HTETCO Asphalt Pavement Rehabilitation Using Mill and Fill

The Highly Effective Professional Estimator

KALWALL

Preconstruction
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ASPE National President
All Thing Estimating
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With the arrival of fall, we are returning from vacation, school is back in session and ASPE Chapters are returning to scheduled business. We all look forward to re-establishing friendships and building new ones.

The Society has been very busy these past few months. The Board of Directors have modified Corporate Membership by expanding the levels to include (a number of) individual memberships, as well as to add a base Corporate Membership that will appeal to smaller companies. Details will be shared in the upcoming month.

The Society Business Office has advanced to a virtual office. This change is invisible to Membership, as all Society Business will be handled by the same capable and caring staff. In the past, the office hosted Board Meetings and housed our small staff and files. With digitization of records and moving to Board conference calls, operational expenses are reduced by the elimination of rent, utilities, and other related expenses. Nothing more has changed; ASPE is a more efficient and cost effective Association.

As a Board, we challenge each Member to recruit a new Member. With this effort, ASPE will have the opportunity to develop and deliver additional Membership benefits to all.

If you have not yet earned your CPE (Certified Professional Estimator) designation, we invite you to apply for this elite status. Display your skillset and remind your manager the value you bring to the company by developing those industry leading estimates. If you are beginning a career in estimating, consider the AEP (Associate Estimating Professional) designation. This validates your knowledge of estimating practice and prepares you for the journey of earning your CPE. I was awarded my CPE in 2007, and it has been a valuable asset and deciding factor for project award in a number of presentations and proposals that I developed over the past 12 years.

Your Governors are working hard to schedule and develop programs for Fall Regional Conferences. These Conferences deliver great programs and good fellowship. I encourage all to attend.

In the past, communication between Board Members and Membership has been a challenge. PLEASE COMMUNICATE WITH A BOARD MEMBER. YOUR FEEDBACK IS VITAL TO THE HEALTH OF THE ORGANIZATION.

Your support is appreciated as we continue to strive to make this Society the construction industry’s leader and recognized authority in professional estimating.
When a cylindrical container is lying on its side, the following formula can be used in calculating the volume of liquid in the container.

\[ V = \frac{4}{3}h^2L \sqrt{\frac{d}{h} - 0.608} \]

- **V** = Volume in cubic feet
- **h** = Height of the liquid in the container
- **d** = Diameter
- **L** = Length of the cylinder

**What is the volume of fluid in a cylindrical container 116’ long, 17’ in diameter, and filled to a height of 4.5 feet?** To eliminate the potential for a significant difference in the answer, use 4 significant digits during your calculations, then round as instructed.

Additionally, we need to **paint the exterior of the container** with 4 coats of paint (1 primer coat and 3 finish coats). 1 gallon of primer covers 115 SF, and the finish coats each cover 235 SF per gallon for the succeeding coats. **How many gallons of paint do we need?** Round your paint quantity up to the nearest gallon for primer and paint. Do not worry about waste, cleanup, etc.

A few hints:
- For the volume calculation, the number under the radical is 3.1698.
- The surface area of the ends of the cylinder should be around 454 square feet.
## Welcome to Our New Members (June + July)

<table>
<thead>
<tr>
<th>NAME</th>
<th>COMPANY</th>
<th>CHAPTER</th>
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</thead>
<tbody>
<tr>
<td>Sevag Manuelian</td>
<td>Foam Sales Group</td>
<td>Los Angeles</td>
</tr>
<tr>
<td>Lorena Quintero</td>
<td>Willscot</td>
<td>San Diego</td>
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<tr>
<td>Michael Winans</td>
<td>Escondido Winsupply</td>
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<td>Tyler Lab</td>
<td>CFC Construction</td>
<td>Denver</td>
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<td>Stuart McKinzie</td>
<td>Gilbane Building Company</td>
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<tr>
<td>Ujival Vyas</td>
<td>Alberti Group, LLC</td>
<td>Chicago</td>
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<tr>
<td>Juliana Tesoriero-Capone</td>
<td>Capone Electrical Contractors Corp</td>
<td>New York</td>
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<td>Hollis Bostic</td>
<td>Bostic Information Systems, Inc.</td>
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<td>Meisa Durdia</td>
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<tr>
<td>Eric Spiewak</td>
<td>Freese Johnson</td>
<td>Atlanta</td>
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<td>Jose Zamora</td>
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<td>Houston</td>
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<td>Olukanyinsola Keleko</td>
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<tr>
<td>Amanda Goldsmith</td>
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<td>Greater D.C.</td>
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<tr>
<td>David Keller</td>
<td>Bozzuto Construction Company</td>
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<tr>
<td>Fernando Miranda</td>
<td>Miranda Company</td>
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<td>Nick Haghverdi</td>
<td>Partners Electric Service Inc</td>
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<td>Michael Worstell</td>
<td>Structure Projects</td>
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<td>Neighbors Const</td>
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<td>Tyler Coffin</td>
<td>Doten’s Construction</td>
<td>Maine</td>
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<td>Rick Cragan</td>
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<td>Three Rivers</td>
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<td>Tod Dannecker</td>
<td>Northridge Electric a Division of Burgos</td>
<td>Roadrunner</td>
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<td>Michael Knettel</td>
<td>Young &amp; Associates</td>
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<td>Alpha Corporation</td>
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<td>Dustin Taylor</td>
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<td>J.O. Flowe Grading Co., LLC</td>
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<td>Rose Chihoim</td>
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<tr>
<td>Victor Tengowski</td>
<td>Fishbeck Thompson Carr &amp; Huber</td>
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## Membership Classification Count (as of 08/01/2019)

<table>
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<td>Estimator</td>
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<td>Fellow</td>
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<tr>
<td>Honoray Member</td>
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<tr>
<td>Member Emeritus</td>
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<td>Student</td>
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<td><strong>Total</strong></td>
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## Congratulations to New CPEs + AEPs (June + July)

