



The Kentucky Ready Mixed Concrete Association

1 HMB Circle • Frankfort, KY 40601 • Phone: 502-695-1535 • Fax: 502-695-9499 • Web: www.krmca.org

November 2011

Calendar of Events

November 2011

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

ACI Level I

November 17, 2011

*Fall Board Meeting
Naples, Florida*

November 2-5, 2011

*KRMCA Level II and
ACI Level I Classes*

Dec. 12-15, 19-21,
Jan. 9-12, 16-18,
Feb. 13-16, 20-22

*Design Awards
Nomination Form*

Due:
January 2, 2012

Safety Awards Forms

Due:
January 13, 2012

*KRMCA Winter
Convention—
Hyatt Regency—
Louisville, KY*

February 1-5, 2012

December 2011

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

HAPPY THANKSGIVING!

Taking Action to Get Market Share in Local Streets and Roads



The Kentucky Ready Mixed Concrete Association has begun to actively seek and promote greater market share in local streets and roads—both county and city. With the economy still in the slumps, it is ever more important to make sure that the concrete industry is actively pursuing all available mar-

kets for its products. From parking lots, buildings and residential markets to concrete streets and roads, the concrete industry has a plethora of products to meet all market demands.

In October, the KRMCA travelled to Nashville to attend the NRMCA Mid-Atlantic State Association meeting. In that meeting, the KRMCA was able to learn about the benchmarking statistic above. Also in that meeting, those in attendance were able to see market reviews of historical ready mixed data compared to housing market data. One of the most stunning graphs shown in the presentation compared ready mixed statistics on a graph compared to housing market statistics. The bars comparing the two industries were almost parallel through the historical reference years. What this means: the ready mixed concrete industry relies heavily on the housing market. For most of the years, these two industries were nearly identical—when the housing market dipped, the ready mixed concrete industry dipped, and when the housing market rose, the ready mixed concrete industry rose. In today's economy, this is not a good statistic. With the housing market in a steep decline, the ready mixed concrete industry cannot rely on the housing industry for business. This means that the ready mixed industry needs to look elsewhere to supply their products.

In Kentucky, the ready mixed concrete industry has supplied a valuable product in commercial, residential, educational, and governmental markets. With ICFs, which Kentucky is one of the leaders in the nation, most schools built today utilize this valuable product for safety, ease and speed

Continued on Page 3...



Specializing in Risk Management for the Ready Mix Concrete Industry

Services Include:

- Loss Control
- Driver Training
- Unique Marketing Approach
- Risk Retention Programs
- Business Income Analysis
- In House Claims Service

BOWLING GREEN
1240 Fairway Street
P.O. Box 1779
Bowling Green, KY 42103

LEXINGTON
181 Prosperous Place
Lexington, KY 40509

NASHVILLE
830 Crescent Centre Drive
Suite 260
Franklin, TN 37067

OWENSBORO
2009 Frederica Street
P.O. Box 785
Owensboro, KY 42302

Reclamation Services Unlimited, Inc.

Sue Poole Cardwell, President

Complete Construction Testing

Specialized Concrete Testing

Shotcrete/Gunite Testing

701 Temple St.

Central City, KY 42330

270-754-3976 fax:270-754-4374

web site: www.total-testing.com



www.thelenassoc.com

THELEN ASSOCIATES, INC.

Geotechnical • Testing Engineers

Thelen has 2 Kentucky offices to serve your testing needs ~

**125 Trade Street,
Suite D
Lexington, KY 40511
859-226-0761**

and

**1398 Cox Avenue
Erlanger, KY 41018
859-746-9400**

as well as offices in Cincinnati & Dayton, Ohio



Services THELEN provides:

- Geotechnical Engineering
- Foundation Engineering
- Exploratory Test Borings
- Environmental Drilling
- Geotechnical Laboratories
- Construction Materials Testing/Special Inspections:

- US Army Corps of Engineers Validated Laboratory
- CCRL Inspected
- AMRL Inspected
- AASHTO Accredited



Thelen Personnel are –
NICET Certified,
ACI Certified,
KTC Certified,
NRMCA Certified &
ICC Special Inspectors

- Soils Testing
- Concrete Testing
- Asphalt Testing
- Aggregate Testing
- Steel Reviews
- Aggregate Testing
- Masonry Testing & Review
- Fireproofing Testing

Serving KRMCA members since 1971

Continued from Front Page...

