

*Illinois Ready Mixed Concrete Association*

# **IRMCA News**

Volume 29, Number 1

Winter 2010

**SCHOOLS CHOOSE CONCRETE LOTS**

**KANE COUNTY CHOOSES PERVIOUS**

**BEACH AVENUE IN LAGRANGE PARK**

**CASEY'S IN MAROA**

**ELKHART - MT. PULASKI BLACKTOP IS NO LONGER BLACK**

**RICHLAND GOES GREEN**

**DRUG STORES IN BLOOMINGTON-NORMAL**

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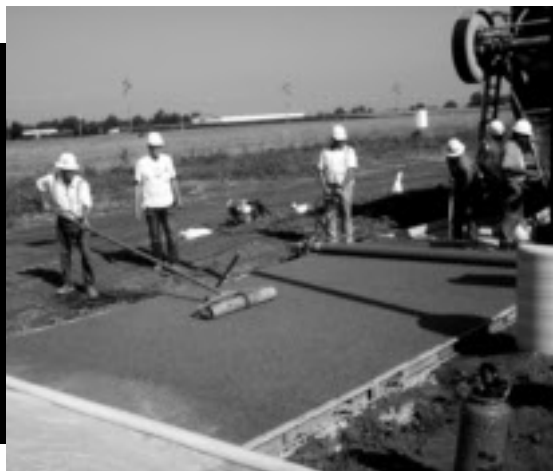
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# IRMCA NEWS

Volume 29, Number 1 • Winter 2010

## Illinois Ready Mixed Concrete Association



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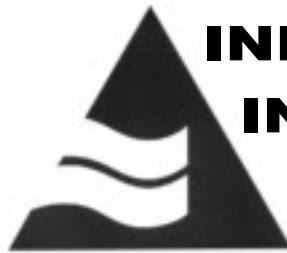
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### Mission

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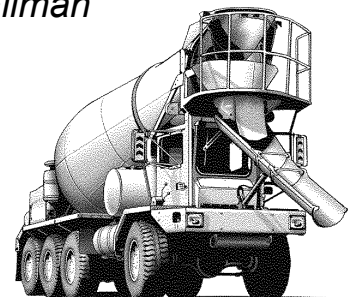
*Plants in Forrest & Gilman*

### Chief Redi-Mix

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*Gibson City*



# ASSOCIATION NEWS

## ANNOUNCEMENTS

Congratulations to Shandon and Kristina Smith (Tuscola Builders) for the birth of a son, Brix, in August.

Congratulations to newlyweds Allan and Shirley Anderson (Buzzi Unicem USA, Inc.)

## CONDOLENCES TO THE FAMILY AND FRIENDS OF...

...Tayce Chiluski, spouse of Mark Chiluski

...Barney Esker, founder of Effingham Ready Mix (now Mid-Illinois Concrete, Inc.).

...Phil Berg (Elmhurst-Chicago Stone Company).

*An incorrect phone number was published in the Forrest Redi-Mix ad in the Summer 2009 issue of IRMCA News. We regret the error. See ad on facing page for correct number.*



**IRMCA staff wish you a prosperous New Year!**

-- Jennifer Bedell, JoAnn McKeown, Bruce Grohne, Jessica Hanover and John Reed.

## IRMCA Board Deals with Tough Economy

No different than its members, the Illinois Ready Mixed Concrete Association is facing decreased revenue and operating funds as the construction economy continues to stagnate. Funding from our promotion partners, the GLCPA, has been reduced and membership dues is slightly lower. Despite this, the board directed preparation of a budget for 2010 that would not reduce staff or members services, but at the same time instructed staff to cut costs as much as possible. This budget, with expected expenses higher than expected revenues, will be balanced by using reserve funds set aside for situations like we now face.

At the November meeting the board canceled the official Annual Convention and moved the required General Membership meeting to the Short Course, where attendees will vote on proposed by-law changes and elect incoming directors and officers.

Staff was directed to explore the possibility of combining with the Wisconsin Ready Mixed Concrete Association for an out-of-state meeting in late winter 2011.

As part of cost containment considerations, the board directed that virtually all IRMCA – member communication be conducted via e-mail. NOTE – if you feel IRMCA does not have your e-mail address, please call the office at 800-235-4055.

