

ALBERTA READY-MIXED CONCRETE ASSOCIATION

PRESIDENTS MESSAGE

Welcome to the spring edition of "The Mixer" and the new look of the ARMCA for 2012 and beyond.

A tremendous amount of work has gone into what you see on these pages and is continuing on the website. If you missed the AGM and haven't had a chance to see the new website, I invite you to have a look. The new logo looks great as does the newly designed website. It has been our goal as your ARMCA board to bring value to all of our members through every means we can. I have had the pleasure of serving on the board since 2007 and have witnessed firsthand the dedication and commitment of great individuals who have put their heart and efforts into making this association what it is today. I am proud to be a member, and honored to be elected your 2012/2013 President. Thank you for the privilege to be part of guiding our industry through the next year.

The foundation for great things has been clearly laid out by our past leaders. I would like to personally thank my friend Greg Lunn, from D&M Concrete in Lacombe, for his years on the board. Greg leaves the board this year and I will miss his no nonsense practical approach to all he does. His challenges were great, as he was President during our search and selection of our current Executive Director, Laura Reschke. All the best to you Greg as you continue to lead in all the many areas you are involved in. Thank you for your service and for mentoring me, starting all those years ago when I was just a new independent to the board; I appreciate you.

We have been blessed with great leadership over the past fifty years, and our current Past President is no exception. John Pistak, of Lafarge Calgary, came onto the board and was immediately part of the executive. His ability to face the challenges of that role with a clear and methodical demeanor is a testament to his tremendous character. John you have been a great leader and I personally have appreciated your input and wisdom on every decision. Your perspective and insight to the topic at hand is often exactly what was needed to keep moving forward. Thank you for making the tough decisions, and your willingness to be involved. I look forward to working together for another year.



Josh Tanasiychuk John Pistak

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Our 2012 AGM and convention and 50th year celebration in May was a huge success. We had record breaking numbers to help us celebrate and recognize all of the individuals and companies who have dedicated their time and resources over the past 50 years. There were 217 registered guests and 84 present at the AGM. The Jasper Park Lodge did an excellent job, once again, of accommodating all of our special guests in the wake of a small chimney fire in the grand hall the day before the convention. Rick Turpin organized another successful golf tournament, and he even managed to get the prizes handed out in record time. Thanks Rick for your willingness to accommodate and for organizing all of our tournaments. An intimate concert by Alberta's own Paul Brandt headlined the Thursday night entertainment and was amazing. Paul is a great entertainer. If you ever get a chance to see him live you will not be disappointed. Thank you, Paul, for agreeing to help make the 50th a very special time.

Our Friday evening President's banquet was a time to remember old friends and recognize individuals who have dedicated their time. It was an honor to present a handmade wooden mixer truck to many of our Past President's who were able to attend. We were also able to recognize individuals, who have volunteered in any capacity to helping the ARMCA become what it is today, by presenting them with a special ARMCA pen. It was a great evening to acknowledge our current board, and to introduce our new board and new board member, Len Chinski from Lafarge Red Deer. A special thanks again, to the convention committee, and especially to Eric Bakko for being our Emcee, and to Kelly Hines for slide shows and photos, and Laura and Cheryl for months of hard work and organization.

I look forward to the coming year. The commitment of this board continues to be to train and equip our industry, to provide information to our members pertaining to specifications and regulations, to continue to provide input into the laws and codes affecting our industry, and to provide a reputable avenue to address and inform the general public through our literature, forums, and website. We have a unique opportunity in front of us, through the Canadian Ready Mixed Concrete Association and the Cement Association of Canada, to continue to market and promote concrete as a sustainable and cost effective building product. We are looking at ways to work together so that we, as an industry, can continue to grow our share of the building materials market through a joint sustainability initiative. This in turn will benefit all of the members of the ARMCA. The ARMCA is committed to bringing the desires and wishes of our membership to the forefront of these discussions.

Your involvement in your association is what makes it viable and valuable. Many thanks to the current volunteers and their respective companies for donating their time and talents. If you would like to get involved in some capacity, please contact myself or Laura Reschke at the ARMCA office.

