BACK IN BUSINESS
Nova Construction goes back to paving roads

RESPONSIBLE RECYCLING • TWINNING HIGHWAY 11
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What will it take?

How do we protect our road construction workers?

How do we protect our road construction workers from getting hurt?

On July 2nd, 55-year-old Brian Daniel was struck and killed by a pickup truck while directing traffic on a bridge rehabilitation project near St. Thomas, Ont.

A few weeks earlier, in the early hours of June 20th, a 41-year-old road construction worker in Alliston, Ont., was killed. A second worker, also a member of the crew from the Public Works Department, was seriously injured but managed to survive. A 32-year-old man was charged with impaired driving causing bodily harm and failing to remain.

It has become a common story on Canada’s roadways. In July of 2013, one worker was killed and another severely injured after the remnants of a two-vehicle crash plowed into the two workers. Just a week later, a member of the Newfoundland and Labrador Transportation Department was struck and killed while painting lines on a highway near Stephenville.

It is a scene that has become all too familiar across the Canadian road network. Drivers ignore the demands of road construction zones, failing to reduce their speed and drive with more caution while passing a crew hard at work. There are also the impaired and impatient drivers, the ones that make our roads dangerous regardless of whether or not a construction crew is active on the roadway.

The number of serious injuries is still far too high despite the best efforts of the road construction industry. According to WorkSafeBC, there have been 396 claims of injury, workers hit by motor vehicles, in the province over the past 10 years. Of those 396 claims, 192 were classified as serious and 21 workers have been killed.

The provinces, for their part, have tried very hard to eradicate the issues of ignorance that surround driving in construction zones. In September of 2012, one month after the death of an 18-year-old female flagger near Midale, Saskatchewan, RCMP officials blitzed the province’s roadways to issue tickets to anyone failing to comply with construction zone safety standards.

There have also been extensive road safety campaigns launched by individual provinces to remind people about road construction zones. The Government of Nova Scotia and the Nova Scotia Road Builders Association are working together on the The Road is our Workplace campaign to help drivers understand the importance of construction zones. In Alberta, the Don’t Rip campaign is using five movable radar guns to track driver speeds in different parts of the province to identify any regional differences.

It is clear that the industry and, for the most part, the government, are doing their due diligence in making road construction zones clear and fines steep enough to deter driver ignorance. And yet, accidents like the one on June 20th still happen.

What is the solution? Perhaps we need to take a look at the fundamental way our drivers are taught to operate motor vehicles to find a solution, teaching them from the beginning how to be smart in road construction zones. Or, perhaps, some sort of national campaign is needed to shine a spotlight on the issue.

Clearly, someone or some organization needs to take a lead on this issue. We need to ensure our workers are safe.
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Superior Industries purchases GreyStone Inc.

Superior Industries, Inc. has purchased GreyStone, Inc., a manufacturer of washing, classifying and dewatering solutions. The company has operations in Columbus, Nebraska.

GreyStone manufactures a full line of washing/screening plants, sand classification tanks and systems, dewatering screws, coarse material washers, log washers, computer control systems, water clarifiers, rotary and vibrating screens, blade mills, dewatering screens, twin jets and cutter heads.

Mr. Saligram’s 35-year professional career includes three years as President and Chief Executive Officer of OfficeMax and more than 20 years of general management experience at ARAMARK, Intercontinental Hotels Group, and SC Johnson. Mr. Saligram has lived in five countries and worked in many more across five continents. He is noted for his ability to lead consumer, B-to-B and digital businesses and has considerable experience running global, multi-unit service organizations and overseeing large sales teams.

American Crush coming to Canada

A new brand of hydraulic hammers is entering the Canadian aggregates market as American Crush has found a distributor for its products in this country.

Canadian Hammer Tools, who has offices in B.C. and Quebec, has been named as the exclusive distributor for the American Crush brand in Canada.

American Crush is a division of SAS Global based in Warwick, Rhode Island. The American Crush brand of hydraulic hammers offers models from 150 ft. lb. through 11,000 ft. lb. energy classes.
Highway 16 twinning gets government support

The proposed twinning of Highway 16 from Saskatoon to Clavet has received funding from the federal government’s Building Canada Fund.

This project will include the construction of 19.5 km of new twinned highway, the construction of a bypass north of the Village of Clavet, which includes approximately 7 km of new highway for both lanes, and the construction of a CN railway crossing. This project will improve safety and efficiency for travellers. It will also support the economic growth of Saskatchewan, in particular the agricultural sector, by providing better access to one of the largest canola crush facilities in Canada.

The federal government will contribute half of the eligible cost, up to $23 million.

Second stage of Highway 417 construction begins

The second and final stage of the Highway 417 expansion in Ottawa has begun on schedule. The second stage of construction began on July 11th. The work will focus on rehabilitating the median, as well as replacing the Lees Avenue and Vanier Parkway bridges using rapid replacement construction techniques.