***The board directed that virtually all communication from IRMCA to members be conducted via e-mail.***

## MAGAZINE COVER

Congratulations to Ozinga Ready Mix for the cover and accompanying story in the November 2009 issue of *Concrete Products* that features their central dispatch operation.

---

## ENVIRONMENTAL WORKSHOP

Watch your IRMCA e-mails for announcement of the yet-to-be scheduled March environmental workshops. Those who attended the recent Short Course realize the effort that must be made to correctly satisfy the newly mandated regulations. All producers should plan to attend.

---

## PROMOTION WORKSHOP

IRMCA Contractor member Swederski Concrete Construction helped promote concrete in the northeast part of Illinois this summer by offering seminars highlighting pavement design and concrete sustainability. Attendees included public works people, concrete producers and contractors. Thanks and congratulations to Len and his staff for the informative presentations and demonstrations. This is promotion at its best!

---

## RCC DEMONSTRATION

In November, Quad-County Ready Mix held a Roller Compacted Concrete demonstration and seminar. Attendees included municipalities, IDOT personnel, asphalt contractors and others from the industry. Congratulations to Quad-County for this promotion effort.



*Jessica Hanover (left) is filling the administrative assistant position in the IRMCA office this year as she finishes earning her Bachelor's Degree at Illinois State University.*

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# TELL IT LIKE IT IS

BY JOHN ALBINGER

## PRIORITIES

**Today's economy has made us scrutinize the way we run our businesses a lot more seriously than we have in the past. Like all businesses we look at material and labor for ways to save.** In a prior newsletter I talked about how natural it was to evaluate our mix designs, determine whether there were ways to optimize the cementitious content and, most importantly, consider the effect on the performance of the concrete. We prioritize all of our spending and decide how much quality we can afford. (In a recent "Concrete Basics" I talked about our responsibility and how much "quality" is expected from the concrete we provide.)

When we start prioritizing things in business and life our personal feelings come into play. Most likely whatever was important or unimportant to us in the good times remains important or unimportant to us in the bad times. We may, however, want to be careful, think about what we do and not be short sighted. We know that at some point we can't take out any more cement from our mixes, but how many air checks are really necessary or can we live with fewer QC people? Ultimately we make those decisions and decide we'll live with the consequences. But what are the consequences?

If we make a bad decision when we "optimize" our mixes we'll know fairly soon. If the concrete is difficult to place or finish or takes too long to set we'll know very soon after the concrete is delivered. If the compressive strength is compromised we may not know for 28 days or years later when the concrete doesn't provide resistance to freeze thaw cycles and scales. Some consequences of mix optimization might be:

- An unhappy contractor
- An unhappy owner

- Premature finishing - scaling later
- A bad looking slab or wall
- Overtime charges
- Low strength - subsequent strength tests
- Removal - immediately or when the concrete fails later on
- **A bad reputation**
- **A lost customer**

We've talked about the importance of testing in the past, but what if you decide you have to take a chance? What if you take fewer slumps, air tests, unit weights, temperatures? Some of the possible consequences are:

- **All of the above possible optimization consequences**
- Missing that excessive water was added on the job
- Low strength
- Cracking
- Honeycombing
- Scaling
- Blisters
- Over yield - give away money, lower strength
- Under yield - shortage complaints
- Fast setting
- Slow setting
- Placement problems
- Finishing problems
- **A bad reputation**
- **A lost customer**

**YOU DECIDE!**

# Schools Choose Concrete Lots

Concrete's Sustainability and Illinois School Districts' New Green Building Requirements Provide a Great Promotion Opportunity for IRMCA Members

By Jennifer Bedell

Are school districts in your area planning to build new facilities or repair/replace/expand current parking lots? If so, you have an excellent promotion opportunity, and IRMCA is prepared to help.

The Energy Efficient School Construction Act (SB0505) requires Illinois school districts to follow LEED green building standards even if they don't plan to apply for certification. And, since concrete is an unequalled sustainable building product, decision makers within the school districts are increasingly choosing concrete for their construction projects.

University of Illinois Urbana-Champaign (UI-UC), Olney Central College (OCC), Richland Community College (RCC) and Illinois State University (ISU) are just a few of the colleges that have recently placed concrete pavement.

