SAND AND GRAVEL (CONSTRUCTION)[1]

(Data in million metric tons unless otherwise specified)

Domestic Production and Use: In 2025, an estimated 870 million tons of construction sand and gravel valued at $12.6 billion was produced by an estimated 3,400 companies operating 6,500 pits and more than 200 sales and (or) distribution yards in 50 States. Leading producing States were, in decreasing order of tonnage, Texas, California, Arizona, Minnesota, Michigan, Utah, Washington, Colorado, New York, and Wisconsin, which together accounted for about 54% of total output. An estimated 42% of construction sand and gravel was used as portland cement concrete aggregates, 20% for road base and coverings, 12% for construction fill, and 9% for asphaltic concrete aggregate and for other bituminous mixtures. The remaining amount was used for concrete products, drainage and rip rap, filtration, golf course maintenance, landscaping, masonry sand, pea gravel, pipe bending, plaster and gunite sands, railroad ballast, road stabilization, roofing granules, snow and ice control, and other miscellaneous uses.

The estimated output of construction sand and gravel in the United States shipped for consumption in the first 9 months of 2025 decreased to 657 million tons from 673 million tons in the same period in 2024. Third-quarter shipments for consumption increased slightly compared with those in the same period in 2024. Additional production information, by quarter, for each State, geographic division, and the United States is reported by the U.S. Geological Survey in its quarterly Mineral Industry Surveys for construction sand and gravel and crushed stone.

Salient Statistics—United States:	2021	2022	2023	2024	2025[e]
Sold or used by producers	939	959	967	[e]880	870
Imports for consumption	5	4	5	4	4
Exports	(2)	(2)	(2)	(2)	(2)
Consumption, apparent[3]	943	963	972	[e]890	870
Price, average unit value, dollars per metric ton	10.52	11.35	12.54	[e]13.90	14.50
Employment, mine and mill, number[4]	37,800	39,100	40,100	40,000	41,900
Net import reliance[5] as a percentage of apparent consumption	(2)	(2)	(2)	(2)	1

Recycling: Road surfaces made of asphalt concrete and portland cement concrete surface layers, which contain sand and gravel aggregate, were recycled on a limited but increasing basis in most States. In 2025, asphalt and portland cement concrete road surfaces were recycled in all 50 States.

Import Sources (2021–24): Canada, 90%; Mexico, 6%; and other, 4%.

Tariff: Item	Number	Normal Trade Relations 12–31–25
Sand, other	2505.90.0000	Free.
Pebbles and gravel	2517.10.0015	Free.

Depletion Allowance: Common varieties, 5% (domestic and foreign).

Government Stockpile: None.

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SAND AND GRAVEL (CONSTRUCTION)

Events, Trends, and Issues: U.S. construction sand and gravel production was about 870 million tons in 2025 compared with 880 million tons in 2024. Apparent consumption also decreased to 870 million tons. Commercial and heavy-industrial construction activity, infrastructure funding, labor availability, new single-family housing unit starts, and weather often affect growth in construction sand and gravel production and consumption. Long-term increases in construction aggregates demand are influenced by activity in the public and private construction sectors, as well as by construction work related to infrastructure improvements around the Nation. In 2026, major capital investments in manufacturing, energy, and data-center facilities, coupled with Federal and State infrastructure funding and resilient public-sector construction activity, were expected to support continued demand across the sector.

The 2021 Infrastructure Investment and Jobs Act reauthorized surface transportation programs for 5 years and authorized investment of additional funding to repair roads and bridges and support major, transformational projects. The 2021 law authorized $55.7 billion in fiscal year (FY) 2025 and $56.8 billion in FY 2026 for Federal-Aid Highway Programs. Funding will expire at the end of FY 2026. The 2021 law also included $118 billion to the Highway Trust Fund, with $59.8 billion remaining in the highway account and $20.2 billion remaining in the mass transit account. During the first 8 months of 2025, total highway construction spending was 25% less than that in the same period in 2024.

The underlying factors that support an increase in prices for construction sand and gravel were expected in 2026, especially in and near metropolitan areas. Shortages in some urban and industrialized areas were anticipated to continue to increase owing to local zoning regulations and land-development alternatives. These issues were likely to continue, resulting in new construction sand and gravel pits to be located away from large population centers. Resultant regional shortages of construction sand and gravel and higher fuel costs could result in higher-than-average price increases in industrialized and urban areas.

The construction sand and gravel industry continued to address health and safety regulations, permitting and zoning issues, and environmental restrictions in 2025.

World Mine Production and Reserves:

	Mine production[e]		Reserves[6]
	2024	2025	
United States	880	870	Reserves are controlled largely by land use and (or) environmental concerns.
Other countries[7]	NA	NA	
World total	NA	NA	

World Resources:[6] Sand and gravel resources are plentiful throughout the world. However, because of environmental regulations, geographic distribution, and quality requirements for some uses, sand and gravel extraction is uneconomical in some cases. The most important commercial sources of sand and gravel have been glacial deposits, river channels, and river flood plains. Use of offshore deposits in the United States is mostly restricted to beach erosion control and replenishment. Other countries routinely mine offshore deposits of aggregates for onshore construction projects.

Substitutes: Crushed stone, the other major construction aggregate, is often substituted for natural sand and gravel, especially in more densely populated areas of the Eastern United States. Crushed stone remains the dominant choice for construction aggregate use. Increasingly, recycled asphalt and portland cement concretes are used as substituted for virgin aggregate. The percentage of total aggregate supplied by recycled materials remained very small in 2025.

[e]Estimated. NA Not available.

[1]See also the Sand and Gravel (Industrial) and the Stone (Crushed) chapters.

[2]Less than ½ unit.

[3]Defined as sold or used by producers + imports – exports.

[4]Including office staff. Source: Mine Safety and Health Administration.

[5]Defined as imports – exports.

[6]See Appendix C for resource and reserve definitions and information concerning data sources.

[7]No reliable production information is available for most countries owing to the wide variety of ways in which countries report their sand and gravel production. Some countries do not report production for this mineral commodity. Production information for some countries is available in the U.S. Geological Survey Minerals Yearbook, volume III, Area Reports—International.