



# NEWS

*ILLINOIS READY MIXED  
CONCRETE ASSOCIATION*



## MILE LONG BRIDGE

- **Theron Tobolski: A Tribute to Our Friend and Colleague**
- **Examples of Slag Cement Use in Parking Garage Construction**
- **Helping Protect Your Company in Case Small Accidents Become a Big Deal**



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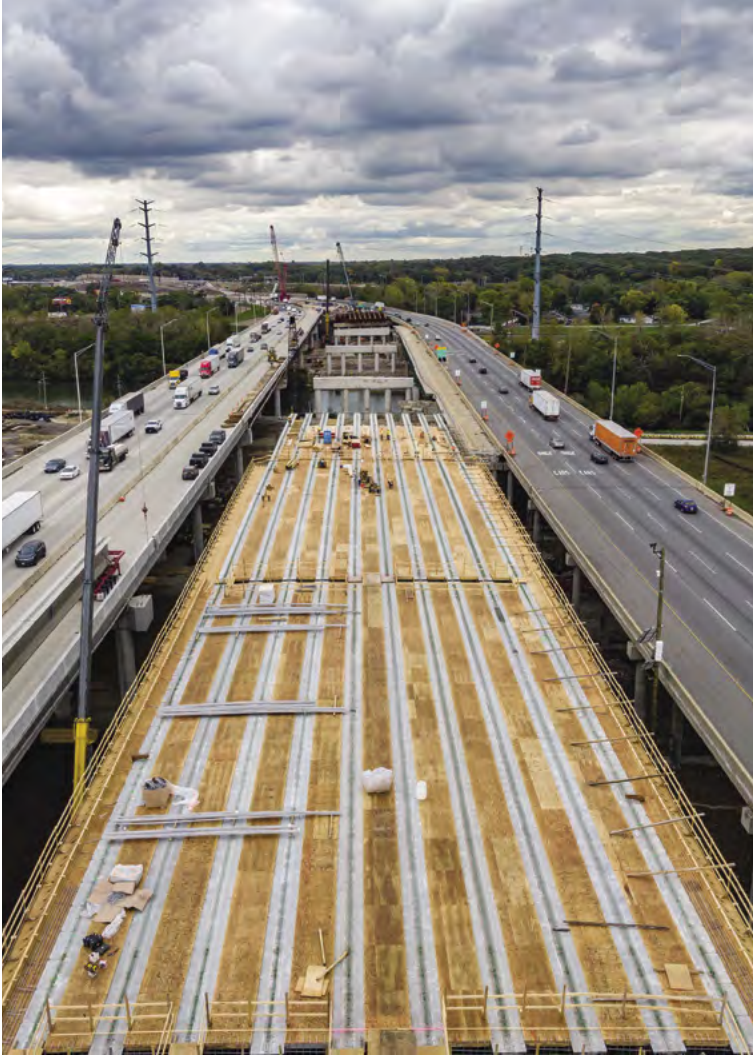
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The Illinois Tollway's new northbound mile long bridge on I-294 between Rosemont and Oak Lawn carries up to 150,000 vehicles daily and is supported by 52 steel beams and 273 precast concrete beams. Some of the concrete beams measure 187 feet long, stand 8 feet tall, and at nearly 125 tons, are the heaviest produced or shipped in the Midwest.

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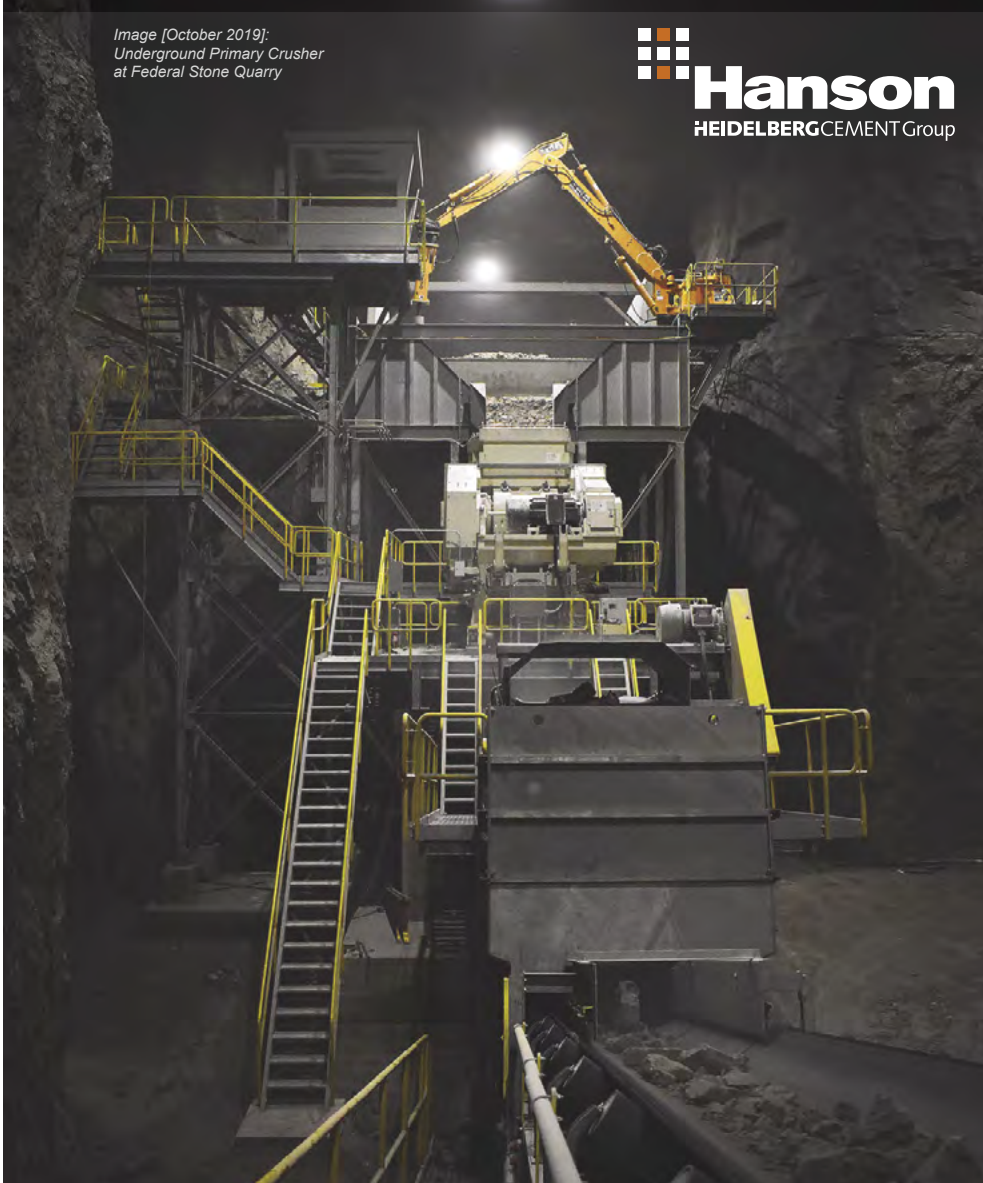
### IN EVERY ISSUE

