

IRMCA NEWS

Volume 26, Number 2

June 2007

The Illinois Ready Mixed Concrete Association has picked the Naples Beach Hotel and Golf Club in Naples, Florida, as the site for its 2008 Annual Convention. This award-winning resort features a variety of guest rooms and suites, an onsite championship golf course, a complete tennis center, a spa and fitness center, a beachside swimming pool, a private gulf beach, 4 restaurants, 5 shops, children's supervised activities, and the best poolside/beach bar in south Florida.

The dates for this year's convention are Monday, February 25, thru Thursday, February 28, 2008. Initial plans call for a gala welcome reception on the evening of the 25th, business/education sessions on Tuesday and Wednesday mornings with continental breakfasts, a full attendee breakfast with a special speaker on Thursday morning followed by a golf outing for those interested. We will conclude the meeting with a reception and awards dinner on Thursday night. Dinner Thursday will be followed by the 3rd Annual IRMCA Texas Hold'em Championship (permanent trophy will be on display).

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Naples in February! IRMCA Annual Convention will be held in Florida



A view of the beach (above) and the golf course (below) at Naples Beach Hotel & Golf Club.



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Illinois Ready
Mixed Concrete
Association

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Administrative
Assistant

Dick Plimpton, P.E.,
Consultant

*Working together to
create value,
teach excellence,
and produce quality.*



Association

News

In-house production of the **2007 IRMCA Membership Directory** was very successful. *Thank you* to the many companies who advertised in the publication!

Illinois Cement Company is pleased to announce that Kurt Ewoldt, B.S. has been hired as Manager of Sales and Marketing and will assume his new position after relocating to Illinois. Kurt is a native of the Wheaton – Warrenville, Illinois area and is coming to Illinois Cement from its sister company, the Mountain Cement Company, where he was a technical sales representative. Kurt has a Bachelor of Science degree in Geology from Western Michigan University in Kalamazoo, Michigan, is married, and is the father of a newborn son.

IRMCA Consultant **Dick Plimpton** had surgery on Friday, June 8, for treatment of prostate cancer. He is home recovering well and would, we are sure, appreciate hearing from friends. Dick and Joanne's address is: 3312 Monticello Road, Bloomington, IL 61704.

Erica Scherbring (right) of Rantoul joins IRMCA staff as our newest administrative assistant. Erica is in her fourth year at Illinois State University and plans to graduate with finance and insurance degrees.



THE 2007 HARVEY HAGGE SCHOLARSHIP GOLF OUTING

Wednesday, September 5th
Pine Lakes Golf Club
25130 Schuck Road
Washington, IL 61571



WE HOPE TO SEE YOU THERE!!

Registration packets will be mailed in July.



Illinois Ready Mixed Concrete Association
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Plan To Attend These Upcoming Events

September 5, 2007
Golf Outing
Pine Lakes Golf Club
Washington, IL

January 7-8, 2008
Short Course
Par*A*Dice Hotel
East Peoria, IL

February 25-28, 2008
Annual Convention
Naples Beach/Golf
Resort
Naples, FL

Early Reminder for the 2008 Short Course

The Illinois Ready Mixed Concrete Association will once again hold its 2008 Short Course at the Par*A*Dice Hotel in East Peoria, IL. The dates for this year's event are Monday, January 8, and Tuesday, January 9. Monday's activities are scheduled to begin at 5:00 pm and Tuesday's schedule will begin at 7:45 (after a breakfast) and will conclude at 4:00 pm. A notable group of IRMCA producers and associates met recently and established an outline for a very ambitious and high interest/high quality program. Subjects we plan to address this year are: future aggregate availability and quality; what our members have to know about prescriptive vs. performance based specifications; the annual IDOT report with emphasis on ASR; the "Green" Movement, including pervious, decorative, and cement company obligations; promoting to city and village decision makers; a testing lab presentation; and a session headed by an attorney addressing areas such as anti-trust, risk management, and construction liability. We will also have speakers at the dinner on Monday and during lunch on Tuesday. Watch your mail for more Short Course announcements; registration materials will be mailed in November.

