



# NEWS

**ILLINOIS READY MIXED  
CONCRETE ASSOCIATION**

**OPERATIONS • ENVIRONMENTAL • SAFETY**

**OSHA's New Silica Standard**

**Culture is the Key to Safety**

**Master Purchase Order Rider**

**How Can You Generate More  
Business for Your Company?**





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This sophisticated storm water management system at Prairie Ready Mix in Champaign is an example of the Storm Water Pollution Prevention Plan available to IRMCA members.

Truck mixers ribbon out excess concrete and then wash out in the top pit. The water then flows through the remaining four pits. Sludge and aggregates are removed, dried, and run through a closed loop recycling system. The water in the large tank is reused over and over for washout. Surface storm water collects near the driveway entrance and flows to the rip rapped settling ponds. It ultimately exits the plant site under the sidewalk at the bottom of the picture, if it doesn't evaporate first.

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# THE FUTURE IS NOW



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JIM RANDOLPH, IRMCA Executive Director

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IRMCA is a growing association! Not just in numbers, but in effectiveness as well.

We welcomed many new members in 2018, and we appreciate all of our cement shippers, producers, associates, affiliates, and contractors for their financial support and dedicated involvement in our various committees and promotion and legislative activities.

How do our members get a return on their investment in our association? Our members profit from our concrete sales and promotion efforts. They have access to our exceptional training and advice for remaining in compliance with rules and regulations. They realize fewer accidents because of our focus on safety. They benefit from our collective grassroots efforts to support legislation that is favorable to our industry and oppose legislation that isn't.

All of this work is directed by our board members, including newly-elected president Brandon Thetard of River Redi-Mix. We are thankful for their involvement and support. Special thanks to Ryan Cialdella of Ozinga Concrete for his leadership as president in 2017 and 2018 and for the additional time he provided us for many extra meetings and phone calls.

Our members are within reach of every county or city throughout our large state. Together we successfully convert asphalt to concrete and present a strong, unified voice with our state Legislature, IDOT, the Illinois Tollway Authority, Chicago DOT, and both county and local agencies.

We are excited about what we can accomplish together on the leading edge of technology, production, and quality to potentially increase our volumes. Plan for the future and be active with IRMCA. Engage with your legislators to support a capital bill and other financial initiatives IRMCA is working on to grow the Illinois infrastructure.

Our staff is here to serve you as we work to grow and strengthen IRMCA. Please don't hesitate to give me, Theron, or JoAnn a call @ 800-235-4055. Tell us how we can help. Plan for the future....it starts tomorrow!

Our mission is to be the voice for the ready mix industry in Illinois; to promote the use of quality ready mixed concrete through innovative educational programs, and to accomplish common goals as an organization that cannot be done individually.

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# FROM THE PRESIDENT



*BRANDON THETARD, IRMCA President*

It is a great time to be in the ready mixed concrete industry and even more so to be involved in the Illinois Ready Mixed Concrete Association. The IRMCA Board of Directors made a difficult decision in the fall of 2015 to hire two directors to help cover our large state to better serve our membership, and the goals set at that time have not only been accomplished, but also exceeded in many areas. In addition to more complete coverage of the state, we are getting marketing, promotional, and technical resources out to assist our members with their projects. We are staying out in front of new technologies

and political issues. We have established good working relationships with IDOT, CDOT, ISTHA, and IL ACI. And along with IL-ACPA we have created the Illinois Concrete Alliance.

I am looking forward to serving as the IRMCA president these next two years. I believe we will continue to serve our members with the momentum and progress we have in recent years. We will keep building relationships and push forward efforts to offer more marketing, promotion, and education opportunities. We will continue our Technical & OES Committee meetings, our Xtreme Concrete Conference, our two Illinois Concrete PAC Fund Golf Outings, and we will add a new OES Workshop. Please attend these events and call the IRMCA office @ 800-235-4055 for assistance on a project or to use our available resources to help strengthen and grow your business.

IRMCA is the trusted voice for the ready mixed concrete industry in Illinois and will continue exceeding goals for helping members promote and produce the best material choice in the construction industry.



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# FROM THE PAST PRESIDENT



RYAN CIALDELLA,  
*IRMCA Past President*

As I reflect on the past year of the Illinois Ready Mixed Concrete Association, I am pleased with the progress that has been made from a product, promotion, and service perspective. It has always been a top priority of IRMCA to

provide exceptional service to our members and this year was no different. IRMCA continues to prioritize services that propel our industry forward such as educational programs, agency relations, government activities, innovation, and growth. Looking to the future, IRMCA plans to expand these efforts even further.

While my tenure as president is over, I look forward to seeing the progress continue with President Brandon Thetard. I am confident Brandon will bring a strong sense of leadership, enthusiasm, and tenacity as we continue to represent the voice of our industry in Illinois. In addition to having a new president, IRMCA has aspirations to add additional staff for a wider and greater impact in 2019.

IRMCA will continue to be an organization focused on bettering our industry in its current markets and will continue to explore new untapped opportunities. It has been my honor to serve as president of IRMCA, and I thank you all for the privilege. As we move forward, I know that IRMCA will strive to be the voice of the ready mixed concrete industry in Illinois, strongly representing producers, suppliers, and contractors, and promoting the use of high quality, durable concrete.