of construction, and its valuable environmental benefits- just look at Joseph Warren Middle and High School with over one mile of ICF interior and exterior walls (the largest in the nation.) Polished and decorative concrete interior floors has also become a valuable product for not only



educational, but commercial projects as well- a perfect project example is the Henderson Early Childhood Development Center which utilizes pervious concrete, ICFs, concrete parking lot, and interior concrete floors. In addition to ICFs, tilt-up and cast-in place wall systems are very popular, even on LEED projects- Kentucky Eagle Inc. Distribution Center in Lexington which includes tilt-up walls, interior concrete floors and even concrete parking and loading lots. Everyone also knows about pervious concrete for its stormwater management- cities and counties around the Commonwealth have begun utilizing this product. Thus far, Kentucky has over a half

million square feet of pervious concrete down in the Commonwealth with more in the pipeline- accomplished through great promotion and counties and cities taking the lead to better their stormwater runoff. With even more concrete products available for public and private consumption, concrete will continue to be used as a superior building product for the foreseeable future.

One market though that has not been greatly tapped is the local streets and roads. This market is the only market that continues to be funded even in these tough economic times- unfortunately the concrete industry is not getting much of a share. There are those areas around the Commonwealth that do have concrete streets and roads in place- with some streets with over 50 years of service life- no other product can compare to this. These areas generally include Northern Kentucky, Louisville, and the Henderson and Owensboro areas, but with Kentucky being more than just these areas, there is great room for growth elsewhere- this equates to an increase in market share and more profit for the ready mix producers and concrete contractors in those areas. Quality construction and quality concrete is the key to making sure this market expands.

On a national basis, the National Ready Mixed Concrete Association has made a concerted effort to increase market shares in local streets and roads. They have launched a campaign for promotion and training; they even hired an engineer, Brian Killingsworth, P.E., Senior Director of Pavement Structures, of San Antonio, Texas as a resource to help expand these markets for NRMCA members and for the KRMCA and other state ready mixed associations. It is vital that these resources are utilized. As most people realize, most of the current work is in the public sector, and it



Continued on Page 6...

Offering you an insurance plan with a *solid* foundation!



Great benefits endorsed by the KRMCA.

Together, we focus on all lines of insurance, bonds and wealth management.

We can offer you customized programs to fit your needs.

Save more than your dues!



Stan Logan, Jr.
Executive Vice President



Steve Church
President

Contact Us!

11420 Bluegrass Pkwy Louisville, KY 40299

Tel: (502) 499-6880 Fax: (502) 499-6947

www.LLHins.com



LOGAN LAVELLE HUNT

INSURANCE & WEALTH MANAGEMENT, LLC

The Cornerstone of Your Future

M The Motorists Insurance Group, You know us.®

Securities offered through Sammons Securities.
Member of FINRA/SIPC.



WE'VE BEEN EXPANDING OUR PRODUCT LINE FOR 60 YEARS
...AND WE STILL ONLY MAKE ONE THING

STALITE 
IS
STRONGLY SUPERIOR

High quality, high strength Stalite Lightweight Aggregate is made by expanding slate for use in Structural Lightweight Concrete and Concrete Masonry Units

PO Box 1037, Salisbury, NC 28145
Phone: 704-637-1515 Fax: 704-642-1572
(800) 898-3772

email: info@stalite.com

www.stalite.com





ALL Concrete Tracking Form

KRMCA Member– Please fill out this form as completely as possible and fax or email it to Brett Ruffing:
502-695-9499 or bruffing@krmca.org

IT IS IMPERATIVE THAT WE GET THIS INFORMATION FOR WHEN WE GO TO THE FUNDING MEETING WITH THE PCA TO SHOW VALIDITY OF OUR EFFORTS.

THIS INFORMATION WILL BE KEPT COMPLETELY CONFIDENTIAL AND WILL NOT BE SHARED WITH ANYONE ELSE.

Name of Project: _____

Job Location: _____

Concrete / Pervious Concrete / ICF (circle one)

Project Type (residential, commercial, educational, governmental, OR parking lot, driveway, trail, street, etc.):

Square Feet: _____ Cubic Yards: _____

Designer: _____

Installer/Contractor: _____

Concrete Producer: _____

Start Date: _____ Completion Date: _____

Additional Comments: _____



is vital that the concrete industry get a slice of that pie. By utilizing the resources of the NRMCA and even the local resource, KRMCA, the industry can make a change for the better- it will be a culture shock, but it is a necessary one. The KRMCA has the resources to make it a palpable change and not an extreme shock. By using education of the employees that work with streets and roads, it should equate to more concrete streets. Hopefully, more concrete pavement will be used than not, which will save taxpayers money in the life of the pavement, or by bringing the price of competitive products down. But if life cycle costs and environmental costs are weighed, then concrete should be the pavement material of choice.