It is a privilege to be your 2012-2013 President. To be in the company of the many great people who have served in this capacity over the last 50 years is truly an honor. With the help of your dedicated board, we will continue this year to foster our industry and provide value to you, our members, at every turn.

Respectfully,

Josh Tanasiychuk
ARMCA President

ARMCA BOARD OF DIRECTORS - 2012/2013

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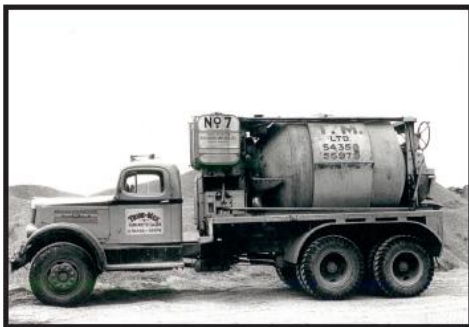


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ARMCA 2012 AGM & CONVENTION HIGHLIGHTS

We celebrated ARMCA's 50th anniversary at the 2012 AGM & Convention, held once again, at the beautiful Fairmont Jasper Park Lodge from May 3rd to 5th. A record breaking two hundred and seventeen people participated in the fun and events of the weekend.

Thursday afternoons "Mix & Meet Luncheon" was well attended and was followed by the Annual General Meeting, where proposed By-law changes were accepted followed by the election of Directors. Congratulations to our new Director, Len Chinski of Lafarge Red Deer. Following adjournment of the AGM, we celebrated our new Board of Directors with a wine and cheese mix.

De'la Bakko facilitated the spousal program, with assistance from Jamie Forth and Shirley Slanisky, and the ladies took away special memories from the scrapbooking program. The children's program was also great fun; once again we heard comments that the children did not want to go home!

"Western Night" was the theme for Thursday evening and the cowboys and cowgirls were entertained by **Canada's most awarded male country artist...Paul Brandt!** He and his band members held us spellbound. What an amazing performance; **YOU SHOULD HAVE BEEN THERE!** I'm not sure how we will ever be able to provide entertainment as unforgettable as Paul Brandt. A special thank you to Josh Tanasiychuk for making this possible! Later in the evening, those brave enough to ride the mechanical bull challenged "Twister", and not surprisingly we had some very experienced riders! There was also cow milking for those city folks who have never milked a cow. We have some very talented members that entertained us with karaoke.

Friday morning - **GOLF**... good weather...no frost ... no delays! Mother Nature was not kind throughout the winter and left the golf course in rough shape so it was not up to par! A bit of rain but golfers expect that! None the less it was a great day! Some of us saw the bear on the 8th tee box; couldn't tell if it was a grizzly or a cinnamon bear and I doubt anyone wanted to get close enough to confirm that!

The Presidents Banquet: 15 past presidents were in attendance and each was awarded with a hand-made mixer truck in recognition of their contributions to the ARMCA. We introduced the Convention Committee and thanked them for their time and efforts in organizing another great convention. We thanked our outgoing President, John Pistak, for his hard work and dedication to the Board, and welcomed our new President Josh Tanasiychuk who introduced our new board members. We thanked the sponsors, attendees, and their companies for making this all possible. Golf results were announced, prizes awarded, and presentations made.

Eric Bakko was our Master of Ceremonies (I believe for the 13th time!!) and his special personal touch added significantly to the spirit and enjoyment of the celebration. Eric was awarded with a trophy with the inscription: *"Presented to Eric Bakko...The MASTER of Ceremonies...Don't come between Eric and his microphone"*. Those who know Eric well, know just how important that microphone is to Eric!

A not-for-profit organization depends on its members to provide sponsorship for such an event. I would like to thank our very generous sponsors and everyone in attendance, for making this a memorable occasion. Not only do we require financial sponsorship, we require time. Our members and their families step forward to help out wherever they are needed and we likely don't thank them enough for all that they do. Thank you to the following individuals that assisted during the convention:

Registration Desk Attendants:	Karin Hines, Kendra Hines, Miranda Hines, Jackie Lunn, Kensey Lunn, Brooke Wigmore
Spousal Program:	De'la Bakko, Jamie Forth, Shirley Slanisky
Photographers:	Miranda Hines and Kendra Hines

Mark your calendars for the 2013 convention (May 9th and 10th)!

