



Concrete for Life NEWS

Summer 2018



Bill Cook, P.E.
NCPA Executive Director

A Message from Bill Cook *with retirement on the horizon, Bill looks back on a productive year*

Wow! How time flies! On August 1st, 2007, I started work at the NCPA at the old office at 6000 Cornhusker Highway. It seems like just yesterday.

In this newsletter we show some bid prices for PCC work and also HMA projects. Asphalt prices are lower than they were four or five years ago, but seem to be creeping up a bit. A graph from the PCA indicates that increase, and a tabulation of asphalt prices from NDOT lettings seems to show the same. Both the graph and the tabulation are included in the newsletter. If the Saudi's meet their goal of restricting production to increase prices to \$100 per barrel of oil, we will see higher asphalt cement prices.

The June 14 letting shows asphalt cement prices up substantially. The harder grades are at \$700 per ton.

Brandon Varilek made a presentation at this year's Concrete Paving Workshop, and his research discovered a couple really old PCC overlays. More details later in the newsletter. Dr. Jiong Hu of the Civil Engineering Department at UNL in Omaha campus is continuing his research into:

- Using aggregate optimization design to achieve currently used PCC strengths and workability while using less cement.
- Development of high performance rapid patching materials for pavement repair, with a goal of developing mixes with better durability.
- Developing Ultra High-Performance Concrete for bridge applications in Nebraska.

The research results should be available next year.

In case you have not heard, the Nebraska Concrete and Aggregates Association selected Jeff Mulder to be the Promotion Director for the NC & AA. Jeff started June 4th. Jeff will be travelling around the state visiting producers, contractors, consultants, and architects for the next few months while promoting concrete. Please give Jeff a warm welcome when you see him.

We held our golf outing on June 27th, 2018, at Quarry Oaks Golf Course. See who won later in the newsletter!

Hope to see you at the Workshop on January 22nd and 23rd, 2019 at the Cornhusker Marriott in Lincoln.

And finally, I will be retiring at the end of March, 2019. The NCPA Board is looking for a replacement.

Bill

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Our Mission:

- TO assure that the quality of concrete pavement produced by the concrete paving industry members in Nebraska meets the highest standards.
- TO increase the market share of concrete pavement in highway and airport work within Nebraska
- TO serve the concrete paving industry members' needs through effective leadership and representation with client agencies
- TO help the engineering community produce better and less costly designs for their clients
- TO recognize high quality design and construction through annual awards

William Cook, P.E
Executive Director

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2018 NCPA Golf

at
Quarry Oaks



First Flight - First Place

- Bill Ringsdorf
- Chris Wilsey
- Sheila Radenslaben

First Flight - Second Place

- Dave Neil
- Dennis Sandrock
- Tom Farber
- CJ (Chris) Farber

Second Flight- First Place

- Doug Walter
- Mike Kleffner
- Kyle Vohl
- Brian Lodes

Second Flight - Second Place

- Bill Mercial
- Ken Siegman
- Rick Mathes



2017 NCPA Concrete Paving Awards Winner



Lyman Richey Parking
Lot

Front Row, l-r: Randal Pierce, Paul Gonzales, Mark Westergard

Back Row: NDOT Deputy Director Moe Jamshidi, Teresa Wooten, Mark Deetz,
FHWA Administrator Joseph Werning

Parking Lots & Misc.

Parking Lots

Parking lots, Trails, and Misc. Paving **Lyman Richey 158th Plaza Parking Lot**

- *Daedalus Construction*
- *JR Barger & Sons*
- *Mackie Construction*
- *AM Contracting*
- *E & A Consulting Group*