25 NEW MEMBERS

25 2022 EVENT CALENDAR

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Image [October 2019]:  
Underground Primary Crusher  
at Federal Stone Quarry



## Chicago Metro

- **Thornton Stone Quarry**  
322 S. Williams St.  
Thornton, IL 60476
- **Thornton Mineral Filler Plant**  
206 S. Williams St.  
Thornton, IL 60476
- **Federal Stone Quarry**  
9101 W. 47th St.  
McCook, IL 60525
- **Romeoville Stone Quarry**  
125 N. Independence Blvd.  
Romeoville, IL 60446
- **Lockport Marine**  
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Romeoville, IL 60446
- **Lockport Shipyard**  
125 N. Independence Blvd.  
Romeoville, IL 60446
- **Lockport Shop**  
681 Material Rd.  
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- **Joliet Stone Quarry**  
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Joliet, IL 60436
- **Algonquin Sand & Gravel**  
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Algonquin, IL 60102
- **Morris Sand Plant**  
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Morris, IL 60450

## Central Illinois

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22283 Taylorville Rd.  
Nokomis, IL 62075
- **Nokomis Mineral Filler Plant**  
Taylorville Rd. & Nokomis Rd.  
Nokomis, IL 62075
- **Fairmount Stone Quarry**  
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Fairmount, IL 61841
- **Athens Stone Quarry**  
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Athens, IL 62613

## Indiana

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# FROM THE EXECUTIVE DIRECTOR



## WHO ARE YOU?

You are an analyst, a problem solving engineer, a master coordinator, an overseer, a statistician, and a logistics professional. You are physically and mentally fit, ready for everything, and managing changes by the minute. You are a master of proportioning to the .5 gram of tolerance in a 36,000# load, and you keep up with evolving specs from ACI, ASTM, AASHTO, OSHA, EPA and more.

You are a safety and human resources manager. You are a proficient negotiator. You are the best of the best and always getting better. You are competitive and like being recognized as a champion. You may have a big ego, which is ok because you use it wisely. You are a psychologist for customers and co-workers alike. You know how to spend millions of dollars on things that depreciate fast and yet keep your head above water.

You are used to supper warmed over but still find the time for family games and events. Your family has learned that they too will grow up living the life of a ready mix producer and will likely continue in the profession because it is simply in their DNA.

You provide thousands of jobs and managed your essential workers through the COVID-19 pandemic. You can be proud that the concrete you produced has provided a solid foundation for homes, businesses, farms, skyscrapers, windfarms, municipal projects, hospitals, schools, highways, roads, and bridges that will last for generations.

What am I missing? You fill in the blanks! I love that every day in this industry is an opportunity to learn more and apply it. ALL of our members are experts in their fields and always making progress toward a finish line that keeps moving. Our cement suppliers have increased production storage and transportation capacity to keep up with demand. We are continuously reducing our carbon footprint at every turn, making concrete the most versatile, economical, durable product on the planet. We protect sustainability - our buzz word - from being over-legislated while keeping the environmentalists smiling.

Who are you? You are the Illinois Ready Mixed Concrete Association - the best of the best and always getting better!



Jim Randolph  
Executive Director



The Illinois Tollway plans to use almost 40,000 cubic yards of high-performance concrete for the decks, approach slabs and moment slabs for the new northbound and southbound Mile Long Bridge, which is scheduled to be completed in 2023.

# ILLINOIS TOLLWAY REPLACING MILE LONG BRIDGE ON I-294 TO RELIEVE TRAFFIC CONGESTION AND INCREASE SAFETY

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*CINDY WILLIAMS, Illinois Tollway Deputy Chief of Program Implementation*

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The Illinois Tollway's new northbound Mile Long Bridge is wider, safer, and built to last longer than the 1958 vintage bridge it replaced last November, but it still has the same purpose: to serve as a vital transportation link on the heavily traveled Central Tri-State Tollway (I-294).

The Tollway is replacing the Mile Long Bridge as part of its \$4 billion program to reconstruct and widen 22 miles of the Central Tri-State Tollway between Rosemont and Oak Lawn to provide congestion relief and replace aging bridges to meet modern traffic demands and address regional transportation needs.

Carrying up to 150,000 vehicles daily, the bridge crosses two

major railroads, three waterways, local roads, and passes over a major distribution center for UPS and the Burlington Northern Santa Fe (BNSF) Railway.