# Journey Begins for Retooled OES Committee

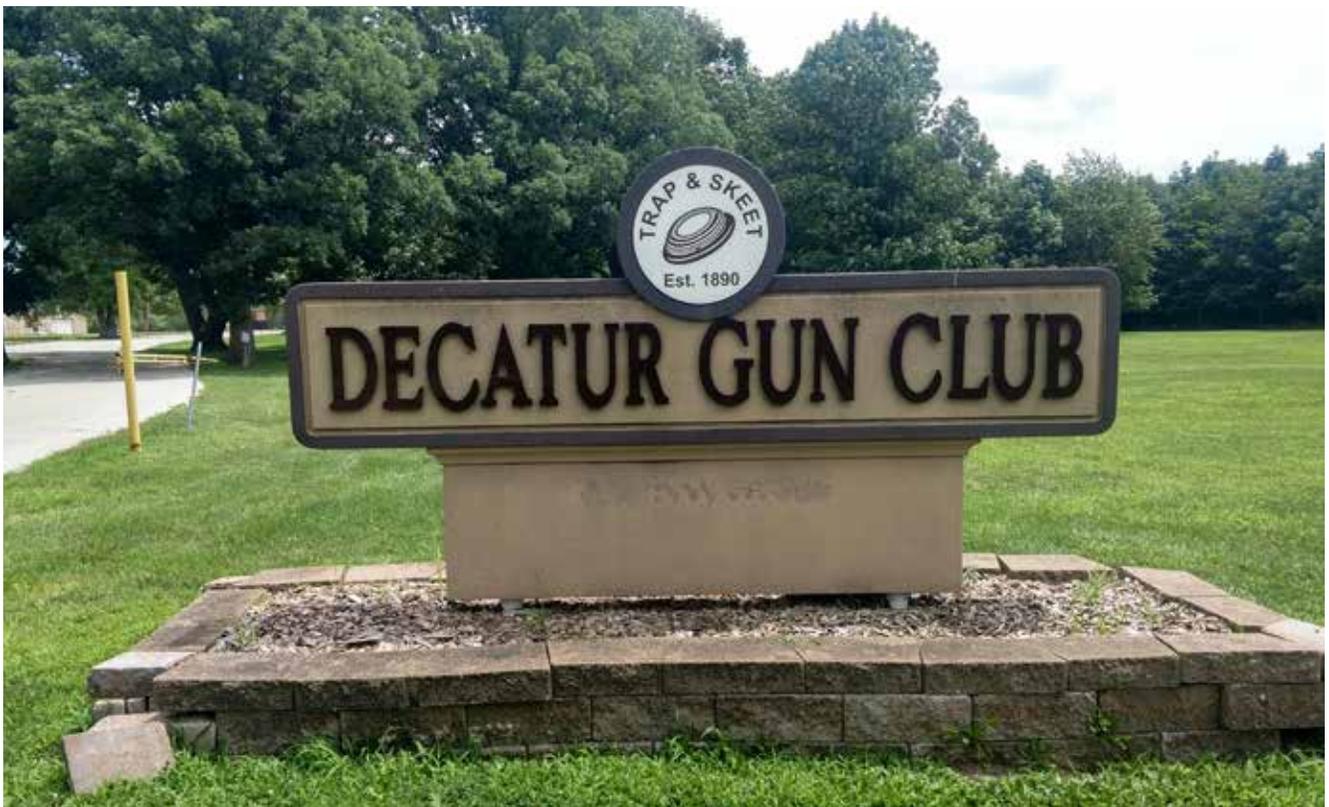
MITCH MARIOTTI, OES Committee Chairman

Welcome to the future of the IRMCA Operations, Environmental and Safety Committee. We've taken that first of many steps and are pushing forward into a very bright future. In early 2017, IRMCA reconstituted the OES Committee with the stated goal of producing tangible products and events that offer extraordinary value to IRMCA members. The very first step was to put on a series of workshops throughout the state, providing training in the areas of safety and

storm water permit compliance to help digest the new Illinois EPA storm water permit that took effect in 2017. By all measures, those events were very well received by our membership and helped provide momentum to propel the OES Committee forward.

Throughout the summer of 2018, a core group of OES leaders got together to plan and execute a new series of OES safety alerts, the first of which went out to the association via email on Oct. 4.

We are particularly proud of this first "Safety Alert" effort, and I'd be remiss not to credit the architects of this extraordinary product: Steve Lindley of Wille Brothers Concrete for the professional and eye-catching format and content, and Dave Mashek of VCNA Prairie LLC and Jeff Emrick of Ozinga Concrete for the industry-relevant content. Timely environmental, DOT, and other operational alerts are also in the works. Don't let these OES communications get



Don't miss the OES workshop on March 13 and 14 at the Decatur Conference Hotel and the Decatur Gun Club.



Posting Period – October 2018

# SAFETY ALERT

Provided By The Illinois Ready Mixed Concrete Association's Operations, Environmental and Safety Committee

## What Happened or What Could have happened

A driver was pulling into a newly constructed pole barn to pour off and had his charge hopper in the up position. He did not check for proper clearance and his hopper struck the building. The hopper strike caused several thousand dollars damage to the building and several hundred dollars damage to the mixer.



### Root Cause

Employee had his hopper up and failed to check for overhead clearance or obstructions prior to pulling into the pole barn.

### Corrective Actions

G.O.A.L – Get Out And Look!  
If you're not sure of your surroundings, get out of the truck and check for obstructions.

## Lessons Learned or Best Practices

### BEST PRACTICES!

- DO... Check for overhead clearance if you are not absolutely sure you'll fit.
- DON'T... Put your hopper up just to keep it clean. Keep your hopper down unless you're pouring a stiff slump and you need the extra room for material movement.
- DON'T... Assume that you have enough clearance!

**ALWAYS SLAM!!! Stop Look Analyze Manage**



"The information provided in this alert is based on preliminary data ONLY and does not represent final determinations regarding the nature of the incident or conclusions regarding the cause of the accident"

“ “The journey of a thousand miles begins with one step. ”

- LAO TZU

lost in your sea of daily emails. We think you're going to like them!

Leaving the best news for last, we are very pleased to announce that in early 2018, serious planning began to put on a two-day OES workshop event. That vision will be realized at the IRMCA Statewide OES Workshop on March 13 and 14, 2019, at the Decatur Conference Hotel/Decatur Gun Club. Please plan to attend. In addition to a full 2-day workshop agenda, there will be a dinner and social event including a gun shoot! It's going to be a fun two days! We'll see you there!

Come join the future of IRMCA and the OES Committee. We're looking for folks willing to learn and to work hard for the benefit of our industry. No experience needed!

The first in a series of OES committee safety alerts.

## Grohne Concrete

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# Yes, OSHA's New Silica Standard Applies to Ready Mixed Concrete Producers

KEVIN WALGENBACH, NRMCA Sr. VP of Compliance and Regulatory Affairs



**“ The compliance date for the rule was June 23, 2018, which means that by now ready mixed concrete producers should have already executed silica exposure surveys of their facilities to determine what, if any, exposure there may be. ”**

Too many times, we've heard the phrase uttered, "But I thought silica didn't apply to ready mixed concrete." Don't be caught off guard by not taking even the simple, first steps to determine how OSHA's new regulation

covering respirable crystalline silica may impact your concrete production.

In March 2016 the US Department of Labor's Occupational Safety and Health Administration (OSHA) finalized a new standard for exposure to respirable crystalline silica. The new rule not only applies to the construction industry, but also general industry, of which the ready mixed concrete industry is a part. Specifically, the rule cut in half the permissible exposure level (PEL) from 100 to 50 micrograms per cubic meter of air. The rule also contains an action level of 25 micrograms per cubic meter of air, which is really the threshold that triggers employer compliance requirements. If a ready mixed concrete producer trips the action level threshold, then that specific facility will be subject to, in part:

- 1.) Limiting employee access to areas with an exposure potential above the new PEL.
- 2.) Respiratory protection for employees exposed to levels above the PEL when other controls cannot be used.
- 3.) Specific housekeeping requirements.
- 4.) A new written exposure control plan.

5.) New recordkeeping requirements.

6.) Employee training.

7.) Employee medical exams and surveillance if necessary.

The compliance date for the rule was June 23, 2018, which means that by now ready mixed concrete producers should have already executed silica exposure surveys of their facilities to determine what, if any, exposure there may be. With that survey information in hand producers can then determine how much or how little work may need to go into compliance with the new rule.

It is important to understand that while the ready mixed concrete industry was named as one of 25 industries OSHA aims to focus the new rule on, producers who have done their exposure surveys, acted accordingly, and retained their records justifying their level of compliance have little to worry about. Also perfectly acceptable is conducting a survey to identify exposure levels, finding there isn't any exposure, and then doing nothing. The true liability for producers with the new silica rule simply lies with doing nothing and making the assumption that there is no exposure, which will likely end with a non-compliance burden.

# Culture Is Key to Safety Success

ALAN KABURICK, Kienstra Illinois Safety Manager

Over the last year Kienstra Illinois has taken huge strides in creating a safer work environment. At the time of publication the Granite City plant has gone 1778 days without a recordable event. The key to this success? Creating a culture where everyone is focused on safety. A positive safety culture is not something that can be created overnight. It is a long-term investment that has to have the support of everyone, from the top down. Kienstra Illinois has not been afraid to jump in with both feet and take whatever steps necessary to see this culture thrive.

In October of 2017 the company installed event recorders from SmartDrive® in all of the mixer trucks. While some drivers may have been skeptical at first, most have grown to appreciate the recorders and realize the benefits of this system. The safety team reviews any recorded event meeting specific requirements, and then they sit down with the driver for a coaching session. The focus of the session is always what could have been done better to improve the situation. These coaching sessions also allow the safety team to be in front of the drivers more often and have more interaction with them. This gives the team a better opportunity to complete safety training or have toolbox talks. SmartDrive also generates a driver score based on performance. Recently we

started posting these scores in each plant, which creates a little competitiveness among the drivers. It also allows drivers to know how they are doing each week, and when they see their score go up, they eagerly want to know what the issue was. On several occasions we have used the trends from these events to create monthly safety topics that are shared with the entire team.