<table>
<thead>
<tr>
<th>NAME</th>
<th>COMPANY</th>
<th>CHAPTER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Radhika Kulkarni, AEP</td>
<td>Construction Cost Management, Inc.</td>
<td>Dallas/Ft.Worth</td>
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<tr>
<td>Nishant More, AEP</td>
<td>Blundall Associates, Inc.</td>
<td>Dallas/Ft.Worth</td>
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<tr>
<td>Mark Skinner, AEP</td>
<td>Carl A. Nelson &amp; Company</td>
<td>Old Fort</td>
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<tr>
<td>Lindsey Lambert, AEP</td>
<td>CI3</td>
<td>Des Moines</td>
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<tr>
<td>Tyler Cox, CPE</td>
<td>Professional Project Services</td>
<td>Des Moines</td>
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<tr>
<td>Donna Patterson, AEP</td>
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<td>Sarah Witkowski, AEP</td>
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<td>Jeffrey Visava, CPE</td>
<td>Hathaway Dinwiddie</td>
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<td>Caleb Nethers, CPE</td>
<td>Singleton Construction, LLC</td>
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<td>Josh Rogers, CPE</td>
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<td>Matt Polvi, AEP</td>
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<tr>
<td>Donald Montgomery, AEP</td>
<td>Pro2Serve</td>
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<tr>
<td>Mike Macdonald, CPE</td>
<td>Studio Eagle</td>
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<tr>
<td>Timothy Fischer, AEP</td>
<td>Professional Project Services</td>
<td></td>
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<tr>
<td>Subiksha Ravichander, AEP</td>
<td>DPR Construction</td>
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</table>
We have all experienced it. Bid day rolls around, and we are not fully prepared. This includes any number of things from not realizing that a special item is to be included and we have no idea what it is worth to forgetting to request the bid bond in time. Sometimes being unprepared means we do not submit a bid, which of course means we have lost. Other times it means we throw something together and are selected for a project that we wished we weren’t awarded. (My father used to say, “son, it’s always better to be sorry that did not get a job, than to be sorry that you did.”) We might also take a stab at some item and overprice it to a point it costs us the project.

We have also been in situations where a certain project, for whatever reason, generates more interest than others; and bid day becomes a nightmare of bids rolling in faster than they can be analyzed. We have not brought in additional staff with scope assignments that can handle the onslaught. This is a sure recipe for a mistake. Or what about the architect who has ten alternates (with multiple trades of course) … or ten addenda … or unit prices … or a particularly difficult bid form.

We must be ready when that day comes, or we are just wasting the company’s money. Time and effort goes into bidding a project, and we may pass on one project to bid another. If not prepared, we could lose them both.

With enough experience, I began training all new estimators on what is expected of them. I prepared the following Seven Habits of a Highly Effective Estimator to use for training. Hopefully, they will read it and re-read it enough to develop these habits.

**Seven Habits of the Highly Effective Estimator**

1. **Bids every project aggressively**
   a. Believes each job can be won
   b. Goes for the KILL!
   c. Loves the feeling of winning
   d. Looks for new projects to bid

2. **Study each project thoroughly**
   a. Reads the specs, all of the specs
   b. Study the geotechnical report
   c. Study the general conditions for special or unusual conditions
   d. Looks for special schedule considerations
   e. Checks for sales tax considerations (exempt, new, renovation)
   f. Look early for unusual items that might be hard to price on bid day and gets numbers coming
   g. Study all addenda and notes changes on the plans
   h. Visit the site
   i. Build the project in his mind
   j. Develop a list of questions and talk with the architect
   k. Discuss the project with field staff
   l. Discuss the project with subcontractors
   m. Develop a list of value engineering ideas
   n. Prepare a thorough review of the project for management
3. **Promote each project**
   a. Send out solicitations
   b. Talk with subs
   c. Seek out new subs
   d. Talk to management
   e. Seek the advice of superintendents and project managers
   f. Make sure we are listed in all publications
   g. Keep an ear to the ground for interest in the project

4. **Do the math**
   a. Know the overall area to be built
   b. Make all takeoffs as accurate as possible
   c. Take-off as many items as practical including: site; site concrete; concrete; masonry; metal studs & drywall; carpentry; ceramic tile; ceilings; paint; floor covering
   d. Check our estimates against normal costs or sub numbers
   e. Make sure the estimate is set up accurately (checks against spec index)
   f. Have all takeoff work complete well before bid-day
   g. Have an overall idea of the cost of the project

5. **Organize bid-day**
   a. Have division of work allocated ahead of time
   b. Have scope sheets organized
   c. Make arrangements for extra support
   d. Have all alternates and unit prices estimated and filled in
   e. Have the bond ready
   f. Have the proposal form ready
   g. Have the person turning in the bid thoroughly briefed

6. **Put it together**
   a. Qualify sub bids thoroughly
   b. Prepare qualifications
   c. Enter the numbers accurately
   d. Submit the bid on time

7. **Review each project after the bid/proposal**
   a. Review failures
   b. Track successes
   c. Prepare Bid book for project management
   d. Be careful about making commitments
   e. Develop relationships with subs and suppliers
Project Report

Aspen Music School
Aspen, Colorado

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Aspen Music School

A building in the mountain foothold of Aspen, Colorado designed to mirror its landscape would not be complete without the light from the sky. That’s the role Kalwall translucent panels played in the award-winning design by Harry Teague Architects.

Two of the centerpiece buildings on the Matthew and Carolyn Bucksbaum Campus featuring Kalwall systems were part of the design the American Institute of Architects Colorado West section awarded its highest honor to recently.

The Bucksbaum Campus project was given the Honor Award for Commercial/Institutional design. The Honor Award is the section’s highest achievement and the Bucksbaum Campus was the only project bestowed that award this year. The project is part of a $60 million renovation to the campus.

Two of the buildings on the picturesque campus shared by the Aspen Music Festival and School, and the Aspen Country Day School feature Kalwall wall systems. The Edlis-Neeson Hall and Scanlan Hall are breathtaking spaces, acoustically advanced halls that allow a full orchestra to rehearse on the inside and are impressive visually on the outside.

Kalwall systems allow naturally diffuse daylight to provide museum quality lighting to a building. In addition to being energy efficient – they are a staple for architects looking for a high LEED rating – they are visually prominent in Mr. Teague’s design.

Alan Fletcher, the President and CEO of the Aspen Music Festival and School, said in an interview with Aspen Public Radio that the design represents the water, the grand Highland Bowl surrounding the campus and, through the use of Kalwall translucent panels, the beautiful Colorado sky that bathes the hall in light.

The halls flank a pavilion named in honor of Teague and sit on the edge of a pond on the 37 acre campus that is two miles from downtown Aspen and is host to the summer-long Aspen Music Festival. The Aspen Music Festival is considered the premiere classical music festival in the country and hosts over 300 events during an eight week period.

The halls have been so well received that there are plans to incorporate Kalwall systems in some of the other new buildings being planned on the Bucksbaum Campus.
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FACES OF ASPE: Leanne LeGare

Chapter 54 – Columbia - Pacific – Chapter President
Hoffman Construction
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Best advice I ever received
Best advice I share with young (and not so young) estimators

Chapter goal for 2019 - 2020

If I wasn’t doing this, I would

It doesn’t matter if you are a leader or a follower, as long as you are a team player.

Be your own advocate. Tell your supervisors about your career goals and aspirations. Share your vision on how they can help you succeed.

My Chapter goal for 2019 - 2020 is to increase communication via the ASPE National Website and participate in more community events.

I would work for a non-profit, advocating for careers in construction.