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A "Must Have" Reference Manual

We highly recommend that IRMCA members acquire a copy of *Integrated Materials and Construction Practices for Concrete Pavement: A State-of-the-Practice Manual*, December 2006. You can read about this manual and DOWNLOAD IT FOR FREE by going to the website of the Concrete Pavement (CP) Tech Center:
www.cptechcenter.org/publications/imcp/index.cfm.

The Tech Center is part of the Center for Transportation Research and Education at Iowa State University. The information in this manual will help project and field engineers, mix designers, technicians, materials experts, construction supervisors, and foremen integrate their processes in ways that will optimize concrete's performance in concrete paving projects.

This 350-page book is the result of a multi-year project sponsored by the Federal Highway Administration. The manual reflects the contributions of 17 authors and a technical review committee of 31 content experts.

A limited number of copies can be obtained through state concrete paving association chapters and through the American Concrete Pavement Association. Find contact information at www.pavement.com.

Several IRMCA members find that this manual is the most used reference guide they have and carry it with them at all times. Take a look for yourself.

Mission

To be the voice for the ready mixed concrete industry in Illinois. To promote the use of quality ready mixed concrete through innovative educational programs. To accomplish common goals as an organization that cannot be done individually.

LEGISLATIVE

ACTION ALERT

By Jim Randolph, Legislative Committee Chair

Thank you for your calls and letters to your legislators. We continue to be convinced that you, the constituents, are the most listened to and the most effective. While waiting at the desk of a Legislative Assistant to see a Representative, she was on the phone with the Representative making the statement, "You got a ton of calls today asking you to oppose....". YOU make the most difference, there is evidence of your efforts!

According to some, "this has been the most CHAOTIC General Assembly ever!"

ON THE FRONT BURNER...

HB1105 - OPPOSE

Prevailing Wage Act – We made many contacts and efforts, and with your calls, HB1105 remains dormant in committee, BUT read on...

SB 1529 with House Amendment 1 - OPPOSE

It has inserted the language from HB1105 in to SB1529. We have been working this bill very hard, along with several large associations who oppose this bill. Labor is pushing this bill and it nearly went through unnoticed. It is an uphill battle, and it is no surprise that many of the legislators were not aware of the amendment. Continue to contact your legislators to oppose SB1529 HA 1, which would require you to pay your drivers prevailing wage on any public works job they are on, and would potentially impose the same requirements on the manufacturing facility, the batchmen, loader operators, office personnel.....??? Where it will stop, no one can say for sure. We have delivered numerous letters on how this would be impossible to administrate, that the increased cost of concrete could drive away potential business, and that our bordering producers would have a distinct advantage! Even the Department of Labor opposed HB 1105 because it would be complex and complicated to accomplish and enforce. Call, write, or fax your Representatives and Senators.

TRUCKING NEWS...

SB 540, for a uniform trucking speed limit, has passed the General Assembly and goes to the governor's desk for consideration. The bill would eliminate Illinois' split 55/65 speed limit between cars and trucks on rural Interstate highways. Contact the governor and urge him to sign SB 540 into law (217-782-0244 or 312-814-2121).

HB 918 has passed out of committee and is on the floor of the House. The bill would provide uniform 80,000 pound access across the state.

CONTINUE TO MONITOR...

*The following bills have not moved at this time. However, we need to continue to monitor them, because they can come up and be passed in a moment's notice in this overtime session, so beware. **Note: At the time of publication, the Illinois General Assembly had yet to reach a budget agreement.***

GRT

The Governor proposed a \$7.6 billion tax increase, the largest tax increase ever proposed in Illinois history. It was defeated by legislators this session. IRMCA worked throughout the session with a coalition of Illinois business groups to oppose the GRT and inform lawmakers of the negative impact a GRT would have on Illinois businesses.

SB 268 - Oppose

This bill, if passed, would add a 10% surcharge to our license/registration. This Bill has passed the Senate Energy & Environment Committee and could come to the Senate floor for a vote anytime.

SB 1291 - Oppose

This bill, if passed, would add a \$.06 fuel tax and would permit Illinois State Police to come to your place of business, review your weight tickets for the previous two weeks, and then issue a citation for them.

HB 3661 - Oppose

This is the Low NOx bill which, if passed, would require you to retrofit your 1993-1998 trucks with new emissions controls at a price tag of up to \$2,300 per truck.

