



**HCRMA**  
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

# BOARD OF DIRECTORS MEETING FOR MARCH 2023

## HCRMA Board of Directors

**S. David Deanda, Jr., Chairman**

**Forrest Runnels, Vice-Chairman**

**Ezequiel Reyna, Jr., Secretary/Treasurer**

**Julio Cerda, Director**

**Juan Carlos Del Angel, Director**

**Francisco Gabriel Kamel, Director**

**Francisco "Frank" Pardo, Director**

## HCRMA Administrative Staff

**Pilar Rodriguez, PE, Executive Director**

**Ramon Navarro IV, PE, CFM, Chief Constr. Eng.**

**Celia Gaona, CIA, Chief Auditor/Compliance Ofcr.**

**Ascencion Alonzo, Chief Financial Ofcr.**

## General Engineering Consultant

**HDR ENGINEERING, INC.**

[www.hcrma.net](http://www.hcrma.net)

**Report on HCRMA Program Management Activity**  
**Chief Construction Engineer – Ramon Navarro IV, PE, CFM**



## ▶ OVERVIEW

- 365 TOLL Project Overview
- IBTC Project Overview
- Overweight Permit Summary
- Construction Economics Update

### MISSION STATEMENT:

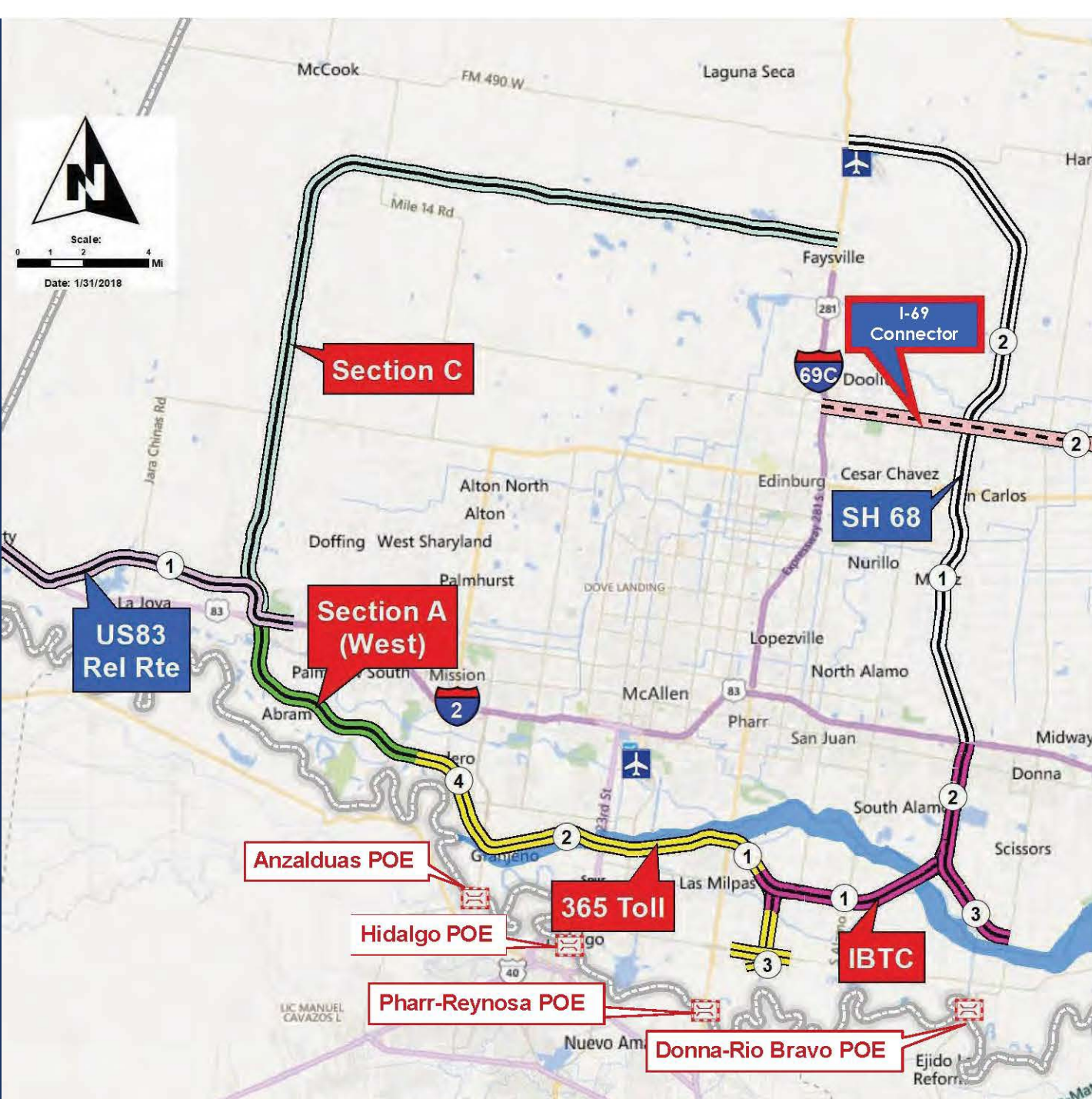
“ To provide our customers with a rapid and reliable alternative for the safe and efficient movement of people, goods and services”





# HCRMA STRATEGIC PLAN

DEVELOP THE  
INFRASTRUCTURE TO  
SERVE A POPULATION  
OF APPROXIMATELY  
800,000 RESIDENTS  
AND  
5 INTERNATIONAL  
PORTS OF ENTRY







# HCRMA/TxDOT Strategic Interests in Hidalgo County

**Project**

- 0010 IBTC
- 0030 365 TOLL
- 0040 Section A West
- 0050 US 83 Relief Route
- 0060 Section C
- 0070 SH 68

