

IRMCA News

Spring 2012 Vol. 31, No. 1

Illinois Ready Mixed Concrete Association



► **IDOT & You**

► **Projects**

**Full Depth in Bensenville
Full Depth and Pervious in Carterville
Full Depth in Petersburg**

► **Scholarship
Recipients**

IRMCA NEWS

Volume 31, Number 1 • Spring 2012

Illinois Ready Mixed Concrete Association



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

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Mission

To be the voice for the ready mixed concrete industry in Illinois. To promote the use of quality ready mixed concrete through innovative educational programs.

To accomplish common goals as an organization that cannot be done individually.

Contents

IDOT

- 3 - You and the Illinois Department of Transportation
- 8 - Division of Highways, Bureau of Materials
- 9 - IDOT Ain't What She Used To Be
- 10 - The IDOT Influence
- 11 - District Contacts

Projects

- 6 - Full depth projects in Petersburg
Courthouse lot and store lot
- 7 - Full depth in Bensenville
Industrial Park
- 7 - Full depth and pervious in Carterville
College campus lot

ASSOCIATION NEWS

- 4 - *Scholarship recipients, short course, useful resources*

TELL IT LIKE IT IS

- 12 - *If Change is Imminent, Resilience is Essential*

Cover photo is of IDOT headquarters in Springfield.

"Without promotion something terrible happens... NOTHING"

P.T. Barnum

You and the Illinois Department of Transportation

As you will quickly realize, we have dedicated a substantial portion of this IRMCA News to the varied relationships between the concrete industry and the Illinois Department of Transportation (IDOT). You can probably guess why: to some degree, IDOT influences the business of every IRMCA member and often in a big way. Whether submitting a design and quote to a contractor bidding an IDOT job, or bidding concrete direct to IDOT, or doing business with counties and municipalities who specify IDOT mixes, or trying to get material approval, we all feel the enormous specter of IDOT influence on our work.

IDOT was created by the 77th Illinois General Assembly in January 1972 and assumed the responsibilities of the Department of Public Works and Buildings and the Office of Mass Transportation. IDOT has responsibility for planning, construction and maintenance of Illinois' extensive transportation network, which encompasses highways and bridges, airports, public transit, rail freight and rail passenger systems.

The current Secretary of Transportation (an appointed position) is Ann L. Schneider. Ms. Schneider supervises 12 Offices and Divisions that employ thousands of workers and operate with an annual budget of approximately \$5 billion.

Members of IRMCA staff and Technical Committee, along with Randell Riley, P.E., have either met with or will very soon meet with staffs from each of the 5 IDOT Regions and 9 Districts. We have also had numerous meetings with personnel from the Bureau of Materials and Physical Research in Springfield. The purpose of all these meetings is not only to address the many critical issues that need definition, but also to keep and improve the very good and positive relationship IRMCA has with IDOT.

Many of our observations are stated in the articles in this newsletter. I encourage you to read the articles and let us know if you have questions or issues you would like IRMCA to bring to IDOT. We will continue to maintain our relationship with IDOT. If there is one thing we've learned from all of our meetings it is: things, they are a-changing!

**By Bruce Grohne
Executive Director**



Newly elected Board officers are:
George Mobarak, president; Scott
Maberry, vice president; Carol
Hustedde, secretary/treasurer.

.....
Condolences to the family and
friends of Richard "Dick" Jaeger.
.....

IRMCA welcomes its newest
members:

BARD Materials

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IRMCA Scholarship Winners CIM Support

After soliciting input from engineering school contacts, the IRMCA board has decided to raise the value of civil engineering scholarships from \$1,000 to \$2,500 per year. The board will determine annually which universities will receive scholarships. The board also wanted to support the Concrete Industry Management (CIM) program at Middle Tennessee State University (MTSU), either with two scholarships or a special grant. There are many well-educated/trained MTSU graduates working in the concrete industry in Illinois.

In December IRMCA scholarships were awarded to Andrew Hoerr at Bradley University and Alex Brand at the University of Illinois at Urbana-Champaign. MTSU did not have students from Illinois registered in the CIM program at the time we were selecting recipients, so Program Director Dr. Heather Brown helped identify another way for IRMCA to support the program. It was determined that an IRMCA grant would help finance the activities and travels of the 2012 MTSU ACI Student Club.