We have talked with a few of our members since the last newsletter concerning weight limits on our 4 axle mixers, and some have been getting ticketed for raising their tag axle before exiting the state road onto the jobsite. There is not legislation to stop that, however, it is clear that the arresting officers are taking blatant advantage of the situation and not applying common sense as they pumps-up the revenue stream for their county or village!

To see who your legislators are, go to: www.elections.il.gov/DistrictLocator/SelectSearchType.aspx. For contact information of your legislator, go to www.ilga.gov.

Tag Axel Information

This newsletter includes a copy of a memorandum from IDOT to its districts from several years ago ('92) that details the Department's position on the issue in highway construction projects. We are uncertain as to how much this will help, but feel the piece should be on file with every IRMCA producer member in the state. Thanks to Randy Riley for digging this out of his files for us.

IRMCA Is Grateful For Its Reception Sponsors

Gold: Buzzi Unicem, Continental Cement, ESSROC Cement, Holcim (US), Illinois Cement, Lafarge North America, Lehigh Portland Cement, McNeilus, St. Mary's Cement, Terex Advance Mixer, W. R. Grace.

Silver: Ameren Energy & Fuel, BASF Admixtures Master Builders, Barnes Industrial, Big River Industries, Brett Admixtures, Command Alkon, Feltes Sand & Gravel, General Resource Technology, Industrial Systems, Hanson Material Service Corporation, Sika New Construction, Southern Illinois Stone, Vulcan Materials.

Bronze: Advanced Fiber Solutions, CIT Group.

Peoria Park's Pervious Pavement

When planning the new parking area in Robinson Park, Mike Friberg of the Peoria Park District contacted IRMCA Promotion Director John Reed and asked John to come to Peoria and talk to him and his staff about pervious concrete. Mike had read about pervious pavement and felt that he could utilize the storm retention qualities that pervious offers to prevent the proposed asphalt parking lot from causing stormwater runoff problems.

The door was opened! Whenever IRMCA staff is invited to talk about pervious concrete, a portion of the presentation is always devoted to the advantages of concrete in general – not just pervious. By extolling concrete's sustainability, its durability, its light reflectance, its mitigation of the heat island effect, and its competitive price, John was not only able to satisfy the district on the merits of the pervious, but also convinced the owner to change the impervious pavement specification from asphalt to concrete!

The successful bidder for the concrete placement is IRMCA contractor member C & G Concrete Construction of East Peoria and the concrete will be produced and delivered by IRMCA producer member Roanoke Concrete Products. A 14 yard test strip was placed in early June and the actual pavement is scheduled to be placed soon. The test went so smoothly that there is now an opportunity for more pervious than planned.

COMING IN THE SEPTEMBER ISSUE OF *IRMCA NEWS* – a report on the placement and completion of the project. Stay tuned..



C & G workers shown placing, roller-screeding, tamping, jointing, and curing a practice load of pervious concrete.

NRMCA Offers New SCC Website

The National Ready Mixed Concrete Association (NRMCA) has launched a new website, www.selfconsolidatingconcrete.org, to support the growing interest in high-performance, self-consolidating concrete.

Self-consolidating concrete (SCC), also known as self-compacting concrete, is a highly flowable, non-segregating concrete that can spread into place, fill formwork and encapsulate even the most congested reinforcement, all without any mechanical vibration. It is a concrete mixture that can be placed purely by means of its own weight with little or no vibration. Adjustments to traditional mix designs and the use of superplasticizers creates flowing concrete that meets performance requirements. SCC's unique properties give it significant economic, constructability, aesthetic and engineering advantages.

"The new SCC site offers comprehensive content and provides a new level of accessible and well-organized information on the Web," said Glenn Ochsenreiter, senior vice president of marketing for NRMCA. "This remarkable concrete application deserves maximum support as it generates a great deal of interest, particularly for its labor-saving properties."

The new site joins six other specialized "Websites for the Industry" offered by NRMCA and targeted primarily to construction industry specifiers. They are www.ConcreteHelp.org, www.ConcreteParking.org, www.PerviousPavement.org, www.ConcreteBuildings.org, www.FlowableFill.org and www.GreenRoofTops.org.