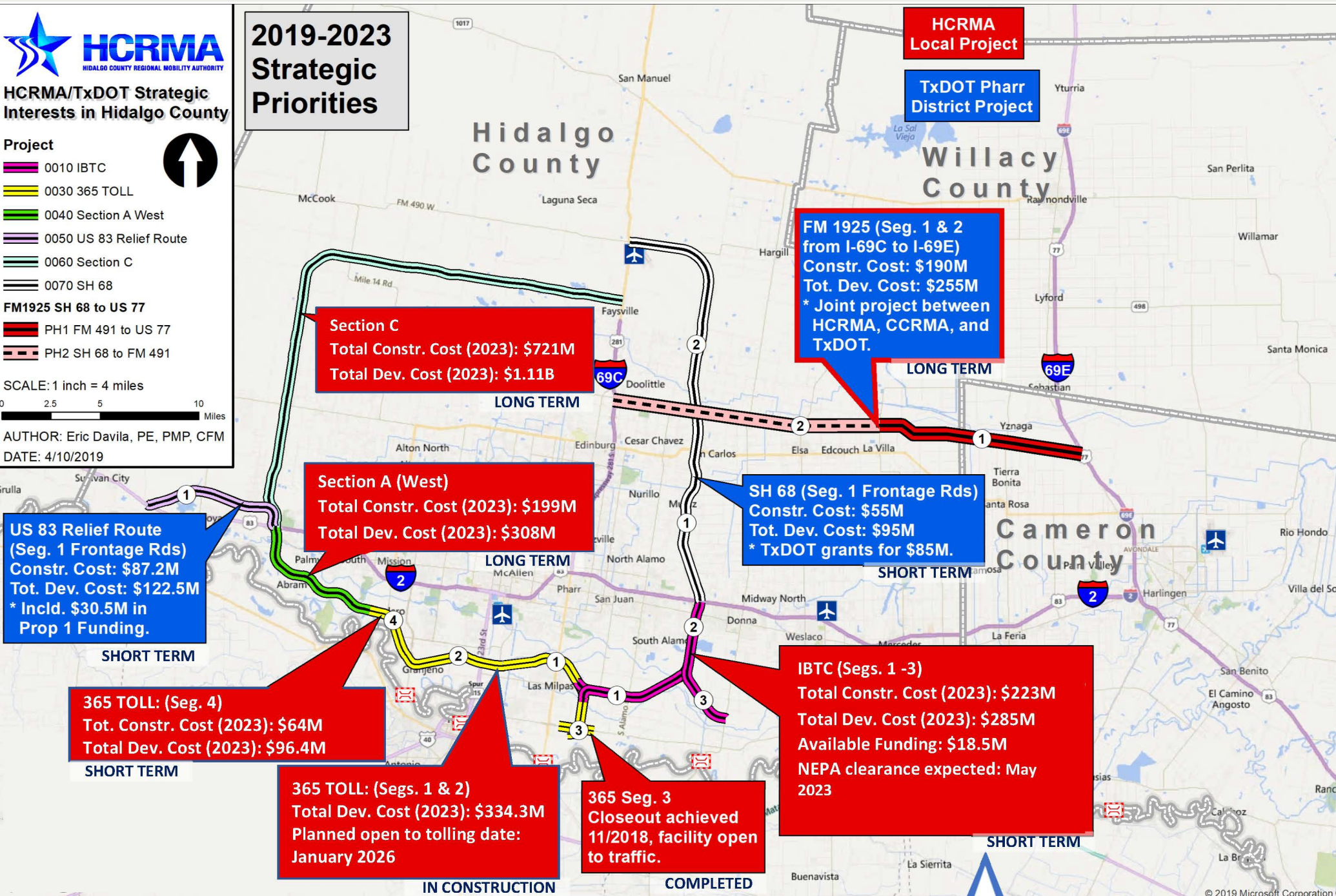
**FM1925 SH 68 to US 77**

- PH1 FM 491 to US 77
- PH2 SH 68 to FM 491

SCALE: 1 inch = 4 miles

AUTHOR: Eric Davila, PE, PMP, CFM  
DATE: 4/10/2019

## 2019-2023 Strategic Priorities

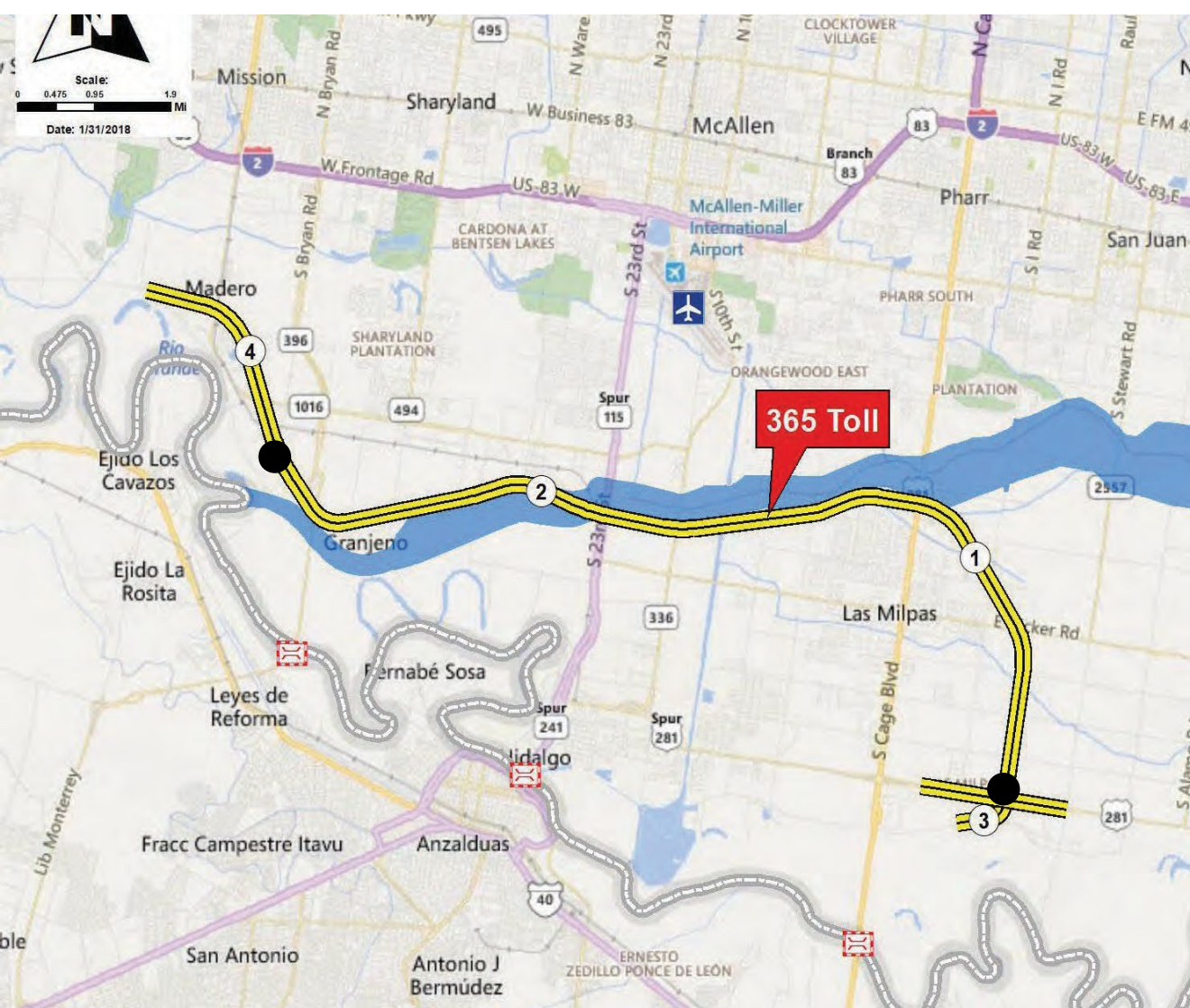


<http://www.hcrma.net>



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**MAJOR MILESTONES:**

NEPA CLEARANCE  
07/03/2015

100% ROW ACQUIRED

PH 1: 365 SEG. 3 –  
LET: 08/2015  
COMPLETED

PH 2: 365 TOLL  
SEGS. 1 & 2 –  
OPEN: 01/2026

[SEGS. 1 & 2] LIMITS FROM 0.8 MI. W. FM 396 / ANZ. HWY. TO US 281 / BSIF CONNECTOR [365 SEG. 3 COMPLETED]  
[SEG. 4 FUTURE] LIMITS FROM FM 1016 / CONWAY TO 0.8 MI. W. FM396 / ANZALDUAS HIGHWAY

[www.hcrma.net](http://www.hcrma.net)





## ABOUT 365 Tollway

The HCRMA 365 Tollway will be a 32.2 mile tolled facility inclusive of thirteen (13) grade-separated interchanges, one (1) grade-separated interchange, one (1) floodway bridge structure, one (1) overpass relocation and all roadway work. The Project will consist of grading, cement treated flexible base, lime treated subgrade, retaining walls, drainage, irrigation structures, traffic signals, illumination, signing, pavement markings, toll gantries & tolling equipment and electrical.



## HCRMA 365 Tollway







### Questions of Comments About the Project?

Contact Pulice  
 1010 W. Sam Houston Pkwy S  
 Houston, TX 77069  
 281-530-0350  
[www.Pulice.com](http://www.Pulice.com)

## PULICE

### PROJECT DATA

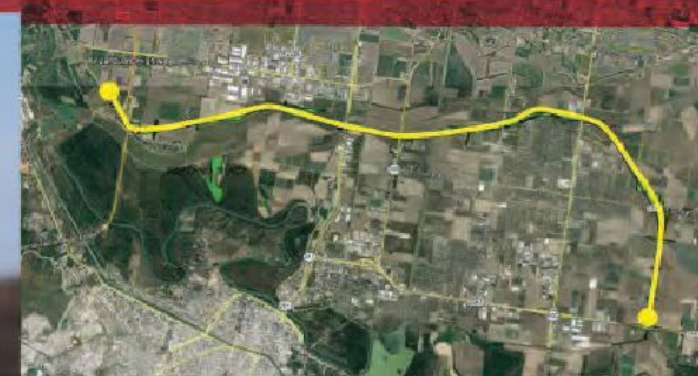


-  **Owner:** Hidalgo County Regional Mobility Authority (HCRMA)
-  **Location:** Hidalgo County, TX
-  **Contract Time:** 1,264 days
-  **Project Budget:** \$281,723,797

### 365 TOLLWAY: BY THE NUMBERS

Representative Items	Quantity
Excavation	388,970 CF
Embankment	3,584,211 CY
Lime Treatment (Existing Material)	1,450,892 SY
Concrete Pavement	811,676 SY
Pre-Stress and Concrete Fillings	9,908 LF
Steel Shafts	31,881 LF
Reinforced Concrete Slabs	483,042 SF
Retaining (MSE) Wall	483,168 SF
Concrete Girders	52,124 LF
Concrete Rail	85,458 LF
Drainage (RCD & BCP)	49,317 LF

WEST LOOP



## Major Project Components

### Production and Performance

To meet schedule deadlines, working days will be seven days a week, including all holidays (with the exception of New Year's Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day). Day (and Evening, Friday) and Christmas Eve and Christmas Day) regardless of work conditions, business availability, or other activities will be the control of the team.