The safety team can't be on every job all the time, so there is a constant focus on educating everyone about the importance of safety and how it can affect the entire company. We ask that everyone (quality control, sales, maintenance, and management) address unsafe situations immediately and not turn a

blind eye. While this may not be the easiest task for those not comfortable managing people, the conversation becomes easier once they understand how unsafe acts can have an effect on their jobs.

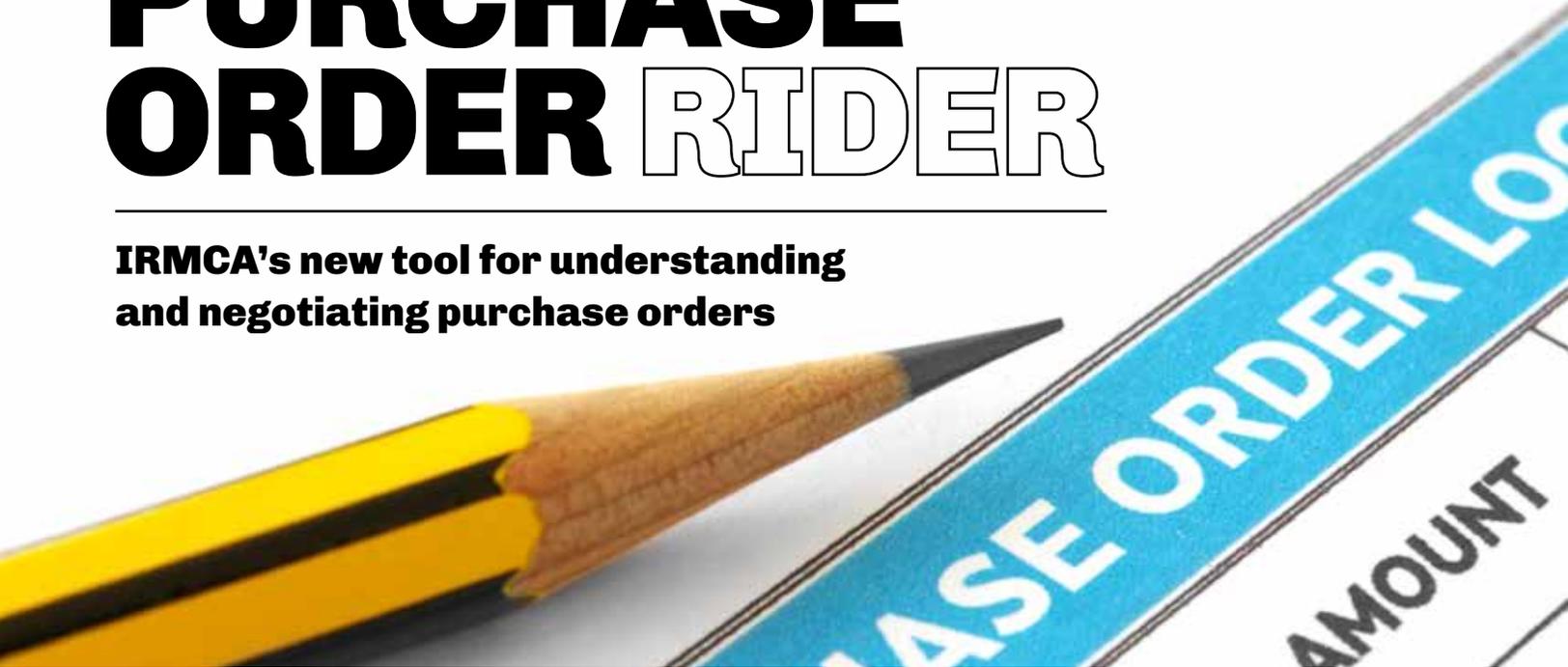
The final key to creating a positive safety culture is celebrating success! You need to understand that successful safety programs are continuously evolving. There may be set backs along the way but in order to stay on track, set milestones and celebrate when you achieve them. Everyone appreciates a BBQ for safety recognition! Ensure that as many people as possible help celebrate these milestones. And like any culture, the more people you get involved, the stronger it will be.



The Granite City plant celebrates a safety milestone with a BBQ. From left: John Fulhorst (director of safety), Dave Remmert and Art Rodgers (mixer drivers), Scott Maberry (vice president), and Mike Garland (office manager) were just a few of the folks there.

# MASTER PURCHASE ORDER RIDER

**IRMCA's new tool for understanding  
and negotiating purchase orders**



*J.R. WYDRA, Associate General Counsel, Ozinga Bros., Inc*

DISCLAIMER: IRMCA does not require the use of the Master Purchase Order Rider. Neither the MPOR nor this article should be taken as legal or professional advice. Always consult your own legal counsel before executing legally binding contracts such as POs.

**Purchase orders can be a risky business for the unprepared ready mixed concrete producer. While many jobs in the industry are still sealed with a handshake, an increasing number of customers are now requiring that a formal purchase order be signed. Don't be fooled. Despite their often small size, POs can be packed with loads of unfair and very risky language for producers.**

Recognizing the increased legal and financial risk of POs to the ready mixed concrete industry, IRMCA has developed the Master Purchase Order Rider, a tool for members to use when negotiating

POs. The MPOR addresses eight of the most common and problematic provisions found within the average PO. This article breaks down each of these eight troublesome provisions, in layman's terms, so that you can better understand what is typically found in a PO, and more effectively utilize the MPOR when negotiating your next PO.

## **INDEMNIFICATION**

Indemnification is a fancy legal term that basically means that you, the indemnifier, are required to pay another party, the indemnified, for any loss or damage they

sustain in the future. In fact, many indemnification clauses require you to pay for the other party's legal fees in the event of a lawsuit in addition to other damages or costs they may sustain.

Perhaps the most concerning element of a typical indemnification clause is the Kotecki Waiver. The term Kotecki comes from a 1991 Illinois Supreme Court decision in *Kotecki v. Cyclops Welding Corp.* involving an employee's job-related injury. A contractor's employee was hurt on the job. In addition to filing a worker's compensation claim, the injured employee also sued

the property owner for damages arising from his injury. The property owner then countersued the contractor for contribution damages. This case resulted in the court decision that in Illinois an employer's maximum liability for contribution is limited to the amount the employer paid out in the workers' compensation claim. This is now referred to as the Kotecki Cap. Many POs ask ready mixed concrete producers to waive their Kotecki Cap (known



“ Despite their often small size, POs can be packed with loads of unfair and very risky language for producers. ”



as a Kotecki Waiver), resulting in unnecessary additional legal exposure beyond what a producer may have already paid out in the underlying workers' compensation claim.

The MPOR seeks to limit indemnification obligations only to those damages caused by a ready mixed producer's negligent acts or omissions and explicitly objects to Kotecki Waivers.

### **WARRANTY**

Warranties are probably self-explanatory. By warranting something, you are promising that the good or service you have provided will meet defined expectations, and if it doesn't, you are required to fix the problem. Many POs are drafted by people who are unfamiliar with concrete. Often, POs will contain language that the concrete will be warranted against defects without defining defects. This can lead to claims that things typically found in concrete, like cosmetic cracks, are defects, requiring producers to pay to have the concrete replaced.

The MPOR seeks to limit the PO ready mixed concrete warranty to meeting the project specifications. Nothing more, nothing less.