Cowhey Gudmundson Leder, Ltd.

Cowhey Gudmundson Leder, Ltd., with offices in Itasca and Chicago, is a large professional engineering firm specializing in civil and environmental engineering, site planning, land use and land planning. They further specialize in water resource engineering and in the areas of wetlands and forestry.

As much of their work deals with the need for expensive stormwater drainage and wet pond detention/retention systems, it was natural for Irma Terry, an environmental engineer for CGL, to contact IRMCA for information on pervious concrete.

On May 7 John Reed, Director of Marketing and Promotion for IRMCA, spoke to 45 members of the CGL team, some in person in Itasca and some by video conference in Chicago, about the many benefits of specifying pervious concrete on projects where stormwater is a major concern. As always, John was also able to talk about the many advantages of concrete in general, not exclusively pervious. The presentation was very well received and the engineers present were able to earn a PDH – very important.

TO IRMCA MEMBERS – *The staff at IRMCA – as well as our partners at IL-ACPA – is always looking for the opportunity to present talks on the advantages of concrete; whether it be parking lots, streets and local roads, pervious, or more. If you know of an architect or engineering firm in your area who is doing work in land use or a related field, PLEASE contact John or Bruce with that information. If you have a contact within the firm, feel free to offer our services; just have your contact call us. If you'd rather us make the contact, fine; just get us contact information. We really need your help in identifying the firms that might make a difference in your area. Thank you!*

The First Concrete

5300 miles of the roads in Rome were built from concrete. From 300 B.C. to 476 A.D., the Romans used pozzolana cement to build the Appian Way, as well as the Roman bath, the Coliseum and Pantheon, and the Pont du Gard aqueduct in southern France. The mix consisted of small gravel and coarse sand mixed with hot lime and water and horsehair to reduce shrinkage. This is also when the world saw admixtures in their most primitive forms of animal fat, milk and blood.

Ancient Chinese used cementitious materials to hold bamboo together in boats and in the Great Wall of China, and Egyptians used lime mortars and gypsums while building the pyramids. History also suggests that Assyrians and Babylonians used clay as a bonding material.

*Information found in
May 2007 Concrete
Construction.*

Trump International

The tallest all reinforced concrete structure

With the top of its spire reaching a height of 1370 feet the Trump International Hotel & Tower in Chicago will be the world's second tallest all reinforced concrete structure after its completion in 2008. The 92 stories will include retail, parking, lobbies, health club and spa, hotel, restaurants, conference center, and luxury residential condominiums and penthouses and will cost approximately \$740 million to construct.

Initial design of the tower called for steel construction on the first thirty floors, which were to be business offices, while the rest of the structure would be reinforced concrete. However, as Tim Snyder, construction manager for the Trump Organization, explains, "When condominium sales began in 2003 it became clear that the market demand was for residential and not business space. This market demand, along with other factors such as the inflated cost of steel and coordination issues involving the steel and concrete contractors, dictated a change in design. The planned office space was replaced with additional residential units and a design was finalized for the nation's tallest all reinforced concrete structure."

The tower was designed by Chicago-based Skidmore, Owens & Merrill, a world leader in architecture, design and engineering since 1936. SOM's other super tall structure designs include the Sears Tower, John Hancock Center, Freedom Center (New York), Jin Mao Building (Shanghai) and the Burj Dubai (UAE) which, when completed, will be the world's tallest skyscraper and all reinforced concrete structure, soaring to approximately 2640 feet and 160 stories. SOM architect Adrian Smith led the team whose contextual tower design has three setbacks, step-like recessions in the profile of the building, to balance the tower with the height of nearby buildings. The tower's facade is light silver stainless steel and clear anodized aluminum with projecting stainless steel latticework.

The plan for the Tower was approved by the City of Chicago Plan Commission on July 18, 2002, and construction began March 17, 2005, on the site formerly occupied by the *Chicago Sun Times* building located on the Chicago River at 401 N Wabash Avenue in downtown Chicago's Near North Side.