Stage 2 construction will require traffic lanes to be reconfigured from the inside lanes to the outside lanes. Traffic control barriers in the eastbound lanes will be reconfigured. Reconfiguration of the traffic control barriers in the westbound lanes are scheduled to occur overnight beginning as early as July 21. As the work is occurring overnight, traffic impacts should be minimal.

Bridge work, including widening and replacing the Hurdman and Belfast bridges and widening and rehabilitating the Central Transitway and St. Laurent Boulevard bridges, will continue into the second stage of construction.

The first stage of construction began in May 2013, when construction activities focused on expanding the Highway 417 to create one additional lane in both directions, between Nicholas Street and the Split, including utility relocation and construction of related drainage works, roadside protection and retaining walls. Other significant works completed in stage 1 includes realigning the Highway 174 off-ramp to St. Laurent Boulevard, as well as the rapid removal of the Lees Avenue Bridge.

The Highway 417 Expansion project is scheduled to be completed in fall 2015. The additional lane will be used for bus rapid transit during the 2015 to 2018 phase of the Confederation Line construction.

Manitoba experiments with WMA

In an effort to extend the province’s road construction season, the Government of Manitoba is experimenting with the use of warm mix asphalt for road paving.

Manitoba Infrastructure and Transportation has been experimenting with the use of WMA on the province’s roadways since 2009. Warm mix asphalt has been used successfully in other provinces, including Ontario, Alberta and the Maritimes.

Warm mix asphalt can be applied to roads in temperatures as low as zero degrees Celsius, which could significantly increase the length of the road construction season in Manitoba. However, the province wants to ensure that quality is not sacrificed by using WMA, so the province will continue comprehensive testing of the technology.

Marine Contractors takes over Nfld. roads contract

Marine Contractors Inc. will complete a series of road projects totaling $7.8 million in the 2014 road construction season in western Newfoundland that were previously contracted to Humber Valley Paving.

“This is a seamless transition from one contractor to another,” said Nick McGrath, Minister of Transportation and Works. “Marine Contractors has assumed full responsibility for the $7.8 million in road work with the same contract prices, terms and conditions, warranty and bonding. There are no additional costs to the Provincial Government associated with assigning the contract from one contractor to another.”

In fall 2013, Humber Valley Paving completed approximately $50,000 worth of work under the contract that needed to be addressed prior to the onset of winter. By the end of 2014, work completed by Marine Contractors will include the rehabilitation of approximately 11.9 kilometres of the Trans Canada Highway between South Brook Bridge and the interchange at Route 490, realignment of the Trans Canada Highway at St. George’s Intersection, Route 461, and paving of various locations on the Port au Port Peninsula.

“To help in the assessment and analysis of whether or not to assign the contract from one contractor to another the Provincial Government engaged KPMG, internationally recognized consultants. KPMG’s analysis is in addition to the advice from legal counsel and senior engineers within the Departments of Justice, and Transportation and Works and supports our objective of making informed decisions that benefit Newfoundlanders and Labradorians.”
Nearly three decades after leaving the paving side of road construction, Nova Construction, an Antigonish, Nova Scotia-based asphalt business, is back. With road upkeep a major portion of the province’s highway budget, Nova regards asphalt work as a steady earner that will smooth out the bumps in its contract work.

“The biggest chunk of the provincial highway budget is for upgrading. Whether the provincial budget grows or shrinks, the paving budget is the biggest portion of it. Grading work comes and goes. It is not always at a consistent level of activity. I thought paving work was an opportunity for more steady work, to take out some of the peaks and valleys,” explains Donald Chisholm, president, Nova Construction.

Nova was incorporated in 1963. It began with heavy civil construction, such as roads and bridges. In 1966 Nova bought a portable paving plant, which it operated throughout Nova Scotia and Newfoundland.

Over the next two decades, Nova built and paved roads and carried out heavy civil construction projects. For example, between 1975 and 1978, Nova built 19 dams for the Wreck Cove hydroelectric project in Cape Breton, the largest of the province’s 33 hydroelectric plants.

In 1986, however, Nova sold its paving plant and specialised paving equipment. “The decision was made
Nova Construction settled on a new Roadtec RP190 asphalt spreader/paver to handle its roadway projects in Nova Scotia. Photo courtesy of Nova Construction.

to focus on road building, surface coal mining and the development of the Porcupine Mountain Marine Quarry,” Chisholm says.

Nova continued earth moving and road building, and it also became more involved in surface coal mining in mainland Nova Scotia and Cape Breton. Possibly its most recognizable highway project of the 1990s was on the 45-kilometre long Cobequid Pass. This twinned toll road along the Trans Canada Highway between Truro and Amherst opened in 1997 as an alternative route to the old Wentworth Valley road.