### **PRIME CONTRACT**

The Prime Contract between the customer and the owner is typically dozens (if not hundreds) of pages long and contains language that you never had a chance to negotiate. Many POs reference the Prime Contract by suggesting that: (a) any language found within the Prime Contract that is more favorable to your customer will trump the language found in the PO; and/or (b)

language in the Prime Contract, not otherwise found in your PO, still applies to you. Agreeing to be bound by the terms of the Prime Contract is like playing Russian roulette, because you did not negotiate the terms of the Prime Contract, you don't know what terms are in the Prime Contract, and you don't want to expend the time reviewing the Prime Contract. Taking the time to negotiate a PO that contains fair and reasonable terms, only to have those terms trumped by unreasonable and risky terms in a Prime Contract is ultimately counter-productive.

The MPOR seeks to explain that you, as the producer, do not agree to be bound by the terms of any Prime Contracts.

### **FORCE MAJEURE**

Most POs contain provisions known as Force Majeure (pronounced "ma-zher" using your best French accent). Force Majeure translates from French as superior force. The typical Force Majeure clause frees one or both parties from liability or obligation when an extraordinary event or circumstance arises beyond the control of the parties, like a natural disaster, war, or riot. Most Force Majeure clauses do not consider labor or material shortages as qualifying events. That being said, sometimes such events are out of the control of ready mixed concrete producers, such as a global cement shortage, and therefore should arguably be included in a Force Majeure clause.

The MPOR seeks to add "shortage of labor or materials" to Force Majeure clauses.

## PAY-IF-PAID / PAY-WHEN-PAID

As the name implies, Pay-if-Paid clauses provide that your customer is not obligated to pay you for the material you've supplied unless your customer is paid by the owner. Similarly, Pay-when-Paid clauses provide that your customer is not obligated to pay you for the material you've supplied until such time as they are paid by the owner. While there is considerable overlap between these two types of clauses, Pay-when-Paid just controls the timing of payment, not whether any payment is due, whereas Pay-if-Paid controls whether you will be paid at all. For obvious reasons, these types of provisions are neither favorable nor reasonable. Your customer ordered concrete from you and you delivered it, therefore you should be paid. Imagine trying to tell the pizza delivery guy that you won't pay him for the pizza you ordered until your paycheck arrives at the end of the week.

The MPOR seeks to expressly reject any Pay-if-Paid and/or Pay-when-Paid clauses.

### DAMAGES

Most POs contain language regarding the types of damages a customer is entitled to in the event a problem arises on a job. Some of the most common types of damages include: punitive (damages designed to punish a party for its bad acts), liquidated (damages equal to a specific dollar amount agreed to by the parties in the contract), and consequential / incidental / special damages (damages that naturally flow from a breach of contract). It is arguably in both

parties' interest to exclude these damages from POs, so as to limit the potential liability either party would face and make it easier to define what the risks are in the event of a liability-related event.

The MPOR seeks to exclude such damages.

### INSURANCE

It is now commonplace for almost every PO to contain insurance language asking ready mixed concrete producers to add a variety of parties to their insurance policies as additional insureds and to waive rights of subrogation. In general, adding someone to your insurance policy as an additional insured essentially gives that person the same rights to access your

insurance as you do, effectively making your insurance their insurance. There are many risks to adding a party as an additional insured, including potentially having your insurance drawn on for events that took place while you weren't even on the jobsite. For ready mixed concrete producers, it is not reasonable or fair to require the inclusion of a third party (whether it is your customer or someone else) as an additional insured on your insurance policy because of the limited presence you have on most jobsites.

Likewise, subrogation rights give your insurer the ability to reimburse itself for money it paid out for a claim caused by a third party. For example, if one of your trucks is struck by another





vehicle, at no fault of your driver, your insurer will most likely cut a check to you to repair your vehicle; then, through subrogation, your insurance carrier will go after the offending party or their insurer, seeking reimbursement for the money they paid out as a result of the offending party's negligent act. Waiving subrogation rights means your insurer is unable to seek reimbursement for such payments, which is problematic for your insurer and you since you will likely see higher premiums as a result.

The MPOR seeks to have additional insured status and waivers of subrogation requirements stricken from POs.

### **GOVERNING LAW / VENUE**

Most POs contain language describing which states' laws apply to the deal and what courts have jurisdiction in the event of a lawsuit. For customers who operate in more than one state, it is not uncommon to see verbiage in POs applying the law of a state outside of the project area or placing the venue for a lawsuit in a state outside of the project area. Lawsuits are expensive enough, but having a lawsuit based on the law of a state or located in a

state far removed from the state where the project is taking place only makes them more expensive. For this reason, it is appropriate to require the law of the state where the project is located to apply, and to make the venue for any litigation the same as where the project is located.

The MPOR seeks to require the governing law and venue to be the same as the state where the project is located.

While this list of potential PO issues may seem lengthy, it does not cover every possible issue that could be found in a PO. The MPOR is not designed to perfectly address every conceivable term found in every PO since that would be impossible. Rather, it seeks to address eight of the most common issues found in POs to better educate those who use it and to provide an opportunity for you to better negotiate your POs. It is always advisable to have any legal document such as a PO reviewed by a licensed attorney prior to execution. It's probably not worth risking your business or livelihood on unreasonable terms found in a PO, no matter how short the PO may be, or how lucrative the job may seem.



A committee was formed to develop the Master Purchase Order Rider. Committee chair J.R. Wydra, Ozinga, authored the document. Also contributing to the PO rider development were:

*Barry Voorn,  
Ozinga*

*Dave Mashek,  
VCNA Prairie*

*John Rapp,  
VCNA Prairie*

*John Fullhorst,  
Kienstra*

*Kevin Jarchow,  
Wille Brothers*

*Denny Oedewaldt,  
VCNA Prairie*

*Joe Davis,  
Canton Ready Mix*

*Mike Dejong,  
Welsch Ready Mix*

The Master Purchase Order Rider is available at



**irmca.org** or contact the IRMCA office at



**800-235-4055** to request a copy.

# PROMOTION TAKES PATIENCE

Concrete pavement promotion for a project is often plagued with hiccups and multiple series of starts and stops. But, if you persevere and **plant the seed of an idea**, it will sometimes take root and grow. It may do so at the growth rate of an old oak tree, but **it will grow!**



---

RANDELL RILEY, P.E.

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The Lakeside Christian Church project recently completed in Springfield started years ago with a consultant's concept of a concrete parking lot overlay to replace the existing asphalt lot. As often happens, the owners became concerned about upfront costs and went with the asphalt option requiring continued repeated maintenance. After a few years the church finally came to grips with the fact that their short-term cost savings had long-term cost implications as their asphalt

lot continually needs resealed, restriped and patched.

Parking lots with low traffic, such as this, experience increasing rates of repair over time as the lot oxidizes, embrittles, weathers, and generally self-destructs even with proper maintenance. Regular traffic actually helps rearrange the asphalt and closes the surface, extending its life, compared to sections that have no traffic. Churches, stadiums, and outer mall perimeter areas under

constant exposure to sun and weather conditions wear out due to the effects of Mother Nature rather than actual traffic loading. However, this does provide those of us in the concrete industry with future opportunities.

Because of increasing problems and maintenance with the original asphalt lot, the church once again looked at a total reconstruction in concrete. Again, the price was a concern, in part from the required hauling and

disposal of the asphalt waste. The contractor on the project, IRMCA member Vandenberg Concrete & Excavating, Inc., once again offered concrete overlay techniques to save money since demolition and hauling could be minimized. The offer was accepted, and the contractor successfully used Ultra-thin whitetopping concrete overlay methods for resurfacing the Lakeside Christian Church lot. An added benefit for the contractor and the church was the ability to facilitate construction with fewer weather delays since the existing parking lot, though worn, was still serviceable as a platform for construction and parking!