### Community Key Issues/Concerns

Facilitating safety and efficiency for the public in the primary concern with Pulice. Minimization was preservation of public safety will be discussed on all project settings and any issues and concerns will be addressed by work crew.

### Environmental

Protecting the environment is a top priority for us. We have a strict Environmental Protection Plan (EPP) that outlines all environmental requirements and will be followed throughout the project.





# EXECUTIVE SUMMARY

- The Notice to Proceed (NTP) was issued to Pulice Construction Inc. (PCI) on February 15, 2022, with time charges commencing on March 17, 2022.
- The work under this contract shall be substantially completed within **1,264 CALENDAR** days [September 22, 2025] After Substantial Completion, Pulice will be allowed up to an additional 60 calendar days for Final Acceptance. Therefore, all improvements must be final accepted by [November 21, 2025].
- Working days will be charged Sunday through Saturday, including all holidays [with exception of:

New Year's Day (January 1<sup>st</sup>)

Independence Day (July 4<sup>th</sup>)

Labor Day (1<sup>st</sup> Monday in the month of September)

Thanksgiving Day and day after (4<sup>th</sup> Thursday and Friday in the month of November);

Christmas Eve and Day (December 24<sup>th</sup> and 25<sup>th</sup>)

regardless of weather conditions, material availability, or other conditions not under the control of the Contractor, except as expressly provided for in the Contract. If Contractor fails to complete the work on or before the contract time, Pulice Construction Inc. agrees to pay the Authority \$ 16,500 per day as liquidated damages to cover losses, expenses and damages of the Authority for every Calendar Day which the Contractor fails to achieve Substantial Completion of the Project.

- The total construction cost submitted \$ 295,932,420.25.

# SCHEDULE & CONSTRUCTION COSTS

## Two (2) approved Changes Order(s): [38,010,382.63] +0 days

- ❑ CO#1 11/11/2021 entering VECP process +000 days \$000,000,000.00 ( 0 . 0 %)
- ❑ CO#2 12/21/2021 VECP Plan Revisions +000 days \$(38,010,382.63) (12.84%)
- ❑ CO#3 04/26/2022 VECP Contractor Risk +000 days \$000,000,000.00 (0.00%)
- ❑ CO#4 01/24/2023 Drill Shaft +000 days \$171,516.59 0.06%

### CHANGE ORDERS:

#### Change Order No.1 Summary: November 11,2021

- ❑ The Primary purpose of Change Order No. 1 is for the HCRMA and contractor to enter a defined VECP proves to reduce the overall cost of the project based on a 30% design furnished by the contractor.
- ❑ Cost to the Project include: 30% of 5% of the project savings to the project or direct costs to the contractor, whichever is less. These costs are intended to pay the contractor for design work achieve a 30% design.
- ❑ The HCRMA assumes ownership of all design work developed by the contractor, and cost savings are shared by the HCRMA and contractor by 40% and 60% respectively.

#### Change Order No. 2 Summary: December 21, 2021

- ❑ Change order No. 2 amended the contract price from \$295,932,420.25 to 281,723,797.95.
- ❑ By execution of Change Order No. 1, the contractor completed a 30% design to an effort to estimate cost savings for the project. Payment for the contractor's initial design work is \$613,285.06 in accordance with calculations presented in Change Order No. 1. This is the only cost due to the contractor based on the execution of Change Order No. 2, and is non-participating.
- ❑ Notice to proceed was issued 2/15/2022, the HCRMA reimburse the contractor for the remaining design costs to not exceed 5% of the total cost savings. Payments made will be based upon design milestones at 60%, 90% and 100% completion and acceptance.

VECP calculations for Contract Price of \$281,723,797.95

VECP Gross Savings	\$38,010,382.63	
Less est. Total Design Cost	\$1,943,648.45	(Schematics + Final Design)
Less Est. Owner's Fees	\$545,178.43	(GEC, Environmental, T&R Costs)
VECP Net Savings	\$35,521,555.76	
60% Contractor Saving:	\$21,312,933.45	Paid as Progress Payments
40% Owner Savings:	\$14,208,622.30	Reduced from original Project



**Change Order No. 3 Summary: April 26, 2022**

- ❑ As provided for Contract Amendment #1 and Change Order No. 2, the Contractor’s share of the net savings includes the “Contractor Risk” that the actual costs of implementing the approved VECP concepts in Change Order No. 2 may not result in the saving approved by the parties. To the extent total actual costs exceed the total amount approved, all overages due to errors, oversights, omissions, additions, or corrections to final units, final quantities, or final unit prices or costs increases shall be deducted from Contractor 60% portion of the net savings.
- ❑ To the extent actual costs exceed the amounts presented in Exhibit A, Contractor agrees that such overages due to errors, oversight, omission additions, or corrections to final units, quantities or unit pricing shall be deducted from contractor’s 60% portion of the net savings (the “Contractor Risk”).
- ❑ Contractor VECP Savings Payments.

Contractor’s share of the savings shall be calculated and paid out as progress payments under the terms of the contract, as follows:

Construction Progress	Proposed Savings Payment
20% Completion	\$4,262,586.69
40% Completion	\$4,262,586.69
60% Completion	\$4,262,586.69
80% Completion	\$4,262,586.69
Final Acceptance	\$4,262,586.69
	\$21,312,933.45

The parties agrees that if the Savings are not apparent or justified during a designated progress period, all, or part of any such Savings Payment, on the recommendation of the General Engineering Consultant, may be (i) deferred to the next progress period or (iii) reduced to reflect the Contractor’s Risk for unrealized Savings/overages.

**Change Order No. 4 Summary: January 24, 2023**

Change Order No. 4 removes 1,524LF of Item 416-6005 Drill Shaft (42”)introduces 48” drill shafts to incorporate detailed, finalized quantities and unit costs; and establishes State/Federal participation on modified unit costs, assuring compliance with the standard specifications included within the contract. Attached exhibits provide current assessment and breakdown. The net cost of \$171,516.59 shall be fully paid by the Owner [HCRMA].

# PROJECT PRODUCTION

## □ CAPTURING VECP PACKETS

2/8/23 VECP Team met, exchanged concepts, formats  
3/8/23 VECP meeting formal report submittals by 3/31/23

## □ FORMAL SUBMITTALS, REVIEW OF DOCUMENTS

- RFIs 63
- SUBMITTALS 70

## □ TESTING [Soils/Materials]

- Levees / embankment /

## □ ENVIRONMENTAL JUSTICES [SW3Ps]

## □ EMBANKMENT and UNDERGROUND WORK Highline/Anaya / Thomas / Shary / McColl

## □ UNDERGROUND WORK Storm Sewer / Irrigation structures [Sta. 792+00 to west end ]

\* FM494 12' x 12' BOX

\* Outfall 1A

## □ DRILL SHAFTS Highline / Floodway Bridge / McColl

## □ COLUMNS Highline Bridge / Floodway

## □ BENT CAPS Highline / floodway

## □ McCOLL ROAD UNDERPASS

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365 TOLLWAY TOLL COLLECTION SYSTEM INSTALLATION, INTEGRATION, and MAINTENANCE PROJECT  
BID OPENING Conducted on December 9, 2022  
HCRMA THANKS ALL BIDDERS!!!