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Hoffman Construction
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HTETCO Asphalt Pavement Rehabilitation Using Mill and Fill

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Section 5: Special Risk Considerations
Section 6: Ratios and Analysis - Testing the Bid
Section 7: Conclusion
Section 8: Sample Drawing and Details
Section 9: Sample Take-Off and Pricing Sheets
SECTION 1: INTRODUCTION

Brief Description
A simple request from an owner of a property to ‘fix my driveway’ or ‘repair my asphalt parking lot’ leads to a myriad of questions. And, the scope of the ‘fix’ can range from an inexpensive application of sealant to a full depth replacement including the aggregate subbase. An owner may ask for a ‘mill and fill’ rehabilitation, which refers to the removal of the existing asphalt wearing surface by means of milling (mill) and resurfacing with new asphalt (fill). This technical paper is a guide to providing a detailed estimate fulfilling the owner’s specific request for a ‘mill and fill’. The application of pavement markings and installation of parking accessories are not included in the scope of this paper.

SECTION 2: TYPES AND METHODS OF MEASUREMENTS

The elements of a mill and fill paving project are quantified using Linear Feet (LF), Square Yards (SY), Cubic Yards (CY), Gallons (GAL) and Tons (TON). There are many elements sharing the same takeoff quantities, or simply factored off an established takeoff.

For the asphalt removal phase of the project, quantities are developed for area of milling, length of butt joints and the amount of waste material. The milled area is specified by the owner, and takeoff is in SY. At the interface of the parking lot and adjacent road a butt joint is required and is measured in LF. The volume of removed asphalt is measured in CY and calculated by factoring the removal area by the designated depth of removal.

The quantity takeoffs for the placement of the asphalt wearing surface are area of pavement, length of pavement banding, and length of wedge curb. The placement of the asphalt wearing surface share the takeoff of the milling area in SY. Banding is the sealing of the cold joints of the asphalt, and these are the joints where hot asphalt mix is placed against cold asphalt, and where new asphalt abuts concrete with liquid asphalt cement. Banding is measured in LF and the material required is purchased by the GAL. A wedge curb is made of asphalt mix and placed monolithically with the wearing surface, and it is measured in LF.

The quantity takeoff for milling, in SY, is converted to CY by multiplying by the depth of the removal to derive the amount of waste requiring disposal. The CY of asphalt millings are used to determine the number of dump-truck loads to account for. The milled area is also used to cost the application of the tack coat, sprayed on the milled surface to adhere the new asphalt mix to the old. The volume (GAL) of tack liquid needed is calculated using the application rate in GAL per SY. The required tons (TON) of new asphalt required for the wearing surface is calculated by multiplying the milled area (SY) by specified pounds per SY.
SECTION 3: PROJECT SPECIFIC FACTORS TO CONSIDER IN TAKEOFF AND PRICING

Size, Shape and Depth

The takeoff of quantities for an asphalt pavement rehabilitation project using mill and fill is relatively consistent across small and large projects. The size of the area of asphalt pavement removed and replaced is the most influential factor on the unit price of the project. Next to consider is the shape of the area, the shape determines the number of setups of the equipment. The depth of the removal and replacement is the third contributor to the cost of the project.

Each time the milling machine and paver must stop and reset on another line production stops, increasing the unit cost per square yard. The size and shape of the work area greatly influences the frequency of these stops and starts, or resets. A small parking lot that wraps around a building will require many resets, relative to the area being repaired. A large parking lot in front of a big-box store requires few resets relative to the repair area. Optimizing the milling and paving plans is the most efficient way to lower costs.

The depth of the milling and paving is also a large contributor to the cost of the project. Two components of the cost are affected by the depth of the repair. One: the production of the crew slows as depth increases. And two: the amount of materials removed and placed increase. The increased materials have the greater impact on cost than production.

Phasing and Trucking

The work of a mill and fill project can be phased in a few ways; the parking lot or driveway is shut down for the duration, and free access is given to the contractor, the work area is broken-up and completed in portions, or the work area is accessible only during specific times. The owners of parking lots and driveways must consider the impact of this work on the users of the parking lot and pick the least intrusive method of rehabilitation.

The most cost-effective way to do the project is one uninterrupted phase, for the owner to allow all the milling and paving to be completed in sequence. The ability to finish all the milling before starting the paving is beneficial to small projects. One phase reduces the cost of hauling on large projects by allowing the contractor to combine the trucking for the milling waste and the new asphalt material.

On small projects the combination of reducing the equipment mobilizations and crew down-time eliminates cost inefficiencies. Small work areas do not allow for multiple crews’ worth of equipment to be staged on the job-site and breaking the small area up into smaller areas requires equipment to be moved on and off the job site for each area. Often there are difference crews for milling and paving. Breaking the small work zone in to smaller areas will require more crew days and add cost to the project.

The ability to combine the trucking of milling waste and new asphalt reduces the overall trucking costs. Sequencing the milling and paving to allow the dump trucks to be loaded with milling waste, taking the waste to the asphalt plant where the new paving material is produced, and returning to the job site to deliver material to the paving operation. For this to occur the project site must be large enough for the crews to work simultaneously and not block each other.

Owners may require the work be done during ‘off hours’, meaning ‘at night’. The issues that arise from this requirement are material availability and trucking. The asphalt plant may stay open for a small fee that must be accounted for. And the availability of dump-trucks for night work is limited because of the regulation of the hours of service.

The trucking costs can be affected by local weight limitations. Capacities of dump trucks vary greatly from state to state, based on the configuration of the axles of the truck. An estimator must explore these regulations when leaving the company’s normal geographical area.

Seasonal Effects on Price

The scheduling of the work effects the pricing of the work. Weather limitations on paving with asphalt are written into state’s departments of transportation construction specifications and municipality codes. Private owners do not have to follow these limitations and are often unaware of them. When the work schedule falls in these limitations the availability of material may be reduced by the closure of asphalt plants because of weak demands, and additional material and hauling costs are reflected in the project price.

SECTION 4: OVERVIEW OF LABOR, MATERIAL, EQUIPMENT, INDIRECT COSTS AND MARKUPS APPROACH AND APPROACH TO MARKUPS

Labor and equipment costs for mill and fill projects are calculated on a per hour basis. The equipment for a mill and fill project is consistent in its utilization, and the crews are established. Mill and fill projects are most often requested by private property owners and are not subject to prevailing wage rates, the estimator uses established company labor rates and crew make-ups unless specified to meet labor requirements. Labor costs include the worker’s wage plus all company cost for taxes:
HTETCO Asphalt Pavement Rehabilitation Using Mill and Fill... continued

federal, state and local, insurances; medical and worker compensation, and additional benefits: vacation and retirement.

Equipment rates are established by the company for owned equipment or developed from quotes for needed rental equipment. Equipment rates include the cost of ownership: purchase, depreciation and insurance, maintenance: preventative care and wear parts, and fuel. The required fuel for a rented piece of equipment is often not included in the rental rate and must be accounted for.

Due to the short duration of most mill and fill projects, the cost will reflect a minimum of eight hours worked per day per crew. The size of a project may require a day to extend to ten or eleven hours to meet a schedule or keep the job to one day. The estimator must also account for the anticipated work schedule of the crews for the construction season and add the costs of overtime by multiplying the base labor rates by an overtime factor.