Many municipalities around the commonwealth, city and county, have expressed the need to do something to counter the raising costs to maintain their roads, and concrete should be the answer. It is becoming unaffordable to go back every few years to fix roads that were recently 'fixed.' Concrete offers

the opportunity to extend the life of their road beyond what they would normally do. Not only will concrete save money in the long run, it will also benefit their local environment- cooler water runoff with fewer pollutants into the local waterways, brighter at night, money savings on lighting those streets and cooler urban heat effect.

The KRMCA has begun to meet with local politicians to offer solutions to their problems. The KRMCA has also begun to meet with state officials to help these local cities deal with their own streets and roads. As is evident around the country, other local cities and counties have realized the cost saving benefits of concrete (see article on Pages 19 and 20), and even some cities in Kentucky have begun to realize this- some have been replacing outdated streets with new concrete ones. The KRMCA and NRMCA will come in and meet with your local and state elected officials to demonstrate the benefits of using concrete for their local streets and roads (and state maintained streets, roads and highways). One of the key benefits to doing this, the KRMCA will offer, with assistance from NRMCA, professional design assistance of those roadways. The



KRMCA will also bring in and offer recommendations on construction best practices and maintenance best practices for concrete streets and roads. The KRMCA will also offer recommendations for building codes, specifications, requirements, etc. to make sure they are comparable and fair. The KRMCA is offering to any municipality (state, city or county) the following training opportunities to help understand the ins and outs of concrete paving. The initial training will be



RussTech, Inc.

"WE ADD THE DIFFERENCE"

A FULL SERVICE KENTUCKY CORPORATION

"Your Local Expert on Self-Consolidating Concrete"

RVR-15 · RSA-10 · RAE-260
LC-400P · LC-500 · FINISHEASE-NC · LC-400R
FAST SET 100-HE · LCNC-166 · FLOW SET 2000 NC
SUPERFLO 2000 RM · VMA-758 · SRA-157
RCI CORROSION INHIBITOR · CSF SILICA FUME

Plus a complete line of:
ACRYLIC CURE & SEAL
FORM & SURFACE RETARDER
MASONRY SEALER & DUSTPROOFING PRODUCTS

Complete AASHTO, ASTM and DOT Approval

Gary M. Russell
President

Gary D. Russell
Vice President

Ed Heller
Eastern/Lexington/Central KY

Heath Armstrong
Eastern KY

Tommy Swango
Louisville/Western KY

Jimmy Brooks
Service Technician

Jerry Parker
Service Technician

Visit us on the web at: www.RussTechnet.com



RussTech Admixtures, Inc.
11208 Decimal Drive
Louisville, KY 40299
502-267-7700
502-267-8922 Fax



NOMINATION

For
**KRMCA Associate Member to
2012 KENTUCKY READY MIXED CONCRETE ASSOCIATION
BOARD OF DIRECTORS**

Please place the name of:

Company _____

In nomination for a KRMCA Associate Board Member for a two-year term (*Cement is a 3-year term*).

These are the only associate board openings for 2012 - please check which category you are placing nomination for:

ASSOCIATE (CEMENT Member) _____

ASSOCIATE (AT LARGE Member) _____

ASSOCIATE (AGGREGATE Member) _____

ASSOCIATE (FLY ASH Member) _____

ASSOCIATE (ADMIXTURE Member) _____

Current Associate Board Members and their terms are:

*Toby Knott – Lehigh Cement Co. – (term expires 2/2012)
Scott Barry – W R Grace Co. – (term expires 2/2012)
Steve Church – Logan Lavelle Hunt – (term expires 2/2012)
Barry Hornback – Liter's, Inc. – (term expires 2/2012)
Carl Howard – Fly Ash Direct – (term expires 2/2012)
Jim Render – Essroc Cement – (term expires 2/2013)
John Schroeder – Baker Construction – (term expires 2/2013)
Paul Hoben – Carolina Stalite – (term expires 2/2013)
Rick Locke – Cemex/Kosmos Cement – (term expires 2/2014)*

NOTE: Retiring Board Member must sit out for 1 year before being re-nominated.

Please return your nomination to:
Kentucky Ready-Mixed Concrete Association
1 HMB Circle
Frankfort, KY 40601

Signed: _____

Dated: _____

Deadline for nomination is: **January 2, 2012**

offered at the KRMCA Winter Meeting in Louisville. The KRMCA will also offer the training to local municipalities individually on an as needed basis:

Construction

- Sub-grade preparation
- Layout for construction
- Paving equipment, placement, finishing and texturing
- Curing and protection
- Jointing and striping
- Opening to traffic

Inspection and Testing

- Sub-grade preparation
- Concrete quality
- Construction operations

Maintenance and Repair

- Joint and crack sealing
- Full-depth repair
- Under-sealing and leveling
- Overlay
- Cleaning



*The KRMCA (and NRMCA) can offer other training opportunities if requested.

