 inches. Next, the full depth repair areas were cleaned followed by dowel and tie-bar installation prior to high early strength concrete placement. Upon completion of the full-depth concrete inlay sections in the intersections, the remaining asphalt pavement was milled two inches deep and resurfaced with HMA. The concrete pavement was then diamond ground for superior smoothness, safety and a quiet ride.

“There were several challenges to performing the grinding on the project, due to the busy interchange and having to work around the traffic at the two truck stops and various obstructions at the I-95 exit. In the end, the diamond ground concrete pavement provided a pleasing ride and a long lasting solution for the owner and taxpayers alike,” said Curtis McCoin, Superintendent at Safety Grooving & Grinding LP. “The diamond grinding greatly enhanced the smoothness of the concrete pavement and produced a quieter texture.”

One of the main challenges was that work had to be performed at night during cool weather conditions in the fall of 2011, making high early concrete strength gain more difficult. Another challenge was the limited lane closure time frames that the roadway allowed. All pavement removal and paving work was performed over the course of 16 nights, with multiple nights of site preparation and joint sealing prior to and after the completion of heavy repairs.

After setting up the traffic control, several steps had to be completed prior to the first pour. These steps included marking out patch areas, milling, saw cutting the edges, clearing the milled area, drilling for tie bars installation and placing and anchoring the dowel baskets. All of this was accomplished before the first placement at 10 p.m. with the final placement commencing before midnight. The greatest challenge was completing all of the necessary removal and preparation activities in time to allow for concrete placement and the required cure time for the high early strength concrete. Prior to reopening the site to traffic the following morning, the surface was cured, green saved and cleaned up.

The total project value was $4,840,000. The results were a long-lasting solution to a reoccurring rutting issue. By replacing the asphalt surface with concrete, the SCDOT has eliminated the need to commit scarce resources to continually make repairs to this intersection. It is estimated that the new concrete inlay will last for more than 25 years. The project was completed in December, 2011.

TEAM MEMBERS
- South Carolina Department of Transportation (Owner)
- Palmetto Paving (Prime contractor)
- Safety Grooving and Grinding LP (Diamond grinding)
- Southeast Pavement Services, a Division of Reeves Construction Company (Full-depth concrete repair)
Portland cement concrete pavement projects are rated to determine the best pavements designed and constructed during the current contract year. The Awards program is intended to encourage high quality workmanship in every concrete pavement project.

**Award Winners**

**Municipal Streets**
*Ash Street to Jefferson, Lexington, NE (STP-283-2 [102])* 

(L to R): Clay Otto; Gary Brinker; Denny Deal; Dave Neill; Glen Bomberger; Paul Wisnieski.
RECREATIONAL TRAILS
13th Street, Hampton
Airport Road, Lexington, NE

Owner Plaque:
Dennis Burnside Asst. City Manager, Lexington, NE
Owner Certificates:
Joe Peplitsch
Contractor Plaque:
Paulsen, Inc.
Contractor Certificates-of-Merit:
Darrell O’Neal Kevin Albin Paulsen, Inc.
Sam Anderson Dave Neill
Tim Wetovick Olsson Associates
Jeff Palik Olsson Associates
Designer Plaque:
Kent Cordes Miller & Associates Consulting Engineers, P.C.

(A L to R): Darrell O’Neal; Dave Neill; Jeff Palik; Dennis Burnside; Tim Wetovick; Greg Werner.

AIRPORTS
North Platte Runway 17/35
Whitetopping

Owner Plaque: North Platte Airport Authority
Owner Certificates:
Michael T. Sharkey
Jim Backenstose
Contractor Plaque:
Paulsen, Inc.
Contractor Certificates-of-Merit:
Joe Brockhaus Dave Neill Paulsen, Inc.
Don Darling Darrell O’Neal
Sam Anderson Kevin Albin
Dave Post Olsson Associates
Diane Hofer Olsson Associates
Designer Plaque:
Trevor Tonniges Olsson Associates
Designer Certificates-of-Merit:
Curtis Christianson Jon Benes

(Front Row L to R): Joe Brockhaus; Dave Post; Dave Neill; Diane Hofer; Ken Osborne.

(Back Row L to R): Curtis Christianson; Darrell O’Neal; Don Darling.
CONCRETE PAVEMENT REHABILITATION

In Norfolk & South: RD-81-3 (1047)

(Front Row L to R): Linda (Zip) Masek; Jose Herrera; Branden Remm; Aaron Oldenburger; Toni Vogel.

(Back Row L to R): Amy Wattier; Doug Lollman; Matthew Bouwens.