Scholarships & Appreciation of Bob Pfanenstiel and Joe Baker

When IRMCA members Robert (Bob) Pfanenstiel ('03) and Joe Baker ('05) passed away, their families chose to include the IRMCA Scholarship Fund as a memorial choice for friends and families. The response was overwhelming! Since then, using just these funds, IRMCA has been able to grant more than 20 college scholarships, as well as several high school awards. And this has been above and beyond the scholarships funded by the annual Harvey Hagge Golf Outing proceeds!

Bob Pfanenstiel and Joe Baker were consistent and ardent supporters of the Illinois Ready Mixed Concrete Association. They, sometimes with wives Judy and Jacki, actively participated in almost every IRMCA event, and neither ever refused to help and support the association when asked. Both men left solid legacies within the cement/concrete industries and are missed to this day.

While monies from the gifts left in Joe and Bob's honor have been exhausted, it should be heartening to the families and friends of Joe & Bob to know how many young men and women's lives have been touched by their generosity. These two gentlemen will not be forgotten.

A Short Course IN Concrete

Once again choosing the Par*A*Dice Casino and Hotel as its venue, IRMCA held its Short Course on January 9th & 10th. A turnout of over 180 members and guests enjoyed a welcoming reception featuring exhibits and sponsor-provided beverages and hors d'oeuvres. Following the reception were a sit-down dinner and entertainment. Mike Bazzell, an FBI Computer Crime Detective, entertained and at times terrified attendees with his stories and demonstrations of how the Internet can be used to make us all vulnerable to information predators. He accessed several websites and warned us repeatedly to always be careful when exposing personal information "into the cloud." For a list of all the sites Mr. Bazzell referenced and much more, go to his website: www.computercrimeinfo.com.

The next day, after a brief business meeting, participants were treated to several diverse presentations:

- Kerri Leininger, NRMCA Director of Government and Political Affairs, talked about the advocacy efforts NRMCA is making on behalf of the concrete industry. She expounded on good and bad bills and explained how we, as part of the industry, can make our voices heard.
- John Cunningham of the Iowa Concrete Paving Association detailed the very successful Streets and Local Roads program developed in Iowa. He stressed patience and perseverance.
- Doug Dirks, IDOT Concrete & Soils Engineer, presented his annual update. Of particular interest were the Department's concerns over ASR and new Special Provision 1020 regarding mix designs and SCM replacement levels.
- CTLGroup Petrographer, Rebecca Kazmierski, and Materials Laboratory Services Principal Scientist, Don Broton, spoke on activities at CTL. Rebecca showed what a quality lab and a quality petrographer can do with a piece of concrete. Don described the scope of CTL capabilities and spent some time describing how he and others use science to evaluate concrete for properties and possible problems.
- Joe Nasvik from *Concrete Construction* magazine presented a good overview of concrete from the mining of the raw materials to its end use.

Copies of each of these presentations are available through IRMCA. Further, IRMCA members are encouraged to e-mail, fax, call or write the office with suggestions of topics for next year's Short Course.



Kerri Leininger, NRMCA Director of Government and Political Affairs, encourages members to speak out.

Thanks to the IRMCA

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America, Lehigh Cement,
McNeilus, Sika, St. Marys
Cement, Vulcan Materials

Upcoming Events

► Golf Outing
September 5, 2012

► IRMCA Short Course
January 7 & 8, 2013



Full Depth Projects in Petersburg

Whether it's reconstructing the parking area around the downtown courthouse or placing the parking lot at the new Dollar General, decision makers in Petersburg are choosing ready mixed concrete.

When work at the courthouse was being bid, contractor Otto Baum in Morton and IRMCA member Contractors Ready Mix in Lincoln convinced the county to consider alternate bids (both concrete and asphalt) for the parking lot. Concrete won! While the concrete bid was slightly higher, benefits such as durability, reflectivity and low maintenance over the expected life of the pavement made concrete a worthwhile choice. Concrete was delivered from Contractor's Petersburg plant.