During construction the parking lot was separated into several zones of different types of construction to meet the various grading problems of the site. It is very flat. Some the construction employs conventional concrete pavement construction about 6 inches in minimum thickness. The remainder is a specified 4-inch minimum thickness with an average thickness probably



To ensure adequate bond between the concrete and the asphalt overlay, the surface is power-broomed and air-blasted. This leaves a clean surface with adequate macrotexture to promote bond.

closer to 4.75 inches due to the accommodation of the numerous birdbaths and low areas in the existing asphalt. Cleaning of the surface was accomplished with power brooms followed by aggressive air blasting to produce a good surface to promote adhesion of the concrete overlay.

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**“ After a few years they finally came to grips with the fact that their short-term cost savings had long-term cost implications. ”**

---

Construction was complicated slightly by the need to rebuild the entrance to ensure drainage away from the church. Note that this would be required regardless of the type of paving or resurfacing used, which is something to keep in mind in your promotion of parking lot projects. Most concrete overlay projects for parking lots require much more focus on the drainage aspects as structurally cars do not load the pavement significantly. Accommodate the occasional garbage truck and you can meet the structural needs. But screw up the drainage and you will have dissatisfied owners for a very long time!

The entrance was rebuilt using conventional concrete techniques from the main drive to where it could transition to the required

overlay surface elevation. A drainage inlet in the section is easily accommodated with an off-the-shelf vertical inlet manhole extension. Other hard points such as light standards in the lot are isolated to prevent differential movement of the standard with its foundation well below the frost line compared to the lot surface which is above the frost line.



Expansion material around the light standards allows for differential vertical movement due to freezing and thawing and prevents inadvertent adhesion between the parking lot surface and the standard. Improper handling of this can lead to problems.

Actual paving of the project used a standard IDOT Class PV concrete mixture placed with a vibrating truss screed on wooden forms. Joints were sawed into the project on a 6 foot by 6 foot interval in the overlay portion of the project and a 12 foot x 12 foot spacing in the conventional design sections so that joint spacings matched and the aesthetics of the project are improved.

Though it took two attempts to make the project a reality, this project should give Lakeside Christian Church many decades of trouble-free service. It is an excellent picture postcard for concrete overlay type work and makes a great case for having patience in concrete pavement promotion.



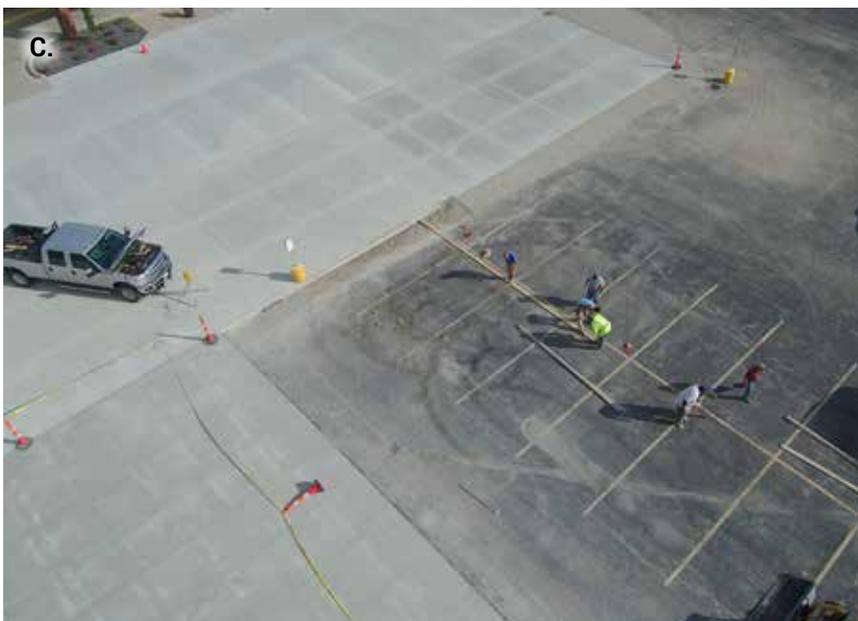
A.

A. Paving on this project is easy with a vibrating screed doing the work. The screed is riding on a wooden edge form and the previously placed lane for vertical guidance and grade control. Concrete was supplied by IRMCA producer member Lincolnland Concrete.



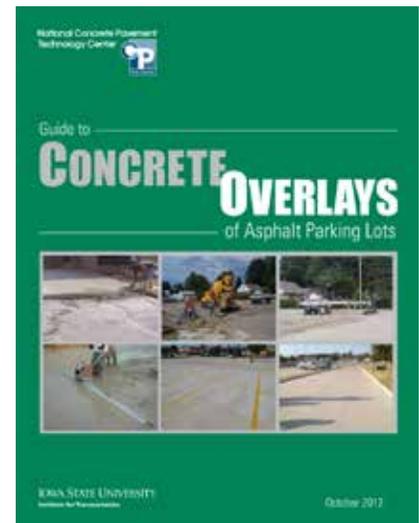
B.

B. Initial saw cuts in the overlay are at 12 feet by 12 feet to gain immediate control of cracking. These are followed by additional longitudinal and transverse saw cuts to reduce the size to 6 foot by 6 foot joint spacing, which has proven to be an excellent dimension for best performance.



C.

C. Contractor Vandenberg Concrete & Excavating, Inc. uses Ultra-thin Whitetopping concrete overlay to resurface the existing asphalt parking lot at Lakeside Christian Church in Springfield. The church originally chose asphalt over concrete but soon became dissatisfied with their asphalt lot because of increasing problems and maintenance.



Design details and techniques for the Lakeside Christian Church project come directly from the National Concrete Pavement Technology Center's Guide to Concrete Overlays of Asphalt Parking Lots, available from Illinois Ready Mixed Concrete Association.

*Recover your debts quickly and efficiently*



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**The Murkin Group is a 3<sup>rd</sup> Party & 1<sup>st</sup> Party Commercial Collection Agency that specializes in Business to Business Debt Collections with a concentration on Construction Debt Collections & Construction Law. The founders of TMG have served the credit and collection industry for decades. The insights we have on the industry and its directions are outstanding. We operate to change the experience of our clients by exhibiting a level of service and dedication that exemplifies our reputation as leaders and innovators in the account receivable management.**

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Letter of Recommendation from Bleigh Ready Mix

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I met Curtis Fort, with the Murkin Group 2 years ago at the Illinois Concrete Ready-Mix association conference in Peoria, IL. I stopped at his booth because I have had several accounts that were not paying, and I had used multiple other collection service agencies in the past and did not receive the attention and recovery services I expected. I felt like he listened to my needs and truly wanted to help me. I received a follow up call almost immediately when I returned from the conference. I believe I turned over 4 to 6 accounts right away that some had even been at other agencies. The Murkin Group worked hard to collect those accounts for me. And for the first time in a long time I was seeing results. And if an account was just uncollectable, they let us know. I was impressed with how professional his staff was following up and keeping me informed monthly on where each account stood. I am very satisfied with the recovery The Murkin Group did for Bleigh Ready Mix. And now 2 years later I am still a satisfied customer and have learned that the Murkin group even does more than just collection like pre-lien and lien filings and much more. The Murkin Group does want to be a part of the Construction and Ready-Mix industry and looking every day for ways to help our business.

Sincerely,

Bridget Bleigh  
Bleigh Ready Mix

Letter of Recommendation from Altorfer Caterpillar

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It has been a business pleasure dealing with The Murkin Group and the professional team at TMG. They are very timely and thoughtful towards your business goals. Their team not only gets the results I need and demand, but even helps retain customers for future business, which in today's business world is GOLD!! I can't recommend enough the go getters at The Murkin Group, LLC and their team of leaders.

Joe Klein

Credit Manager

Altorfer Inc. Cat

To learn more about the Services that we offer:

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# HOW CAN YOU GENERATE MORE BUSINESS FOR YOUR COMPANY?