As an example: the workmen are anticipated to work fifty-five hours per week and work on an average of three jobs per week. It is difficult for the estimator to burden specific jobs with the exact costs of overtime. The estimator can build an overtime cushion in to all projects by factoring the labor costs by 1.136, and no one job will overpriced. (Table 1)

![Table 1](https://example.com/table1.png)

The materials needed for a mill and fill project include but is not limited to: wearing course asphalt mix, tack coat liquid and liquid asphalt cement. The material cost is based on the quantity takeoffs performed and established application rates. The estimator must account for the taxes and delivery of these materials to the jobsite. Tack liquid and liquid asphalt cement are typically brought out of the contractor’s inventory, and the estimator has known costs of the materials delivered to inventory. The trucking of the mixed asphalt material to the project site is calculated as part of the material cost. The estimator must know the capacity of the dump truck, in the unit of measure of the asphalt mix, the duration of a round trip from the plant to the jobsite and back, and the hourly operated cost of the dump truck. (Table 2, for 22Ton capacity dump trucks)

![Table 2](https://example.com/table2.png)
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The direct costs of a project are covered in the items of work they are associated with. There are indirect costs for a project that cannot be assigned to a specific work item. The indirect costs accounted for in an estimate may include: fees related to bonds, permits, engineering design and inspection; company project supervision and management, including vehicles; and company corporate management fees.

The final pricing of the estimate occurs after all the direct labor, equipment and material costs are calculated, and after all the indirect costs are applied to the estimate. The estimator consults with management and weighs the risk of the project, current backlog, project schedule, and the competition. Higher profits come from projects that carry higher risks, have less competition or add backlog beyond capacity. Projects with low risk, a lot of competition or are needed to fill backlog capacity will carry less profit.

SECTION 5: SPECIAL RISK CONSIDERATIONS
Mill and fill paving projects have few risks to consider. The two biggest risks to consider are access and owner relationships. Access to the site may be limited by several things. A narrow path as be the only access to the site limits the number of dump trucks able to safely operate in the area causing the trucking costs to increase. Low hanging utility lines or overhanging trees limit the height a dump truck can raise its bed to place material in the paver, and the paver must stop paving to travel from under the overhead obstruction to be filled and then reset to continue paving. The relationship with the owner is also a special risk to consider, an owner who ‘nit-picks’ a project will command a higher price because rework is anticipated and accounted.

SECTION 6: RATIOS AND ANALYSIS
As standard practice, an estimator should use historical data collected from completed jobs to develop new estimates. The process of completing a specific task will not change drastically from job to job. The estimator will find projects of similar scope and size to compare historical actual costs to the estimated costs. This information cannot be accepted without question and must be adjusted to the project specific requirements.

Mill and fill paving projects lend themselves to several quickly calculated ratios for analysis purpose. The price per ton of placed and when the price falls outside of the acceptable range the estimator can look for errors in calculated costs. To narrow down if the error is in a production rate the estimator may use the following ratios: square yards milled per day per crew, and tons of asphalt mixed placed per day per crew. The price per ton or price per square yard should be compared to other accepted proposals given to an owner because they have become accustom to a specific price and may question why one project was so costly or why they are not receiving this discounted price on all proposals.

SECTION 7: OTHER PERTINENT DATA
Asphalt pavement rehabilitation is a needed and valuable solution to the requests of a property owner. The mill and fill project is an efficient method to correct ride quality and safety issues, but must be done at the correct time. If the pavement has deteriorated beyond the wearing surface covering the base course issues just wastes the money of the own and gives the asphalt industry a black mark. A thorough project evaluation and honest proposal builds trust between the contractor and owner and leads to the success of the company and product.
HTETCO Asphalt Pavement Rehabilitation Using Mill and Fill... continued

Figure 2 shows the detail of banding with liquid asphalt cement over the cold joint along the sidewalk.

Figure 3 shows the plan detail of a six-inch wedge curb on the paved surface. A wedge curb is placed monolithically with the surface and requires hand rolling.

Figure 4 shows a mill and fill area in front of a big-box store, a large unobstructed area.
SECTION 9: SAMPLE ESTIMATE

Example takeoff and estimate do not reflect plans shown in figures above.

**Figure 5**

<table>
<thead>
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<th>Description</th>
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<tr>
<td>Area A</td>
<td>180 ft</td>
<td>66 ft</td>
<td>1320 SY</td>
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<td>Area B</td>
<td>80 ft</td>
<td>66 ft</td>
<td>587 SY</td>
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<tr>
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<td>60 ft</td>
<td>133 SY</td>
</tr>
<tr>
<td>Butt Joint</td>
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<td></td>
<td></td>
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<td>PAVING</td>
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<td></td>
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<td>WEDGE CURB</td>
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<td>Area B</td>
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**Figure 6**

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<th>Unit Price</th>
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<td>SY</td>
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<td>$4,794.00</td>
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<td>Wearing Course Paving, 1.5in Depth</td>
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<td>Banding</td>
<td>238</td>
<td>LF</td>
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<td>$154.70</td>
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<td>Wedge Curb, 6in</td>
<td>456</td>
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<tr>
<td><strong>Total Cost</strong></td>
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<td>$27,332.30</td>
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</table>

**Overhead and Corporate Fees (18% of Direct Cost)**

| Profit (12% of Direct Cost)        | $3,279.88 |
| Total Proposal                     | $35,531.99 |
3 Steps to Annual Renewal

Step 1 = PDUs

Professional Development Units must be earned + logged within the calendar year. Submit documentation, in PDF or DOC format, to back-up journal entry.

CPE = 24 PDUs
AEP = 12 PDUs

To access the PDU Journal, sign into your ASPE Profile.

PDU Reference Table found on the Certification page.

CPE = Certification > CPE Applications + Forms > More Information
AEP = Certification > Certification Program (AEP) > More Information

Step 2 = Application

Certificate holders are required to complete the Renewal Application from within their profile.

CPE = Certification > CPE Applications + Forms > More Information
AEP = Certification > Certification Program (AEP) > More Information

Step 3 = Fees

Renewal Fees are paid within the online application, available at ASPEnational.org / Certification.

CPE + AEP Renewal Fees
ASPE Member = $ 50
Non-Member = $350

Certification Cycle = January 1 – December 31
Do you wish to know how many PDUs are approved in your Journal for this calendar year?

CPE + AEP Certificate Holders know that they are responsible to earn and electronically log Professional Development Units (PDUs) within their individual ASPE profiles. To find the minimum requirement and the total earned, follow the directions below.

1. Please sign into your Profile
2. Select: Quick Links
3. Select: Certification Journal
4. Select: Certification/Programs (This option appears gray, until you select it)
5. This tab will indicate the Minimum Required and the total Earned

Reference the picture below.