The original, four-lane northbound and southbound bridges are being replaced with two side-by-side, 4,800-foot-long structures that are each about 19 feet wider, increasing traffic capacity to five lanes in each direction. Wider inside shoulders on the bridges also will serve as Flex Lanes to provide for potential future transit, assist emergency vehicles, and serve as an alternate lane to reduce traffic congestion when necessary.

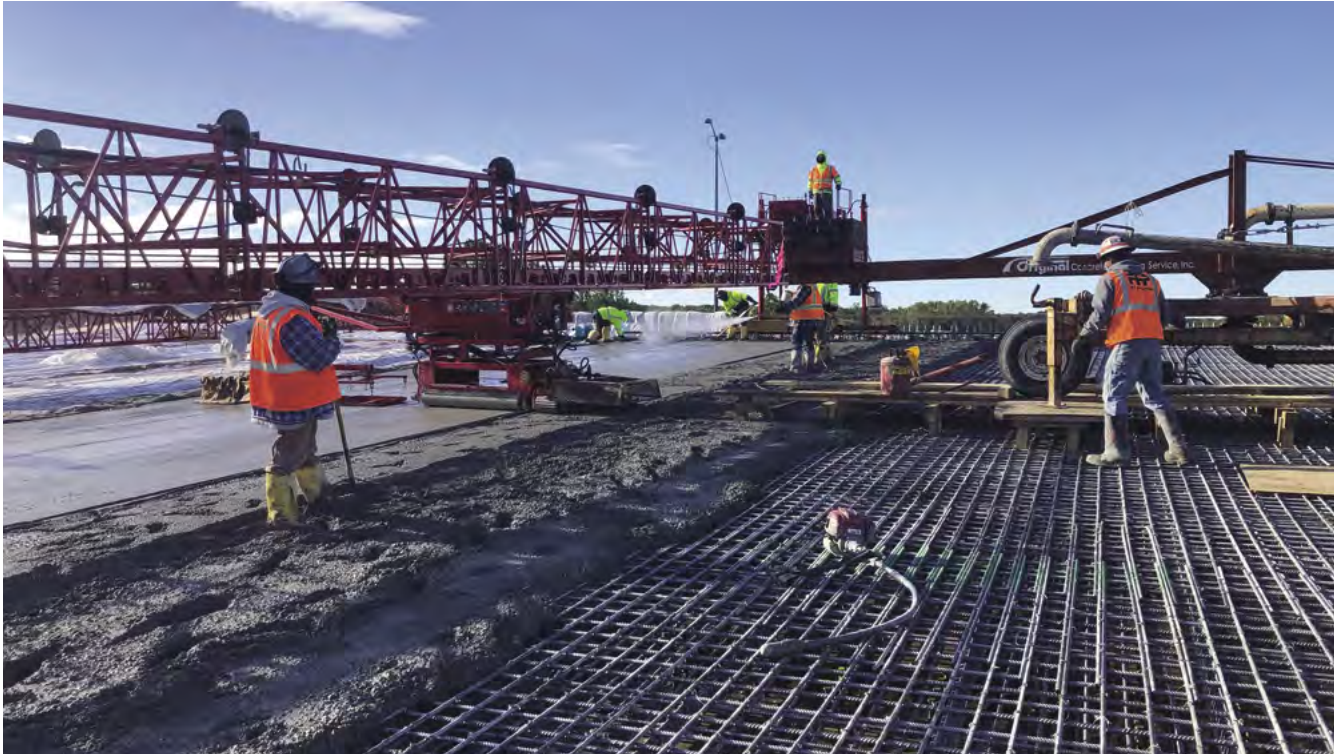
Construction of the new \$185 million northbound bridge began

in 2019 just east of the original northbound bridge, with the new structure opening to traffic in November 2020.

The Tollway Board in August 2020 approved a new \$183 million contract to construct the new southbound bridge and remove the two original bridge structures.

"Opening the new northbound Mile Long Bridge was a milestone achievement in this critical project to relieve traffic congestion and provide a better, safer travel experience for our customers," said Illinois Tollway Executive Director José Alvarez. "Work already is underway to remove the original structure and we expect to begin building the new southbound bridge on that

“ The new northbound bridge is supported by 52 steel beams and 273 precast concrete beams, including the heaviest concrete beams ever used by the Tollway and the heaviest ever produced or shipped in the Midwest. ”



The deck of the new northbound Mile Long Bridge contains about 5.2 million pounds of stainless steel rebar, which was used to help meet the Illinois Tollway’s goal of ensuring the bridge remained in use into the 22nd Century.

site before the end of the year. We’re eager to complete this project and turn over another modern, state-of-the-art bridge to the drivers who use our roads.”

The new northbound bridge is supported by 52 steel beams and 273 precast concrete beams, including the heaviest concrete beams ever used by the Tollway and the heaviest ever produced or shipped in the Midwest.

Some of the concrete beams in the new bridge measure 187 feet long, stand 8 feet tall and weigh nearly 125 tons.

Using the massive beams allowed the new northbound and southbound bridges to be designed with fewer piers, which reduced the environmental impact on the waterways and the industrial areas below.

Each bridge will have 27 spans supported by 26 piers, fewer than half the number of the piers supporting the original bridge structures.

The new northbound bridge required nearly 16,000 cubic yards of concrete to construct the bridge deck—an amount equal to about 1,760 fully-loaded concrete-mixing trucks.



The northbound and southbound mile long bridges, along with adjacent bridges over nearby La Grange Road also being rebuilt as part of the project, will use almost 40,000 cubic yards of Tollway high-performance concrete for the decks, approach slabs, and moment slabs. Another 14,400 cubic yards of Tollway mass concrete will be used in the bridge substructures.

Tollway Class TL concrete is used for the composite pavement built adjacent to the bridges, while Illinois Department of Transportation DS, SI, and BS concrete mixes are also used for various parts of the structures.