Hotel & TOWER

Structure in the nation is being built in Chicago

By Jennifer Bedell

Beginning on September 30, 2005, the Tower's 60 x 200 x 10 foundation was placed during one of the largest pours in city history. The pour lasted almost 24 hours and required 4700 cubic yards of concrete.

IRMCA member Prairie Group has been providing site service on virtually every pour. Many different mix designs were developed, including 5000 psi, 8000 psi, 10,000 psi, 12,000 psi and 16,000 psi. And a

Continued on back cover.



Photos clockwise from far left:

Skidmore, Owens, & Merrill architectural rendering of the Trump International Hotel & Tower reprinted with permission from Trump Organization; Putzmeister BSA 14000 is part of the concrete placement system used on site; Bob Segal (l), an engineer at McHugh, and Jack Gibbons, director of technical services for Prairie Group.

Proprietary mixes were developed specifically for Trump Tower. It is one of the first projects in which modulus of elasticity was actually specified.

American Concrete Institute

The American Concrete Institute (ACI) is a nonprofit technical and educational society and is one of the world's leading authorities on concrete technology.

ACI publishes reliable information on concrete and its applications, conducts educational seminars, provides a standard certification program for the industry, provides local forums for discussion through the Chapter program and encourages student involvement in the concrete field.

Founded in 1904 and headquartered in Farmington Hills, MI, the American Concrete Institute is advancing concrete knowledge by conducting seminars, managing certification programs and publishing technical documents. The American Concrete Institute currently has 98 chapters and about 15,000 members spanning 108 countries.

www.aci-int.org is the official website of ACI. While much of the information on this website is for "members only", it is nonetheless a site with which IRMCA members should become familiar. Some examples:

- Clicking on the *Concrete Knowledge Center* can lead even non-members to answers on technical concrete questions.
- Clicking the *Bookstore and Publications* button leads you to accessibility for all the hundreds of ACI documents available. Note: Because ACI Members receive a lower price than non-members, IRMCA members should remember that your executive director is a member of ACI and as such can receive the discounted prices.
- The *Links* section of www.aci-int.org is very comprehensive and can lead readers to almost any related industry website.

This is a very comprehensive website: there are limitless opportunities to "surf" this site and learn much about the concrete industry. We believe the time taken will be time well spent.

Fall 2007 Pervious Concrete Seminar Set for Chicago.

The National Ready Mixed Concrete Association, along with the Portland Cement Association and *Land Development Today* magazine, is planning several seminars titled *Pervious Concrete: A Stormwater Solution* for fall 2007. They have held 7 of these seminars to date, with rave reviews, and have 6 more planned for this summer.

The group has chosen Chicago as one of its fall sites. The TENTATIVE date for the fall seminar is Friday, October 26 at a Chicago area site yet to be determined. The seminar will consist of classroom presentations and a field demonstration. The seminar targets a wide range of construction professionals and the program offers instruction on implementing pervious concrete pavements as a means to minimize stormwater runoff.

The main presenter will be Bruce Ferguson, Professor and Director of the School of Environmental Design at the University of Georgia. His area of expertise is in urban design, to restore watersheds in urban communities and the restorative technologies of stormwater infiltration, structural soils, and pervious pavements. He is author of *Stormwater Infiltration, Introduction to Stormwater* and *Porous Pavements*. Nationally and locally prominent speakers will add their expertise to Mr. Ferguson's, highlighting benefits of pervious, design methods, mix designs and construction techniques.

Begin thinking now about customers, engineers, designers, developers, architects and others who might benefit from this seminar which will offer 6 CEU's or PDH's. Watch IRMCA announcements for details as they become available!

Ready Mixed Truck

At the turn of the 20th century, a steam-powered concrete "paver" that mixed concrete onsite and moved with the other paving machines as the work progressed gained wide acceptance as the preferred method of producing concrete for pavement. At first, wheelbarrows were used to "batch" and load the paver's skip hoist. Five-ton dump trucks would haul the sand and stone to the worksite and dump the materials in piles along the roadside. Then the workmen would hand-shovel the materials into wheelbarrows that also served as volumetric measures to load the skip hoist for the two-bag (about 11 cubic feet) steam-powered concrete mixer (paver). Bags of cement were hand-dumped into the skip hoist in proportion to the wheelbarrow loads and batch size. A water pipe usually was laid the entire length of the job to provide water.