"[UI-UC] learned about whitetopping at a conference," says Eric Knisley, UI-UC Facilities Project Superintendent. "We were particularly interested in its reflectivity, which gives students increased safety at night."

OCC also opted for whitetopping, in part because of its durability. The school is enjoying the minimal maintenance required with concrete pavement.

RCC's original concrete pavement was placed more than twenty years ago. It has held up extremely well, so they did not hesitate to choose concrete again for their recently added pavement.

*We were particularly interested in its reflectivity, which gives students increased safety at night.*

-- Eric Knisley, UI-UC



**New Berlin Elementary**



**Richland Community College**





**Sullivan  
Elementary  
School  
(above) and  
Illinois State  
University.**



*I strongly believe that the look [concrete] gives our overall facilities instills public pride in our school system and a sense that we will do the best we can for our students and community for years to come.*

-- Terry Percy, Sullivan School District

ISU discovered the many advantages of concrete pavement - including its durability and the safety and environmental benefits - through research and testing. They have placed full depth concrete, pervious concrete and concrete overlays on existing asphalt.

Many elementary and high schools have also specified concrete pavement for their construction projects.

Prairie Hill School District recently constructed the Willowbrook Middle School in South Beloit and included pervious concrete pavement in their parking lot as part of a stormwater management system. Colleen Bell, then school board member, commented that she, other board members and the lead architect attended the Green Build convention in Chicago, where they learned about pervious concrete and the fact that it would earn points for LEED certification.

Sullivan School District has placed three concrete parking lots at its elementary and high schools. They appreciate that concrete requires minimal maintenance and has an attractive appearance. Terry Percy, Superintendent of Sullivan School District, says, "I strongly believe that the look [concrete] gives our overall facilities instills public pride in our school system and a sense that we will do the best we can for our students and community for years to come."

Also impressed with the appearance of concrete is Scott Peters, Principal of Sugar Creek Elementary in Normal. He commented, "I absolutely love the concrete work we have done. It is a much nicer look for our facility and will wear so much better for the long haul." The cost of their new full depth concrete lot was approximately the same as competitive asphalt bids.

New Berlin School District built an elementary school this year and specified a full depth concrete parking lot. In the *New Berlin Bee*, Superintendent Val Carr commented that the project architects developed an innovative, low maintenance, energy efficient education facility, in part with light-colored, high-albedo concrete paving materials that reduce the amount of heat energy absorbed by materials that surround the building.

One of the newest school projects in the state is in Belle Valley School District in Belleville. Construction is scheduled to begin in 2010. They have specified a full depth concrete parking lot. Steve Raskin at Ittner Architects is involved in the project and commented that Belle Valley will be seeking LEED certification and concrete is a wonderful product for LEED projects.

IRMCA has included the above information and more in a new promotion brochure that will be mailed in January to the 873 school districts, 48 community colleges and 1247 private elementary and high schools in Illinois. The brochure can also be downloaded from the association website, [www.irmca.org](http://www.irmca.org).

Concrete is a wonderful sustainable building product; it helps earn LEED certification points; and the advantages to concrete pavement are many. Now, when school construction projects are announced, you have a promotion tool that shares with decision makers the benefits of concrete, details and photos of past projects and comments from other decision makers who have chosen concrete.



## Casey's in Maroa

It's always a treat when IRMCA contractors partner with IRMCA producers to complete a significant project. The brand new Casey's General Store in Maroa has been just such a

venture – all concrete! Contractor member Richard Bland Construction from Pana placed the concrete supplied by Cyrulik, Inc., Clinton. Both Bland and Cyrulik fought considerable weather problems and delays, but the parking lot is done, the store is open and the manager is satisfied. The manager is particularly pleased with the brightness of the concrete and how the lot looks at night.

Working with the Illinois Chapter of the American Concrete Pavement Association and with the Logan County Highway Department, contractor Illinois Valley Paving Company completed overlaying the much anticipated and now misnamed Elkhart – Mt. Pulaski Blacktop late this fall. At an open house sponsored by IL-ACPA on October 8, County Engineer Bret Aukamp told over 100 attendees about how the county came to the decision to choose concrete for this project. Their decision was based on projected increased use of the road and the fact that the economics of concrete made the choice easy. A representative of the contractor explained details of the job. Curry Company in Lincoln provided the concrete.