URBAN STREETS

Northgate Crossing, Beatrice, NE

(L to R): John Coutts; Paul Kostal; Doug Walter; Ray Wagner; Kane Nordmeyer.
Award Winners

SECONDARY STATE HIGHWAYS & COUNTY ROADS
Plymouth South - Jefferson County, NE

(L to R): Bill Hansel; Tim Farmer; Monty Hobelman; Craig Hughes; Brian Dorsey.

Owner Plaque:
William Hansel
Jefferson County Highway Superintendent

Contractor Plaque:
Cedar Valley Corp.

Contractor Certificates-of-Merit:
Cory Chew
Barry Beeh
Jim Glaspie
Brian Ingram
Glenn McConnell
John Quandahl
Garry Beaman

Cedar Valley Corp.

Ken Forristall
Kenny Hoenig
Richard Lee
Dennis Messingham
Craig Silver

Monty Hobelman

Speece-Lewis Engineers

Brian Dorsey
Doug Sindelar

Speece-Lewis Engineers

Designer Plaque:
Tim Farmer

Designer Certificates-of-Merit:
Chris Fielder

Speece-Lewis Engineers
PARKING LOTS & OTHER MISCELLANEOUS PAVING
Roncalli High School Parking Lot

INTERSTATE HIGHWAYS & EXPRESSWAYS
I-480 WB / US-75 SB Interchange; IM-480-9(778)

Award Winners

Owner Plaque:
Jeffrey Dempsey  President, Roncalli Catholic High School

Contractor Plaque:
Daedalus Construction Co.

Contractor Certificates-of-Merit:
Phil McKeone  Daedalus Construction Co.
Greg McGee

Kyle Crouch  Leo A. Daly

Designer Plaque:
Al Hottovy  Leo A. Daly

Project Manager Plaque:
Denny Baehr  NDOR District 2

Owner Certificates-of-Merit:
John Sidzyik  Derek Torczon  NDOR District 2
Mark Strong  Jerry Dzingle
Jason Friedrichs  Mike Handzlik
Kyle Hauschle  Eric Larson

Contractor Plaque:
Hawkins Construction Company

Contractor Certificates-of-Merit:
Don Valla  Ron Mockelman  Hawkins Construction
Ron Schuster  Tim Mollner
Chris Blume  Kurt Peyton

Designer Plaque
Scott Tyrrell  NDOR Roadway Design Division

Designer Certificates-of-Merit:
Dana Arndt  NDOR Roadway Design Division
Jeff Johnston
LOCAL PROJECTS OF LESS THAN 30,000 SQUARE YDS
Central Community College
Paving Improvements

Owner Plaque:
Central Community College Board of Governors
Owner Certificates:
Bill Hitesman, Hastings Campus President
Contractor Plaque:
Jim Kielian Werner Construction Company
Contractor Certificates-of-Merit:
Josh Vandemark Werner Construction Company
Luis Castro Sergio Flores
Ramon Guijoza Jade Kenton
Cameron Kielian James Martin
Jesus Tapia Doug Neubauer
Jose Fonseca Jose Hinojosa
Edwin Rivera Esteban Salazar
Joel Valdivia Bob Cronin
Curt Oerter
Evan Schmitz Olsson Associates
Designer Plaque:
Ryan Kavan Olsson Associates
Designer Certificates-of-Merit
Larry Husted Olsson Associates

(L to R): Ryan Kavan; Evan Schmitz; Dr. Greg Smith; Rob Wemhoff; Bill Hitesman.
### Local Projects

#### Eight-inch PCC Reinforced Pavement, Total Contract Amounts:

<table>
<thead>
<tr>
<th>BID</th>
<th>Cost/Unit Price</th>
<th>Total Contract Amounts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concrete Bids:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MFT Construction</td>
<td>$730,607</td>
<td>$45,662.94</td>
</tr>
<tr>
<td>TAB Construction</td>
<td>$750,080</td>
<td></td>
</tr>
<tr>
<td>Vrana Paving</td>
<td>$760,307</td>
<td></td>
</tr>
<tr>
<td>Roloff Construction</td>
<td>$786,221</td>
<td></td>
</tr>
<tr>
<td>Luxa Construction</td>
<td>$841,930</td>
<td></td>
</tr>
<tr>
<td>MBC Construction</td>
<td>$857,603</td>
<td></td>
</tr>
<tr>
<td>Dobson Bros.</td>
<td>$944,926</td>
<td></td>
</tr>
<tr>
<td>Graham Construction</td>
<td>$954,053</td>
<td></td>
</tr>
</tbody>
</table>

#### Nine-inch HMA Pavement, Total Contract Amounts:

<table>
<thead>
<tr>
<th>BID</th>
<th>Cost/Unit Price</th>
<th>Total Contract Amounts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asphalt Bids:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Constructors, Inc.</td>
<td>$955,168</td>
<td>$53,064.89</td>
</tr>
<tr>
<td>Pavers Inc.</td>
<td>$998,768</td>
<td></td>
</tr>
<tr>
<td>US Asphalt</td>
<td>$1,123,307</td>
<td></td>
</tr>
<tr>
<td>Dobson Bros.</td>
<td>$1,152,710</td>
<td></td>
</tr>
<tr>
<td>Western Engineering</td>
<td>$1,339,056</td>
<td></td>
</tr>
</tbody>
</table>
Local Projects

BELLEVUE PUBLIC WORKS DEPARTMENT

PROJECT: HAWORTH PARK WEST PARKING AREA
DATE: April 18, 2012       TIME: 10:00 A.M.