Info found in May 2007 Concrete Construction.

Commercial Construction Show

IRMCA Director of Marketing and Promotion John Reed joined NRMCA Resource Directors Jon Hansen and Doug O'Neil in manning a booth at the 2007 Commercial Construction Show held on May 15th – 17th at the 840,000

square-foot Donald E. Stephens Convention Center in Rosemont, Illinois. The Show is home to three distinct Expos, one of which is the Retail Construction Expo. Attending the show were architects, engineers, landscape and grounds designers, developers, consultants, general contractors, sub-contractors and more.

While hoping to educate visitors on the value of concrete as the building product of choice, NRMCA's booth was primarily designed to highlight "green building" and to attract attendees by demonstrating the many sustainable attributes of ready mixed concrete. A very successful lure to the booth was John Reed's recently redesigned pervious concrete display. Water

continually flowing through a small piece of pervious concrete caught the attention of nearly every visitor and caused them to stop to watch.

IRMCA has received several invitations to visit and speak to groups who saw the display and listened to the promoters. If members know of events in which IRMCA participation might bring positive results, please call John Reed at 800-235-4055.

Left, Pervious demo; Above, John Reed at the NRMCA booth.



This BUD (may be) for You

The NRMCA has reached an agreement with the Buildings Under Design (BUD) Company in which the company is offering a discount to state association members who would like to purchase the BUD Online program. BUD Online is a web-based project data base that identifies projects early and provides a method for tracking those

projects from concept, planning, selection of designers, building and construction start.

While the Illinois Ready Mixed Concrete Association is **NOT** endorsing this or any other product, the purpose of this announcement is simply to let you know that, if you are interested, NRMCA has secured a reduced rate on your behalf. You can visit the BUD Online website at www.BuildingUnderDesign.com and you can call 800-500-7276 for additional details. Remember to identify yourself as an IRMCA member.

The Competitive

Edge

By Randell C. Riley, P.E.

Every Illinois Ready Mixed Concrete Association member has faced the challenge of how to compete with asphalt in the parking lot market. In past articles, I have detailed technical means to make comparisons and pointed to our increasingly competitive position with the price of oil going up. Let us put some numbers with today's prices derived from Illinois Department of Transportation bid tabs along with some design comparisons and see how they stack up. The numbers are only guidelines, but they should give you an idea of where you stand in the argument and in the marketplace today. Things have changed – significantly!

To make the comparison consistent with ready-mix concrete industry promotion techniques (which differ slightly from highway paving industry efforts) I have made use of the Concrete Pavement Analyst (CPA) software. This software uses a simplified, more conservative (concerning concrete) approach than those used in modern highway methods. However, it is easier for the general practitioner to comprehend without seriously jeopardizing your competitive position. The reality is that the concrete industry places a higher stake on our reputation than the asphalt industry. As an industry, we are generally unwilling to routinely provide designs that last less than 15 to 20 years. CPA allows you to create designs that accomplishes all of these objectives. It is software that you can, with a little effort and support from Illinois Ready Mixed Concrete Association, learn to use in your local promotion efforts.

For our example, we will use typical Illinois' materials parameters for construction in a large parking lot environment. For a small strip mall area with primarily auto parking we will assume one truck a day ventures out onto the auto parking area. Where deliveries are expected 15 trucks per day are anticipated. Plugging this information into CPA, you arrive at a section thickness of 4.5 inches of concrete for the car parking area and six-inches for the main truck drives. The structural number equivalences for asphalt sections are 2.25 and 3.00 respectively. The sections are designed on equivalent underlying compacted clay subgrade.

The table below shows the comparison:

Cost and Performance Comparisons for Parking Lots Based on Illinois Department of Transportation Bid Tabulation Data Period January 2006 - April 2007*			
Parking Area Section	Cost Range/sq. yd.	Weighted Averages	AASHTO Relative Capacity
Concrete Section: 4.5 - inch concrete section	\$15.50 - \$19.53	\$16.94	
Asphalt Section: Structural Number 2.25 1.5 - inch surface 4.85 - inch binder course	\$15.72 - \$27.24	\$21.30	
Drive Area Sections			
Concrete Section: 6 - inch concrete section	\$18.42 - \$22.73	\$19.96	
Asphalt Section: Structural Number 3.00 1.5 - inch Surface Course 7.00 - inch Binder Course	\$21.04 - \$36.46	\$28.52	

Note: The materials prices have been adjusted to account for differences between highway and parking lot construction.
Your prices will vary depending upon quantity and location.