The KRMCA is also available to assist in any way that their member needs when it comes to gaining market share in local streets and roads. To continue down the current path that the industry is headed, is almost a guarantee for failure. It is time to become proactive, and one of the best ways to do so is getting to know your local (and state) elected officials. The more these politicians know about you, the better- you will start getting questions asked of you and requests made to help them out.

It is quite easy to begin this process. All it takes is a simple phone call with a question to have a sit-down and meet. Start by getting to know your elected officials, then start meeting on a regular basis. Your elected officials don't know everything, especially when it comes to the concrete industry and construction bidding and techniques. These elected officials want to get to know you and your line of work- just look at the federal legislators. When did anyone ever think that the U.S. House of Representatives would ever be voting on a bill to protect the cement (and concrete) industry specifically from over-regulation? Unfortunately the U.S. Senate has yet to do anything, but there are members in the Senate who are supportive of the industry. If the industry is trying to maintain a presence within the construction industry, and with the majority of construction spending being by the public sector, it really is time to become active in the political arena- contact your elected officials.

If you would like more information on how the KRMCA can aide you in your efforts to gain market share in local streets and roads, contact the KRMCA office- a contingency can be formed to tackle this with a single concerted voice. Also, if you would simply like more information on these efforts, contact the KRMCA office. Always remember, humanity is attempting to be more environmentally responsible and more nature-like (biomimicry), and the concrete industry is the industry with the best chance to do so-

CONCRETE: MAN-MADE, NATURE'S OWN.



2011 KRMCA SAFETY CONTEST



KRMCA's Safety Contest is a per-plant contest open to all concrete batching facilities operated by KRMCA-member companies operated within the state of Kentucky. Photocopy this entry blank as needed to complete one entry form per plant.
DO NOT ENTER SELECTIVELY!! COMPLETE **ONE ENTRY FOR EVERY PLANT** THAT YOUR COMPANY OPERATED WITHIN KENTUCKY IN 2011.

DEADLINE: Entries must be received at KRMCA headquarters via mail, facsimile or e-mail by **January 13, 2012**

KRMCA pledges the absolute confidentiality of the information you provide on this contest entry form. Completed entry forms and score tabulation records will be destroyed shortly after verification of the contest's results.

Company Name: _____

Plant Name: _____

Plant Location (City & State): _____

(Certificates for winning plants will include company, plant and town names as entered. Example: Jim's Concrete Co., Inc. (company name), HMB Plant (plant name), Frankfort, KY (plant location))

3 Categories of Eligibility Based on Number of Mixer Trucks Stationed at Plant.
(If number of stationed trucks fluctuated significantly, please use the average number for the year)

Please circle one:

Category A: Up to 9 trucks	Category B: 10 to 19 trucks	Category C: 20 or more trucks
--------------------------------------	---------------------------------------	---

.....
_____ Number of cubic yards shipped from this plant in 2011

_____ Number of lost time accidents at this plant in 2011
(Include all accidents, which caused one of your employees to miss a complete shift of duty)

_____ Number of mixer truck accidents resulting in damages over \$5000.
(Mixer truck accidents only! Include all accidents where your driver was at fault)

_____ Number of fatalities
(Include accidental deaths of employees and non-employees for which your company was responsible.)

.....
Submitted By:

Name: _____ Title: _____

Address: _____ City: _____ State: _____ Zip: _____

Phone #: _____ FAX#: _____ E-Mail: _____

Testimony of Accuracy

To the best of my knowledge, the above data is representative of this plant's performance in 2011

*Signed: _____

Printed Name: _____ Title: _____

*The highest-ranking locally available company official should sign to verify the accuracy of each participating plant's data.

Return to: KRMCA Safety Contest
Attention: Diana Deters
1 HMB Circle
Frankfort, KY 40601

FAX# 502-695-9499
Phone: (502) 695-1535 Toll Free: 1-800-737-1535
****E-Mail: ddeters@krmca.org**

****An electronic copy of this entry blank is available; entries can be submitted electronically. Call or e-mail KRMCA for details.**



A Terracon COMPANY

Cincinnati, OH P: 513.321.5816
Lexington, KY P: 859.455.8530

Responsive
Reliable
Innovative.
Convenient

H. C. Nutting A Terracon Company
With Nearly 100 Offices Nationwide www.hcnutting.com www.terracon.com
Geotechnical ■ Environmental ■ Construction Materials ■ Facilities