*IRMCA producers are encouraged to keep in close touch with their county engineers about upcoming projects that might qualify for whitetopping. Let the IRMCA office or the IL-ACPA office know of possible leads and we will join you in promoting.*

## Elkhart – Mt. Pulaski Blacktop It's No Longer black!!!!



## Richland Goes Green

When administrators and trustees of Richland Community College in Decatur authorized the construction of the Center for Sustainability and Innovation in 2008, specifications required meeting LEED Certification standards. Now completed, it is the first such green building in Macon County. The building is easily identifiable by the windmill constructed alongside to provide its energy.

The contractor, Otto Baum in Morton, chose concrete pavement, realizing the potential it gave for LEED points. The contractor specified concrete mixes using recycled products, took advantage of the maintenance free durability and reflective superiority of concrete and, in developing a stormwater plan, used pervious pavement to control runoff. The Center for Sustainability and Innovation truly meets the needs of the future without endangering the environment of today.

From top: Richland Community College's new windmill; placement of pervious concrete pavement; and the Center for Sustainability.



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## Kane County Chooses Pervious

As Kane County officials made determinations concerning the cleaning-up and rebuilding of its Stearns Road Bridge Corridor, environmental issues were of paramount concern. There were mandates to respect “overall environmental mitigation values” and to protect “sensitive groundwater recharge areas.”

The successful bidder, Martam Construction in Elgin, cleaned acreage, removed trees and buildings, installed wells, planted, mulched and built two new facilities to make the sites accessible to the general public.

Because of all the sensitive watershed concerns, officials chose to use pervious concrete for both the access roads and parking areas, the goal being to return stormwater to the ground and aquifers below. IRMCA producer member Elmhurst-Chicago Stone, supplying concrete for this venture, arranged for personnel from Martam and WBK Engineering to become NRMCA certified through IRMCA before beginning placement.

Hundreds of yards of pervious concrete has been delivered and placed in the corridor on either side of Hwy 25 at the intersection of Stearns Road. Congratulations to all concerned and especially to Martam Construction who, for this project, was chosen Kane County Division of Transportation Contractor of the Year by the Illinois Road and Transportation Builders Association.



## Drug Stores Choose Concrete

Two new, large-chain drug stores in Bloomington-Normal have chosen concrete for their parking lots – both bucking the stores’ national trends. Concrete contractor Stark Excavating of Bloomington placed both parking lots and told IRMCA that the choice for concrete was different in each case. The new CVS store serves as anchor to a small development in south Bloomington and the developer had paved all the streets with concrete. The CVS decision-makers decided they wanted to match the streets and after meeting with the contractor determined that they could do so without increased cost. The new Walgreens in Normal ended up with concrete parking simply because during the placement of the floors and curbs the concrete contractor asked the owner if they could submit a bid on the lot. When the owner found that the concrete lot was competitive with the specified asphalt, he gave the go-ahead to pave with concrete.

*IRMCA producers – do all you can to encourage your concrete contractors to “ask for the order”. Sometimes that’s all it takes.*



## Happy Retirement Rita!

Representatives of the Illinois Ready Mixed Concrete Association travelled to Rockford on December 15th to join a luncheon in honor of Rita Mosley's retirement. Rita has completed more than 30 years of service at OSHA, most recently managing Training & Promotion of the Onsite Safety & Health Consultation Program for IL DCEO.

At the luncheon, Rita was presented with a plaque and small gift of appreciation for her service to IRMCA. Rita enthusiastically joined the IRMCA Safety Committee in 1997 and was instrumental in aiding that group's development of its Hazard Specific Programs – a document used not only by producers in Illinois but in neighboring states as well. Rita was a regular presenter at IRMCA meetings and was always willing to address members' concerns. Along with members of IRMCA, Rita directed the production of the ready mix safety video *Laying the Groundwork*.

Rita is retiring in Rockford and is looking forward to completing some long delayed home projects. If you would like to wish Rita well, Bruce at IRMCA has her contact information.



Clockwise from front: Rita Mosley, John Albinger, Bruce Grohne, Steve Metz.