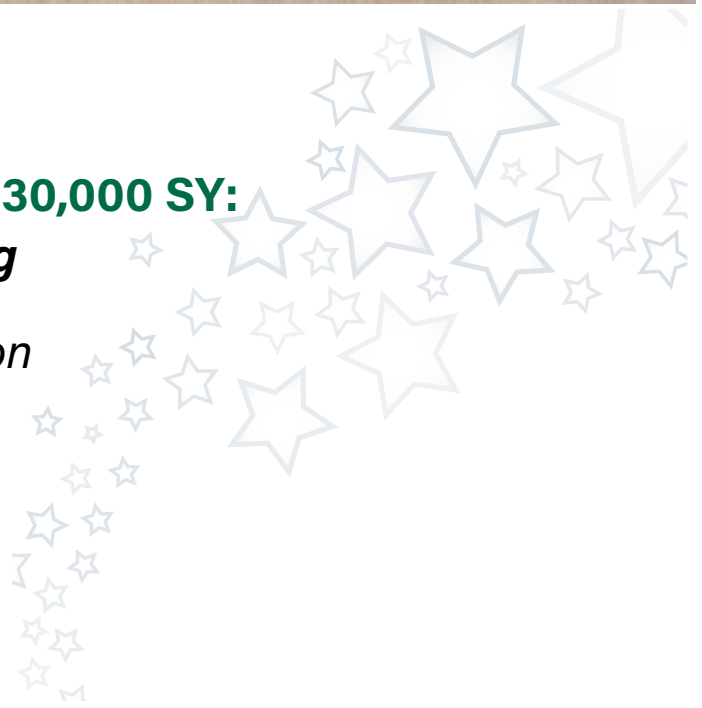
2017 NCPA Concrete Paving Awards Winner

Local Projects Less Than 30,000 Square Yards



Local Projects less than 30,000 SY: ***Dakota City Street Paving***

- *Steve Harris Construction*
- *JEO Consulting Group*



2017 NCPA Concrete Paving Awards Winner



Front Row, l-r: Dawn Miller, Matthew Ley, Francisco Rodriguez, Fidel Acevedo

Back Row: NDOT Deputy Director Moe Jamshidi, Jeff Palik, Chad Deisley,
FHWA Administrator Joseph Werning

County Roads Award

County Roads

County Roads:

Adams County Central Ave. Paving Improvements

- *Diamond Engineering*
- *Olsson Associates*

2017 NCPA Concrete Paving Awards Winner

PCC Overlays



Washington County
Bonded PCC Overlay

Front Row, l-r: John Buscher, William Hansel, Jon Goldie

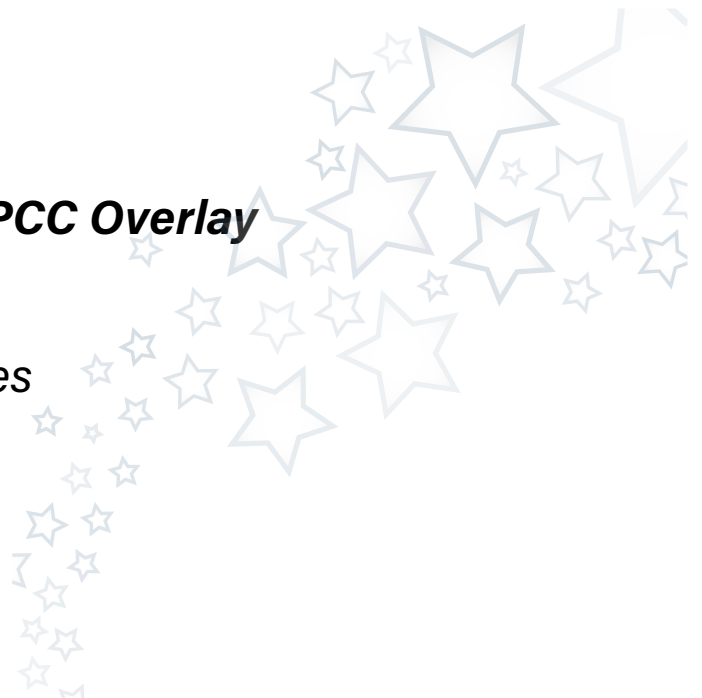
Back Row: NDOT Deputy Director Moe Jamshidi, Shane Swope, Adam Sleeper,
FHWA Administrator Joseph Werning

Concrete Overlays

Concrete Overlays:

Washington Co. Road #4 PCC Overlay

- A & R Construction
- The Schemmer Associates



2017 NCPA Concrete Paving Awards Winner



Front Row, l-r: Charles McFarland, Monte Clark, Mayor Cecil Burt, Brent Ciecior

Middle Row: Ryan C. Kavan, Troy Johnston

Back Row: NDOT Deputy Director Moe Jamshidi, Chris Myers, Brent Clark,

Urban Streets

FHWA Administrator Joseph Werning

Urban Streets

Urban Streets:

Broken Bow Downtown Square Improvements and Ninth and Tenth Streets Improvements

- *Myers Construction*
- *JEO Consulting Group*

2017 NCPA Concrete Paving Awards Winner

Airports



Front Row, l-r: Chris Corr, Dan Ludvik, Fran Strong, Allen Soll
Middle Row: Heather Olson, Evan Johnson, Shane Groh
Back Row: NDOT Deputy Director Moe Jamshidi, Charles Goll,
FHWA Administrator Joseph Werning

Airport Award

Airports: **Tekamah Airport**

- *M.E. Collins*
- *Olsson Associates*



2017 NCPA Concrete Paving Awards Winner



Front row, l-r: Josh Willard, Salvador Mendez, Casey Buck, Dave Neill, Darrell O'Neal