Civil • Structural • Mining • Geotechnical
• Forensic • Land Surveying
• Construction Monitoring • Environmental
• Drilling • Laboratory Services

2740 North Main Street 1001 Frederica St., Suite 200
Madisonville, KY 42431 Owensboro, KY 42301
270 821-7732 270-684-8450
Fax 821-7789 Fax 270-684-8449
www.associatedengineers.com

think
harder.
concrete™



KENTUCKY READY MIXED CONCRETE ASSOCIATION

1 HMB Circle · Frankfort, KY 40601

DATE of CLASS_for ACI Level I -

circle date

November 17, 2011

NAME _____
NAME _____
NAME _____
NAME _____
COMPANY _____
ADDRESS _____
CITY _____ ***STATE*** _____ ***ZIP*** _____
PHONE _____ ***EMAIL*** _____

Fees: ACI Level I. Limited to the first 30. Full one-day class to be held at KRMCA in Frankfort, KY.

to attend _____ x \$300.00 = _____ Discount Rate

to attend _____ x \$600.00 = _____ Regular Rate

RETESTING _____ x \$100.00 = _____

Please return this form and check to:

**Kentucky Ready Mixed Concrete Association
 1 H.M.B. Circle, Frankfort, KY 40601
 (502) 695-1535
 FAX: (502) 695-9499**

*Discounted rates will be available for all KRMCA members. Companies who have been a member and are rejoining the KRMCA will have to pay the dues for the prior two years to be eligible for the school discounted rate. Companies who are joining KRMCA for the first time will be eligible for the discounted rate immediately.

KRMCA members have the first opportunity for registration. Please register early. We will send out information, to all those registered, regarding directions at a later date.

**Classes are payable in advance or on day of class. Refunds will be given if at least a 24-hour notice has been received.

An Unusual Day

By R. Finley Messick

Thursday, October 27, 2011, was quite an unusual day for me and my responsibilities as your Executive Director for the KRMCA and the KCPA.

My morning started out by making coffee for the NRMCA Pervious Concrete Certification School being held at the KRMCA Office here in Frankfort. Once the coffee got going I went downstairs and set up the power point projector with John McChord in preparation for my portion of the certification class. I teach the “why” people are using pervious concrete portion of the class while John teaches the much harder part, the “how” to make, place, test, etc. portion of the class. The unusual portion of my morning is that I was in a coat and tie teaching my part of the class. Needless to say, when I announced that I was wearing my pervious concrete placement uniform, there was more than one look of suspicion and confusion from participants in the class. I then explained to the class that I had to go to a meeting of the Kentucky Legislative Subcommittee on Transportation following my teaching session and that I would be back in time to assist with the placement portion of the pervious concrete class in the afternoon.

I taught my portion of the morning session and donned both my KRMCA hat and my KCPA hat and headed to the Transportation Committee meeting. I listened to an update on the Sherman Minton Bridge from State Highway Engineer Steve Waddle, heard a presentation on Kentucky’s Airports’ ability to attract business and jobs to Kentucky, and heard a road fund update from Tammy Branham, Executive Director of the Office of Budget and Fiscal Management. The best part of attending the meeting was getting with Lobbyist Karen Lentz afterwards and being introduced to several Kentucky lawmakers and speak with them about the attributes of concrete pavements. I hope to set meetings, in the future, with many of these lawmakers.



After the meeting and introductions, it was back to the KRMCA Office and time to hop in the jeans and haul the KRMCA’s pervious concrete trailer over to the work site. There I met with the class from the morning session and along with John McChord and help from the City of Frankfort, we placed seventeen yards of pervious concrete. This is the “hands on” portion that we at the KRMCA feel is essential for the success of our NRMCA Pervious Concrete Certification Class attendees.

While all this is going on, Greg Smith and Brett Ruffing were working the exhibit booth at the Kentucky Association of Counties Annual Convention. There they were to talk to many elected county officials about concrete pavement’s durability and sustainability. Many counties across the nation are looking at concrete as a solution to their having to continuously repave their roads (see article on Pages 19 & 20).

From coat and tie to blue jeans, it was a very unusual day.