If assistance is needed, your Certification Coordinator is just an email away Certification@ASPEnational.org!
Is our industry re-branding estimating?
My vocation has been rebranded right before my eyes, but it should not be a surprise. Type in Preconstruction Manager in your favorite search engine and see the job opportunities pop up immediately. Tap on those opportunities and read the descriptions.

“We are seeking an individual with a successful track record providing all aspects of pre-construction services, particularly conceptual estimating and design team management. Qualified applicants will have 7-10 years of preconstruction experience, preferably with a self-performing commercial general contractor. Responsibilities include owner/architect collaboration, conceptual & hard bid estimating, quantity take-offs, and obtaining material and subcontractor pricing to assist with preparation of construction budgets. Effective communication and computer skills are essential. A qualified applicant is analytical, highly organized and a team player. An architectural, engineering or construction management degree is preferred.” -Findorff Construction

“Responsible for overseeing conceptual and negotiated projects throughout pre-construction phase. Provide leadership and project guidance as it relates to conceptual estimating, pricing, value engineering, scheduling, and profitability of projects.” -CD Smith Construction

“… provide preconstruction leadership in managing the design, estimating, and preconstruction phase of small to medium/large (up to $100M) healthcare sector projects. As a Preconstruction Manager, you will arrive each day ready to use your understanding of construction design, planning and management to create innovative plans to set the stage for a successful construction project.” – Boldt Construction

I think I can say that working as a Preconstruction Manager is what I have been doing for the last 15 years but with the title of Senior Estimator or Chief Estimator! In each of these job descriptions, estimating is mentioned in the first sentence. This fully recognizes how important estimating is before the project is designed, before the site is purchased, before contracts are written or before a schedule is drafted. Yet, this also tells us that we need to combine our estimating skills with these other important skills for this position. What just happened? What made this happen? Is it the changing roles in the construction industry? FOR SURE! Is the need to make Estimating more interesting to our next generation? YES! Does it make estimating a less important? NO!

“90% of the students in my estimating class will indicate they want to be Project Managers. Only a couple indicate an interest in being an Estimator. When asked if they’d be interested in Preconstruction Management – all hands go up.” – Chris Ray, CPC, CCA, CPE Associate Professor University Arkansas Little Rock. Preconstruction Manager salaries seem to be at the Senior Project Manager / Estimator wage levels. Ref: www.Glassdoor.com $54-119k, www.LinkedIn.com $58.5-122k, www.1salary.com $62.9-83.8k

Is this the “new” Senior Estimator? Nationwide salary averages indicate the highest paid person typically is a chief estimator after the executives in a firm. This would be above Senior Project Manager wages. There is still full value in an estimating career.

The Preconstruction Manager combines the skills of a Project Manager and the expertise of an Estimator. Not all Estimators can perform this job nor can all Project Managers. This position requires the skills of both career paths to merge.
Essential Duties and Responsibilities • Assist in developing projects for our healthcare clients. This may include: • Meeting with clients to determine their project needs and evaluating the client’s resources and capabilities in light of those needs. • Reviewing and incorporating historical project data into project development estimates. • Providing oversight for planning, design and construction. This includes reviewing design options and recommendations through set-based design methodologies. • Review proposal specifications and drawings; participate in pre-proposal meetings to determine scope of work and required contents of estimate. • Assist in developing the overall project budget and schedule, ensuring that these items encompass all planned development activities. • Facilitate the Authority Having Jurisdiction (AHJ) approval process (local, state and client). • Assist in the preparation of studies, materials and methods, and recommendations. • Lead aspects of the project by ensuring that project goals are set, leading project team kickoff meeting(s), and assisting in monthly financial progress reviews.

-Boldt Construction

“One of the Midwest’s leading builders are growing their team and looking for an experienced and motivated Preconstruction Manager/Chief Estimator…..Essential Functions: • Responsible for the overall estimate completeness/accuracy and control of the project budget. • Conceptual and hard-bid estimating, quantity take-offs, material and subcontractor pricing to assist with owner/architect collaboration • Approve project proposals/bid packages prior to presentation • Provide leadership and oversight of work with clients in the pursuit of new projects and conceptually prepare rough budgets for repeat clients” -GPAC Recruiting

“We're putting the pieces together to help us re-invent how the industry works from concept through operations and maintenance. Our commitment to being a leader in that and transforming how we can see the design, procure, pre-fabricate, assemble, maintain and operate facilities and structures is going to look a lot different 10 and 20 years today than it does now.”

-David Mortenson  www.mortenson.com/Careers

In just a few searches you can find these job definitions and supporting evidence that our industry is evolving and with that it can be expected our titles and our roles. Yet, at the base are the skills required for the once simply titled Estimator.

ASPE was founded with the need to provide Estimators a professional organization just 63 years ago. Had there been estimators before that? Of course. To support that just look at how old the word is.

Estimate (noun)

1560s, “valuation,” from Latin aestimatus, verbal noun from aestimare (see esteem). Earlier in sense “power of the mind” (mid-15c.). Meaning “approximate judgement” is from 1580s. As a builder’s statement of projected costs, from 1796.

estimate (verb)

1530s, “appraise the worth of,” from Latin aestimatus, past participle of aestimare “to value, appraise” (see esteem). Meaning “form an approximate notion” is from 1660s. Related: Estimated; estimates; estimating.

The vocation has been around for hundreds of years. Surely it has and will evolve. This should not be a surprise. Just think Abacus, sliderule, 10 key, calculator, HP or computer. With tools changing, so will job titles. We can also expect this as we see many of our tools in the industry that we use merge with other tools that had also been separate professions. Look what Trimble is doing with GC Estimator Suite or AutoDesk procuring Assemble. We can’t forget real-time estimating and 5D Cost Estimation.

Though it may seem “in vogue” to be re-branded. One can also see it as recognition that a vocation as important as estimating needs to incorporate more with our changing industry and possibly be called something different. The desire to solve puzzles, to make the design work and be affordable, to quantify and apply productivity, gather and apply historical costs, incorporate a new method or principle will not go away. We will still apply our Estimating skills acquired through education and experience to what we do …. only now with more tools and titles available to us.
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ANNOUNCEMENTS

Beginning October 1, 2020 Membership Renewal Invoices will be sent to the email address noted in your Member Profile. To ensure accuracy, please verify that all contact information is current and correct (by logging into the ASPE Website and updating your Profile) no later than September 20. (This also ensures accurate delivery of your Membership Renewal Packet, as well Estimating Today and other mailed updates!)

Recommended Bidding Procedures, an ASPE guide for Competitively Bid Construction Projects, has been updated and is available for (complimentary) download by Members. The revised 8th Edition is available on the ASPE website by selecting Resources / Publications.