<table>
<thead>
<tr>
<th>CONTRACTORS</th>
<th>TOTAL BID 6” ACC</th>
<th>ALT BID #1 5” PCC</th>
<th>ALT BID #2</th>
<th>ALT BID #3</th>
</tr>
</thead>
<tbody>
<tr>
<td>TAB CONST.</td>
<td>------------</td>
<td>$259,220.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>OLD CASTLE MATERIALS</td>
<td>$290,477.60</td>
<td>$259,780.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DAEDALUS CONST.</td>
<td>------------</td>
<td>$247,973.60</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Awarded Low Bid)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M.F.T. CONST</td>
<td>$365,685.20</td>
<td>$255,933.20</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WESTERN ENGINEERING</td>
<td>$365,714.00</td>
<td>------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NAVARRO ENTERPRISE</td>
<td>------------</td>
<td>$299,204.00</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**NEBRASKA CONCRETE PAVING ASSOCIATION**

**Golf Event**

Save the Date!

The 2012 NCPA Golf Outing will be held at Quarry Oaks Golf Course located southeast of Exit 426 on I-80 between Lincoln and Omaha.

**Quarry Oaks**

**Monday, June 18, 2012**

**11:00 am**

**Shotgun Start**

Watch your email and mailboxes for more information
### Asphalt Bid Information

**NDOR Letting:**
3/8/2012

<table>
<thead>
<tr>
<th>Call Order</th>
<th>Mix Type</th>
<th>Mix Price</th>
<th>Mix tonnage</th>
<th>PG Oil grade</th>
<th>Oil Price</th>
<th>Bituminous Group Total Bid</th>
</tr>
</thead>
<tbody>
<tr>
<td>105 SPS</td>
<td>$22.00</td>
<td>740</td>
<td>52-34</td>
<td>$616.00</td>
<td>$202,221.69</td>
<td></td>
</tr>
<tr>
<td>SPS</td>
<td>$30.00</td>
<td>1150</td>
<td>64-34</td>
<td>$771.00</td>
<td>$590.00</td>
<td></td>
</tr>
<tr>
<td>LC</td>
<td>$32.00</td>
<td>3010</td>
<td>CR.RUB.</td>
<td>$750.00</td>
<td>$1,479,539.72</td>
<td></td>
</tr>
<tr>
<td>SPS</td>
<td>$33.00</td>
<td>6510</td>
<td>70-34</td>
<td>$760.00</td>
<td>$1,326,659.46</td>
<td></td>
</tr>
<tr>
<td>110 SPR</td>
<td>$34.95</td>
<td>15830</td>
<td>64-34</td>
<td>$771.00</td>
<td>$1,316,725.16</td>
<td></td>
</tr>
<tr>
<td>SPS</td>
<td>$30.93</td>
<td>8951</td>
<td>64-34</td>
<td>$762.00</td>
<td>$3,166,725.16</td>
<td></td>
</tr>
<tr>
<td>120 SPS</td>
<td>$20.00</td>
<td>1450</td>
<td>52-34</td>
<td>$616.00</td>
<td>$623,930.00</td>
<td></td>
</tr>
<tr>
<td>LC</td>
<td>$31.00</td>
<td>820</td>
<td>70-34</td>
<td>$796.00</td>
<td>$1,667,158.00</td>
<td></td>
</tr>
<tr>
<td>SPR</td>
<td>$34.00</td>
<td>1800</td>
<td>64-34</td>
<td>$771.00</td>
<td>$846.00</td>
<td></td>
</tr>
<tr>
<td>LRC</td>
<td>$32.40</td>
<td>15020</td>
<td>CR.RUB.</td>
<td>$846.00</td>
<td>$1,489,152.09</td>
<td></td>
</tr>
<tr>
<td>SPS</td>
<td>$32.65</td>
<td>49,851</td>
<td>70-34</td>
<td>$789.00</td>
<td>$3,556,665.43</td>
<td></td>
</tr>
<tr>
<td>200 SPR</td>
<td>$37.00</td>
<td>17710</td>
<td>64-34</td>
<td>$775.00</td>
<td>$1,589,152.09</td>
<td></td>
</tr>
<tr>
<td>Avg. prices</td>
<td>$31.39</td>
<td></td>
<td></td>
<td>$743.00</td>
<td>$1,316,725.16</td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
- Average Bit. Grp. $$$/ton does not include Call Orders 115 and 600