[www.hcrma.net](http://www.hcrma.net)



HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY



Proposals have been received for the 365 Toll Collection System Installation, Integration, and Maintenance Project.

Proposal submissions were received from the following:

- \* A-to-Be USA, LLC
- \* Electronic Transaction Consultants, LLC [ETC]
- \* Kapsch TrafficCom USA, INC
- \* SICE, INC.
- \* TransCore, LP

Compliance reviews were conducted of all electronic bids; HCRMA Staff and HDR [GEC] thoroughly reviewed proposals in accordance with the RFPs two-step process:

- \* Technical scores were first established by each individual evaluator, group discussion + group clarifications were conducted via online interviews with each of the proposers
- \* Price proposal opening [40%] of scoring to determine final score and ranking

Award of bid shall be subject to a final selection and contract award by the HCRMA Board of Directors March meeting.

## Schedule of Activities



<b>Activity</b>	<b>Date</b>
Date of RFP Issuance:	September 8 <sup>th</sup> 2022
Pre-Proposal Meeting:	October 3 <sup>rd</sup> 2022
Questions & Requests for Clarifications Due no later than:	October 28 <sup>th</sup> 2022
Answers & Clarifications Provided no later than:	November 4 <sup>th</sup> 2022
Proposals Due:	December 9 <sup>th</sup> 2022
Anticipated Board Approval:	February 28 <sup>th</sup> 2023
Anticipated Award:	March 28 <sup>th</sup> 2023
Project Start Date:	April 2023 (Tentative)

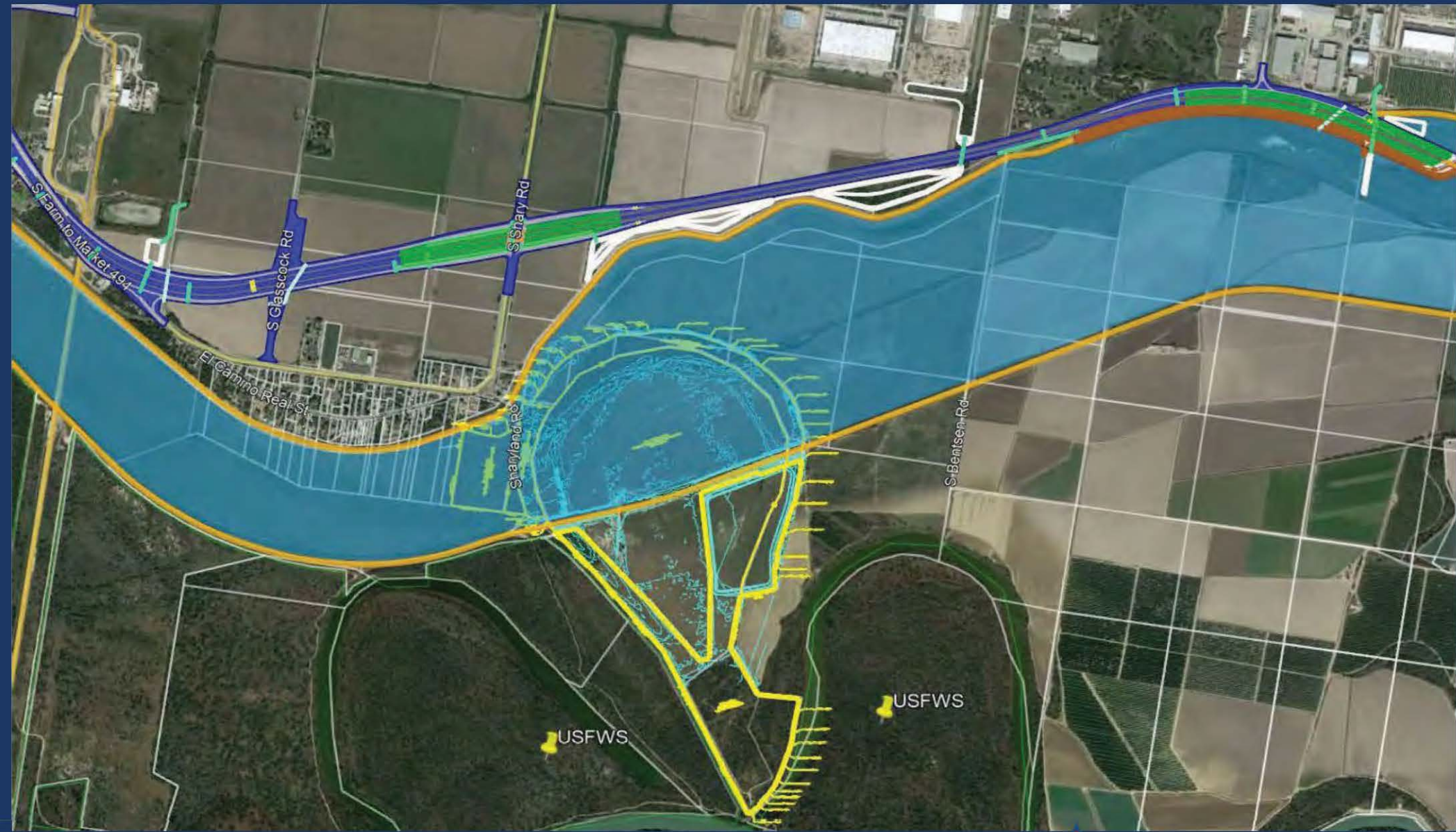


## Results

Excellent response to RFP with 5 proposers

Rank	Company	Cost	Final Score (Technical & Cost)
1	SICE	\$13,980,669	905
2	TransCore	\$23,493,849	838
3	Kapsch	\$14,897,725	811
4	A-to-Be	\$19,370,373	763
5	ETC	\$31,896,327	738

# WETLAND MITIGATION SITE



[www.hcrma.net](http://www.hcrma.net)



HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY



**HCRMA**

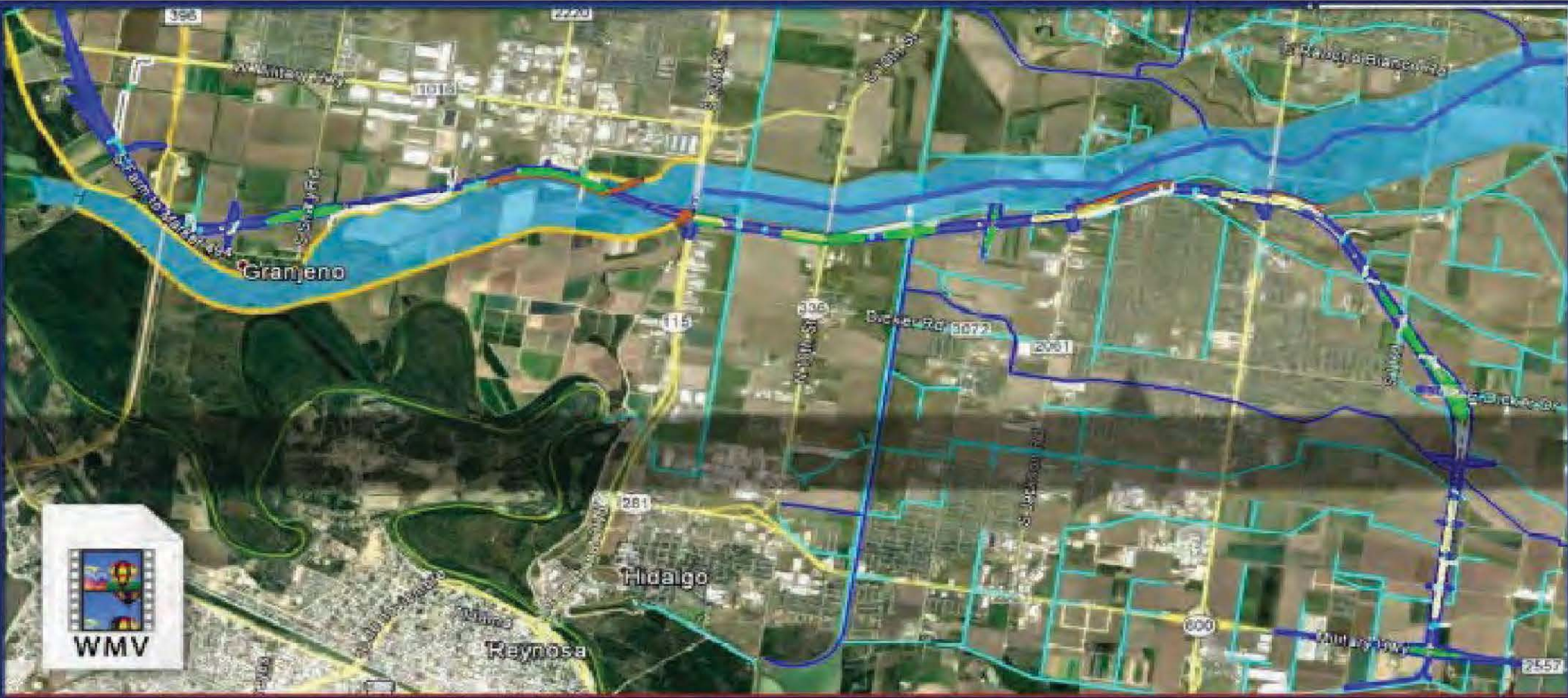


## ▶ ADVANCE PLANNING

# VLF

- Environmental:
- Received official agency correspondence on Conservation Easement from Office of Counsel and the Army Corps of Engineers on 9/19/2022.
- Anticipate project's letting in early 2023.

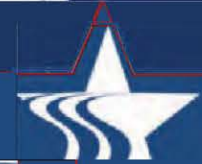




[www.hcrma.net](http://www.hcrma.net)

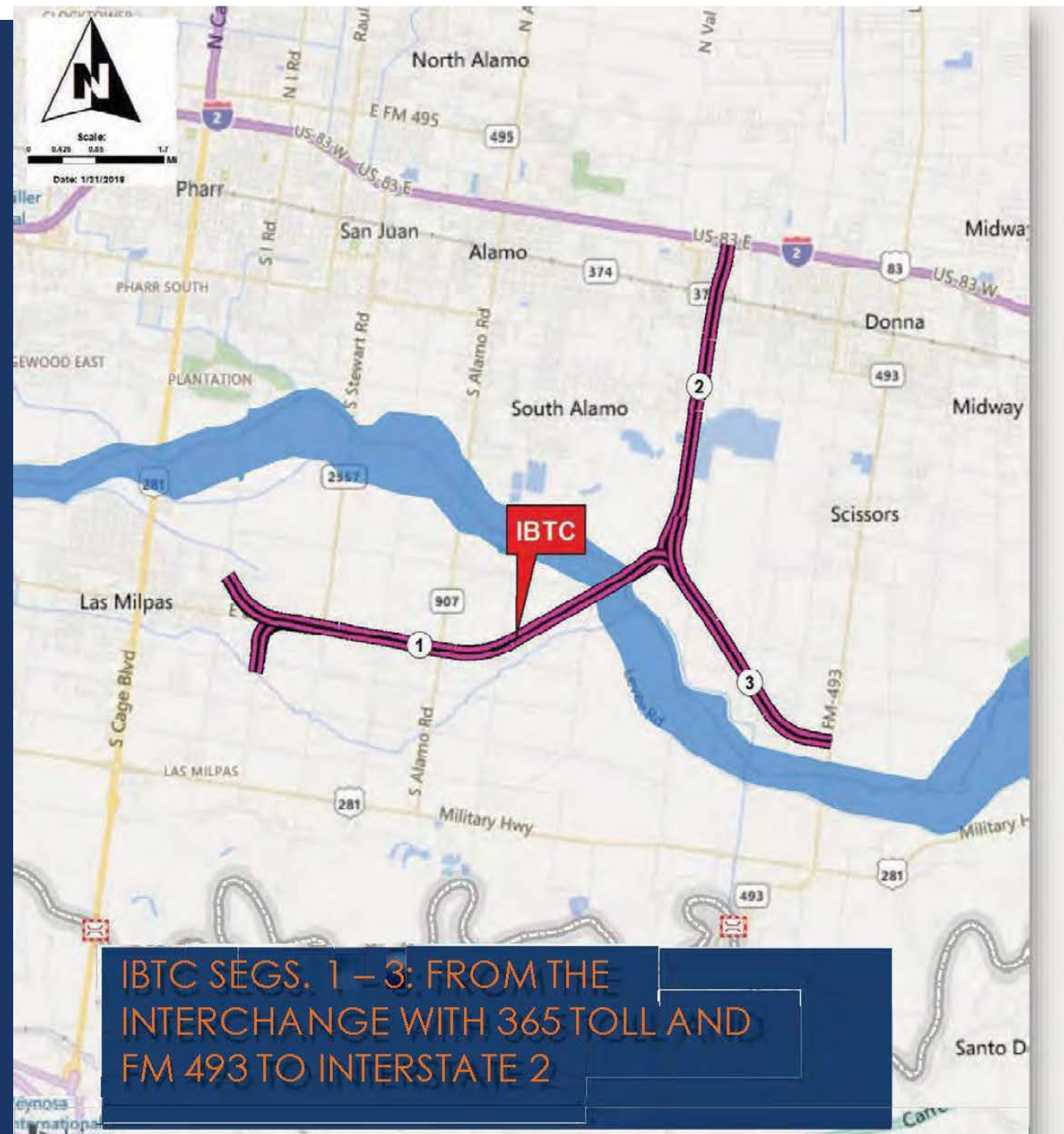


HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY



**HCRMA**





# IBTC

13.15-mile long project. The proposed project would construct a new location non-tolled facility beginning at 1) 365 Tollway (Dicker Road) and extends 5.43 miles in a west direction. The alignment splits just west of FM 1423 (Val Verde Road) and travels north, 2) the northern leg continues 4.21 miles to Interstate Highway 2. The east leg 3) travels 3.51 miles east to where it is proposed to connect to FM 493.

**IBTC SEGS. 1 – 3: FROM THE INTERCHANGE WITH 365 TOLL AND FM 493 TO INTERSTATE 2**

# HCRMA – IBTC Project

## CSJ#:0921-02-142



### Recent Key Activity:

- Included in Border Master Plan- High Impact Project
- Received Environmental Classification of Environmental Assessment October 2017.
- Held Public Meeting March 2019.
- TxDOT approved schematic November 2021.
- Public Hearing held March 2022.
- Risk workshop held with TxDOT Portfolio Management Division April 2022.
- Requested Functional Classification: Principal Arterial
- Estimated NEPA clearance by May 2023.
- Schematic updates UPRR Structure Group for Railroad Bridge over BUS83
- Working with RGVMPPO/TxDOT to federalize project
- TxDOT/FHWA to migrate project ON-SYSTEM

1

**Environmental: 99%**

2

**Preliminary Engineering: 75%**

3

**ROW & Utilities: 60%**

**63 of 186 parcels acquired**

4

**Design: 65%**

5

**Funding: 18% \$38M / \$211,442,110**

**HCRMA IBTC - 0921-02-142 – FY 2026**

**– Revising Costs and Funding (PE, ROW, C, CE)**

**– Pending FC**



## □ ADVANCE PLANNING

**TxDOT anticipates the environmental document can be approved in early 2023, when the project is in the STIP.**

### Funding / UTP / TIP Status:

- Funding is non-toll and incorporates overweight corridor network fees to help finance project
- HCRMA requested via letter to TxDOT for On-System classification
- The project has been included in federalized amendment to 2023-26 STIP, adding \$20 Million of Category 7 federal funds to the project for construction. These additional funds (federal) are included in the revised STIP through the next STIP Amendment (likely in February 2023).
- Federal Functional Classification [FC] Request: HCRMA and the MPO are working on a list of recommendations that need to be addressed before the FC request of IBTC can move forward. This detailed review and preparation is all in attempt to ultimately allow the request to work through the steps of the review process much more seamlessly (First through the MPO then to TxDOT Pharr District then to TxDOT/TTI then for final review and hopeful approval from FHWA).