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Chapter 59 – Central Indiana – Chapter President
Summit Construction Co., Inc.
Contact: cneal@summitconst.com

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Best advice I ever received

Best advice I share with young (and not so young) estimators

Chapter goal for 2019 - 2020

If I wasn’t doing this, I would
ALL THINGS ESTIMATING: SOLUTION

Chris Ray, CPE, - Chapter 33 - Arkansas - Author
Christy Jackson, MS, Math Solutions Editor

Volume of liquid in the container = Approximately 5,575 cubic feet
Paint required: Primer = 58 gallons + Finish Paint = 85 gallons = Total 143 gallons

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- Find exactly **who** you need, **where** and **when** you need them
- Always available, **always up-to-date**

TheBlueBook.com/ASPE  
(844) 617-2478
### 2019 ASPE Critical Calendar: September - December

#### SEPTEMBER

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
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<tbody>
<tr>
<td>11</td>
<td>Certification Committee Meeting via Conference Call</td>
</tr>
<tr>
<td>18</td>
<td>Education Committee Meeting via Conference Call</td>
</tr>
<tr>
<td>18</td>
<td>Joint Technical Committee Meeting via Conference Call</td>
</tr>
<tr>
<td>18</td>
<td>Chapter Reports due to Regional Governor for October Board of Directors Reports</td>
</tr>
<tr>
<td>20</td>
<td>Standards Committee Meeting via Conference Call</td>
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<tr>
<td>20</td>
<td>Committee and Technical Committee Chairs Progress Reports due to 1st Vice President and Society Business Office</td>
</tr>
<tr>
<td>25</td>
<td>Last day for Board of Director Reports to Society Business Office for October Board Books</td>
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<tr>
<td>27/28</td>
<td>2019 Central Plains Fall Regional Meeting - Indianapolis, Indiana</td>
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#### OCTOBER

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<tr>
<td>1</td>
<td>Society Business Office issues invoices for 2020 Membership Dues Renewals</td>
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<tr>
<td>5</td>
<td>Board of Directors Meeting via Conference Call</td>
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<td>9</td>
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<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>13</td>
<td>Certification Committee Meeting via Conference Call</td>
</tr>
<tr>
<td>16</td>
<td>Board of Directors Meeting via Conference Call</td>
</tr>
<tr>
<td>20</td>
<td>Education Committee Meeting via Conference Call</td>
</tr>
<tr>
<td>21</td>
<td>Standards Committee Meeting via Conference Call</td>
</tr>
</tbody>
</table>

#### DECEMBER

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>Deadline: Member Profile Updates for inclusion in 2020 Membership Directory + Buyers’ Guide</td>
</tr>
<tr>
<td>11</td>
<td>Certification Committee Meeting via Conference Call</td>
</tr>
<tr>
<td>18</td>
<td>Education Committee Meeting via Conference Call</td>
</tr>
<tr>
<td>19</td>
<td>Standards Committee Meeting via Conference Call</td>
</tr>
<tr>
<td>31</td>
<td>Members suspended from Membership if not renewed</td>
</tr>
</tbody>
</table>
### ASPE Chapter Meetings

#### Arizona
- **Arizona #6**  
  **Where:** Aunt Chilada's  
  7330 North Dreamy Draw Drive  
  Phoenix - 85020  
  **Date:** 2nd Tuesday; **Time:** 5:30 PM  
  **Meeting Contact:** Gene Plum  
  gplum@mccarthy.com

- **Old Pueblo #53**  
  **Where:** Varies  
  To Be Determined  
  **Date:** 1st Wednesday; **Time:** 5:30 PM  
  **Meeting Contact:** Trip McGrath, CPE  
  tripm@compusultinc.com

#### Arkansas
- **Arkansas #33**  
  **Where:** Baldwin & Shell  
  1000 West Capital Avenue  
  Little Rock - 72201  
  **Date:** 3rd Friday; **Time:** 12:00 PM  
  **Meeting Contact:** Chuck Garrett, CPE  
  cgarrett@baldwinshell.com

- **NW Arkansas #79**  
  **Where:** Varies  
  To Be Determined  
  **Date:** TBD; **Time:** TBD  
  **Meeting Contact:** Carrie Morones, CPE  
  aspe.cam@gmail.com

#### California
- **Los Angeles #1**  
  **Where:** The Barkley Restaurant  
  1400 Huntington Drive  
  South Pasadena - 91030  
  **Date:** 4th Wednesday, Jan. - Oct.  
  **Time:** 6:00 PM Social Hour  
  **Meeting Contact:** Bruce Danielson  
  lasofaspe@outlook.com

- **Golden Gate #2**  
  **Where:** AIA East Bay  
  1405 Clay Street  
  Oakland - 94612  
  **Date:** 3rd Wednesday; **Time:** 6:00 PM  
  **Meeting Contact:** Jeremiah Newens  
  jnewens@southlandind.com

- **Orange County #3**  
  **Where:** Ayres Hotel  
  325 Bristol Avenue  
  Costa Mesa - 92626  
  **Date:** 2nd Wednesday; **Time:** 5:30 PM  
  **Meeting Contact:** Kevin Murphy  
  president@aspe-oc3.org

- **San Diego #4**  
  **Where:** Varies  
  To Be Determined  
  San Diego  
  **Date:** 3rd Tuesday; **Time:** 5:30 PM  
  **Meeting Contact:** Lisa Thibodeaux  
  Lisa@constructionclasses.com

- **Sacramento #11**  
  **Where:** Rancho Cordova City Hall  
  2729 Prospect Park Drive  
  Rancho Cordova - 95670  
  **Date:** 2nd Friday; **Time:** 12:00 PM  
  **Meeting Contact:** Bryan Hall  
  bryan.hall@vanir.com

- **Silicon Valley #55**  
  **Where:** Varies  
  To Be Determined  
  **Date:** Varies; **Time:** Varies  
  **Meeting Contact:** Alan Jacobs, CPE  
  alan.jacobs@blach.com

- **COLORADO**  
  **Denver #5**  
  **Where:** To Be Determined  
  **Date:** 2nd Tuesday; **Time:** 5:00 PM  
  **Meeting Contact:** Paul Jonez  
  pjbonez@gtc1.net

- **CONNECTICUT**  
  **Nutmeg #60**  
  **Where:** Back Nine Tavern  
  245 Hartford Road  
  New Britain - 06053  
  **Date:** Varies; **Time:** 6:00 PM  
  **Meeting Contact:** Harrison Levy  
  klevy@petraconstruction.com

- **Yankee #15**  
  **Where:** To Be Determined  
  **Date:** TBD; **Time:** TBD  
  **Meeting Contact:** Gregory Williamson, CPE  
  gwilliamson@bondbrothers.com

- **DELAWARE**  
  **Delaware #75**  
  **Where:** Varies  
  To Be Determined  
  Wilmington  
  **Date:** 2nd Wednesday; **Time:** 5:30 PM  
  **Meeting Contact:** Estel Taylor  
  etaylor@albireoenergy.com