## WHAT CAN YOU DO TO PROMOTE CONCRETE IN YOUR AREA?

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*Theron Tobolski, IRMCA Assistant Executive Director*

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The best and most obvious thing to do is to talk about it. Every time you are with your customers, an owner of a project, engineers at pre-construction meetings, or at family parties, talk to them about the types of concrete you can supply. You never know when one of them will have the opportunity to say, "I heard about this concrete product and I think it may be a fit for this project." Let them know we have pervious concrete that helps with storm water management. Let them know that concrete pavements are not twice the cost of asphalt pavements and through IRMCA we offer engineering assistance to

prove it. Inform them that we also supply flowable fill concrete that can be used as backfill on any project where aggregate is typically used. You do not need to be an expert on these concrete options. You just need to know enough to get someone interested and then bring in an expert to finish the promotion.

In Illinois in 2018 IRMCA worked with concrete producers from top to bottom of the state to flip 68,440 cubic yards of parking lots from asphalt to concrete. We helped design an additional 28,950 cubic yards worth of RCC, pervious concrete, and concrete overlay projects. We also

worked as part of the Illinois Concrete Alliance to create more than 550,000 cubic yards of concrete pavement on upcoming Illinois State Highway Tollway Authority projects. All of these conversions to concrete didn't happen on their own. Someone had the courage to say, "I think your project is a good candidate for a concrete pavement." Let's look at some of the talking points you can use when promoting concrete in your area.



### CONCRETE PARKING LOTS

Concrete parking lots are often thought to be twice the cost of asphalt parking lots. That is a false statement. We have an engineering assistance program to show you concrete can win on a first cost basis or be within five percent of asphalt costs. This makes it a no brainer for an owner to use the concrete pavement option. Last year IRMCA converted approximately 70,000 cubic yards of parking lots from asphalt to concrete by providing engineering assistance to the engineer of record for these projects. Most of these projects happened through concrete producers partnering with their contractors and IRMCA and sharing information such as:

“ IRMCA has an engineering assistance program to show you concrete can win on a first cost basis or be within five percent of asphalt costs. ”

- During a 20-year period, concrete pavements will have little to no maintenance. A concrete pavement will be a substantial savings to the owner compared to the recurring maintenance cost of crack sealing, chip sealing, sealcoating, patching, grind and replace, and rutting repair costs that are associated with asphalt pavement.
- Concrete pavements have a 4-inch aggregate base which saves the owner money on excavation and site balancing costs compared to asphalt pavements which typically have a 10 or 12-inch aggregate base.
- Concrete pavements are up to 10 degrees cooler than asphalt on hot summer days, which gives your customers or workers a more enjoyable pavement to park, drive, play, and walk on.
- Concrete pavements are light in color and reflect light. This can allow you to reduce energy costs by eliminating 3 out of every 10 light fixtures on your pavement or reducing the wattage of the bulbs in your current light fixtures.
- Concrete is an environmentally friendly product that can help you obtain LEED credit points.
- Asphalt parking lots typically start their recurring

maintenance cycle in year one with crack sealing. The constant eroding of the asphalt pavement and the maintenance program will interrupt business and cause inconvenience to customers who might avoid the business like they avoid potholes.



### FLOWABLE FILL

Flowable fill is a concrete mix mostly made of cement, sand, and water and is used as a backfill material. It can save money on projects where aggregate is often used for back fill. Flowable fill:

- Increases safety on your projects by keeping workers out of trenches that could potentially cave in on them.
- Self-levels and saves on labor.
- Is placed in one lift and saves money on labor.

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“ It is our responsibility as the concrete industry to work together with contractors to reach the engineering community and work with them to design concrete pavement on projects. ”

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- Can be dug up to work on buried utilities.
- Can be colored to mark different utilities or buried electrical lines.

### CONCRETE OVERLAYS

Concrete overlays, which refers to concrete being placed directly on top of deteriorating asphalt and concrete pavements, can provide you with a new 20-year or more pavement with little to no maintenance and can save you on the rip out and haul away costs of the old pavement. Concrete overlays:

- Save you money by not having to remove all of the existing parking lot.

- Provide you with a new 20-year or more pavement and a cost savings from new construction.
- Are light in color and reflect light, which can allow you to reduce energy costs by eliminating 3 out of every 10 light fixtures on your pavement or reducing the wattage of the bulbs in your current light fixtures.
- Are up to 10 degrees cooler on hot summer days compared to asphalt, which gives your customers or workers a more enjoyable pavement to park, drive, play, and walk on.
- Saves you money on the maintenance costs affiliated with asphalt rutting and potholes.

### PERVIOUS CONCRETE

Pervious concrete can be used to manage storm water responsibilities on your site. Pervious concrete:

- Eliminates untreated storm water and creates zero runoff.
- Directly recharges groundwater.
- Mitigates first flush pollution.
- Protects streams, watersheds, and ecosystems.
- Mimics the drainage and filtration of bioswales and natural soils.
- Reduces surface temperatures and heat island effects.





- Provides a higher albedo surface reflectivity index (0.35 or higher).
- Eliminates the need for expensive collection and detention systems.
- Has an infrastructure that is much more profitable for the developer.
- Eliminates time-consuming and costly storm water detention vaults and piping systems.
- Eliminates the cost of curb and gutter installations.
- Reclaims lots otherwise consumed by vaults and ponds.

## **ROLLER COMPACTED CONCRETE**

Roller Compacted Concrete can be designed for any industrial-type needs like container storage yards, rail yards, and intermodal facilities. Though it can be limited by the availability of plants that can produce it to meet project requirements, RCC has many advantages. RCC:

- Does not require forms.
- Can beat heavy duty asphalt pavements on a first cost basis.
- Does not require rebar.
- Provides great strength.
- Allows for high volume placement.
- Can be used as a roadway only 24 hours after being placed.
- Can span soft, localized subgrades.
- Will not be affected by oil spills, fuels and/or hydraulic fluids.
- Can withstand high temperatures.

These are just a few of the concrete products you can promote. The more you talk about concrete, the more opportunities you create for concrete projects, and the more success we will have overcoming obstacles such as the engineering community not listing concrete as an option for most parking lots, politics, and the misconception that concrete costs twice as much as asphalt. It is our responsibility

as the concrete industry to work together with contractors to reach the engineering community and work with them to design concrete pavement on projects. When I say industry, I mean everyone from concrete company owners to sales representatives and managers from admixture, cement, fly ash, and slag companies to people who build ready mix trucks.

Our ability to provide for our families depends on a healthy concrete market in Illinois. We all need to work together to promote concrete throughout the state. If you currently are not out promoting concrete, I challenge you to ask yourself...why not? You do not need to be an expert. You just need to be able to use some of the talking points listed in this article to get someone interested. Then call IRMCA @ 800-235-4055 and we will be there to help you promote concrete in your area and complete the sale.



Preparing concrete specimens for air, slump, lab testing. Doing testing right and handling specimens properly are critical.

# IRMCA Technical Committee Recap & Concrete Test Cylinders

*STEPHEN FLEMING, Technical Committee Chairman, and A.J. BIMROSE, Technical Committee Vice Chairman*

## COMMITTEE RECAP

The IRMCA Technical Committee members had a busy 2018 construction season but made time to meet in March, June, and October and push forward a number of important items.

We had two meetings with IDOT District 1 and discussed:

- Backup plants.
- Cementitious sampling at ready mixed concrete plants.

- Pay penalties for concrete left in place.
- Identification of bid items with special heat of hydration requirements for mass concrete.
- Pumpable grout mixes for drilled shaft casings.

We also requested the reintroduction of ranges for mortar factors rather than the set values used for designing IDOT mixes. This will help producers

customize their mix designs to specific applications and avoid over-sanded mixes. We are making good progress on all of these items.