### Environmental:

- Submitted Final EA revisions 8/8/2022.  
The Final EA document will need to be updated (Project Consistency Section of the EA) upon federalizing project to illustrate the new funding for consistency and anticipate project's final determination by mid-2023.

The IBTC project is broken down into two phases, Phase I (Interim Design) and Phase II (Ultimate Design). Phase I includes the construction of frontage roads on the West and East legs of the roadway and the mainlanes in the North leg and is the subject of this grant application. There are no frontage roads included in the North leg of the IBTC. Typical sections for the East, West, and North legs for Phase I of the IBTC can be found below.

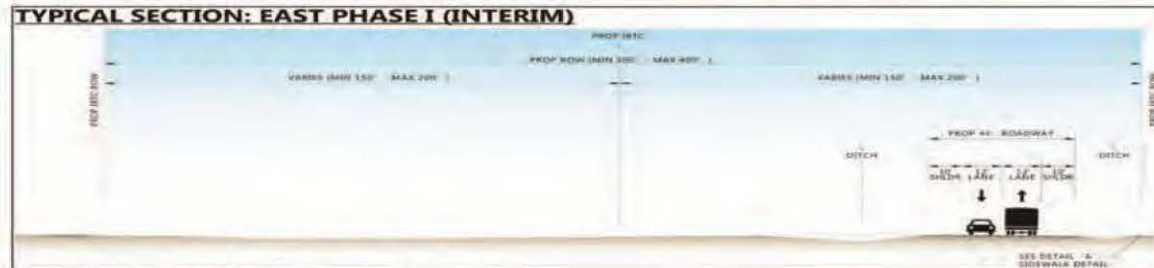


Figure 2: East Leg Phase I Typical Section



Figure 3: West Leg Phase I Typical Section



Figure 4: North Leg Phase I Typical Section



Additional details on the proposed conditions for the West, East, and North legs in the Phase I design can be found below:

- **East Leg:** The East Leg of the project consists of one frontage road with one 12-foot-wide lane in each direction (two lanes total), 10-foot-wide inside and outside shoulders, a 12-foot-wide inside ditch, and an 8 to 10 feet outside ditch.
- **West Leg:** The West Leg includes two frontage roads with one 12-foot-wide lane in each direction (four lanes total), a 10-foot-wide outside shoulder, and a 4-foot-wide inside shoulder separated by a variable width grassy median. Also included is a 20-foot-wide outside ditch and variable width inside ditch.
- **North Leg:** The North Leg of the project includes two 12-foot-wide mainlanes in each direction (four lanes total), a 10-foot-wide outside shoulder, and a 4-foot-wide inside shoulder separated by a concrete barrier.

Phase I of the IBTC includes several proposed structures to help facilitate traffic flow and mitigate potential flooding impacts to the roadway. An underpass at Border Road, a bridge over the International Boundary and Water Commission (IBWC) Main Floodway Channel, a bridge/culvert at the Donna Reservoir, and an overpass at Business Highway 83 are all proposed as part of the Phase I design. The maximum depth of impacts for the proposed project would be 3 feet in areas for the new pavement, a maximum depth of 10 feet for cross-culverts, and a maximum depth of 10 feet for drainage ditches. At bridge structures, the depth of impacts may extend to 25 feet deep for drilled shafts or pile foundations.

Phase I includes the construction of frontage roads on the West and East legs of the roadway and the mainlanes in the North leg and is the subject of this grant application.

While this MPDG application is for the Phase I (Interim) Design, the IBTC will eventually be built out to include the Phase II (Ultimate) Design. Typical sections for the Phase II Design can be found below for reference.