To help extend the life of the new northbound bridge, the bridge deck contains about 5.2 million pounds of stainless steel rebar, which is being used on the project because it resists corrosion. Building the bridge with longer beams and fewer spans also means the structure requires fewer expansion joints, lowering maintenance costs and helping prolong its operating life.

The advanced materials and design features mean the new northbound bridge could remain in use well into the 22nd Century.

“Its advanced features, including stainless steel rebar and fewer expansion joints, also will increase its lifespan and reduce Tollway maintenance costs,” Alvarez said. “We’re always looking for new methods and technologies that will lower our costs and still provide the highest-quality roads and bridges.”

To minimize traffic disruptions during construction, the northbound bridge was built next to the existing bridge



The new northbound Mile Long Bridge is about 19 feet wider than the original bridge, which will allow the Illinois Tollway to increase traffic capacity from four lanes to five lanes, while still allowing room for a wider inside shoulder that will serve as a Flex Lane to provide for potential future transit, assist emergency vehicles and serve as an alternate lane to reduce traffic congestion when necessary. The new southbound bridge is being built to the same specifications.



The new northbound bridge is supported by 52 steel beams and 273 precast concrete beams, including some concrete beams that measure 187 feet long and weigh nearly 125 tons, the heaviest concrete beams ever used by the Illinois Tollway. Using the massive beams allows the new northbound and southbound bridges to be built with fewer piers, reducing the environmental impact on the waterways and the industrial areas below.

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“ The advanced materials and design features mean the new northbound bridge could remain in use well into the 22nd Century. ”

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so drivers could continue using the original structure. This method allowed the Tollway to keep four lanes of traffic open on the bridge during much of the construction.

With the new northbound bridge open, the original bridge is being demolished.

Initial construction on the new southbound bridge on that site is expected to begin even before the original northbound bridge is demolished.

Traffic will continue to use the existing southbound lanes until the new southbound bridge is completed in late 2022.

Vehicles then will be shifted to the new structure and the existing southbound structure will be demolished in 2023. ■



IRMCA members Prairie and Ozinga supplied concrete for this project.



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# THERON TOBOLSKI:

November 1, 1975 - June 18, 2021

Define energetic, enthusiastic, concrete knowledgeable, well known, competitive, outspoken, young, innovative, and hardworking, and you have defined Theron Tobolski.

Theron started his role as Assistant Executive Director for the Illinois Ready Mixed Concrete Association in September of 2015. In six years, he led the conversion from the other stuff to hundreds of thousands of cubic yards of concrete. Whether it was a large warehouse complex or a small elementary school, he was always looking to help with or change a parking lot design to concrete.

Theron also created a method to compare a "correct" asphalt design to an accurately comparable concrete design, and almost always, concrete would win.

Theron was a certified instructor for pervious concrete and helped develop and promote Roller Compacted Concrete. He most recently worked with the Illinois DOT to create a special provision for a slurry mix for FDR (full depth reclamation).



# A TRIBUTE TO OUR COLLEAGUE & FRIEND

He was primarily responsible for forming and leading the Illinois Concrete Coalition in Chicago. This group of concrete industry leaders included contractors, producers, and material suppliers, and helped convert miles of the I-294 tollway into a combination pavement which included 10.5 inches of concrete pavement instead of full depth asphalt.

He worked often with NRMCA and was once named National Promoter of the Year. He worked with ACI and ASTM and argued for changes in specifications that improved the concrete industry. Theron also worked closely with the Illinois DOT, Illinois Tollway, and the Chicago DOT.

Theron created and often presented Concrete 101 classes to groups of our producer membership. At all events, outings, and meetings, Theron greeted everyone in attendance. And he was available to meet with you and help on any kind of project, large or small.

The thing is, concrete lasts and lasts, and so will the work of Theron Tobolski. He will long be remembered for his smile, his hearty laughter that could overcome a room, and for his many accomplishments. ■



Leading a class at ACI Illinois



Speaking at the Xtreme Concrete Conference.

# EXAMPLES OF SLAG CEMENT USE IN PARKING GARAGE CONSTRUCTION

*DREW BURNS, Great Lakes Cement Shippers Association and The Slag Cement Association Executive Director*



Chesapeake Resort parking garage, 2020 SCA award winner.

The Slag Cement Association recently held its annual awards program honoring the outstanding use of slag cement in concrete construction. In recent years, the program has seen an increase in parking garage entries and in the amount of slag cement being used for these projects.

## **Chesapeake Resort**

This year, the Chesapeake Resort parking garage project in Chesapeake Beach, Maryland, was recognized in the

architectural design category. The four-story parking facility was made with precast concrete beams and structures.

Slag cement was used for a cast-in-place application of this parking garage project. The concrete was produced at a National Ready Mixed Concrete Association certified batch plant with 5S coarse aggregate. The mixture was 25% maximum fly ash and 50% maximum slag cement. High-range water

reducers were used in all pumped concrete and concrete with a 0.45 or less water/cementitious materials ratio.

Using a mixture with 50% slag cement increased the compressive and flexural strength of the concrete. In addition, using slag cement reduced the permeability of the product and led to lower heat generation. It was observed that using slag cement improved the workability and pumpability of the concrete mixtures.

For the appearance of the final product, using slag cement in the mixture design lightened the color of the cured concrete, creating a more visually appealing and “bright white” parking garage. The bright white appearance of the garage increased the concrete’s reflective properties, requiring less lighting and creating brighter conditions at night.

More details can be found in the project case study at [slagcement.org](http://slagcement.org).

### **San Francisco International Airport**

The San Francisco International Airport won a green design award in 2018 for its new parking structure. The project demonstrates the airport’s

commitment to sustainable building design by using supplementary cementitious materials.