---

**NDOR Letting:**
4/12/2012

<table>
<thead>
<tr>
<th>Call Order</th>
<th>Mix Type</th>
<th>Mix Price</th>
<th>Mix tonnage</th>
<th>PG Oil grade</th>
<th>Oil Price</th>
<th>Bituminous Group Total Bid</th>
</tr>
</thead>
<tbody>
<tr>
<td>105 SPR</td>
<td>$35.40</td>
<td>23,800.00</td>
<td>64-34</td>
<td>$799</td>
<td>$1,918,900</td>
<td>80.63</td>
</tr>
<tr>
<td>110 SPR</td>
<td>$36.00</td>
<td>42,880.00</td>
<td>64-34</td>
<td>$770</td>
<td>$4,196,608</td>
<td>97.87</td>
</tr>
<tr>
<td>115 SPS</td>
<td>$35.16</td>
<td>59,700.00</td>
<td>70-34</td>
<td>$789</td>
<td>$10,528,463</td>
<td>102.61</td>
</tr>
<tr>
<td>LRC</td>
<td>$38.94</td>
<td>13,910.00</td>
<td>52-34</td>
<td>$846.00</td>
<td>$1,489,152.09</td>
<td></td>
</tr>
<tr>
<td>SPS</td>
<td>$32.67</td>
<td>7,110.00</td>
<td>52-34</td>
<td>$846.00</td>
<td>$1,489,152.09</td>
<td></td>
</tr>
<tr>
<td>200 SPR</td>
<td>$37.00</td>
<td>17710</td>
<td>64-34</td>
<td>$775.00</td>
<td>$1,589,152.09</td>
<td></td>
</tr>
<tr>
<td>Avg. prices</td>
<td>$36.74</td>
<td></td>
<td></td>
<td>$762</td>
<td>$109.91</td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
- Includes $1,148,740 for foundation course.
- Includes $1,251,467 for full-depth patching, curb and joint repair, and cold milling.
March 29, 2012

I am pleased to announce upcoming changes within the sales organization. Ernie Peterson, regional sales manager, will succeed Dewey Fore as vice president – sales Midwest; Mike Wood, regional sales manager, will succeed Dave Baker as vice president – sales West. The transition timeline will be announced later this year.

Ernie holds a Bachelor of Science degree from Iowa State University and a Master of Science degree from the University of South Dakota. He and his wife, Tracy, reside in Omaha, Neb., and have three daughters, Gabby, Lexie and Tori.

Mike holds a bachelor’s degree from Carroll College and a Master of Business Administration degree from Boise State University and is an active member of the Idaho Associated General Contractors organization. He and his wife, Scotta, reside in Boise, Idaho, and have two sons, Luke and Gator.

Please join me in congratulating Ernie and Mike for their service to Ash Grove, and wishing them every success in their expanded leadership roles.

Charlie Sunderland
Chairman of the Board and Chief Executive Officer
Contractor Members
A&R Construction
Cedar Valley Corp
Constructors, Inc.
Diamond Engineering Co.
Diamond Surface, Inc.
Dobson Brothers Construction Co.
Gehring Construction & Ready Mix Co., Inc.
Hawkins Construction Co. - Omaha
Iowa Erosion Control
Knife River Midwest, LLC
Paulsen, Inc.
Pavers, Inc.
Penhall Company
TAB Holding dba TAB Construction
TCW Construction, Inc.
Ten Point Construction
Upper Plains Contracting, Inc.

Individual Members
Sarpy County

Supplier Members
Arps Red-E-Mix
Ash Grove Cement Co.
BASF Construction Chemicals, Inc.
Concrete Industries, Inc.
Dakota Fluid Power
General Resource Technology
GOMACO Corporation
Holcim (US), Inc.
iRock dba iMix Concrete, LLC
Kerford Limestone Co.
Lafarge North America
Logan Contractors Supply
Lyman-Richey Corp.
Martin Marietta Materials
Nebraska Ash Co.
PCA-North Central Region
Murphy Tractor & Equipment
NMC, Inc.
NEBCO, Inc.
Nebraska Truck & Equipment Co., Inc.
Overland Sand & Gravel Co.
Ready Mixed Concrete Co.
Rose Equipment, Inc.
Western Sand and Gravel Co.
Wise Mack
Transwood Carriers

Consultant Members
E&A Consulting Group
HDR Engineering, Inc.
JEO Consulting
Kirkham Michael Consulting Eng.
Lamp, Rynearson & Associates
Mid-State Engineering
Olsson Associates
The Schemmer Assoc.
Thiele Geotech