Also delivered from Contractors in Petersburg was concrete for the parking lot of the brand new Dollar General located very near the plant. In this case, the contractor, Canyon Concrete in Farmington, MO, had already decided to use concrete before arriving in Petersburg. Dollar General is one of many chain businesses that has been targeted by the Resource Directors at the National Ready Mixed Concrete Association in their attempts to have concrete specified. Thanks to their efforts it worked here!

Did you know?

- ▶ The U.S. Green Building Council included Illinois on its Best of Green Schools 2011 list.
- ▶ The U.S. Green Building Council released its list of top states for LEED-certified projects in 2011, and Illinois ranked third with 2.69 square feet per capita.

In March of 2011 the Village of Bensenville, recognizing that there were significant infrastructure improvements that needed to be addressed within the Bensenville North Industrial Park area, solicited bids under the project titled "North Industrial Special Service Area Roadway, Streambank and Utility Improvements." Included in this initial phase of the project were several approaches and the reconstruction of the main road serving the park.

Of major significance was the fact that the Village allowed "alternate" bidding, meaning that contractors could bid using either asphalt or concrete pavement.

A Lamp Concrete Contractors, a large heavy highway and site contractor in Schaumburg, was the successful bidder for this phase, and their bid included concrete pavement! When interviewed about choosing concrete, an A Lamp representative cited these factors: comparable price, long term durability and a virtual lack of maintenance.

IRMCA members Elmhurst Chicago Stone and Prairie Materials have been providing the ready mix for the project.

Full Depth Chosen for Industrial Park in Bensenville



Full Depth and Pervious in Carterville Parking Lot



John A. Logan College is located in Carterville, a town situated between Marion and Carbondale. It was established in 1967 and has a student enrollment of about 7,500 students, 2300 of them full-time. The campus is spread over many acres, much of it parking areas that, until recently, were mostly paved with asphalt. But that is changing! John A. Logan, like many responsible public institutions, is making a concerted pledge to ecology: they are *going green*. "John A. Logan College is diligently pursuing ways to improve our commitment to sustainability and to make us a more environmentally responsible institution," said Dr. Robert L. Mees, JALC President.

Because of this commitment, it was only natural that when planning a new parking area the college would, after much research and talking, choose the paving material that was most sustainable: concrete. The contractor for the project, Samron Midwest in Murphysboro, chose IRMCA member Odum Concrete to provide the concrete.

Before the project began, Tim Odum met with the college and proposed that, because of the college's interest in sustainability, they consider using pervious concrete around the perimeter of the lot, as well as a strip of it down the middle, to contain stormwater. The college agreed; Odum and Samron were able to locate a consultant who could help train the contractor's people and who had the necessary equipment.

Congratulations to the college, the ready mix supplier and the contractor on the completion of a parking lot that has all the many sustainable advantages of concrete, both regular pavement and pervious.

Illinois Department Of Transportation Division of Highways Bureau of Materials and Physical Research

The Division of Highways and its nine district offices are responsible for the design, construction, operation and maintenance of the state highway system, as well as the administration of the state's local roads and streets program. The state highway system is 17,000 miles and includes 2,050 miles of interstate roads. This system is part of the 138,000-mile network of state, county, municipal, township and toll roads, the third largest network in the nation. The current Interim Director and Chief Engineer of the Division of Highways is William Frey. The Division maintains 5 Regional Offices that consist of 9 Districts. The Division also has 8 Central Bureaus.

The Central Bureaus of the Division develop policies, procedures, standards and guidelines to accomplish the Department's highway system improvement objectives. The central bureaus monitor the nine district programs to ensure statewide uniformity of policy interpretation and compliance and to ensure program coordination with federal, state and local agencies.

The Central Bureau of the Division of Highways that those in the ready mix industry interact with most is the Bureau of Materials and Physical Testing. This Bureau's offices and laboratories are located at 126 E. Ash in Springfield and amongst its many tasks and responsibilities are pavement design and reclamation, construction material

testing and approval, research, laboratory qualifications, project planning and engineering, certifications and training, setting documentation criteria and quality control governance.

Personnel within the Bureau of Materials and Physical Testing dealing significantly with the concrete industry include David Lippert, Bureau Chief (217-782-7200); Matthew Mueller, Materials Testing Engineer (217-782-4423); and Doug Dirks, Concrete & Soils Engineer (217-782-7208).