The owner’s goal was to reach gold level LEED accreditation for construction of the new parking garage. Reaching this level of green building accreditation required 45 percent SCMs in grade beams and pile caps,

San Francisco international Airport parking structure, 2018 SCA award winner



and 30 percent slag cement in all other concrete mixtures. To meet the airport’s January 2019 completion goal, the decks required high early strength concrete. The SCMs requirement and high early strength were made possible by using slag cement. Slag cement helped

bridged the gap in requirements from the owner and engineer. An additional benefit of use was impressive later day strengths.

This is a structure that will be heavily used by airport travelers for many decades. Due to the collaboration between the

project’s diversified teams to use a less permeable material, the parking garage may last longer than originally anticipated, adding to slag cement’s impact on the project’s environmental sustainability. More information can be found in the project cast study at [slagcement.org](http://slagcement.org). ■

Please note: As with all concrete mixtures, trial batches should be performed to verify concrete properties. Results may vary due to a variety of circumstances, including temperature and mixture components, among other things. You should consult your slag cement professional for assistance. Nothing contained herein shall be considered or construed as a warranty or guarantee, either expressed or implied, including any warranty of fitness for a particular purpose.: Do you ever wish you were supplying concrete for more projects? Do you have days where your concrete plants are struggling to supply concrete throughout the entire day?



# PROTECT YOUR COMPANY IN CASE SMALL ACCIDENTS BECOME A BIG DEAL

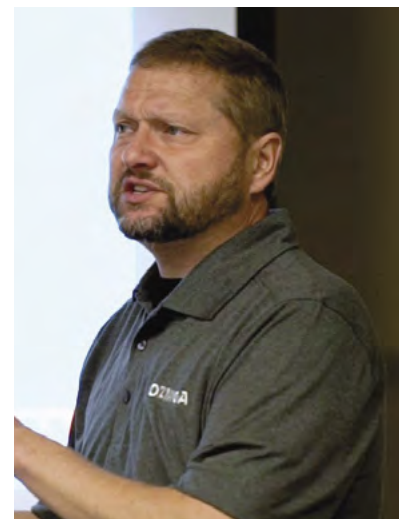
JEFF EMRICK, Ozinga Chicago Corporate Safety Director

***“The customer said,  
‘Don’t worry about it.’”***

***“The police said it was  
the other driver’s fault.”***

Hearing those words from the scene of an accident might cause you to exhale and relax - but that may not be the best reaction. Nobody wants to take time out of their day for the unexpected investigation,

but some incidents have a way of going in unexpected directions. You don’t always know which event might turn into an insurance claim or even a lawsuit, so it’s important to investigate every accident thoroughly from the very beginning. And if the incident really is not a big deal, you can always use the lessons learned for training to hopefully prevent something like it from happening again.





Whether it's a serious vehicle accident with injuries or a customer claiming he was injured by the chute, or a small incident such as backing into a mailbox or twisting an ankle on a job site, our people should immediately report every incident to their supervisor, no matter how minor. If possible, send a manager out to investigate, take photos, and start gathering information. Some things you should do for every incident:

- Call EMS if someone is injured.
- Call the police if another vehicle is involved so they can document the facts.
- Exchange information with the other driver, whether the police come or not. Driver's license number, insurance information, license plate number, and the other driver's phone number.
- Record the name and phone number of any witnesses. This is crucial. Otherwise, it could come down to your driver's word against the other person involved in the incident. Ask witnesses if you can record their statement using your cell phone camera.
- Take photographs of the whole scene from several angles and any damage to all vehicles or property. Make sure every company vehicle has a disposable camera if your drivers are not allowed to carry cell phones.
- Have your worker complete an incident report in their own words.
- Save delivery tickets or bills of lading.
- Review and save any dash camera video and GPS information.
- Check nearby buildings and utility poles for security cameras. Most recording systems overwrite after a few days so it's a good idea to request videos the same day. If they don't know how to make a copy, use your phone to record what's on the screen.
- Conduct a DOT or non-DOT drug and alcohol test, as necessary.
- Report to OSHA or MSHA, if required.

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If an incident does become a claim, your insurance company or attorneys may need this information months or even years later. It's a good idea to keep it somewhere safe.

Taking these steps with every incident will build habits among all your coworkers and will ensure you have what you need when "it's not a big deal" turns into a big deal. ■



# SOCIAL MEDIA & IRMCA

*Theron Tobolski, IRMCA Assistant Executive Director*

Have you made the leap to social media yet? If not, why? Do you still use a pager, or a rotary phone, or a fax machine? I am guessing you use a cell phone, most likely a smart phone, and email. At first these new technologies seemed overwhelming and difficult to navigate, but now we use them frequently and with ease. Social Media is no different. With a little effort to learn the applications you can become savvy enough to utilize the tools and stop missing out on information and opportunities.