- **DISTRICT OF COLUMBIA**  
  **Greater D.C. #23**  
  **Where:** Jacobs  
  1100 North Glebe Road, Suite #12  
  Washington, DC  
  **Date:** 3rd Thursday; **Time:** Varies  
  **Meeting Contact:** Maurice Touzard, CPE  
  mtouzard@gmail.com
ASPE CHAPTER MEETINGS (CONTINUED)

**FLORIDA**

Tampa Bay #48
Where: Mission BBQ
5602 West Water Avenue
Tampa - 33634
Date: 3rd Tuesday; Time: 5:30 PM
Meeting Contact: Jim Cummings
jim.cummings@edunn.com

Gold Coast #49
Where: To Be Determined
West Palm Beach
Date: TBD; Time: TBD
Meeting Contact: Carri Morones, CPE
aspe.carri@gmail.com

Orlando #50
Where: Black & Veatch Offices
201 S Orange Avenue, Suite 500
Orlando - 32801
Date: 3rd Tuesday; Time: 6:00 PM
Meeting Contact: Danny Chadwick, CPE
dkchadwick@bellsouth.net

**GEORGIA**

Atlanta #14
Where: Sage Woodfire Tavern
4505 Ashford Dunwoody Road
Atlanta - 30346
Date: 2nd Monday; Time: 11:30 AM
Meeting Contact: Clinton Aldridge
clinton.aldrige@skanska.com

**INDIANA**

Central Indiana #59
Where: To Be Determined
Indianapolis
Date: 3rd Thursday; Time: 5:30 PM
Meeting Contact: Chris Neal
cneal@summitconst.com

Old Fort #65
Where: To Be Determined
Fort Wayne
Date: Last Thursday; Time: Varies
Meeting Contact: Phillip Salisbury, CPE
psalisbury@blundall.com

**IOWA**

Quad Cities #71
Where: To Be Determined
Davenport
Date: Varies; Time: Varies
Meeting Contact: Keith Parker, CPE
keithparker@circlebco.com

Greater Des Moines #73
Where: To Be Determined
Des Moines
Date: 1st Thursday; Time: Varies
Meeting Contact: Ray Conway
aspe.ia.73@gmail.com

**LOUISIANA**

New Orleans #9
Where: To Be Determined
New Orleans
Date: TBD; Time: TBD
Meeting Contact: Carri Morones, CPE
aspe.carri@gmail.com

**MAINE**

Maine #37
Where: Woodard & Curran
41 Hutchins Drive
Portland - 04102
Date: 1st Wednesday; Time: Varies
Meeting Contact: John Brockington, CPE
jbrockington@woodwardcurran.com

**MARYLAND**

Baltimore #21
Where: To Be Determined
Baltimore
Date: Varies; Time: Varies
Meeting Contact: Clint Townshend
ctownshend@phoenix-eng.com

**MASSACHUSETTS**

Boston #25
Where: Maggiano's Little Italy
4 Columbus Avenue
Boston - 02116
Date: 3rd Wednesday; Time: Varies
Meeting Contact: Erick Vargas
evargas@garlandboston.com

**MICHIGAN**

Detroit #17
Where: Visit www.aspe17.org
To Be Determined
Detroit
Date: 3rd Tuesday; Time: 5:15 PM
Meeting Contact: Gerald McClelland
gmclelland@auchconstruction.com

Western Michigan #77
Where: To Be Determined
Grand Rapids
Date: Varies; Time: Varies
Meeting Contact: Mike Alsgaard, CPE
maalsgaard@ftch.com
ASPE CHAPTER MEETINGS (CONTINUED)

MINNESOTA
Viking #39
Where: To Be Determined
St. Paul
Date: Varies; Time: Varies
Meeting Contact: Keith Parker, CPE
keithparker@circlebco.com

MISSOURI
St. Louis Metro #19
Where: St. Louis
To Be Determined
Date: 3rd Friday; Time: 7:30 AM
Meeting Contact: Keith Parker, CPE
keithparker@circlebco.com

St. Paul
Date: Varies; Time: Varies
Meeting Contact: Keith Parker, CPE
keithparker@circlebco.com

Heartland #32
Where: Uncle Buck’s Grill or Bass Pro Shops
See Meeting Contact
Date: 3rd Thursday; Time: 5:30 PM
Meeting Contact: Gregory Wienberg, CPE
gmwfam5@gmail.com

NEVADA (CONTINUED)
Las Vegas #72
Where: To Be Determined
Las Vegas
Date: 2nd Thursday; Time: Varies
Meeting Contact: Chuck James, CPE
wj@clarkcountynv.gov

MISSOURI
St. Louis Metro #19
Where: St. Louis
To Be Determined
Date: 3rd Friday; Time: 7:30 AM
Meeting Contact: Keith Parker, CPE
keithparker@circlebco.com

NEVADA
Las Vegas #72
Where: To Be Determined
Las Vegas
Date: 2nd Thursday; Time: Varies
Meeting Contact: Chuck James, CPE
wj@clarkcountynv.gov

NEVADA
Las Vegas #72
Where: To Be Determined
Las Vegas
Date: 2nd Thursday; Time: Varies
Meeting Contact: Chuck James, CPE
wj@clarkcountynv.gov

NEVADA (CONTINUED)
Las Vegas #72
Where: To Be Determined
Las Vegas
Date: 2nd Thursday; Time: Varies
Meeting Contact: Chuck James, CPE
wj@clarkcountynv.gov

NEW JERSEY
Garden State #26
Where: The Appian Way Restaurant
619 Langdon Street
Orange - 07050
Date: 1st Wednesday; Time: 5:30 PM
Meeting Contact: Jeffrey Senholzi
costnav@ptd.net

NEW JERSEY
Garden State #26
Where: The Appian Way Restaurant
619 Langdon Street
Orange - 07050
Date: 1st Wednesday; Time: 5:30 PM
Meeting Contact: Jeffrey Senholzi
costnav@ptd.net

NEW JERSEY
Garden State #26
Where: The Appian Way Restaurant
619 Langdon Street
Orange - 07050
Date: 1st Wednesday; Time: 5:30 PM
Meeting Contact: Jeffrey Senholzi
costnav@ptd.net

NEW YORK (CONTINUED)
Western NY #77
Where: To Be Determined
Rochester
Date: TBD; Time: TBD
Meeting Contact: Gregory Williamson, CPE
gwilliamson@bondbrothers.com

OHIO
Buckeye #27
Where: St. Louis
Columbus
Date: Varies; Time: Varies
Meeting Contact: Keith Parker, CPE
keithparker@circlebco.com

NEW JERSEY
Garden State #26
Where: The Appian Way Restaurant
619 Langdon Street
Orange - 07050
Date: 1st Wednesday; Time: 5:30 PM
Meeting Contact: Jeffrey Senholzi
costnav@ptd.net

NEW YORK
New York #10
Where: To Be Determined
New York City
Date: Varies; Time: Varies
Meeting Contact: Bruce Schlesier, CPE
bruce_schlesier@msn.com