Middle row: Matthew McFadden, Chris Dowding, Jim Wenzl

Back row: NDOT Deputy Director Moe Jamshidi, Jacqueline Baird,

FHWA Administrator Joseph Werning

CPR Award

CPR projects

NDOT NH-80-4(139) CPR from Maxwell to Brady

- *Prime: Paulsen, Inc.*
- *CPR Sub-contractor: Ten Point Construction*
- *Nebraska Department of Transportation*

Concrete Pavement Rehabilitation

2017 NCPA Concrete Paving Awards Winner

Secondary State Highways



Front row, l-r: Steve Buss, Don Darling, Salvador Mendez

Middle row: Gary Brinker, Justin Morrow, Darrell O'Neal

*Back row: NDOT Deputy Director Moe Jamshidi, Dave Neill,
FHWA Administrator Joseph Werning*

Secondary State Highways

For Secondary State Highways: *Hershey Viaduct, TMT-L56C(1010)*

- *Paulsen, Inc.*
- *Nebraska Department of Transportation*

2017 NCPA Concrete Paving Awards Winner



Front row, l-r: Rick Schmunk, Jacqueline Baird, Kelvin Arent, Anthony Armor
Middle row: Daniel Carey, Greg Barnes, Bryan Herboldsheimer
Back row: NDOT Deputy Director Moe Jamshidi, Greg Scott, Mike Miranowski, Gordon Ruziska,
Matt Manning, FHWA Administrator Joseph Werning

Interstate Highways and Expressways

For Interstate and Expressways:

NH-80-2(95), Nebraska 27 to South Platte River

- *Interstate Highway Construction*
- *Nebraska Department of Transportation*
- *Mainelli Wagner & Associates*



40th Annual NCPA Concrete Paving Workshop

**Tuesday and Wednesday
January 22 - 23, 2019**

Cornhusker Marriott

**Local government officials,
FHWA staff and NDOT staff
pay no registration fee
and may also be eligible to
receive some travel expenses
paid through Workforce
Development funds!**

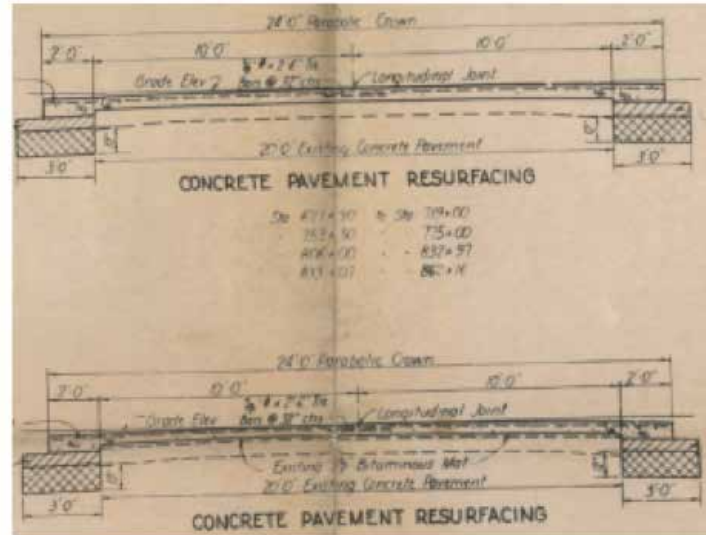
NEBRASKA
DEPARTMENT OF TRANSPORTATION



**Questions? Email Bill at
bcook@nebrconc.org**

A Couple More Old Pavements

At the Concrete Paving Workshop, Brandon Varilek reviewed the use of Concrete Overlays by the Nebraska Department of Roads/Transportation. He found a couple old overlays I did not know about.



"Historical" PCC Overlays (40's - 60's)

Hwy 6, Lincoln - Greenwood & Greenwood - Chalco

- Base: 1920/1930 9"- 6"- 9" x 20' PCC
- PCC Overlay: 1948 and 1952
 - * 10 mi of 6" x 24' RCP (wire mesh)
 - * 2.8 mi of 5-6" x 24' RCP on 1.5" Bit mat
- Resurfaced w/HMA in 1972, 1985 or 1991
- 24-40 yr life (some correlation)

