

Aggregate & Ready Mix Association of Minnesota

2011 ARM Convention

Dec. 6 & 7, Crowne Plaza
Northstar Hotel, Minneapolis

Program Outline

Dec. 6 Day One 1 - 7 p.m.

- Trucking regulations
- Equipment updates
- MNG 49 overview - panel
- Stormwater monitoring & testing
- Building Excellence Recognition Awards
- Reception

Dec. 7 Day Two 8:30 a.m. - 2 p.m.

- Membership breakfast
- Project presentations
- MnDOT Concrete Office
- Lunch with featured speaker

Cost:

Day One only: \$50

Day One & Two: \$150

Register online and save: \$40 for Day One only, and \$140 for both days: <http://2011armconvention.eventbrite.com>

Deadlines: November 28 for both hotel reservations and registrations. Call the hotel at 1-800-556-7827 to reserve a room at the discounted rate.

Interested in being a sponsor?
Call Jill Cohen at 952-707-1250.

Moving forward on Local Concrete Streets Special Provisions

The concrete industry has struggled for many years to find a way to design local streets that do not rely on the Minnesota Department of Transportation (MnDOT) concrete pavement specification. It was written for state highways that experience greater truck activity and volume of traffic, and requires a thicker concrete pavement than is necessary for local streets or parking lots.

Local Concrete Streets Special Provisions are being developed for local government engineers to include with MnDOT general provisions for the design and placement of concrete pavement in Minnesota.

Currently, if a city decides to pave streets with concrete, the project engineer needs to adapt highway templates and joint specifications. Every time a city wants to lay a concrete pavement, it has to work out its own solutions.

"The special provision will provide specifications for jointing and mix design as it relates to concrete pavement for local streets," said Sarah Rippke, P.E. of Bolton & Menck, Inc., an engineering and surveying firm. "This will make concrete more user-friendly and not so daunting."

Rippke was project manager for the City of Osseo's recent Central Avenue Improvements Project which included a full concrete street, curbs, planters and colored brick pavers. The project won the 2010 Project of the Year Award from

the City Engineers Association of Minnesota.

Another problem with the current MnDOT concrete pavement specification is that it requires a great deal more on-site inspection than a local government would have the resources to hire or supervise.

According to Matt Zeller, executive director of the Concrete Paving Association of Minnesota, the new special provisions will "put the onus on contractors to ensure quality control and to deliver a quality product."

These special provisions will recognize the differences between major highways and local streets while also taking advantage of the technical expertise of MnDOT in staying current with state-of-the-art concrete production and placement.

According to Zeller, the special provisions will include "some aspects of MnDOT specifications so that cities and counties will get a durable concrete mix that will lower the chance of premature deterioration."

The Minnesota Local Technical Assistance Program (LTAP) is the lead on writing the special provisions with funding from the Local Road Research Board (LRRB).

"We will be working on them from December 2011 to April 2012 and we hope to have changes along the way," said LTAP Program Director Jim Grothaus.



From the Executive Director

It's a sign of these economic times when an association awards program lacks enough participation to be a true competition. The 2011 ARM awards program received so few entries this year that we've had to reconsider what it's all about. Members told us they didn't work on enough distinctive projects over the past year but yet, they also liked sharing awards with their project vendors.

The good news is that we have now reconnected with the roots of the program; the original intent was to recognize great work on both significant and day to-day projects. Therefore, at the upcoming ARM convention, we are introducing a restored ARM Building Excellence Recognition Awards Program to honor every project that was submitted for judging. In 2012, we will create plaques for new projects throughout the year, and you and your vendors can be recognized as soon as a project is complete, in your own community. Board members or I will deliver the plaque in person for a handshake and photo that we'll share in our e-newsletter throughout the year. Or we can simply mail the plaque. Just let us know when you're ready.

It's good business, especially now, to appreciate every contractor and vendor on an ongoing basis. The ARM Building Excellence Recognition Program is designed to support ARM members in becoming the producers of choice in the construction industry.

ARM Member Case Study

Hazelden, Center City, Minn. decorative concrete project



Project description

The owner wanted to create a garden and portico for its admissions building that would create a new energy and become a signature look for Hazelden. This new look, incorporating organic sweeps of multi-color fields, could not be done with the usual pavers and stone, so concrete became the material of choice. All the concrete was hand finished and embossed with a Belgium slate texture. A black liquid-release agent was used to create shadowing over the integral color.