With IDOT in Springfield we had two general meetings and a few additional special work group phone calls and meetings to discuss the admixture/fiber approval process. Topics included:

- Mass concrete bid item identification.

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“ The technical committee has been very busy working with government and industry associations to protect our interests and further the use of concrete in Illinois. ”

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- Air content changes through a pump.
- The new IDOT MISTIC system currently in development.
- Performance engineered mix designs.
- Cement slurry for full-depth reclamation.
- Maturity methods for determining concrete strength.

Voids values for coarse aggregates were also addressed, in which case we included the Illinois Association of Aggregate Producers. For the admixture/fiber approval process, we are finalizing a document with IDOT that works for all parties involved.

Suffice it to say the technical committee has been very busy working with government and industry associations to protect our interests and further the use of concrete in Illinois.

### CONCRETE TEST CYLINDERS

We have been discussing the importance of initial concrete cylinder storage in both hot and cold weather. Based on feedback from a number of ready mixed concrete producers, how concrete cylinders are stored for the initial 24 to 48 hours before they are transported to a lab varies a lot in different areas.

There are two types of initial curing - field curing and standard curing. Cylinders that are designated to have field curing, in accordance to AASHTO T 23, are to be used for the sole purpose of determining if the cast-in-place concrete is capable of being used for service, cylinder comparison, curing/protection of said structure, or removal of formwork or shoring. These cylinders are stored in or on the structure as close as possible to the point of placement of the concrete. Field-cured cylinders are not to be used for acceptance of the concrete or for payment purposes.



Cylinders cast for the purpose of acceptance testing should be cured via standard curing. Acceptance testing is done to check if the concrete meets contract specifications, and it

creates the test results that the contractor is paid on. The vast majority of cylinders are stored via standard curing.

Both ACI and IDOT require standard-cured cylinders to be molded onsite and immediately stored for the first 24 to 48 hours in an environment that maintains a temperature between 60 and 80 degrees and prevents moisture loss from the specimens. Cylinders should not be left out in direct sunlight and are typically covered with plastic caps or plastic bags to keep the moisture in. Insulating curing boxes can be effective in maintaining initial curing temperature. During warm weather, the practice of filling the curing box with water close to the top of the cylinders has been used successfully. In cases of extreme ambient temperatures, high or low, other methods may be required.

After casting, cylinders should not be moved or disturbed for a minimum of 24 hours. Standard-cured cylinders should then be transported to the lab after 24 hours but prior to 48 hours. Care must be taken not to jar or damage the cylinders during transport as the concrete is still relatively weak and the compressive strength of the specimens could be compromised.

If cylinders are not made, stored, or transported properly, this will result in a lower compressive strength that is not representative of the concrete in place. The most common issue our member companies have been reporting is with proper initial storage – especially in hot weather. It seems obvious that test cylinders left out to freeze will cause low breaks. It is equally as important to protect them from getting too hot.

# ACI Concrete Flatwork Certification for Finishers and Technicians

JIM RANDOLPH, IRMCA Executive Director

Concrete flatwork certification isn't just for finishers. It is for technicians too, such as construction supervisors, concrete contractors and their crews, and laborers. Even if you are doing a great job placing and finishing concrete, you may discover a few things that can make you even better. As the saying goes, "You don't know what you don't know." Come to the certification classes and learn more.

## CERTIFICATION COURSES

The Illinois Ready Mixed Concrete Association is working with the American Concrete Institute of Illinois to provide two certification courses, one for finishers and one for technicians. A concrete flatwork finisher is a craftsman who has demonstrated knowledge about and the ability to place, consolidate, finish, edge, joint, cure and protect concrete flatwork. A concrete flatwork technician is a person who is knowledgeable about these skills but lacks the work experience to qualify as a finisher.

## CERTIFICATION TOPICS

The primary technical resource for this program is ACI's Concrete Craftsman Series, Slabs on Grade, CCS-1. The program requires knowledge in the following areas of concrete construction:



- Planning for slab-on-ground placement.
- Concrete materials, mixture proportioning, and control tests.
- Preparation before placing concrete.
- Floor flatness and levelness.
- Placing equipment.
- Finishing tools and equipment.
- Procedures for finishing slabs-on-ground.
- Jointing.
- Curing and protection of concrete.
- Finishing problems and possible solutions.

## FINISHER CERTIFICATION REQUIREMENTS

ACI will grant certification only to those candidates who obtain a passing grade on the written examination plus either:

- Possess 1500 hours of actual on-the-job finishing experience and successfully complete the performance examination.
- Possess 4500 hours of actual on-the-job finishing experience.

Finishing experience includes concrete placement, consolidation, jointing, curing and protection, finishing, form setting, prep work, rubbing, patching, and saw cutting. Employer verification of the candidate's work experience is required.

During the performance examination, each examinee must place, consolidate, finish, edge, joint, begin curing, and provide initial protection for a concrete slab. The examiner will observe and evaluate the techniques used and record passing or failing grades on the various individual procedures. A passing grade is defined as no significant variation from proper procedure and no more than two variations from proper technique in the use of the tools.

The two-hour written examination is closed-book and consists of approximately 50 multiple choice questions. A passing grade is 70 percent. Recertification is necessary every five years and requires successful completion of a written examination.

## TECHNICIAN CERTIFICATION REQUIREMENTS

ACI will grant certification to those examinees who obtain a passing grade of 70 percent or higher on the written examination. Individuals with flatwork technician certification can upgrade to full flatwork finisher status upon submittal and approval of sufficient work experience or successful completion of the ACI performance evaluation. Recertification is necessary every five years and requires successful completion of a written examination.

Call the IRMCA office @ 800-235-4055 for more details and watch [irmca.org](http://irmca.org) for 2019 certification course announcements.

# ACI-IL and IRMCA Teaming Up

*JONI L. JONES, ACI Illinois President*

Two heads are better than one, and in this case, two organizations are better than one. ACI-IL and IRMCA have a lot in common and are working together to share knowledge and resources and to build new relationships.

As we grow our career, we develop and depend on important relationships along the way. A great way to enhance and grow professional relationships is to join a technical organization. There are so many organizations to choose from, and it can be hard to participate in multiple organizations simultaneously. When two organizations team up for a technical presentation, however, it's great.

On October 24, 2018, ACI-IL hosted a dinner meeting. The speaker talked about the latest innovations in petrography. Almost 100 people were in attendance, including many IRMCA members. Also in 2018, ACI-IL had an exhibit booth at the IRMCA Xtreme Concrete Conference. Both ACI-IL and IRMCA have increased their industry networking opportunities and look forward to working together in the future. It is a win-win for both organizations and for the concrete industry.

Another way ACI-IL and IRMCA have helped each other is by using each other's resources. Since ACI-IL opened the certification facility in Elmhurst, IRMCA has held a few seminars there. In return, the seminars help promote ACI-IL and fund the facility.

Collaboration and strategic partnerships have been very effective ways to grow our organizations. I look forward to more opportunities where ACI-IL and IRMCA can help each other be successful.





Concrete lots were chosen for the Carle at the Fields medical facility in Champaign. Blager Concrete, Feutz Contractors, Stark Excavating, and VCNA Prairie were part of this project.

# Carle at the Fields Chooses Concrete

*Theron Tobolski, IRMCA Assistant Executive Director*

Carle at the Fields is a medical facility located at 3310 Fields S. Dr. in Champaign. Concrete was the building material of choice for this successful project, and construction of the new facility kept two IRMCA producer members and two IRMCA contractor members busy for a two years.