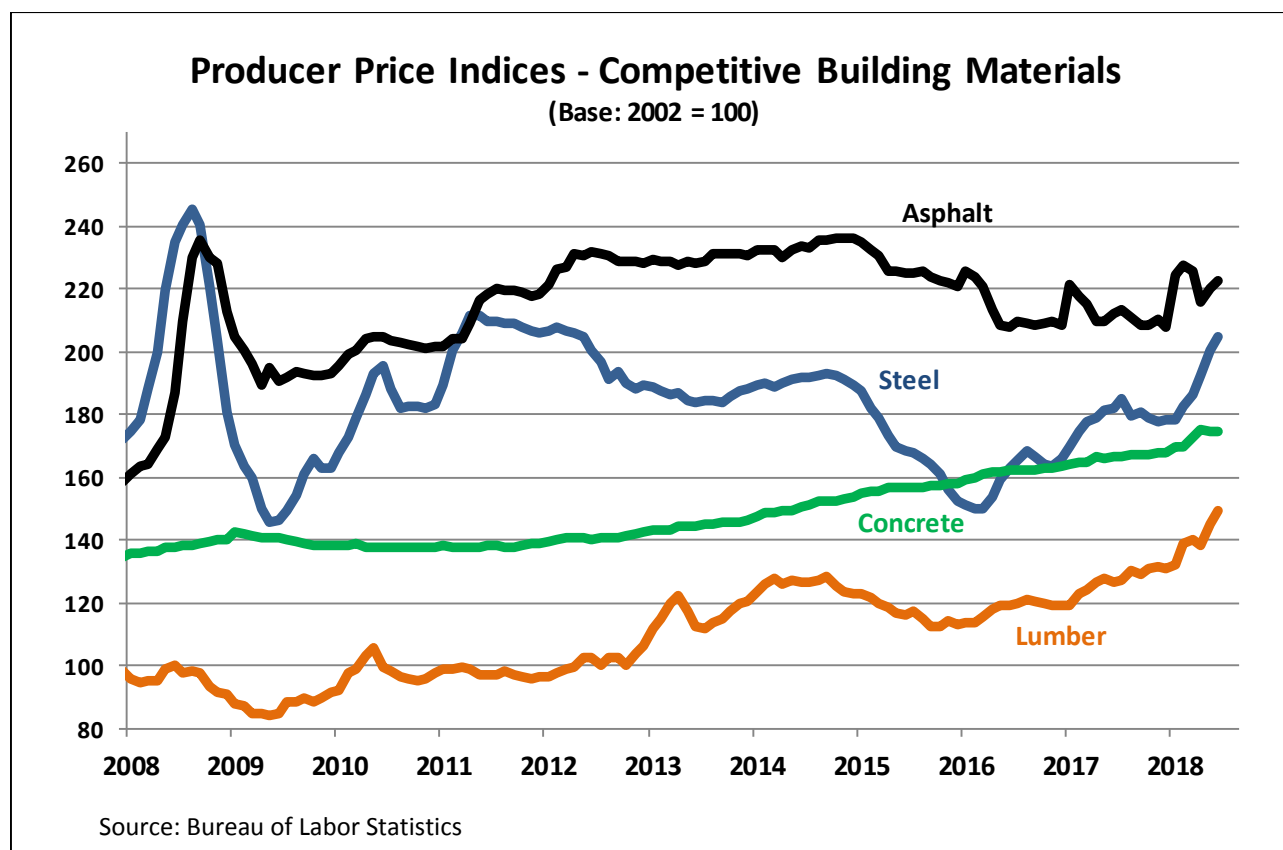
Hwy 6, "B" Street in McCook

- Base: 1931 9"- 7"- 9" x 20' PCC
- PCC Overlay: 1964
- 0.5 mi of 5" RCP on 1.5" Granular FC
- Reconstructed with PCC in 2001/2006
- 37-42 yr life

MARKET INTELLIGENCE

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Competitive Materials Report Update: July 2018



	Annual			Monthly					
	2015	2016	2017	Jan-18	Feb-18	Mar-18(p)	Apr-18(p)	May-18(p)	Jun-18(p)
Steel Mill Products	169.0	160.1	178.8	178.6	182.6	186.5	192.4	200.7	204.4
% Change Year Ago	-11.5%	-5.3%	11.7%	5.1%	4.5%	4.9%	7.4%	10.5%	12.3%
% Change Month Ago				0.2%	2.2%	2.1%	3.2%	4.3%	1.9%
Lumber	116.8	118.3	127.4	132.1	138.9	139.9	138.5	144.9	149.2
% Change Year Ago	-7.3%	1.2%	7.7%	10.9%	12.8%	12.7%	9.4%	13.2%	17.8%
% Change Month Ago				0.8%	5.2%	0.7%	-1.0%	4.7%	3.0%
Concrete Products	156.8	161.8	166.5	169.4	169.7	173.1	175.0	174.7	174.5
% Change Year Ago	4.0%	3.2%	2.9%	3.1%	3.1%	4.9%	4.9%	5.1%	4.6%
% Change Month Ago				0.8%	0.2%	2.0%	1.1%	-0.1%	-0.1%
Asphalt	226.2	212.9	212.0	224.6	227.3	225.6	215.9	220.3	222.8
% Change Year Ago	-3.3%	-5.9%	-0.4%	1.5%	4.3%	4.7%	3.1%	5.2%	5.0%
% Change Month Ago				8.2%	1.2%	-0.7%	-4.3%	2.0%	1.1%

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

Nebraska DOT Bid Prices for PCC Pavements (August 31, 2017 through June 14, 2018)