IDOT Ain't What She Used To Be

By John Albinger

I don't mean to compare IDOT to the old gray mare, but the adage sure does apply. About 15 years ago IDOT introduced Quality Control/Quality Assurance (QC/QA). To date many of the districts have still not implemented the concept, and many contractors and concrete producers have also resisted accepting QC/QA. There are many reasons for this, but primarily it has been a matter of cost, trained staff and testing equipment, and a lack of willingness to accept responsibility for mix designs and their performance.

More recently IDOT modified the process for approving admixtures, no longer dictating addition rates. The concrete producer, with the help of the admixture company, became responsible for determining the appropriate dosage rates. The trend was becoming clear, requiring the contractor and concrete producer to assume more responsibility. This is not only a statewide trend but one occurring throughout the country.

Effective January 1, 2012, IDOT instituted a special provision which revised "Section 1020" of the Standard Specifications for Road and Bridge Construction. Once again the various districts in the state responded differently, and acceptability and implementation are district-specific. Regardless, there are facets of the new "1020" that will eventually have to be dealt with. Some of them are:

- Because of ASR concerns fly ash contents were increased to 25% and slag contents to 30%. Ternary mixes may contain up to 35% of fly ash plus slag.
- The lowest cement content is 375 pounds per cubic yard.
- IDOT will not supply mix designs. It will be the contractor's/ concrete supplier's responsibility.
- The concrete producer will have to have a Level III on his staff.

These few changes have more ramifications than might be seen at first glance:

- Higher cementitious contents and lower cement contents mean IDOT mixes won't perform like they did in the past. They will: set slower, gain strength slower, be

more susceptible to plastic shrinkage, react differently with admixtures, be less tolerant of high air and higher water contents, be more temperature sensitive and stickier to hand finish.

- The producer will have to be more involved in testing, in the yard and on the job.
- The producer will have to be knowledgeable regarding the strengths, at all ages, of the mixes he provides.
- The producer will have to talk to the contractor at the bidding stage about his setting and strength expectations.
- Various mixes may have to be proposed for various times of the year.
- Admixture dosages that worked in the past may not work in these new mixes.
- Not all IDOT mixes will be appropriate for private work.

The trend of more responsibility for the producer and contractor continues. The next step will be Pay For Performance (PFP) which will take IDOT even further out of the construction process. IDOT intends to have a draft PFP spec out by the end of the upcoming summer.

I know for many of you these changes may affect how much work you will choose to do with IDOT in the future. Maybe the State will relax some of the "1020" requirements for small or less significant jobs. Time will tell. One thing is for certain, PFP is inevitable, and our involvement and responsibility will be greater than ever.

Is there an upside to the future? I think so. Whether it be State or private work, if you commit to optimizing the performance and consistency of your mixes, your company will be more competitive and more profitable. In addition, PFP affords the opportunity for innovation in construction practices as well as materials, and the more innovative, the more competitive.

As always, if IRMCA can help you personally, or if you would like us to convey your concerns to Springfield, let us know.

“...in accordance with...”

The IDOT Influence

By Randell C. Riley, P.E.

As a ready mixed concrete producer you may never sell a single cubic yard of concrete directly to Illinois Department of Transportation, yet somehow its influence extends into almost every part of your day to day business. Should it? Is that a good thing? Is that a bad thing? And does that make you a better or a worse producer of concrete? The answer is not an easy one or necessarily a comfortable one. In today's environment where a handshake rarely means anything anymore, except opening up your company to a higher probability of litigation down the road, the influence of IDOT is pervasive.

It should not be that way because, frankly, IDOT is in business to do one thing. Build roads! Despite this seemingly obvious point, architects, engineers and attorneys frequently reference IDOT specifications and standards with good intentions but with a total disregard for whether or not it is indeed appropriate.

A quick Google search of the exact phrase "Illinois Department of Transportation standards" will yield 6,030 results. In some cases the use of those standards may apply. In others, they are nowhere near close but are referenced anyway. In fact, I would regard the seemingly innocuous buzz phrase "in accordance with Illinois Department of Transportation Standards" to be one of the most misused and abused phrases in contract or regulatory language in the state. And the fact that we as an industry allow it to occur or that architects and engineers reference the specifications in this

manner is the result of either laziness on our part or lack of understanding on the part of specifiers.