Laura Reschke
Executive Director

WELCOME NEW MEMBERS

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Tri-Line Carriers LP

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Glover International Trucks Ltd.
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Target Products Ltd.

2012 ARMCA AGM & CONVENTION PRIZE WINNERS

GOLF PRIZES:

Team Winners: 1st Place

Ken Ward, Al Agostini, Eric Salazar, Ron White

Closest to the pin

Ladies

Joan Jefferies

Closest to the pin

Men

Ken Ward

Longest drive

Ladies

Wendy Barker (Davidoff)

Longest drive

Men

Bruce Dika

PASSPORT WINNERS (IPAD 3):

Tammy Lidstone

Jim Dacyszyn

Piero Nanfara

50/50 WINNER:

Ron Schimpf

TOY CRANE (DONATED BY NORTRUX)

Wendy Barker (Davidoff)

WINNERS OF THURSDAY EVENING PRIZES (PAUL BRANDT “NOW” CD BOX SETS) FOR BEST WESTERN APPAREL

Tammy Lidstone and Lorne Hanson

WINNERS OF PRIVATE MEET & GREET WITH PAUL BRANDT:

EARLY BIRD REGISTRATION WINNERS:

John Moquin

Trevor Jenson

Jim Montgomery

Len Chinski

Rick Turpin

AGM DRAW WINNERS:

Jordan Jancev

Randy Gifford

Mike Powell

Derek Brown

Walter Dobslaw

Greg Lunn

Kevin Tetzloff

Tom Caruso

Kent Plewes

Dan Thillman

Bill Shaw

CERTIFICATION OF CONCRETE PRODUCTION FACILITIES

Please be aware that plant certification may be required when bidding on projects. If you do not have plant certification, ARMCA offers, at no charge to Producer Members, an **Audit Checklist** for Certification of Concrete Production Facilities (with instructions).

This publication, detailing the requirements for plant certification, is concerned with providing producers with the means of obtaining a Certificate indicating that a plant, because it has good and sufficient equipment in good operating condition, has the capacity of producing quality concrete.

To be eligible for a Certificate, the plant must be inspected by a registered professional engineer, and conform to the **Audit Check List**. In addition to carrying the signature and stamp of the inspecting engineer, the **Audit Check List** must be signed by the principal company executive attesting that all equipment and materials will be maintained within requirements of the **Audit Check List**. Upon completion, the **Audit Check List** should be forwarded to the ARMCA office where it will be reviewed, and a ***Certificate of Conformance for Concrete Production Facilities*** may be issued. Certification is provided for a three year term.

If you wish to obtain plant certification and you require an **Audit Check List**, please contact the ARMCA office and we will gladly send you a copy.

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**GRAHAM**graham.ca

IMPORTANT DATES TO REMEMBER:

- June 27, 2012** **ARMCA Golf Tournament** (Texas Scramble, Lacombe Golf and Country Club)
- Sept. 6, 2012** **ARMCA Golf Tournament** (Two Person Scramble), Lacombe Golf and Country Club
Registration information to be mailed out in July

CLASSES

Concrete Technology Level 1

Tentatively scheduled for November 28th/29th (Edmonton) and December 5th/6th (Calgary).

Concrete Technology Level 2

Tentatively scheduled for the first week of February, 2013 (Edmonton) and third week of February, 2013 (Calgary).

ACI Field Testing

Calgary – Tentatively scheduled for April 2013.

Edmonton – Tentatively scheduled for March 2013.

***** Note: Additional ACI & Concrete Technology classes will be held in the event that 16 students are enrolled. 6 – 8 weeks notification is required to book these extra classes*****

As there are only 16 spots available per class we encourage you to register today in order to secure a spot.



ARMCA also provides training to other provincial ready-mixed associations when requested.

Civil engineers find savings where the rubber meets the road

Study shows that pavement deflection under vehicle tires makes for a continuous uphill drive that increases fuel consumption.

A new study by civil engineers at MIT shows that using stiffer pavements on the nation's roads could reduce vehicle fuel consumption by as much as 3 percent — a savings that could add up to 273 million barrels of crude oil per year, or \$15.6 billion at today's oil prices. This would result in an accompanying annual decrease in CO₂ emissions of 46.5 million metric tons.