Letting Date	Call Order	Project Number	Item Description	Quantity Bid (SY)	Unit Price	Total
31-Aug-17	200	STPC-5011(18)	7" PCCP	3,586	\$ 42.11	\$ 154,592
			10" PCCP	13,167	\$ 51.00	\$ 671,517
	500	NH-STP-80-1(186)	6" PCCP	2,779	\$ 66.25	\$ 184,108
			8" PCCP	1,542	\$ 67.95	\$ 104,778
			10" PCCP	916	\$ 100.80	\$ 92,332
			12" PCCP	136,970	\$ 33.20	\$ 4,547,404
			12" PCCP Doweled	356,349	\$ 40.00	\$ 14,253,960
			14" PCCP	1,600	\$ 80.62	\$ 129,040
			14" PCCP Doweled	3,824	\$ 93.65	\$ 358,117
	710	S-6-3(1026)	9" PCCP Doweled	24,592	\$ 50.00	\$ 1,229,600
5-Oct-17	120	STP-6-6(148)	8" PCCP	776	\$ 51.54	\$ 39,995
			9" PCCP Doweled	10,625	\$ 48.16	\$ 511,200
			10" PCCP Doweled	652	\$ 64.24	\$ 41,884
	405	NH-80-6(112)	12" PCCP	10,027	\$ 50.25	\$ 503,856
			12" PCCP Doweled	21,685	\$ 52.50	\$ 113,462
	500	NH-385-2(112)	9" PCCP Doweled	790	\$ 92.50	\$ 73,075
			9" PCCP Doweled	11,378	\$ 92.00	\$ 1,046,776
	700	NH-6-2(125)	10" PCCP	2,532	\$ 68.50	\$ 173,442
			10" PCCP Doweled	5,239	\$ 74.16	\$ 338,524
19-Oct-17	270	NH-275-7(195)	6" PCCP	3,320	\$ 43.20	\$ 143,424
			10" PCCP	11,351	\$ 42.00	\$ 476,742
			10" PCCP Doweled	21,785	\$ 46.00	\$ 1,002,110
14-Dec-17	105	URB-6217(4)	6" PCCP	116	\$ 51.65	\$ 5,991
			7" PCCP	66	\$ 44.64	\$ 2,946
			9" PCCP Doweled	5,153	\$ 57.80	\$ 298,016
	205	ENH-27(55)	6" PCCP Bikeway	6,216	\$ 36.50	\$ 228,748
	600	STP-30-2(143)	6" PCCP	49,297	\$ 21.90	\$ 1,079,604
			8" PCCP	2,620	\$ 60.00	\$ 157,200
			8" PCCP Doweled	1,251	\$ 42.00	\$ 52,542
			9" PCCP Doweled	1,871	\$ 44.00	\$ 82,324
		These two items are for	Place PCCP (nominal 5" thickness)			
		the PCC overlay		74,934	\$ 4.00	\$ 299,736
		and averages \$18.58/SY	Furnish PCCP(in CY)	10,407	\$ 105.00	\$ 1,092,735
18-Jan-17	100	STP-41-6(116)	8" PCCP	578	\$ 57.00	\$ 32,946
			10" PCCP Doweled	3,939	\$ 68.00	\$ 267,852
			12" PCCP Doweled	1,521	\$ 85.00	\$ 129,285
	200	STP-NH-31-2(112)	9" Conc. Base Course	14,687	\$ 53.40	\$ 784,285
			13" PCCP	1,702	\$ 79.70	\$ 135,649
8-Feb-18	150	HSIP-5253(1)	8" PCCP	969	\$ 59.55	\$ 57,703
			8" HE PCCP	750	\$ 68.00	\$ 51,000
	155	MISC-STWD(1084)	8" pccp	102	\$ 150.00	\$ 15,300
			9" PCCP	185	\$ 150.00	\$ 27,750
29-Mar-18	310	MISC-D3(1028)	9" PCCP	255	\$ 116.00	\$ 29,580
3-May-18	210	NH-680-9(35)	10" PCCP	2,321	\$ 95.00	\$ 220,495
	230		6" PCCP	977	\$ 60.47	\$ 54,888
14-Jun-18	200	S-30-6(1045)	10" PCCP	98,471	\$ 29.80	\$ 2,893,077
			10" PCCP Doweled	341,625	\$ 35.40	\$ 12,093,625
			12" CCP	2,134	\$ 37.23	\$ 79,448
			12" PCCP Doweled	7,647	\$ 40.63	\$ 310,697
	215	MAPA-5127(1)	7" PCCP HE	2,337	\$ 60.00	\$ 140,220
			7" PCCP	3,353	\$ 48.00	\$ 160,944
			10" PCCP	58,929	\$ 45.00	\$ 2,651,805
	605	NH-80-2(104)	10" PCCP	5,145	\$ 83.88	\$ 431,562

Note: Several smaller projects with small quantities not included. Some were included to show how small quantities affect prices. Also, there are not as many PCC projects as HMA projects.