In an earlier column I pointed out how little specifiers actually know about one of the major products they use in almost every project they build: concrete. I am regarded as somewhat of an expert in the field of concrete materials and concrete pavements. I did not learn what I know today about concrete materials or pavements in engineering classes. I did learn what concrete was and what went into it. I learned a few cool terms like slump and water-cement ratio. The significance of the terms at the time and the actual interactions of the two were a bit vaguer. And forget about the interactions of the aggregate gradations on the two. We didn't have time for that as we immediately had to turn the pages of our books to learn about another product, asphalt, and we were similarly educated to about the same level of ignorance.

Frankly, the use of the earlier referenced buzz phrase "in accordance with ..." is largely a means which specifiers use to cover their own lack of knowledge on the subject, and they feel it is OK since, of course, IDOT knows better.

Please note that there is nothing wrong with IDOT using their standards for their work, but frequently the standards used by IDOT impede the use of solutions that may better serve the actual needs of the end use customer. For example, where could you find pervious concrete built "in accordance with...?" Right now you could not. We ran into much the same thing with promoting the concrete overlay market.

IDOT District Contacts

Consulting engineering firms, which should know better, would not even consider concrete overlay techniques until IDOT put its stamp of approval on the techniques and they could put “in accordance with ...” on the specifications or design. IDOT becomes the vehicle behind which they can hide to avoid potential litigation when they have to think outside the box or consider something they have never seen. I cannot say as I blame them in today’s environment, but it also means that the industry moves forward at a slower pace than it otherwise might. All new products and processes the industry puts forward are plagued with this problem.

And the industry itself is somewhat to blame for the situation. How often have you as a producer responded to a problem on a project with a shrug of your shoulders and, “Well, it met IDOT standards!” Were they the right standards? Were they the best standards for the application? Might it be possible that they are indeed the wrong standards for a particular application? And might you have known that had you thought about it for a bit?

Years ago in a neighboring state DOT’s laboratory I cut my teeth in this business and learned that there is far more to concrete than slump and water cement ratio. Through years of experience, you as producers have learned, too, some good lessons and, occasionally, some bad ones. There are better ways to do things, and you likely know of better solutions than the specifier. This potentially presents some opportunities for you to build a better mousetrap and maybe make a little more money along the way.

So, the next time you receive a phone call or review a proposal with the classic buzz phrase, “in accordance with ...,” do not be afraid to ask the customer if they are absolutely sure that is what they really want. We are moving towards contractor and producer control of mixtures, and you are going to be held accountable for the situation regardless, so take control of it if you have a better solution.

In this business the customer is not always right, even if it is IDOT.

Randell Riley, P.E., is the Executive Director/ Engineer for Illinois Chapter – ACPA, and a consultant to Illinois Ready Mixed Concrete Association. He can be reached at 217-793-4933 or on the internet at pccman@ilacpa.com.

District One – Schaumburg			
	Materials Engineer	Abdul Dahhan	847-705-4361
	Mixtures Control Engineer	John Huang	847-705-4363
District Two – Dixon			
	Materials Engineer		815-284-5421
	Mixtures Control Engineer	Steven Hefel	815-284-5423
	PCC Supervisor	Brenda Rhodes	815-284-5441
District Three – Ottawa			
	Materials Engineer	Wayne Phillips	815-433-7098
	Mixtures Control Engineer	Kyle Videgar	815-433-7084
	PCC Supervisor	Scott Konieczki	815-433-7081
District Four – Peoria			
	Materials Engineer	Leroy Williams	309-671-3670
	Mixtures Control Engineer	Steve Worsfold	309-671-3676
	PCC Supervisor	Larry Gregory	309-671-3678
District Five – Paris			
	Materials Engineer	Scott Lackey	217-466-7263
	Mixtures Control Engineer	Steve Robinson	217-466-7267
	PCC Supervisor	Steve Price	217-251-0542
District Six – Springfield			
	Materials Engineer	Greg Heckel	217-785-5330
	Mixtures Control Engineer	Laura Shanley	217-782-5329
	PCC Supervisor	Rob Spencer	217-524-0202
District Seven – Effingham			
	Materials Engineer	Terry Hoekstra	217-342-8345
	Mixtures Control Engineer	Terry Stephenson	217-342-8234
	PCC Supervisor	Dave Manley	217-342-8237
District Eight – Collinsville			
	Materials Engineer		618-346-3300
	Mixtures Control Engineer	Christopher Piche	618-346-3308
District Nine – Carbondale			
	Materials Engineer	Bruce Peoples	618-351-5270
	Mixtures Control Engineer	Chris Stewart	618-351-5277
	PCC Supervisor	Kirk Harris	618-351-5372