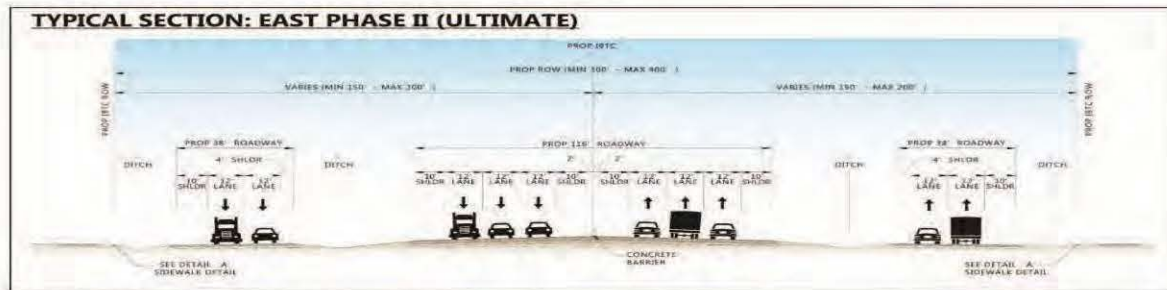


Figure 5: East Leg Phase II Typical Section

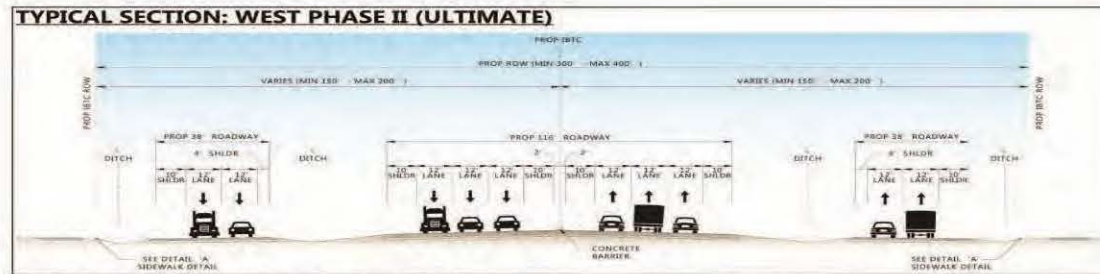


Figure 6: West Leg Phase II Typical Section

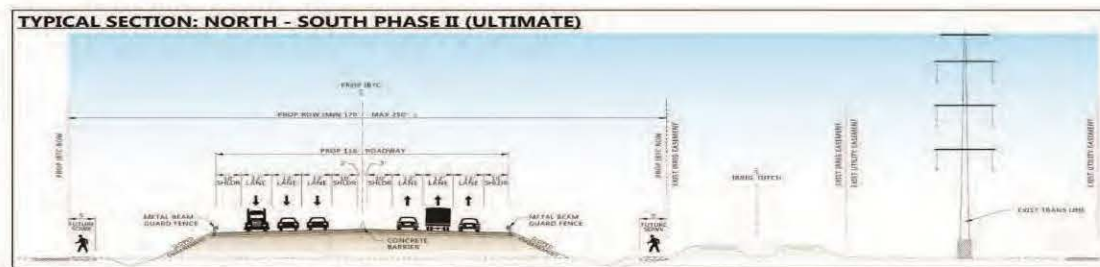


Figure 7: North Leg Phase II Typical Section

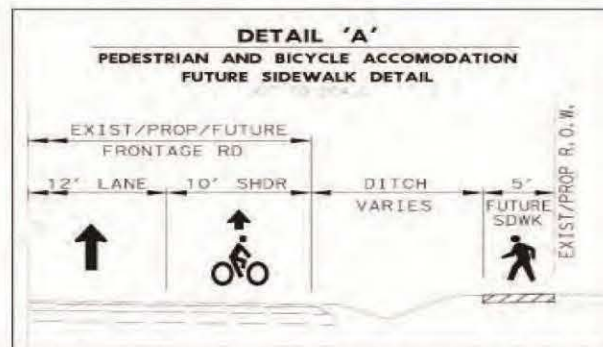
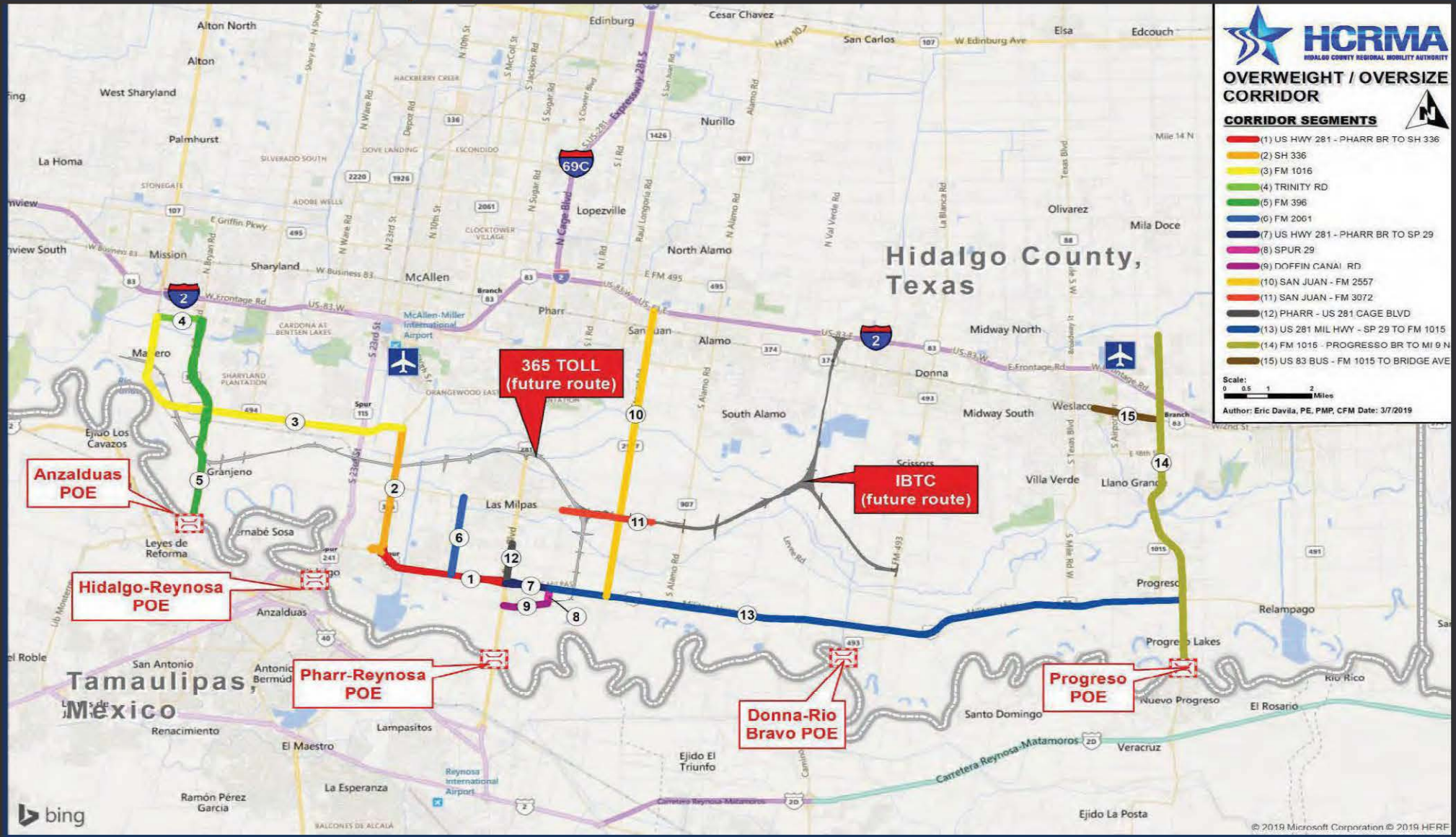


Figure 8: Pedestrian and Bicycle for Potential Future Accommodations Typical Section (East and West Legs)

While this MPDG application is for the Phase I (Interim) Design, the IBTC will eventually be built out to include the Phase II (Ultimate) Design.



# OVERWEIGHT / OVERSIZE CORRIDOR SEGMENTS





Friday, March 10, 2023

Lenguaje inglés ▾

## Specialized Overweight Permits

Hidalgo County allows shippers to securely order specialized overweight permits online. The permits cover travel over the Hidalgo County roads listed below for vehicles weighing no more than the Mexican Legal Weight Limit or 125,000 lbs. For a more detailed explanation, see below.

### Permit Information

The Hidalgo County Regional Mobility Authority (HCRMA) administers the Hidalgo County overweight corridor and facilitates the Hidalgo County Specialized Overweight Permits that allow for the movement of overweight vehicles carrying cargo on the following roads:

- (1) U.S. Highway 281 between its Intersection with Pharr-Reynosa International Bridge and its Intersection with State Highway 336.
- (2) State Highway 336 between its Intersection with U.S. Highway 281 and its Intersection with Farm-to-Market Road 1016.
- (3) Farm-to-Market Road 1016 between its Intersection with State Highway 336 and its Intersection with Trinity Road.
- (4) Trinity Road between its Intersection with Farm-to-Market Road 1016 and its Intersection with Farm-to-Market Road 396.
- (5) Farm-to-Market Road 396 between its Intersection with Trinity Road and its Intersection with the Anzalduas International Bridge.
- (6) Farm-to-Market Road 2061 between its Intersection with Farm-to-Market Road 3072 and its Intersection with U.S. Highway 281.
- (7) U.S. Highway 281 between its Intersection with the Pharr-Reynosa International Bridge and its Intersection with Spur 29.
- (8) Spur 29 between its Intersection with U.S. Highway 281 and its Intersection with Doffin Canal Road.
- (9) Doffin Canal Road between its Intersection with the Pharr-Reynosa International Bridge and its Intersection with Spur 29.
- (10) FM 2557 (Stewart Road) from US 281/Military Highway to Interstate 2 (US 83).
- (11) FM 3072 (Dicker Road) from Veterans Boulevard (I' Road) to Cesar Chavez Road.
- (12) Route 12: US 281 (Cage Boulevard) from US 281/Military Highway to Anaya Road.
- (13) US 281/Military Highway from Spur 29 to FM 1015.
- (14) Farm to Market 1015 – Progresso International Bridge to Mile 9 North.
- (15) US 83 Business – Farm to Market 1015 to South Bridge Avenue.

The gross weight of cargo and equipment shall not exceed the allowable permissible axle load, the Mexican Legal Weight Limit or 125,000 lbs, whichever is less, and the dimensions of the load and vehicle shall not exceed 12' wide, 15'6" high, or 110' long.