REGISTRATION FORM

KRMCA LEVEL II & ACI LEVEL I FIELD TESTING TECHNICIAN COURSE

KENTUCKY READY MIXED CONCRETE ASSOCIATION

1 HMB CIRCLE, FRANKFORT, KY 40601

Date of Class for 7 day Level I & Level II -

December 12-15 & 19-21, 2011

January 9-12 & 16-18, 2012

February 13-16 & 20-22, 2012

Check Dates you would like to attend

NAME: _____

NAME: _____

NAME: _____

NAME: _____

COMPANY _____

ADDRESS _____

CITY _____ **ST** _____ **ZIP** _____

PHONE _____ **Email** _____

Fees: KRMCA Level II & ACI Level I

to attend _____ x \$725.00 = _____ **Discount Rate***

to attend _____ x \$1450.00 = _____ **Regular Rate**

Fees: KRMCA LEVEL II ONLY

to attend _____ x \$425.00 = _____ **Discount Rate***

to attend _____ x \$850.00 = _____ **Regular Rate**

Fees: ACI LEVEL I ONLY (Dec 12, Jan 9, or Feb 13 please circle date)

to attend _____ x \$300.00 = _____ **Discount Rate***

to attend _____ x \$600.00 = _____ **Regular Rate**

PLEASE RETURN THIS FORM AND CHECK TO:

Kentucky Ready Mixed Concrete Association,

1 H.M.B. Circle, Frankfort, KY40601

FAX: (502) 695-9499

*Discounted rates will be available for all KRMCA members. Companies who have been a member and are rejoining the KRMCA will have to pay the dues for the prior two years to be eligible for the school discounted rate. Companies who are joining KRMCA for the first time will be eligible for the discounted rate immediately.

KRMCA members have the first opportunity for registration. Please register early! We will send out information to all those registered regarding directions at a later date.

** Classes are payable in advance or on day of class. Refunds will be given if at least a 24-hour notice has been received. No shows are liable for registration fee.



Indiana and MIT Show How We Can Reform Infrastructure

By Justin Higgins

August 18, 2011

The President loves to talk about the need to invest in our country's roads and bridges, and there is some truth to that need. States are constantly trying to figure out ways to cut transportation improvement costs so they can take on more projects and replace more aging roads. Two simple concepts, Alternate Bid and life-cycle analysis, can make a huge difference. Alternate Bid lets other companies (and other pavement types) bid on projects in a different way. Life-cycle analysis means you look at more than short-term cost and you look at long-term investment. First to Indiana on alternate bid:

INDOT saved the tax payers approximately **\$51,000,000.00**. This shows that INDOT not only saved on pavement pay items, but saved on all other pay items in the contracts also. INDOT believes that this greater percentage below the engineer's estimate phenomenon for Alternate Bidding versus Conventional Bidding was because INDOT does not publish the PW cost before the bids are opened.

To simplify this, by changing to an Alternate Bid structure the State of Indiana saved taxpayers \$51 million. This is a sizeable chunk of change for a state's transportation budget. This process could be used to help control cost or invest in a higher number of projects since per-project cost will go down.

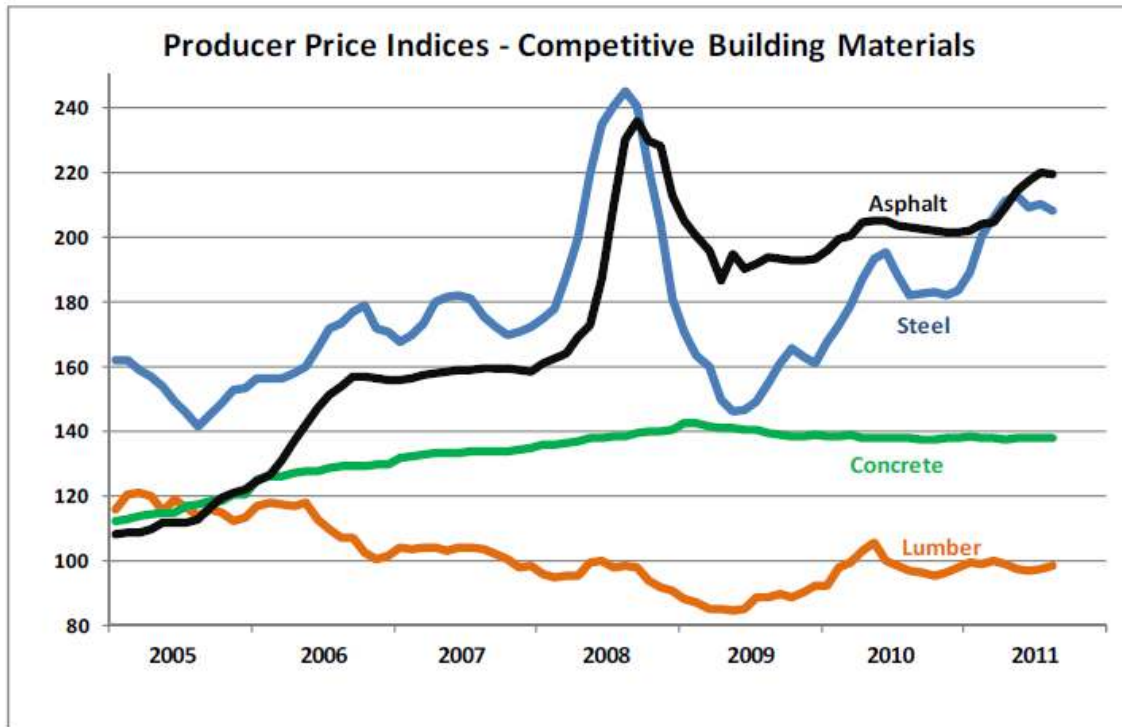
On the second point, MIT put out a new study being trumpeted by a group pushing for life-cycle assessment. The study analyzes the environmental and economic impacts of paving and building materials. Here's some details:

The research team's initial findings indicate that concrete pavements can lead to potentially significant vehicle fuel efficiency savings over asphalt pavements. These fuel efficiency savings could result in substantially lower life-cycle carbon emissions for concrete pavements compared to asphalt pavements. MIT researchers are poised to further analyze fuel consumption in 2011 to provide additional data on findings of fuel savings associated with pavement design.

I honestly have little interest in the long-term environmental impact, though I have no problem with reducing carbon emissions if there are tangential economic benefits. In this case, they are studying fuel efficiency. If transportation projects can come in at a lower long-term cost **and help drivers spend less money**, it's an economic no-brainer. We can reform the way we pay for roads, save money and do it with transparency and competition. These are just a few of the ways state and federal government can *reform* the system, not just *cut*.

This blog post was reprinted with permission from the blog's author, Justin Higgins. You can find this post and other posts by Mr. Higgins at nomuzzle.com

U.S. Producer Price Index: September 2011



	Annual			Monthly					
	2008	2009	2010	Mar-11	Apr-11	May-11(p)	Jun-11(p)	Jul-11(p)	Aug-11(p)
Steel Mill Products	210.4	157.5	182.9	206.0	211.3	212.8	209.1	210.2	208.2
% Change Year Ago	20.6%	-25.2%	16.1%	15.2%	13.1%	10.1%	7.0%	11.8%	14.3%
% Change Month Ago				2.9%	2.6%	0.7%	-1.7%	0.5%	-1.0%
Lumber	95.9	87.6	98.1	99.7	98.9	97.1	96.6	97.1	98.1
% Change Year Ago	-6.3%	-8.6%	11.9%	0.5%	-4.0%	-8.0%	-3.1%	-1.1%	1.5%
% Change Month Ago				0.8%	-0.8%	-1.8%	-0.5%	0.5%	1.1%
Concrete Products	138.0	140.2	138.0	137.8	137.5	137.8	137.6	137.8	137.6
% Change Year Ago	3.5%	1.6%	-1.6%	-0.7%	-0.4%	0.0%	-0.2%	-0.1%	0.0%
% Change Month Ago				-0.1%	-0.2%	0.2%	-0.1%	0.1%	-0.1%
Asphalt*	196.8	194.2	201.9	187.4	209.0	214.2	217.4	219.9	219.3
% Change Year Ago	24.4%	-1.3%	4.0%	2.0%	2.4%	4.5%	6.0%	8.1%	8.1%
% Change Month Ago				0.2%	2.3%	2.4%	1.5%	1.1%	-0.3%

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

The steel, lumber, and asphalt PPI increased from August 2010 (up 14.3%, 1.5%, and 8.1% respectively). The concrete PPI remained flat at 0.0%. Each PPI except for lumber decreased month-over-month. Lumber was up 1.1% from July, while steel, concrete, and asphalt were down 1.0%, 0.1%, and 0.3% respectively.

KRMCA CONCRETE DESIGN AWARDS ENTRY FORM

(Projects completed between 1/1/2010 and 12/31/2011)

*All projects must be submitted by a **KRMCA READY MIXED CONCRETE PRODUCER MEMBER.** Awards will be presented at the 2012 KRMCA Annual Convention (Feb 3, 2012) in Louisville, KY.*

1. **COMMERCIAL/INDUSTRIAL BLDG.** _____
2. **PARKING LOT/PARKING STRUCTURE** _____
3. **DECORATIVE CONCRETE** _____
4. **RESIDENTIAL** _____
5. **PUBLIC WORKS PROJECT** _____
6. **SPECIAL or SUSTAINABLE/GREEN PROJECT** _____

Location _____

Type (i.e. school, church, office bldg., warehouse, etc.) _____

Square Footage _____ Completion Date _____

Number of cubic yards of ready-mixed concrete in structure _____

Number of cubic yards of ready-mixed concrete in parking lot/driveway _____

Architect/Designer _____

Contractor _____

Owner _____

Why does it deserve recognition? (Be concise, but use other side if necessary.)