Hot Mix Asphalt Prices In-Place Cost/Ton Bid Prices (For the Nebraska DOT)

Letting Date:	Project Number	Bid Order No.	Total Project Bid	HMA	HMA	Total Tons
				\$ \$ Bid/ton w/o Milling & Trench Widening	\$ \$ Bid/ton with Milling & Trench Widening	
31-Aug-17	STP-12-3(105)	800	\$ 3,523,366	\$ 61.74	\$ 66.34	32,950.00
31-Aug-17	STP-HSIP-61-2(113)	700	\$ 4,220,441	\$ 41.31	\$ 43.63	74,480.00
31-Aug-17	NH-34-4(130)	410	\$ 7,366,167	\$ 43.92	\$ 49.98	100,610.00
31-Aug-17	STP-16-3(111)	305	\$ 5,560,252	\$ 63.22	\$ 68.84	31,290.00
31-Aug-17	NH-77-1(134)	125	\$ 3,967,038	NA	\$ 72.77	23,880.00
31-Aug-17	NH-77-1(133)	120	\$ 3,637,977	NA	\$ 71.80	18,640.00
5-Oct-17	STP-8-7(115)	100	\$ 3,277,922	\$ 57.23	\$ 63.72	35,130.00
5-Oct-17	NH-73-1(118)	105	\$ 1,973,560	\$ 63.58	\$ 66.42	12,710.00
5-Oct-17	SRR-7831(1)	110	\$ 499,965	\$ 57.02	na	6,250.00
5-Oct-17	STP-S55a(105)	115	\$ 3,178,293	\$ 59.47	\$ 68.11	21,270.00
5-Oct-17	STP-6-6(146)	120	\$ 2,990,022	\$ 59.34	\$ 67.49	15,070.00
5-Oct-17	NH-36-7(125)	125	\$ 2,958,459	\$ 57.50	\$ 62.60	32,730.00
5-Oct-17	MAPA-5059(1)	200	\$ 3,958,296	\$ 80.06	\$ 108.35	24,980.00
5-Oct-17	STP-30-4(160)	410	\$ 2,331,933	\$ 46.92	\$ 51.16	31,490.00
5-Oct-17	STP-71-4(125)	505	\$ 2,980,073	\$ 54.07	\$ 61.05	40,220.00
5-Oct-17	STP-27-2(104)	510	\$ 3,514,211	\$ 52.93	\$ 60.37	46,580.00
5-Oct-17	NH-385-3(122)	515	\$ 3,701,128	\$ 52.65	\$ 51.37	52,200.00
5-Oct-17	NH-2-1(125)	520	\$ 1,979,347	\$ 55.51	\$ 63.91	20,700.00
5-Oct-17	NH-6-2(125)	700	\$ 8,804,623	\$ 50.81	\$ 56.69	68,710.00
5-Oct-17	STP-23-3(111)	710	\$ 2,971,463	\$ 48.28	\$ 54.53	42,720.00
5-Oct-17	STP-11-4(112)	800	\$ 2,784,953	\$ 55.71	\$ 60.69	25,470.00
14-Dec-17	RD-34-7(1035)	100	\$ 5,089,031	\$ 63.94	\$ 70.18	27,700.00
14-Dec-17	STP-10-2(121)	400	\$ 6,448,445	\$ 49.00	\$ 53.36	67,140.00
14-Dec-17	STP-30-2(143)	600	PCC Overlay	\$ 82.40	\$ 122.15	4,730.00
18-Jan-18	STP-NH-31-2(112)					
		200	\$ 5,722,063	\$ 66.84	NA	22,620.00
18-Jan-18	STP-137-4(107)	800	\$ 2,935,622	\$ 65.09	\$ 73.12	28,960.00
18-Jan-18	STP-61-2(112)	600	\$ 6,463,201	\$ 45.22	\$ 47.37	88,380.00
18-Jan-18	S-385-3(1024)	500	\$ 549,464	\$ 153.09	\$ 171.10	1,030.00
8-Feb-18	NH-80-6(108)	450	\$ 6,677,398	\$ 57.78	\$ 63.05	46,280.00
22-Feb-18	STP-109-2(106)	100	\$ 3,608,914	\$ 49.03	\$ 51.24	56,700.00
22-Feb-18	NH-9-4(119)	300	\$ 704,966	\$ 68.96	\$ 77.64	7,560.00
29-Mar-18	STP-98-5(107)	305	\$ 2,486,239	\$ 59.49	\$ 66.37	17,750.00
29-Mar-18	STP-70-4(111)	400	\$ 6,738,222	\$ 56.16	\$ 57.49	43,910.00
3-May-18	STP-11-3(116)	400	\$ 8,235,391	\$ 61.72	\$ 63.80	58,110.00
	NH-26-1(171)	500	\$ 1,462,450	\$ 48.68	\$ 54.49	22,930.00
	STP-23-3(109)	700	\$ 2,132,824	\$ 54.26	\$ 58.88	30,220.00
14-Jun-18	MAPA-5044(7)	225	\$ 6,459,557	\$ 91.05	\$ 115.66	38,267.00
	Urban project					
14-Jun-18	MAPA-5061(7)	230	\$ 2,747,933	\$ 107.27	\$ 115.84	16,157.00
	Urban project					
14-Jun-18	STP-56-5(107)	300	\$ 5,276,812	\$ 67.28	\$ 73.84	45,910.00