The study, released in a recent peer-reviewed report, is the first to use mathematical modeling rather than roadway experiments to look at the effect of pavement deflection on vehicle fuel consumption across the entire U.S. road network. A paper on this work has also been accepted for publication later this year in the *Transportation Research Record*.

By modeling the physical forces at work when a rubber tire rolls over pavement, the study's authors, Professor Franz-Josef Ulm and PhD student Mehdi Akbarian, conclude that because of the way energy is dissipated, the maximum deflection of the load is behind the path of travel. This has the effect of making the tires on the vehicle drive continuously up a slight slope, which increases fuel use.

The deflection under the tires is similar to that of beach sand underfoot: With each step, the foot tamps down the sand from heel to toe, requiring the pedestrian to expend more energy than when walking on a hard surface. On the roadways, even a 1 percent increase in aggregate fuel consumption leaves a substantial environmental footprint. Stiffer pavements — which can be achieved by improving the material properties or increasing the thickness of the asphalt layers, switching to a concrete layer or asphalt-concrete composite structures, or changing the thickness or composition of the sublayers of the road — would decrease deflection and reduce that footprint.

"This work is literally where the rubber meets the road," says Ulm, the George Macomber Professor in the Department of Civil and Environmental Engineering. "We've got to find ways to improve the environmental footprint of our roadway infrastructure, but previous empirical studies to determine fuel savings all looked at the impact of roughness and pavement type for a few non-conclusive scenarios, and the findings sometimes differed by an order of magnitude. Where do you find identical roadways on the same soils under the same conditions? You can't. You get side effects. The empirical approach doesn't work. So we used statistical analysis to avoid those side effects."

The new study defines the key parameters involved in analyzing the structural (thickness) and material (stiffness and type of subgrade) properties of pavements. The mathematical model is therefore based on the actual mechanical behavior of pavements under load. To obtain their results, Ulm and Akbarian fed their model data on 5,643 representative sections

of the nation's roadways taken from Federal Highway Administration data sets. These data include information on the surface and subsurface materials of pavements and the soils beneath, as well as the number, type and weight of vehicles using the roads. The researchers also calculated and incorporated the contact area of vehicle tires with the pavement.

Ulm and Akbarian estimate that the combined effects of road roughness and deflection are responsible for an annual average extra fuel consumption of 7,000 to 9,000 gallons per lane-mile on high-volume roads (not including the most heavily traveled roads) in the 8.5 million lane-miles making up the U.S. roadway network. They say that up to 80 percent of that extra fuel consumption, in excess of the vehicles' normal fuel use, could be reduced through improvements in the basic properties of the asphalt, concrete and other materials used to build the roads.

"We're wasting fuel unnecessarily because pavement design has been based solely on minimizing initial costs more than performance — how well the pavement holds up — when it should also take into account the environmental footprint of pavements based on variations in external conditions," Akbarian says. "We can now include environmental impacts, pavement performance and — eventually — a cost model to optimize pavement design and obtain the lowest cost and lowest environmental impact with the best structural performance."

The researchers say the initial cost outlay for better pavements would quickly pay for itself not just in fuel efficiency and decreased CO₂ emissions, but also in reduced maintenance costs.

"There's a misconception that if you want to go green you have to spend more money, but that's not necessarily true," Akbarian says. "Better pavement design over a lifetime would save much more money in fuel costs than the initial cost of improvements. And the state departments of transportation would save money while reducing their environmental footprint over time, because the roads won't deteriorate as quickly."

This research was conducted as part of the [Concrete Sustainability Hub](#) at MIT, which is sponsored by the Portland Cement Association and the Ready Mixed Concrete Research & Education Foundation with the goal of improving the environmental footprint of that industry.

"This work is not about asphalt versus concrete," Ulm says. "The ultimate goal is to make our nation's infrastructure more sustainable. Our model will help make this possible by giving pavement engineers a tool for including sustainability as a design parameter, just like safety, cost and ride quality."