Tell It Like It Is

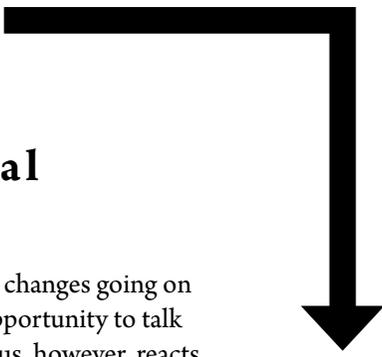
If Change Is Imminent, Resilience Is Essential

I don't know who said it, but I've had that saying on my office wall for many years. With all the changes going on in our world, and with this newsletter focusing on changes at IDOT, I thought I'd take this opportunity to talk about change. Change affects us, whether it occurs in our business or personal lives. Each of us, however, reacts differently. Some people think change is exciting and see opportunity; others hate it, fear it; and others just go with the flow. I've heard that older people are "stuck in their ways" and don't like change at all. I don't believe that. How we do, or don't, accept change is part of who we are: optimists, pessimists, ambitious, lazy, content, or whatever.

As far as IDOT goes, I feel good about the changes happening there and about our involvement in that change. As I see it, it's not about how much we'll have to spend if we choose to comply with the new 1020 Special Provision, but rather realizing that the door to communicate, to interact, is open wider than ever. With this in mind, Bruce Grohne, Randell Riley, Terry Murphy and I have met with five districts to talk about various issues that concern our producers and, specifically, the implementation of the new 1020 Special Provision. (We'll meet with the remaining four districts in the near future.)

We knew going in that the districts varied a lot in how they enforced any section in the Standard Specifications for Road and Bridge Construction, but we felt discussing those inconsistencies and how they affected the producer could only help our relationship. The one commonality that was clear to us was that all of the IDOT people were willing to talk, and listen. That's not to say that they did, or will, respond to all of our concerns the way we want them to, but they are listening and, if our concerns or suggestions have merit, they will work with us to come to as amiable a resolution as possible.

IDOT has problems that we too must understand and they have asked for our help. Take advantage of this opportunity and talk to your District people before you have a problem; be proactive. Don't wait for a problem and end up in the middle of an adversarial situation. So don't "buck the system". Don't "go with the flow" either. Take advantage of the change that is going on at IDOT; it is the tip of the change iceberg, and I guarantee if you don't steer your ship in a positive direction, that iceberg will sink you.



By John Albinger

ClientConnect: a Great Resource

If workers compensation costs have your attention, John Geyston of Snyder Insurance Agency invites IRMCA members to browse Snyder's useful website, Client Connect. After logging in, you can navigate through a variety of business resources and links on topics ranging from occupational safety and OSHA regulations to disaster planning and wellness. Of particular interest at this point in 2012 are the workers comp articles in the "Latest News" section.

- ▶Website: <https://clientconnect.silverplume.com/>
- ▶User name: readymix
- ▶Password: Concrete1

IRMCA again thanks John for providing this service to all IRMCA members, regardless of whether or not they are being served by Snyder Insurance.

NRMCA Advocacy and Government Affairs Website

At the Illinois Ready Mixed Concrete Association 2012 Short Course in January, speaker Kerri Leininger, NRMCA Government and Political Affairs Director, talked about many of the important issues that are being followed and acted upon by NRMCA. She mentioned that anyone wanting to learn more could go to a new website, www.nrmcavoices.com, for a complete report of activities and many other important features. Check it out!