Average per ton price of HMA:

\$ 62.39 \$ 74.44

Note: prices include Mix, asphalt cement, tack, RAP incentive, mobilization, smoothness testing, hydrated lime, warm asphalt additive, and where noted, milling and trench widening.

Bid Prices from the City of Hastings, Nebraska

Project Number	Tons of Mix	Mix Price per Ton	Tons of Oil	Oil Price per ton	Gallons of Tack	Tack \$\$\$/ gal.	Cost per ton
R-2018-1	341.4	\$ 76.83	20.5	\$ 525.00	1012	\$ 2.25	\$ 115.02
	Mix is SLX, Oil is PG 58V-34						
R-2018-2	286.7	\$ 78.68	17.2	\$ 525.00	637	\$ 2.25	\$ 115.18
	Mix is SLX, Oil is PG 58V-34						
R-2018-3	489	\$ 77.60	29.3	\$ 525.00	363	\$ 2.25	\$ 110.73
	Mix is SPR, Oil is PG58V-34						
R-2018-4	405.2	\$ 73.73	30.3	\$ 525.00	900.5	\$ 2.25	\$ 117.99
	Mix is SLX, Oil is PG 58V-34						
R-2018-5	324.4	\$ 77.70	19.5	\$ 525.00	721	\$ 2.25	\$ 114.26
	Mix is SLX, Oil is PG 58V-34						
R-2018-6	254.8	\$ 78.49	18.3	\$ 525.00	566	\$ 2.25	\$ 121.19
	Mix is SLX, Oil is PG 58V-34						
R-2018-6	213.4	\$ 76.82	12.8	\$ 525.00	158	\$ 2.25	\$ 109.98
	Mix is SPR, Oil is PG58V-34						
R-2018-A1	2708	\$ 72.30	174.5	\$ 525.00	4814	\$ 2.22	\$ 110.08
	Mix is SLX, Oil is PG 58V-34						
R-2018-A2	487.1	\$ 79.30	29.2	\$ 525.00	825	\$ 2.25	\$ 114.58
	Mix is SLX, Oil is PG 58V-34						

Note: "Total Cost per ton" includes cost of Mix, Asphalt Cement, and Tack

NDOT HMA AUP for FY 2017

Fiscal Year:		2017	item description		quantity	Meas. Unit	Avg. unit \$	total \$
			Hydrated lime		7,740.00	ton	\$ 177.62	\$ 1,374,763
July 1, 2016 thru			Hydrated lime for warm mix		1,743,775.00	each	\$ 1.27	\$ 2,212,890
June 30, 2017			SPS		355,499.00	ton	\$ 26.12	\$ 9,287,014
			SLX		80,990.00	ton	\$ 52.32	\$ 4,237,670
			SPR		1,298,318.00	ton	\$ 32.24	\$ 41,858,273
			SPR (fine)		20,160.00	ton	\$ 43.31	\$ 873,189
			SPH		9,570.00	ton	\$ 45.31	\$ 433,627
			SPH(.375)		24,380.00	ton	\$ 70.46	\$ 1,717,750
			SRM		119,050.00	ton	\$ 28.25	\$ 3,362,749
			SPH(.5)		125,900.00	ton	\$ 32.82	\$ 4,131,571
			LC		42,687.00	ton	\$ 36.76	\$ 1,569,294
			PG	58-34	1,580.00	ton	\$ 437.33	\$ 690,995
			PG	52-34	6,912.00	ton	\$ 365.92	\$ 2,529,463
			PG	64-34	42,028.00	ton	\$ 458.92	\$ 19,287,829
			PG	58V-34	8,684.00	ton	\$ 520.41	\$ 4,519,666
			PG	58H-34	8,529.00	ton	\$ 454.95	\$ 3,880,457
			PG	58S-34	4,783.00	ton	\$ 463.70	\$ 22,183,224
			AC Smoothness testing		490.94	lump	\$ 861.44	\$ 405,389
			tack		1,942,046.00	gal	\$ 1.82	\$ 3,535,278
			RAP Incentive		3,485,762.00	lump	\$ 1.00	\$ 3,485,762
			Total Tons of Mix:		2,076,554.00	Total cost of all items:		\$ 131,576,853
total HMA cost /ton = (\$131,576,853/2,076,554 TONS) = \$ 63.36								
PER TON								

Note: "Quantity" and "total\$" amounts truncated from AUP, thus understating costs a very small amount

Price Trend of Asphalt Cement for NDOT Projects (August 2017 through June 2018)



Prices are the average for a given grade of asphalt cement for the listed letting date.
Projects with very small quantities are not included.