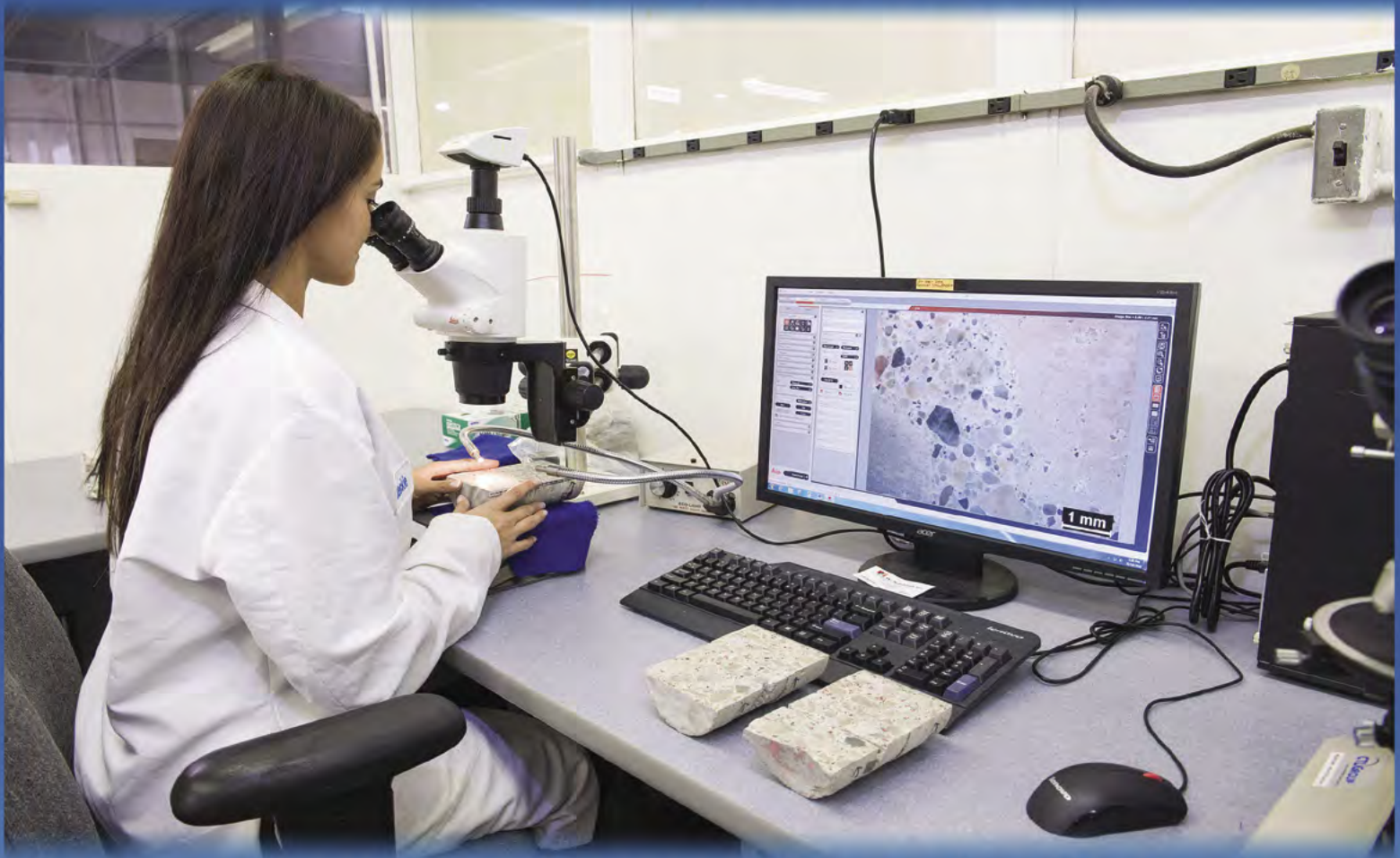
Social media is becoming a preferred way to communicate with employees, coworkers, family, customers, engineers, developers, and associations like IRMCA to name a few. People are flocking to the various social media platforms to find or share

information. IRMCA uses three different social media platforms to get their message out. We use Facebook and Instagram to highlight our individual membership companies. IRMCA members share information about their company's products and services. We also utilize LinkedIn to communicate with the engineer and developer community. We advertise our webinar series on LinkedIn and we share technical information with our followers. IRMCA has grown our LinkedIn followers from 275 people to over 1500 people. We have reached out to the engineering and developer community in IL to network with them to share information on all things concrete. And through social media IRMCA is connecting with specifiers to convince them to use more concrete on their projects.

IRMCA's social media presence is only as good as the content that we post. If we are not posting information regularly we become stagnant. This means people stop following us and interacting with us. If you are not on social media currently, we encourage you to join and become part of the conversation. If you are not yet on social media, you can help IRMCA continue to provide relevant and compelling content by emailing pictures of your plants, offices, trucks, jobsites, workers, or products to [jrandolph@irmca.org](mailto:jrandolph@irmca.org) or by texting them to 217.725.0096 along with a sentence or two that describes the photos. You can also request that an IRMCA staff member come take some pictures or a short video to post on our social media accounts. ■

*Editor's note: This article was written by the late Theron Tobolski. Please direct comments or questions about the article or about IRMCA social media to [jrandolph@irmca.org](mailto:jrandolph@irmca.org) or 217.725.0096.*

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# REFLECTING ON PROMOTION PROGRESS

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*RAYMOND C. MCVEIGH, Executive Director, Great Lakes Cement Promotion Council, Inc.*

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June 30 was my last day with Great Lakes Cement Promotion Council, Inc. I am retiring after over 30 years as the executive director of a progression of Portland Cement industry trade associations that began with Michigan Promotion Fund,

Inc. in 1987 and continued through Illinois Cement Shippers Promotion Fund, Inc., Wisconsin Cement Shippers Promotion Fund, Inc., Great Lakes Cement Promotion Association, Inc., the Great Lakes Division of the Portland Cement Association, and Great Lakes Cement Promotion Council, Inc. IRMCA has graciously offered me this opportunity to reflect back on the evolution of concrete promotion in Illinois during that career.

Throughout my time with the various cement promotion associations, my members' business model has remained constant – invest in the promotion activities of their customer's trade associations. My role has been to remain in the background to the greatest extent possible and, by cross pollination of best management practices, attempt to polish those associations into even more effective concrete promoters. (I have sometimes characterized my role as getting my members' customers to do what my members want them to do, while making the customers think that it is their idea.) In that role, I have been privileged to work with, and stand on the shoulders of, several concrete promotion giants in Illinois, from both the cement and concrete industries. I have also been able to watch IRMCA and the national cement and concrete trade associations (PCA, NRMCA, and ACPA) evolve over time.

At the national level, when I first became involved with the industry, PCA was the leading promotion entity, NRMCA was the weakest, and ACPA was somewhere in the middle. Now, I would rate NRMCA as the strongest and PCA as the weakest of the national associations from a promotion perspective. But, throughout that evolution, the cement industry in Illinois has remained a stalwart supporter of effective local promotion.