Concrete Furnished by _____

Nomination/Entry Submitted by: (Name) _____

(Company name) _____

(Address) _____ (City, State ZIP) _____

(Email) _____ (Phone) _____

DEADLINE: January 2, 2012

Enclose Photos and RETURN to:

Kentucky Ready-Mixed Concrete Association, 1 HMB Circle, Frankfort, Ky 40601

County is likely to use concrete more on its highway projects | ABC Newspapers

<http://abcnewspapers.com/2011/09/09/county-is-likely-to-use-concrete-more-on-its-highway-projects/>

September 26, 2011

by Peter Bodley
Managing Editor

Expect to see more concrete paving on Anoka County roads in the future.

The Anoka County Board gave the Anoka County Highway Department the green light for two such concrete overlay projects this year.

One was a three-mile stretch of Viking Boulevard (CSAH 22) in Nowthen and the other was a three-mile segment of Crosstown Boulevard (CSAH 18) between CSAH 20 and Highway 65 in Ham Lake and Andover.

Most county overlay projects continue to be paved with asphalt/bituminous as in past years.

But concrete has a longer life and the finished project is a smoother product than asphalt, according to Doug Fischer, county highway engineer.

In the past, asphalt/bituminous was a lot less expensive to use than concrete, Fischer said.

However, that has changed as the price of oil, which is an integral part of asphalt, has risen sharply and the price of concrete has remained stable, he said.

In addition, a thinner concrete product called whitetopping, is now available for overlay projects, which was not the case in the past, Fischer said.

The concrete paving available before was thicker to prevent curling and cracking, he said.

According to Fischer, asphalt has a life expectancy of 10 to 15 years with several crack sealing applications needed during that time period.

On the other hand, a concrete pavement is good for 20 to 25 years, Fischer said.

"You don't have to touch it during that time," he said. "Concrete is now more cost effective than it used to be."

The contract for the Viking Boulevard concrete overlay had some cost overruns, which were approved by the board.

But \$76,000 of that overrun was because more concrete was needed than expected because of the deteriorated condition of the road and another \$75,000 was required to meet a new Minnesota Department of Transportation (MnDOT) mandate that the joints be sealed.

In addition, the county paid the contractor, PCI Roads Inc., \$95,000 more because it met quality incentives written into the bid specifications, Fischer said.

"The incentives put into the contract made it an excellent project," he said.

"The quality of the ride is smoother and we expect to get almost double the life out of it."

And it took less time to set up the project, which meant that it got done and was open to traffic faster, Fischer said.

Continued on Page 20...

County board members were enthusiastic about the project. "It's a wonderful project," said County Commissioner Matt Look. "It's smoother than I anticipated."

If road conditions make it cost effective to use concrete rather than asphalt, then Fischer said he will recommend that concrete is used.

But there needs to be a good sub-grade (sand), good lane and shoulder width and the right kind of sloping, he said.

And it makes no sense to use concrete if a road scheduled for an overlay is expected to be reconstructed in a few years to meet road capacity needs, Fischer said.

The county board's Public Works Committee had considered using concrete, rather than asphalt/bituminous on the Main Street/County Road 25 reconstruction project now under way from Crane Street in Coon Rapids to Ulysses Street in Blaine.

Indeed, a bid alternative for concrete was included in the specifications for the design-build project.

But to go with concrete would have cost an extra \$2 million, all of which would have had to be borne by the county, and added 70 days to the project timeline, which is scheduled for completion in August 2012 before the 2012-2013 school year begins.

"That would have been a significant delay," said Anoka County Board Chairperson Rhonda Sivarajah.

According to Fischer, the asphalt that is being used to pave the reconstructed Main Street/County Road 25, is "very deep, high strength pavement."

Peter Bodley is at peter.bodley@ecm-inc.com

This article was reprinted with permission from Mr. Peter Bodley. It first appeared online at <http://abcnewspapers.com/2011/09/09/county-is-likely-to-use-concrete-more-on-its-highway-projects/>

Calling All Pictures!!!



Get out your cameras and make use of them. The KRMCA is calling for pictures of concrete local streets and roads, concrete highways and interstates, and other concrete roadways. The KRMCA is asking for these pictures to be used in upcoming publications. Pictures are worth a thousand words. Send your pictures with their location/name and year of placement, if known, to the KRMCA office or to bruffing@krmca.org.