Blager Concrete in Urbana supplied approximately 35,000 cubic yards for the exterior pavement and site work of this project. A fly ash-compensated IDOT SI/PV mix was used and a high early concrete mix was utilized in November as temperatures became a little cooler. Feutz Contractors, located in Paris, performed the work. They typically placed 250 cubic yards

per pour and utilized a conveyor to easily move the concrete around the site. The concrete came out of Blager Concrete Batch Plant located at 1001 W. Somer Dr. in Urbana. This plant, with four aggregate bins and four bins for cementitious materials, used up to 20 mixer trucks on the larger pours.

VCNA Prairie Material in Champaign supplied concrete for footings, walls, slabs, and high early slabs for the main structure of the medical facility. Stark Excavating in Bloomington was the contractor for the five-story structure part of the project. Stark used a pump to move the concrete to the upper floors of this project. The concrete pours for this part of the project ranged from 30 to more

than 500 cubic yards. Concrete was placed during summer and winter months. During the winter months, cold weather concrete best practices for batching and placing concrete were utilized to make the project successful. Fly ash and slag-compensated mixes were both utilized throughout the project to help with set time and pump ability. The floor slabs contain STRUX 90/40 macro fibers at a dosage rate of four pounds per yard. Prairie batched concrete from their plant at 3208 W. Springfield Ave. in Champaign, which is a central batch plant with five aggregate bins and three cementitious bins that can hold cement, fly ash, and slag.



Mertel Gravel Company produced 5000 cubic yards for the XPO warehouse addition in LaSalle. Western Sand & Gravel also supplied concrete to this project.



Ozinga pumped concrete for this mixed business use project in Downers Grove.



Roanoke Concrete Products delivered pervious concrete to the Summit Family Medical Center project in Bloomington.



JustCore placed more than 200 cubic yards of concrete at the Summit Family Medical Center project in Bloomington.

VCNA Prairie supplied 4000 cubic yards to a parking lot flip at Harper College in Palatine.



Wille Brothers Sauk Village and Oak Forest plants produced more than 8000 cubic yards for the new Lear manufacturing plant in Hammond, Indiana.



Rock River Ready Mix delivered concrete to a Deer Creek ComEd project that required anywhere from 22 to 140 cubic yards per drilled shaft.



LincolnLand Concrete supplied more than 9000 cubic yards for the Lakeside Christian Church parking lot project in Springfield. The ultra-thin whitetopping lot was placed by Vandenbergh Concrete and Excavating.



## 2018 NEW MEMBERS

MPAQ Automation

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Contractors, Inc.

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Technologies

Oremus Material  
LLC

Cemex Ready Mix

## OUTGOING BOARD MEMBERS

The association sincerely thanks outgoing board members Scott Maberry of Kienstra-Illinois, LLC, and Cheryl Moeller of Moeller Ready Mix, Inc. for their years of service.

## INTERRA SUSTAINABILITY AWARD

Congratulations to IRMCA member INTERRA, Inc. for being selected as a 2018 Illinois Sustainability Award recipient. Every year the Illinois Sustainable Technology Center presents this award to Illinois companies and organizations who have demonstrated outstanding and innovative sustainability practices.

INTERRA's sustainable initiatives include converting interior and exterior lighting to LED, installing a rooftop solar panel system, recycling concrete and asphalt samples, reclaiming and reusing the harmful chemical trichloroethylene (TCE), and replacing four of its fleet vehicles with electric vehicles. Additionally, their outreach resulted in community partners installing more than 100 kW of solar panels and two geothermal systems.

## IN MEMORY OF MATT MOELLER

Matt, with his warmth and winsome smile, was a great friend to many. He faithfully attended IRMCA conferences and golf outings with his wife Cheryl and was well respected in the ready mix, asphalt, and construction industries.

He was an avid golfer, fisherman, and paper money collector. And he was as mechanically gifted as MacGyver. He could fix anything! Somehow, whether he was cleaning fish or replacing an engine or transmission, he was as clean at the end as he was when he started.

Matt was also very competitive in every aspect of the word. It didn't matter if he was playing crossword puzzles, scrabble, poker, or solitaire with his mom, which he often did whenever they had five minutes, he was always very engaged in any game he played. And though he was the winner 90 percent of the time, he was a consummate gentleman. You could have the poorest golf shot or miss catching the largest fish and Matt would have a positive comment every time.

Our thoughts and prayers continue to be with former IRMCA director Cheryl Moeller following the loss of her husband and our friend Matt Moeller. He will long be remembered!

# UPCOMING EVENTS CALENDAR

## 2019

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**IRMCA Operations, Environmental and Safety Workshop & Shooting Event**

March 13-14 | Decatur Conference Center & Hotel, Decatur

**IRMCA Technical Committee Meeting**

March 28 | Elmhurst

**IDOT / Industry / Joint Coop Construction**

May 22 | Springfield

**IRMCA Spring Golf Outing**

May 29 | Oak Terrace Resort Golf Course, Pana

**IRMCA Technical Committee Meeting**

June 26 | Springfield

**IDOT / Industry / Joint Coop Construction**

August 14 | Springfield

**IRMCA Fall Golf Outing**

September 4 | Deer Park Golf Club, Oglesby

**IRMCA Technical Committee Meeting**

October 10 | Bloomington/Normal

**Operations Environmental & Safety (OES) Committee Meeting**

November 1 | Chicago

**IDOT / Industry / Joint Coop Construction**

November 13 | Springfield

## 2020

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**World of Concrete**

February 3-7, 2020 | Las Vegas, NV

**Illinois Association of Aggregate Producers (IAAP) Annual Meeting**

March 4-5, 2020 | Springfield

**ConExpo-Con/Agg**

March 10-14 | Las Vegas, NV

*\*dates subject to change with sufficient notice*



FALL

Brian Eggert, Mike DeJong, Mike Peterson, and Francisco Alvarado. This foursome represented Welsch Ready Mix at the 2018 Fall Golf Outing.



SUMMER

Jack Keeler, Cathy Sukley, Dan Larson and Steve Dearth. Golfers enjoyed playing the course at Oak Terrace Resort in Pana, even hole 17, a par 4 with a lot of water.



FALL

Dave Anderson, Neil Minnihhan, George Mobarak, and Jake Miller. The golf outing was held at Senica's Deer Park Golf Club in Oglesby.



SUMMER

Jim Sergent, Ed Bartholomew and Tom Bryja. This was the second year for IRMCA's Summer Golf Outing event.



FALL

Jim Hager, Rich Shadle, Mark Messaglia, and Glenn Fuller. Producer and associate members had a fun day playing golf and supporting IRMCA's PAC fund.



SUMMER

Phillip Timmerman, Steve Johnson, and Todd Lambert. 33 golfers attended this event in support of IRMCA's PAC fund.



FALL

Lee Newton, Scott Beck, Brandon Thetard, and Todd Lambert. Temperatures reached 91 degrees on this early September day, and the rain held off until the very end.



SUMMER

Ray McVeigh and Rich Bulicek assist as event chair Tim Burke aims. Everyone who hit a clay pigeon got extra prize drawing tickets.



During a break in the program, attendees enjoy Culver's concrete mixers and networking at the exhibition. This popular part of the conference featured 21 exhibits.



James Orr and Dan Nash of The Murkin Group share debt collection information and advice during the exhibition. Conference attendees had the opportunity to visit a variety of exhibits and could also choose from many breakout session topics.



Nick Beristain of VCNA Prairie speaks about designing high-strength concrete mixes. More than 250 people attended this conference.



A.J. Bimrose delivers a technical committee update to conference attendees. He has chaired and co-chaired the committee and has provided great leadership and experience.



Luke Snell, PE. and executive director of ACI Missouri, discusses how construction of the Hoover Dam still impacts us today. He has traveled around the world to teach and discuss concrete.

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