Project challenges

The concrete had to be poured under an enclosure in an artificially-heated environment. Space was limited for workers and tools, and moisture control became an issue because two storms occurred during construction. Also, the original concept from the architect was to place each field of color as a separate pour using integral color, which would have created some structural issues with the shapes of the fields. Becker proposed that the entire area be poured as one field with both structural and decorative cuts installed the day after the pouring.

Team

Contractor: Becker Architectural Concrete

General Contractor: Knutson Construction

Owner: Hazelden

Construction Manager: Straightline Construction

Aggregate and Ready Mix Supplier: Aggregate Industries

Q&A

USA Mobile Drug Testing

Employees who use illegal drugs increase the risk of accidents, raise insurance costs and reduce profits. We spoke with Derek Benz, president, to learn about company drug testing.

What kind of fines are assessed for violations of the DOT Drug & Alcohol Testing Program?

The Minnesota Department of Transportation (MnDOT) can impose fines up to \$10,000 on employers who are not in compliance with the MnDOT Drug & Alcohol Testing rules and regulations (49 CFR Part 40). In 2010, 109 commercial bus and truck drivers were removed from the roads and more than 175 carriers faced enforcement actions as a result of the Federal Motor Carrier Safety Administration's annual drug and alcohol strike force sweep that occurred from June 21 through July 2. The easiest way to comply is to have us come to your work site to test employees before or after their shifts. There are no work disruptions.

For my random testing program, is it better to place employees in a pool with other companies or my own company pool?

If you are an employer with seven or more MnDOT-covered employees where random selections can be made quarterly, you may choose either option with the same desired effect. Owner-operators are required to be in a multi-employee pool; they cannot conduct random testing on their own.

How can having a drug testing policy affect our workers' comp claims?

Most insurance carriers will offer a discount on worker's comp insurance for employers that have a Drug Free Workplace policy, but you have to ask for it. Having such a policy that includes post-accident testing requirements can help control payouts in the event of an accident. Employers who don't test for drugs or alcohol cannot prove that an employee's injury was caused by his intoxication if a drug test is not required after an accident.

For more information, contact Derek Benz, 612-643-5654, dbenz@usamdt.com

Q&A

Foth Asset Management

The aggregate industry has become increasingly complex and risky, and producers can no longer "go it alone." We talked to Paul Egelhoff, vice president, to find out about his relatively new company.

Why was Foth Asset Management created in 2007?

Successful aggregate mining projects have to include a broad team of experts including engineers, environmental scientists, permitting specialists, and project finance and real estate professionals.

What factors have to be in place for a Foth asset management project?

First, the producers must have a great reputation and do what they say they'll do. Second, everyone involved has to be willing to go through the process and invest in the project. Third, there has to be regulatory support for it. Finally, the community has to accept it.

Of these factors, which is the most difficult to address?

Winning support from the community. Producers have to prove themselves and be accepted into those communities and the only way to do that is to do the right things and communicate them proactively. On their behalf, we talk to landowners and spend time in public meetings addressing community concerns. The days of mining land and then walking away from an acquiescent community are over.

What's most distinct about Foth Asset Management?

Our development process, which relies on a tremendous number of experts, reduces our customers' exposure to risk. Also, depending on the customer we're working with and the size of the project, we share in the front-end development of the properties.

For more information, contact Paul Egelhoff, 920-496-6717, paul.egelhoff@foth.com



EPA to retain PM10 air quality

The U.S. Environmental Protection Agency (EPA) has signaled that it will retain the current coarse particulate (PM10) national ambient air quality standard. This is of major importance to the aggregates industry because a reduced standard would have required many facilities to cut production, particularly in the arid West and Midwest.

PM10 refers to particulate matter less than 10 micrometers in diameter. EPA says these particles pose a health concern because they can be inhaled into and accumulate in the respiratory system. In 2010, EPA's draft policy assessment showed EPA was considering reducing the PM10 standard by half, from the present level of 150 micrograms of dust per cubic meter of air. The National Stone, Sand & Gravel Association has been working for the past year to encourage EPA to retain the current standard, including the co-sponsorship of a research paper on the devastating effects of a new standard and meetings with members of Congress and EPA. EPA's decision means that the current standard will be in place until at least 2016, when EPA is required by the Clean Air Act to review the standard again.

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