Clearly concrete is competitive and may cost less in today's market. But, what is more telling about the comparisons is in the pictograms to the right of the cost figures. The number of trucks shown indicates the corrected actual carrying capacity of traffic using updated AASHTO '93 design procedures at equivalent levels of reliability.

In simple terms, the concrete will last longer under the same traffic and there is real potential today that it will do so at less cost! To borrow unabashedly and unapologetically from my friends at the Michigan Concrete Paving Association, now we can truly make the claim "Costs Less - Lasts Longer!"

Contact IRMCA for more details and to get your copy of the CPA software pictured at right!



Randell C. Riley, P.E. is the Executive Director/Engineer for Illinois Chapter - ACPA, and a consultant to Illinois Ready Mixed Concrete Association. He is actively involved in the day-to-day promotion of long-life quality concrete pavements. He can be reached at 217-793-4933 or on the internet at pccman@ilacpa.com.

Please support the Associate Members of the Illinois Ready Mixed Concrete Association.

A. Anderson Building Systems, Advanced Fiber Solutions, Ameren Energy Fuel & Services, Ankem Chemical of Illinois, Arrow Magnolia, BASF Admixtures Master Builders, Barnes Industrial Group, Big River Industries, Brett Admixtures, Buckeye Building Fibers, Butterfield Color, Buzzi Unicem, CIT Group, CannonBall Express Line, Cemex, Command Alkon, Continental Cement Company, Cummings, McGowan & West, Deslauriers, ESSROC Cement Corporation, Feltes Sand & Gravel Company, Galena Road Gravel, General Resource Technology, Geotest Instrument Corporation, Hanson Material Services, Headwaters Resources, Holcim (US), Humboldt Mfg Company, Illinois Aggregate Equipment, Illinois Cement Company, Industrial Systems, Inland Detroit Diesel, Kore Data Systems, Lafarge North America, Legacy Decorative Concrete Systems, Lehigh Portland Cement Company, McNeilus Companies, Midwest, Mineral Resource Technologies, NPC Bidco, Putzmeister America, Propex Fabrics, St. Mary's Cement, Schwing, Scotwood Industries, SIKA New Construction, Solomon Colors, Southern Illinois Stone Company, Stuart Tank Sales Corporation, Terex Advance Mixer, Viking Trucks & Equipment Sales, Vulcan Materials Company, W. R. Grace & Company

The IRMCA staff regrets any omissions from the above list.



Big River Industries, Inc.

Producer of rotary kiln structural lightweight aggregate

Available in the following locations:

Utica, Illinois

South Chicago, Illinois

Bussen Quarries, St. Louis, Missouri

In Illinois: Mike Winter (630) 466-3748

In Memphis: Bryan Powers (901) 237-7468

IRMCA Now Offers Pervious Technician Certification

In answer to the requests from contractors and from involved IRMCA producer members and to meet the growing need for some level of contractor training in the placement of pervious concrete in Illinois, the Illinois Ready Mixed Concrete Association sought and now has been designated as the “sponsor” for the National Ready Mixed Concrete Association’s *NRMCA Pervious Concrete Contractor TECHNICIAN Program* for the state of Illinois. This means that IRMCA staff, along with members of the IRMCA Certification Committee, is authorized to present the training program, organize a pervious demonstration placement, and then offer the qualifying test to attendees, the passing of which will designate them as *NRMCA Certified Pervious Technicians*.

IRMCA made the decision to become involved in this certification program for several reasons:

- 1) We are convinced that as the concept of “building green” continues to explode, the use of pervious concrete will expand proportionately. As with all concrete, we are concerned that placement and finishing be done as expertly as possible.
- 2) IRMCA received specific requests from IRMCA members and from city officials asking that the training become immediately available as project specifiers were making NRMCA certification mandatory for successful bidders. We feel that specifiers will continue to ask that their successful bidders be certified.
- 3) The National Ready Mixed Concrete Association is asking that their state affiliates, like IRMCA, become the program sponsors as demand for training far exceeds the NRMCA training capability.