At the local level, when I first became involved with IRMCA, its golf committee had far greater producer participation than its promotion committee. It was more of a social organization that did promotion as a sidelight. It had almost no political involvement, other than direct activity by a few producers, in what I would classify as one of the top 5 politically driven states in the US. But, just as I have watched NRMCA become a far more effective promotion organization, I have also watched IRMCA evolve into an industry leader in concrete promotion. Much of that evolution is attributable to getting the right people on board at the staff level (and you currently have 3 of the best). But, those people are in place because the corporate culture of IRMCA has changed to put concrete promotion at the forefront of its mission. This is evident from the integration of a comprehensive government affairs program into IRMCA's mission, from the adoption of a promotion success measurement program that can serve as a model for all NRMCA

affiliates, from the amount of time that promotion now occupies at all board meetings, from the determination to engage employees dedicated to promotion, and from the effort that has been expended by the board to identify and engage the right people to execute the promotion mission.

Upon reflection, I would offer the following advice for the cement and concrete industries moving forward.

### **Industry partnerships**

It seems axiomatic, but the various concrete industries are stronger together, especially politically. As Benjamin Franklin is reported to have remarked at the time of the signing of the Declaration of Independence, "Gentlemen, we must all hang together, or we will most assuredly hang separately." Concrete is the most used building material around the world only if it is continually promoted by all. And, like any good partnership, ours needs to be cultivated and nurtured constantly. Treat partners respectfully and acknowledge their contributions.

### **Member engagement**

We have excellent promoters in place at the association level, but that does not excuse member engagement. Promote in your geographic market, participate in IRMCA activities, become involved at the IRMCA Board level, and report your successes to IRMCA staff. Promotion is not waiting for the order phone

to ring. It requires engagement. Not sure how to proceed? Your IRMCA staff can help. Call them.

### **Measure results**

That which gets measured gets accomplished. IRMCA has a very progressive measurement program in place. But IRMCA staff cannot report results that they do not hear about. Tell them about your successes, large and small. They will leverage that information into promotion investment from the cement industry.

The industry will have many challenges ahead. But I am comfortable that its current and future leaders, including Jim Randolph and my successor, Drew Burns, will meet them ably and inventively, as well as build on the legacy of the late Theron Tobolski. Give them the resources that they need, and they will make you successful.

Finally, as I look forward to heading into the grouse woods this fall without the impediment of annual budget and investment meetings, I want to thank you all for the privilege of working with you over the past three decades. We accomplished much together and I retire with the knowledge that we have, as partners, had many successes and improved concrete promotion in Illinois. For those who golf, I wish you fairways and greens. For those who bird hunt, I wish you staunch points, thunderous flushes, tired dogs and gunpowder aromatherapy. For all, I wish you blue skies and fair winds. Thank you. ■

# EPA COMPLIANCE

## IN THE POST-COVID ERA

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*MITCH MARIOTTI, VCNA Prairie LLC Environmental & Lands Manager and IRMCA OES Committee Chair*

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As the state of Illinois slowly emerges from the constraints implemented during the COVID-19 pandemic, the industry must now consider moving forward in the post-COVID world. Some facets of our business will be forever changed. Some things will be business as usual. Predicting exactly where EPA compliance will land between these two extremes is a tricky proposition. However, 4 months into a brand-new presidency we can assume a few things will be different going forward.

High on the priority list of the new administration are several volatile environmental issues including climate change, waters of the United States, and environmental justice. Exactly how the ready mix industry will be affected by these regulations is hard to predict. However, IRMCA's OES Committee will continue to monitor developments in these areas.

Climate change regulations are certain to tighten under the Biden administration. Within hours of his inauguration, President Biden signed an executive order that

rejoined the United States to the Paris Climate Agreement. At the international climate summit held in April 2021, President Biden announced a new target for the USA: reduce GHG emissions by 50% by the year 2030. Details are few at this early stage of re-implementing the Paris accords, and any prospective climate change regulations are not likely to directly impact the operations of our industry. However, any new climate change regulations will have a direct and dramatic impact on our material suppliers in the cement and cementitious industries. See the climate change section at [epa.org](https://www.epa.org) for more information regarding the Biden administration's proposed regulations.

Waters of the United States regulations will most certainly impact our industry directly. WOTUS regulations will define whether the federal government has regulatory jurisdiction over any water body in the US. Likely to be dramatically and directly impacted by any new WOTUS regulations will be storm water. Perhaps the most concerning aspect of proposed WOTUS

regulations are provisions that would regulate on-site water bodies such as retention ponds and washout pits under federal jurisdiction. The result of such a proposed change would require federal permitting of these types of structures that are most likely already present within your current ready mix concrete operation. See the waters of the US section at [epa.gov](https://www.epa.gov) for more information regarding proposed WOTUS regulations.

Finally, environmental justice regulations are likely to impact our industry facilities located in urban and suburban environments. Environmental justice regulations will add extra layers of complexity, requiring several approvals at the local level, to existing state permitting requirements in the areas of air emissions and storm water discharge. Not only is environmental justice a Biden administration priority, it is also moving forward in the State of Illinois. Illinois considering a very detailed environmental justice bill, HB4093 (at [ilga.gov](https://www.ilga.gov)) this month. ■

Federal environmental justice information is also available. [epa.gov](https://www.epa.gov) has an environmental justice section and at the [whitehouse.gov](https://www.whitehouse.gov) briefing room you can read President Biden's January 20, 2021, executive order protecting public health and the environment.