NEW YORK
New York #10
Where: To Be Determined
New York City
Date: Varies; Time: Varies
Meeting Contact: Bruce Schlesier, CPE
bruce_schlesier@msn.com

NEW YORK
New York #10
Where: To Be Determined
New York City
Date: Varies; Time: Varies
Meeting Contact: Bruce Schlesier, CPE
bruce_schlesier@msn.com

NEW MEXICO
Roadrunner #47
Where: Fiestas Restaurant
4400 Carlise Boulevard NE
Albuquerque - 87107
Date: 1st Wednesday; Time: 5:30 PM
Meeting Contact: Jimmy Sample, CPE
jimmy.sample@bixbyelectric.com

NEW MEXICO
Roadrunner #47
Where: Fiestas Restaurant
4400 Carlise Boulevard NE
Albuquerque - 87107
Date: 1st Wednesday; Time: 5:30 PM
Meeting Contact: Jimmy Sample, CPE
jimmy.sample@bixbyelectric.com

NEW MEXICO
Roadrunner #47
Where: Fiestas Restaurant
4400 Carlise Boulevard NE
Albuquerque - 87107
Date: 1st Wednesday; Time: 5:30 PM
Meeting Contact: Jimmy Sample, CPE
jimmy.sample@bixbyelectric.com

NEW YORK
Empire State #42
Where: The Southport Ballroom
1814 Western Avenue
Albany - 12203
Date: 3rd Tuesday; Time: Varies
Meeting Contact: James Madison, CPE
jmadison1@gilaneco.com

NEW YORK
Empire State #42
Where: The Southport Ballroom
1814 Western Avenue
Albany - 12203
Date: 3rd Tuesday; Time: Varies
Meeting Contact: James Madison, CPE
jmadison1@gilaneco.com

NEW YORK
Empire State #42
Where: The Southport Ballroom
1814 Western Avenue
Albany - 12203
Date: 3rd Tuesday; Time: Varies
Meeting Contact: James Madison, CPE
jmadison1@gilaneco.com

NEW YORK
Empire State #42
Where: The Southport Ballroom
1814 Western Avenue
Albany - 12203
Date: 3rd Tuesday; Time: Varies
Meeting Contact: James Madison, CPE
jmadison1@gilaneco.com

NEW YORK
Empire State #42
Where: The Southport Ballroom
1814 Western Avenue
Albany - 12203
Date: 3rd Tuesday; Time: Varies
Meeting Contact: James Madison, CPE
jmadison1@gilaneco.com

OKLAHOMA
Landrun-OK City #80
Where: Ingrid’s Kitchen
3701 North Young Boulevard
Oklahoma City - 73112
Date: 1st Wednesday; Time: 11:30 AM
Meeting Contact: Phyllis Battle
pbattle@preconstructionservices.com

OREGON
Columbia-Pacific #54
Where: Muirili Locations
To Be Determined
Portland - 97201
Date: 3rd Tuesday; Time: Varies
Meeting Contact: Leanne Legare
leanne-legare@hoffmancorp.com

OREGON
Columbia-Pacific #54
Where: Muirili Locations
To Be Determined
Portland - 97201
Date: 3rd Tuesday; Time: Varies
Meeting Contact: Leanne Legare
leanne-legare@hoffmancorp.com

OREGON
Columbia-Pacific #54
Where: Muirili Locations
To Be Determined
Portland - 97201
Date: 3rd Tuesday; Time: Varies
Meeting Contact: Leanne Legare
leanne-legare@hoffmancorp.com
ASPE CHAPTER MEETINGS (CONTINUED)

Pennsylvania
Greater Lehigh Valley #41
Where: D’Huy Engineering Office
1 E. Broad Street
Bethlehem
Date: Varies; Time: Varies
Meeting Contact:
Ron Trawinski, CPE
trawinski@ptd.net

Three Rivers #44
Where: To Be Determined
To Be Determined
Pittsburgh
Date: TBD; Time: TBD
Meeting Contact:
Kevin Sheahan
kevin.sheahan@aecom.com

Philadelphia #61
Where: To Be Determined
To Be Determined
Philadelphia
Date: 3rd Wednesday; Time: Varies
Meeting Contact:
Jay Kellogg, CPE
jaykellogg@kel-con.com

Central Pennsylvania #76
Where: Loxley’s Restaurant
500 Centerville Road
Lancaster - 17601
Date: 2nd Wed; Time: 6:00 PM
Meeting Contact:
Dan Dennis, CPE
dd@EGSConstruction.com

Texas
Houston #18
Where: Spaghetti Westerns
1608 North Shepherd
Houston - 77007
Date: 2nd Monday; Time: 6:00 pm
Meeting Contact:
Dennis Pyland
dennis.pyland@gmail.com

Rio Grande #40
Where: Ray’s at Pershing Inn
2909 Pershing Drive
El Paso - 79903
Date: 1st Thursday; Time: 6:00 PM
Meeting Contact:
Rodolfo Barba, CPE
rodolfobarba1@gmail.com

Dallas/Ft. Worth #43
Where: See Chapter Website
To Be Determined
Variety: N. Dallas/Mid-Cities/Grapevine
Date: Varies; Time: Varies
Meeting Contact:
Rick Wyly, CPE
rick@buildcostcontrol.com

Utah
Great Salt Lake #51
Where: Varies
To Be Determined
Salt Lake City
Date: 3rd Thursday; Time: Varies
Meeting Contact:
Phil Capell, CPE
president@aspe51.org

Tennessee
Middle Tennessee #34
Where: Adventure Science Center
800 Fort Negley Boulevard
Nashville - 37203
Date: 1st Friday; Time: Varies
Meeting Contact:
Ricky Sanford
rsanford7159@gmail.com

Virginia
Richmond #82
Where: Baskervill
101 South 15th Street, Suite #200
Richmond - 23219
Date: 4th Wednesday; Time: 5:00 PM
Meeting Contact:
TK Farleigh		tfarleigh@baskervill.com

Washington
Puget Sound #45
Where: Best Western Executive Inn
200 Taylor Avenue North
Seattle - 98109
Date: 3rd Tuesday; Time: 6:00 PM
Meeting Contact:
Steve Watkins
swatkins@walshgroup.com

Wisconsin
Brew City #78
Where: Varies
To Be Determined
Milwaukee
Date: 2nd Tuesday; Time: Varies
Meeting Contact:
Chris Rozof, CPE
crozof@berghammer.com

Please Note: Information is subject to change. Report changes in your Chapter's information with an email to Tina@ASPEnational.org
ASPE CORE VALUES

EDUCATION:
ASPE educates and mentors professional estimators for the sustainability of the construction industry.

PROFESSIONALISM:
ASPE promotes the lifelong pursuit of excellence and credibility in professional estimating.

FELLOWSHIP:
ASPE develops a fellowship of professional estimators that connects and leads the construction industry.