Above: IRMCA is now authorized to offer pervious technician certification. Here technician hopefuls practice on a test slab.

Right: Some IRMCA producer members have requested the pervious classes for their contractors and interested officials. Attendees pay close attention in class prior to taking the test.



At this point, these classes have been held only on an “as needed” basis and the classes have all been requested by hosted and by IRMCA producer members for their contractors and interested officials. IRMCA intends to offer pervious technician certification classes in all areas of the state late this summer – assuming we can determine need and decent participation levels.

In the meantime, IRMCA will continue to react to the needs of our members and their customers. Please call either Bruce Grohne or John Reed at the IRMCA office, 800-235-4055, for more details.

Advertising in the *IRMCA News* is an effective way to reach members and industry professionals.

Member rates¹

classified: \$25
business card: \$40
1/4 page: \$60
1/2 page: \$100
full page: \$150

Non-member rates¹

classified: \$30
business card: \$48
1/4 page: \$72
1/2 page: \$120
full page: \$180

Send ad copy to: jbedell@irmca.org

For more information call: 800.235.4055

Submission deadlines for 2007:
Feb. 2, May 4, August 3, Nov. 2

¹Commit to a four-issue placement and receive a 10% reduced rate.

Naples continued from front cover.

Quality speakers and presenters are being secured for the meetings and a full agenda will be included with the registration forms when mailed in November.

IRMCA has reserved a limited number of Gulf View rooms at \$299/night and Resort View rooms at \$269/night. These rates will apply to the meeting dates and to the 3 days before and the 3 days after the event. The hotel also has suites available and will quote upon request. To make reservations, call 800-237-7600 and mention IRMCA.

The Annual Convention Committee suggests that our members secure their reservations **NOW** – particularly if you want a room choice! Our meeting falls right in the middle of the resort's busiest time, and while there are currently more rooms available than we have blocked, they might not be available for very long.

The 2008 Annual Convention promises to be the biggest and best in years. Make plans to attend and bring the family. There will be fun and learning guaranteed for all!

You may visit www.naplesbeachhotel.com for more on the resort.



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Trump continued from page 9.

certain portion of the 12,000 psi and 16,000 psi is SCC (self-consolidating concrete). Jack Gibbons, director of technical services for Prairie Group, comments that, "Proprietary mixes were developed specifically for Trump Tower. It is one of the first projects in which modulus of elasticity was actually specified. This concrete must be precise. It is tested at the plant and on site. Because of the ultra high strength concrete there is almost constant communication between the plant and the point of discharge." With the specified stiffness there will be no need to place a damper on top of the building to stabilize it against motion.

A Putzmeister concrete placement system is being used. The BSA 14000, located in the tower basement, has a 630 horsepower engine that can pump 100 cubic yards per hour. The 34/38Z Series II Detach boom, which has a horizontal reach of 108'7", and pedestal are moved by crane from one location to another.

Placement of all concrete for the project is the responsibility of McHugh Construction. For more than 100 years McHugh Construction has been involved in a variety of projects in the Chicago area, including Marina City and the Civic Opera House. "The tower project offered a special challenge," notes Dale Hendrix, Sr. VP and general superintendent of McHugh, "namely the sheer size of the massive, super tall building and the fact that it has four zones: parking and commercial, hotel, hotel suites, and residential condominiums."

According to Tere Proctor, director of sales for Trump Tower Chicago, "The tower will be the largest residential building in North America and its final design includes 826 units and 83 different floor plans." Currently they are at 80% residential and 78% hotel capacity. Unit costs range from \$580,000 to approximately 9 million dollars.

The Trump International Hotel & Tower was originally planned to be the world's tallest skyscraper, but after 9/11 the height was reduced. Even so, the all reinforced concrete tower is extremely impressive and is a significant milestone for the Trump Organization, the City of Chicago and the concrete industry.



The Trump International Hotel & Tower construction site on North Wabash in downtown Chicago.



A view of the steel used in the all reinforced concrete structure.