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# GOLF OUTING

*Fred Boskovich, Bob Nowicki and George Zima take a break while Denny Oedewaldt tees off.*



*John Taylor, Richard Dansdill, and Kevin Rustemeyer have some quality male bonding time as Mike Williams makes his successful bid to get his picture in the newsletter.*

*Kyle Cain and Dave Forristall enjoy a laugh on the fairway.*



*Larry Mohundro, Dick Plimpton, Mark Blager and Jim Amelung debate who has the best driver.*

*Golfers partake of refreshments in the clubhouse while the steak dinner is prepared.*



## RECEPTION SPONSORS

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Last spring Scott Eilken, President of Quality Saw and Seal, and I were asked by Julius Hansen, Public Works Director of the Village of LaGrange Park, to inspect Beach Avenue, which was in great need of repair or replacement. Beach Avenue is a north-south residential concrete street in LaGrange Park that is probably 50-60 years old. The original pavement was 6 inch concrete with steel mesh placed directly on the dirt. An asphalt overlay was placed approximately 20 years ago. Since that overlay, the village has experienced recurring reflective cracking. Director Hansen was aware of the patching and diamond grinding methods of Concrete Pavement Restoration (CPR) and thought that it might be a cost effective solution for this street after milling off the existing asphalt overlay. We were taken to the project site and met by the village engineering consultant, Hancock Engineering. Due to the wear and tear that showed with the type of design practiced that long ago and after all these years of service, everyone present agreed that CPR would not be a proper solution for Beach Avenue.

The below photos show Beach Avenue in Lagrange before and after the reconstructed concrete street. The premium difference between an asphalt overlay and a new concrete pavement was small. Photos by John Albinger.



# LaGrange Park, Illinois Taxpayers Win

By Jimie Wheeler, Promotion Director - Northern Illinois,  
IL-Chapter of the American Concrete Pavement Association

The village then decided to advertise for bids with three options for repair:

- Type I: Curb replacement and grinding the old pavement and installing a new asphalt overlay.
- Type II: Curb replacement and reconstruction of the street with an asphalt pavement.
- Type III: Curb replacement with reconstruction of the street with a concrete pavement.

The Village received bids from seven qualified bidders. Comments from Hancock Engineering included:

“The bids that represented the best value to the village are Type I and Type III. The Type I bid has a lower initial cost to the village to construct and would allow for the paving of four blocks of Beach Avenue. Future maintenance cost for a Hot-Mix asphalt (Type I) surfaced street is inherently higher than for a concrete finish pavement (Type III). Additionally, concrete finish pavements have a useful life expectancy several times greater than those using Hot-Mix Asphalt.”



A memorandum presented to the LaGrange Park Village Board by the LaGrange Park Village Manager stated in part:

- “The Type I alternative proposes a new asphalt surface over the existing concrete pavement. This would provide a 10-20 year life pavement with less construction inconvenience and at less cost than the other two alternates. The disadvantage is that the new surface will begin to exhibit reflective cracking in the asphalt in 3-5 years that will require some treatment. This reflective cracking is unavoidable when laying asphalt over concrete. As a flexible pavement, asphalt begins to show the nature of the base beneath it. It is unavoidable.”
- “The Type III alternate would propose to remove the entire existing pavement and install a new compacted gravel base and an 8 inch thick concrete street. The estimated useful life of such a pavement is 30-50 years. The cost premium is approximately 30% when compared to the low bid for the Type I alternate. For one-third the initial cost the village could approximately double the useful life of the pavement.”
- “Based on the amounts bid, the staff would not recommend a Type II (reconstruct with asphalt) alternate. When looking at the associated costs, the Type II repair does not provide sufficient additional benefit to warrant the additional cost (compared to an asphalt overlay). The real choice therefore should be the comparison of the Type I alternate to the Type III alternate.

Staff recommendation:

“Based on the bids received and the relatively small premium difference between the cost of an asphalt overlay and a brand new concrete pavement, the staff recommends that the Board accept the bid for the Type III alternate, a reconstructed concrete street.”

This fall, the Village of LaGrange Park completed the project as recommended. The residents on Beach Avenue are very pleased and the taxpayers of LaGrange Park got the best value for their tax dollar.

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