# ▶ OVERWEIGHT REPORT FOR FEBRUARY 2023:

# OW

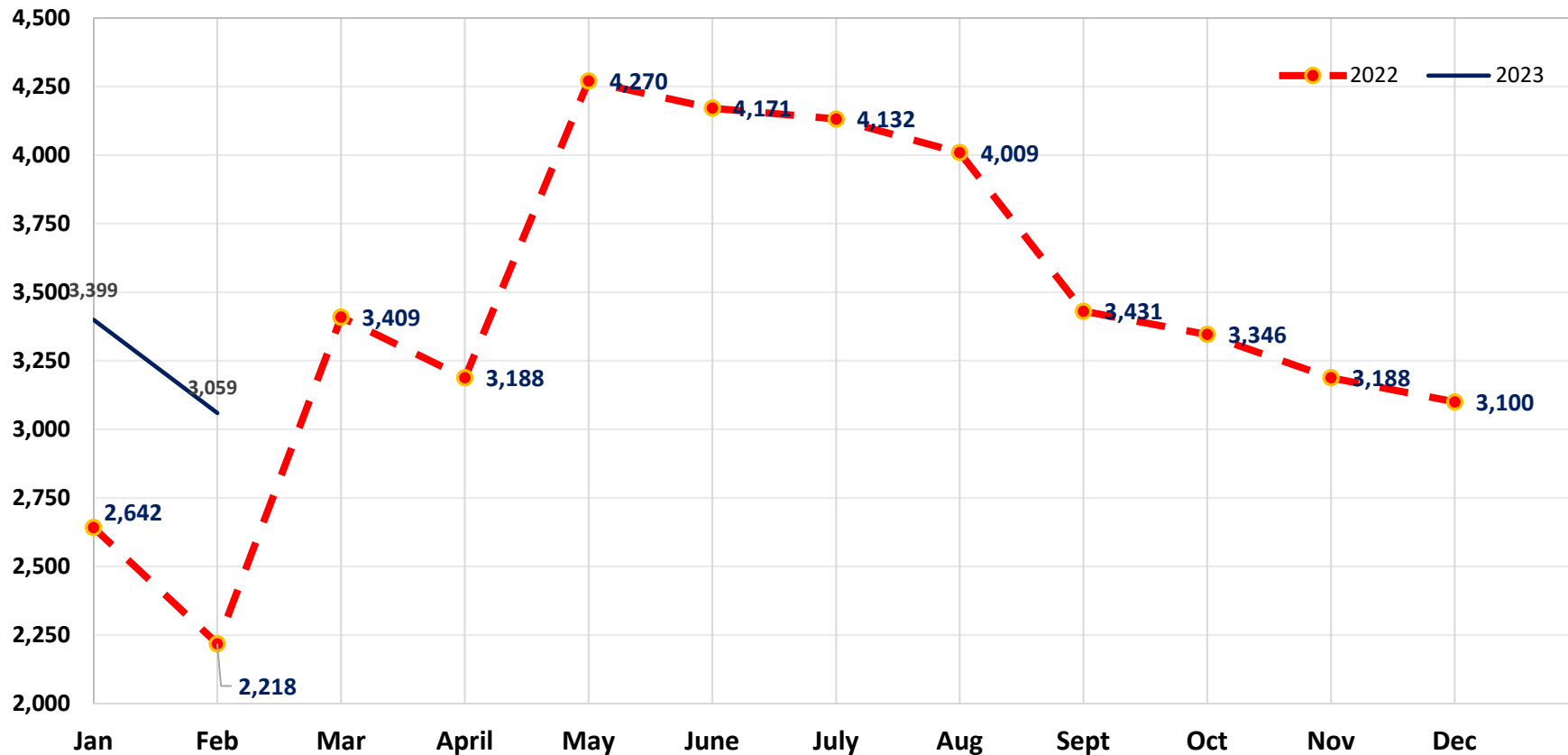
## January 1, 2023 – FEBRUARY 28, 2023

<b>Total Permits Issued:</b>	<b>6,458</b>
<b>Total Amount Collected:</b>	<b>\$1,318,336</b>
■ <b>Convenience Fees:</b>	<b>\$ 26,736</b>
■ <b>Total Permit Fees:</b>	<b>\$ 1,291,600</b>
– Pro Miles:	\$19,374
– TxDOT:	\$ 1,097,860
– HCRMA:	\$174,366

# ▶ OVERWEIGHT REPORT FOR 2023: ▶ JANUARY 1, 2023 – FEBRUARY 28, 2023

OW

Overweight/Oversized Permit Count  
2022 - 2023 Monthly Comparison



## Notes:

1. The permit count for 2022 (41,104) ended with a +4.5% (increase of 1831) compared to 2021 (39,273).
2. Monthly permit count of 3,059 represents a +27.5% (increase, 841) compared to the same month in 2022 (2,218).



# CONSTRUCTION ECONOMICS

**ENR's 20-city average cost indexes, wages and materials prices.**  
 Historical data for ENR's 20 cities can be found at [ENR.com/economics](https://www.enr.com/economics)

## Construction Cost Index

**+3.0%**

ANNUAL INFLATION RATE

MAR. 2023

INDEX	INDEX VALUE	MONTH	YEAR
LABORER/IRON WORKER	15036.3	0.0%	+3.0%
CARRIER LABOR	24684.46	0.0%	+3.3%
WAGE \$/HR.	61.36	0.0%	+3.5%

The Construction Cost Index's annual escalation rose 3%, while the monthly component stayed flat.

## Building Cost Index

**+5.8%**

ANNUAL INFLATION RATE

MAR. 2023

INDEX	INDEX VALUE	MONTH	YEAR
SKILLED LABOR	80026.1	+3.7%	+5.2%
UNSKILLED LABOR	11129.31	+3.7%	+1.4%
WAGE \$/HR.	62.84	+3.7%	+3.4%

The Building Cost Index rose up 5.8% on an annual basis, while the monthly component rose 3%.

## Materials Cost Index

**0.0%**

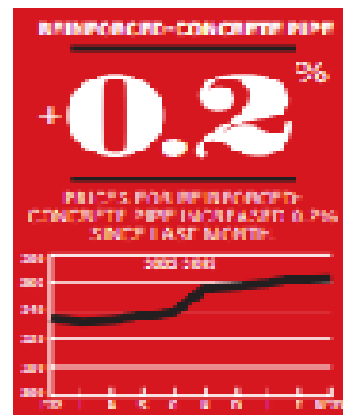
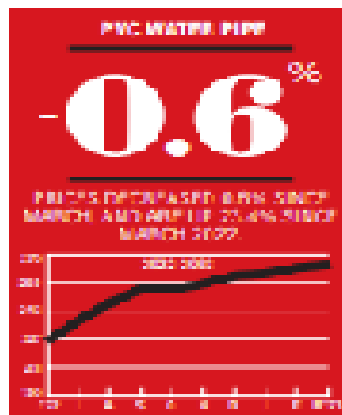
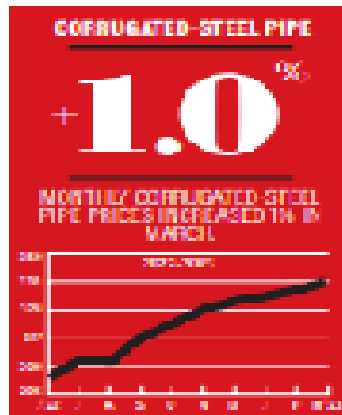
MONTHLY INFLATION RATE

MAR. 2023

INDEX	INDEX VALUE	MONTH	YEAR
MATERIALS USED	5862.25	3.0%	+1.7%
CEMENT \$/TON	128.48	+1.3%	+28.0%
STEEL \$/CWT	51.86	+1.3%	+11.4%
LUMBER \$/MBF	592.17	-0.7%	-1.4%

The MCI showed no change this month, while the annual escalation rate increased 0.8%.

## ENR's Materials Prices For March 2023



### 20-CITY AVERAGE

ITEM	UNIT	\$PRICE	%MONTH	%YEAR
<b>REINFORCED-CONCRETE PIPE (RCP)</b>				
12"	FT	2574	+0.1	+16.3
24"	FT	5238	+0.2	+23.0
36"	FT	11187	+0.2	+26.7
48"	FT	18281	+0.1	+25.9
<b>CORRUGATED-STEEL PIPE (CSP)</b>				
12"	FT	1879	+1.1	+18.1
36"	FT	4801	+1.0	+10.1
60"	FT	6267	+0.1	+6.7
<b>POLYETHYLENE PIPE (PE): UNDERDRAIN</b>				
4"	FT	0.97	-1.0	+19.9
<b>POLYVINYL-CHLORIDE PIPE (PVC)</b>				
Sewer, 48"	FT	289	+0.2	+10.0
8"	FT	505	+2.0	+22.5
Water, 6"	FT	1009	-0.1	+25.3
8"	FT	1346	+0.0	+23.4
12"	FT	2282	+0.1	+14.1
<b>DUCTILE-IRON PIPE (DIP)</b>				
6"	FT	7559	+0.1	+14.8
8"	FT	9688	+0.0	+15.8
12"	FT	16111	+0.1	+15.7
<b>COPPER WATER TUBING: TYPE L</b>				
1/2"	FT	245	+1.1	+18.1
1 1/2"	FT	1007	+1.0	+14.6