# DELIVERY WINDOWS

## AREN'T JUST FOR THE CABLE COMPANY ANYMORE

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*STEVE LINDLEY, Wille Brothers Company Operations Manager and IRMCA OES Operations Sub-committee Chair*

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How many times have your sales or operations teams received complaints from customers about concrete arriving at the job after the time they were promised when they called in their order? I know that I can personally speak about a few of those calls myself, and I imagine that most of you can as well. We all have customers that are calling dispatch to find out where their load is as soon as 1 minute after the time they requested when they placed their order. This not only creates unnecessary extra calls into our dispatch offices, but also creates an opportunity to frustrate both the already agitated customer and the customer service representative or dispatcher who is taking the call.

As ready-mix producers, we are constantly faced with having to make our businesses as profitable as possible while still maintaining the level of customer service our customers expect from us. Before the start of last season, we began discussing options for giving customers a more accurate idea of when the loads would arrive while still maximizing our shipping capacity and maintaining the service that we

had become known for. After several evolutions of various ideas, we concluded that we would begin giving out delivery windows based on several factors.

We set a pre-determined threshold for yardage and divided the customers into a series of groups based on their annual volume, profitability, and how quickly they typically get trucks unloaded. Since we run a system that makes our reporting very robust, this data is easily harvested. Once we determined which group a customer fit into, we developed a series of arrival windows that were driven by the customer's assigned category. The first category was to receive a 15-minute arrival window, the second category would receive a 30-minute arrival window, the third would receive a 60-minute arrival window, and the final category would receive no more than 90 minutes.

As you can imagine, there was a hefty amount of pushback from our customers. They typically started their complaint with the customer service rep who was giving them the arrival window, then escalated their complaint to their sales manager or myself.

We explained that in the long run, this window would allow us to give them a more realistic arrival time that would allow us some "wiggle room" when we got an unexpected balance or had a mechanical breakdown that put us behind schedule. Despite the pushback, we remained consistent with assigning arrival windows as the season progressed.

By the end of the year, the customers had not only learned to accept the fact that we were now giving arrival windows, but they were calling and specifically asking for a window when placing the order. The customers who pushed back the most were often calling and asking for concrete between 8:00 and 8:30, because we had been presented with a rare opportunity to "train" our customers and we decided to jump at it. Once we had demonstrated that we would arrive within the window that was given, the complaints basically ceased all together and we were able to continue providing our customers with the level of service they expect while providing our dispatch team with a bit of extra breathing room when they needed it most. ■

# TECHNICAL COMMITTEE RECAP

STEPHEN FLEMING, *Technical Committee Chair*

With input from the IAAP (Illinois Association of Aggregate Producers) and the IRMCA Technical Committee, Bill Eves, P.E., Engineer of Construction & Materials for IDOT Division of Aeronautics, revised IDOT Standard Specifications for Construction of Airports, Item 501 Cement Concrete Pavement. Many suggested changes were incorporated into the final draft, including:

- Removing limitations on the use of fly ash and slag between October 15th and April 1st due to cold-weather concerns (i.e., “Portland blast-furnace slag cements shall not be used after October 15th or before April 1st”). This was replaced with language allowing the use of fly ash and slag during this time period, with an option for the engineer to request a trial batch to show strength compliance.
- Removing the replacement ratios of 1.25-to-1 for Class C fly ash and 1.5-to-1 for Class F fly ash. Fly ash and slag are now all at a 1-to-1 replacement ratio, in line with current IDOT and FAA specifications.
- Increasing the allowable supplementary cementitious materials allowed in the concrete mix:
  - Class C fly ash increased from 20% to 30% max;
  - Class F fly ash increased from 15% to 25% max; and
  - Slag increased from 25% to 35% max.
- Increasing the material finer than the No. 200 sieve from 1.5% max to 2.5% max for crushed aggregates consisting of dust of fracture that is essentially free from clay or shale.

If you have any topics for the technical committee or would like to join, please email Stephen Fleming at [sfleming@pointreadymix.com](mailto:sfleming@pointreadymix.com).



Embassy Suites by Hilton  
East Peoria Riverfront Hotel &  
Conference Center | East Peoria, IL

**February 16-17**



# 2022 | UPCOMING EVENTS

# CALENDAR

## IRMCA Board Meeting

January 12 | Bloomington, IL

## World of Concrete

January 18-21 | Las Vegas  
Convention Center | Las Vegas, NV

## Illinois Chapter ACPA Annual Meeting

February 9-10 | Springfield, IL

## Xtreme Concrete Conference

February 16-17 | Embassy Suites by  
Hilton East Peoria Riverfront Hotel &  
Conference Center | East Peoria, IL

## IRMCA / WRMCA Concrete Convention

February 27 - March 2  
Hyatt Regency Coconut Point  
Resort & Spa | Bonita Springs, FL

## NRMCA Annual Meeting

March 15-18 | San Antonio, TX

## IRMCA OES Committee

March 23 | Bloomington, IL

## IRMCA Technical Committee

March 30 | Elmhurst or Orland Park, IL

## IRMCA Spring Golf Outing

May 10 | Pana, IL

## IRMCA Board Meeting

May 18 | Bloomington, IL

## IRMCA Technical Committee

June 15 | Bloomington, IL

## IRMCA Fall Golf Outing

September 7 | Peru, IL

## CONEXPO-CON/AGG 2023

March 14 - 18, 2023 | Las Vegas, NV

*\*Dates/locations are subject to change due to circumstances at the time.*

*Some meetings may be Hybrid Virtual/Live. Meetings will be confirmed and emailed well in advance.*

## 2021 NEW MEMBERS

- NITROcrete
- Swederski Concrete Construction, Inc.
- Digital Fleet
- Miller Concrete Construction
- Seven-D Construction Company



Golfers encountered unseasonably cool high of 59 degrees for this year's event. Matt Meyer, Brandon Thetard, Lee Newton, Scott Beck.



Among the 36 golfers the Spring Golf Outing were Jason Edwards, Ray Samsom, and Trent Sanickse.



Participants did a bean bag toss for better ball positions. Jason Chojnacki, Dan McGuire, James Palmer, Grace Fitpatrick.



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