Thank you to Our Members!

There are four types of memberships available in the Nebraska Concrete Paving Association.

Take view our current list of members and find out how your organization could benefit from joining other leading paving contractors, suppliers, consultants and industry professionals.

For more information, contact Bill Cook, P.E. at bcook@nebrconc.org

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CalPortland Helps Celebrate Interstate 10 “Seventy-Year” Anniversary



Ontario, CA, August 18, 2017 – CalPortland joined The California Department of Transportation (Caltrans), California Nevada Cement Association, Southwest Concrete Pavement Association, the American Concrete Pavement Association and Portland Cement Association to celebrate the 70th anniversary of Interstate 10 (I-10) today, at the Ontario Airport Hotel & Conference Center in Ontario. State legislators, leadership of the California Department of Transportation (Caltrans), and construction industry leaders gathered to commemorate the seventy year anniversary of the concrete pavement freeway, which is both a vital link to business, commerce and personal mobility in the region, and crucial key to the provision of goods and services nationwide.

Dignitaries included Allen Hamblen, President/CEO of CalPortland Company and 2017 Chairman of the Portland Cement Association; The Hon. Jim Frazier, Assembly Member (11th District) and Chairman of the Assembly Transportation Committee; The Hon. Eloise Gomez-Reyes, Assembly Member (47th District), and John Bulinski, Caltrans District 8 Director.

It is not every day that a highway is the reason for a major celebration, but for a section of I-10 between Ontario and San Bernardino, today's event marked the freeway's remarkable 70-year journey. The California State Senate and State Assembly recognized the pavement with a formal proclamation, calling attention to the pavement's longevity and remarkable service. The proclamation also recognizes the freeway for its sustainability and resiliency to the forces of nature and high traffic volumes – over 270,000 per day.

CALPortland. . . Continued NEXT PAGE

CALPortland. . . Continued from previous page

In 1947, CalPortland provided the cement from its Colton cement plant for the original construction of the segments of the highway to two long-time market partners that are now both 100-year-old companies and still in business; Matich Corporation and Griffith Company. CalPortland recently celebrated its 125th anniversary. President/CEO Allen Hamblen joined with legislators, transportation officials, and contractors praising the performance of the pavement design and rehabilitation strategies used by Caltrans to maintain the pavement over its 70-year life. "It is with great spirit today that I express my hearty congratulations to Caltrans, CalPortland, Matich Corporation, Griffith Company, and the State of California," Hamblen said.

"This section of highway is not only a testament of the durability and sustainability of quality concrete construction, it is also a reminder of how we must design and construct resilient projects that will withstand the impacts of increased use and an increasingly demanding environment."

Assembly Member Eloise Gomez-Reyes told the group, "I grew up in Colton and realize how important Interstate 10 is to the Inland Empire so I am proud to be celebrating this incredible event. CalPortland Colton Cement is also very important to me, I am here to help celebrate my people."

I-10 is one of the nation's most vital links to mobility for goods movement, business, commerce and personal mobility in the region. When the original U.S. Route 70-99 was planned in 1945 and built in 1947, Caltrans officials likely never envisioned that it would still be carrying traffic fifty years longer than the twenty years for which it was designed.

In addition to the many features and benefits the pavement was also the first in the nation to employ a restoration method called diamond grinding. Diamond grinding removes the surface "bumps" and other



irregularities, restoring the pavement almost to its new condition. First used as part of a restoration and expansion project on this section of the freeway in 1967, diamond grinding has become a time-tested, reliable, durable and cost-effective alternative to resurfacing or reconstruction.

The original 70-year-old lanes of I-10 are still providing safe passage for the traffic volumes of today, which include demanding heavy truck loads, and will continue to act as an integral part of Interstate 10 for years to come.

"I celebrate this incredible and remarkable event of the 70th anniversary of this seemingly indestructible pavement", said Assembly Member and Transportation Chairman Jim Frazier. "This is an amazing success story of a heavily used concrete pavement that has provided maximum return on investment and has exceeded its original design life by fifty years!"



5700 Seward Ave., Ste. B
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Thank you to Our Members!

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