"This MIT research pioneered a rigorous mathematical framework relating fuel consumption with mathematically predicted pavement deflection. This framework lays a foundation for continued development and future improvement of advanced pavement-vehicle interaction models," says Lev Khazanovich, a professor of civil engineering at the University of Minnesota who was not involved in this research. "Integration of the results of this study with the Mechanistic-Empirical Pavement Design Guide recently adopted by the American Association of State Highway Transportation Officials will enable transportation agencies to account for traffic fuel consumption in pavement design decisions. This makes Akbarian and Ulm's research especially important today in light of the efforts of transportation agencies to reduce the environmental footprint of the transportation system."

Massachusetts Institute of Technology – Denise Brehm, Civil and Environmental Engineering – May 23, 2012

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- ✓ Automatic secure report publishing for web access,
- ✓ Test row incremental audit bookmarks.



FIELD DENSITY REPORT

ABC Test Labs Inc. **Test Labs Inc**

ADMIN **COMPACTION REPORT** P.Eng. ID: 302668

PROJECT INFO

Project Number: 0091

Project: GD Project

Client: Mezintel Inc.
20 Citadel Hills Green NW
Calgary Alberta T3G 3T5

Attention: Anthony Lukindo
E-Mail: Mezintel; alukindo@mezintel.com

Site: Site for Field Density

TEST INFO

Report #: 1

Standard Test Area: [Other Info]

Foundation: [Grade beams]

Proctor Type: Standard (ASTM698)

Soil Description(s):

- o Silty clay with gravel : 1950kg/m3
- o Silty clay with gravel : 1920kg/m3
- o Silty clay with gravel : 1910kg/m3
- o Silty clay with gravel : 1840kg/m3 : Est
- o Silty clay with gravel : 1760kg/m3

Specified Compaction (%) 98

Test #	Date --Edit as-- --ymmdd	Test Location	Elev (m)	Depth (m)	Dry Density kg/m2	MC (%)	Proctor Density (kg/m3)	MC Opt (%)	MC Range (%)	% Compct.	Tech ID	Densitr SN
21	2012/04/30	Gridlines 6-9, EE-FF	-3.0	300	1859	11.6	1910	11.5	8.5	98.9	MQ	38821
22	2012/04/30	Gridlines 6-9, HH-JJ	-0.3	300	1893	11.1	1910	11.5	8.5	99.1	MQ	38821
23	2012/04/30	Gridlines 6-9, DD-EE	0.0	300	1887	11.3	1910	11.5	8.5	98.8	MQ	38821
24	2012/04/30	Gridlines 6-9, GG-HH	0.0	300	1891	11.3	1910	11.5	8.5	99.0	MQ	38821
25	2012/05/03	Gridline 6.9, AA-BB	-0.6	300	1838	13.1	1840 (Est)	14.5	11.5	99.6	MQ	38821
26	2012/05/03	Gridline 6.9, BB-CC	-0.6	300	1817	13.3	1840 (Est)	14.5	17.5	98.8	MQ	38821
27	2012/05/04	Gridlines 6.9, HH-JJ	-1.6	300	1737	15.4	1760	17.0	20.0	98.7	MQ	38821
28	2012/05/04	Gridlines 6.9, JJ-KK	-1.0	300	1743	15.2	1760	17.0	14.0	99.0	MQ	38821
29	2012/05/04	Gridlines 6.9, HH-GG	0.0	300	141	14.9	1760	17.0	20.0	8.0	MQ	38821
<>	<>	<>	<>	<>	<>	<>	<>	<>	<>	<>	<>	<>

Move DOWN on <ENTER> Tech(s) >> MQ | Densometer(s) >> 38821 Refresh Form Delete Selected

Remarks: Row 27) High moisture values, client representative notified.
Row 28) Frozen material noticed in fill, recommended to have a frost check.

CC's: 1. Immanuel Iruachukwu: Mezintel; Immanuel@mezintel.com

Last Signed: Rev: 005, Mon, Feb 06, 2012 16:31 Reviewed By: P.Eng.

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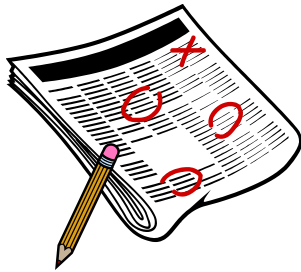
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The Mixer

The Quarterly Newsletter of the Alberta Ready-Mixed Concrete Association



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