Nova built about 25 kilometres of the Cobequid Pass and subcontracted the paving work to Bedford, Nova Scotia-based Dexter Construction. On other contracts, Chisholm says, “There were portions of the work that had a paving component to it. Some jobs were half paving.” His plan to restore paving to the company’s suite of capabilities was based partly on his desire to keep more of each contract’s work, and the profit, within the company, but there were other reasons as well.

Nova has a lot of earthmoving equipment, but in recent years the highway projects have not placed a big demand on the fleet. “We haven’t done a large earthmoving job in three years, but we are on our seventh bridge since 2009. But bridges do not use up a lot of equipment. Our last earthmoving project was 450,000 cubic metres. A bridge project of 50,000 cubic metres is rather insignificant,” from an earth moving point of view, Chisholm says

Paving would add welcome tonnage to Nova’s workload.

Several more things helped firm up Chisholm’s decision to reenter the paving game. He saw that a large percentage of the Nova Scotia Department of Transportation and Infrastructure Renewal’s (TIR) highway budget was for road repairs. The province is responsible for maintaining 23,000 kilometres of road, and the asphalt work that the work entailed became steady income for Nova.

A quick peek at two of TIR’s capital budgets illustrates Chisholm’s point. In TIR’s 2013-14 fiscal year, for example, it allocated $114.3 million of its $235-million highway capital budget to asphalt and resurfacing. The year before, TIR allocated $121 million of its $245.8-million budget to asphalt and resurfacing.

Furthermore, says Chisholm, “Around 2008 there seemed to be a lot more grading work of interest to Nova - clearing land and building the roads. In 2008 we started bidding more frequently on Nova Scotia TIR contracts for earth work and grading.”

In 2009 the province launched a $163-million highway bypass around Antigonish. Phase 1, which covered eight kilometres of four-lane, divided highway, included 200,000 to 300,000 tonnes of aggregate and a mouth-watering 100,000 tonnes of asphalt. Nova wanted in.

“We bid [for] the Phase 1 paving job with no equipment. We didn’t get that job, but people were wondering what we were up to,” Chisholm recalls.

Then, after a local paving contractor decided to get out of the business, Chisholm made his move. In 2013 Nova purchased a 300 US ton-per-hour capacity Portable Double Barrel mobile asphalt plant from Chattanooga,
Tennessee-based Astec. It arrived in Antigonish that June. Getting it ready included around a month of set-up time, recertification for its use in Canada and certification by Nova Scotia Environment.

As for assurances that the company could deliver the right product, Chisholm notes, “Most provincial work in Nova Scotia is end quality specification. You have a window to stay in spec.” As for asphalt expertise on the ground to complement the company’s accumulated knowledge gained from building roughly 800 kilometres of road, Chisholm notes, “A lot of the employees we hired have paving experience.”

Nova could tap its existing vehicle fleet for some tasks, but it did invest in several new pieces of paving equipment: They included four new CAT rollers, models CB64, CB54XW, CB34 and CW34, a Roadtec RP190 asphalt spreader/paver and a Roadtec 250E material transfer vehicle. Nova also added three tandem axle Trail King live bottom trailers and three Freightliner dump trucks.

On the Roadtec purchases, Chisholm comments, “We looked at a number of different brands of equipment, and had the time to do some research. Most equipment today is good quality, but sometimes things like preference, price, or delivery can play into the decision. To date, we have been pleased with the equipment purchases.”

Nova bid on a first asphalt project in June 2013 and started laying asphalt in mid-August. By the end of the season the company had laid 50,000 tonnes of asphalt.

This year’s paving season began with some work out of Antigonish. Nova then moved its plant to Lafarge’s quarry in Folly Lake, Colchester County. Nova’s first contract is for a 16-kilometre, 52,000-tonne repaving job on the Cobequid Pass. Still working from Folly Lake, Nova will then move onto two smaller jobs in and around Truro, one for 10,000 tonnes of asphalt and the other for 12,000 tonnes.

Nova will be bidding on more work this year to round out the season, which usually ends in late October. Although its focus is provincial work, it will accept commercial and residential work, although on a catch-as-catch-can basis. Those smaller jobs need to be timed for when they are within striking distance of the paving plant when it is making asphalt for big-ticket contracts.

There are no regulatory obstacles to bidding on projects outside of Nova Scotia. However, there is no work in New Brunswick, Chisholm says. “New Brunswick has had a really, really low highway budget for a number of years.” Prince Edward Island lets its bids in small packages that are not attractive to off-Island companies, and there is also the challenge of getting aggregate to the Island, which cannot make any of its own.

Nova has come full circle and can once again do all of the road-building tasks, from cutting the trees to laying the blacktop.
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When Larry Van Wyck was told there were thousands of tonnes of recycled aggregate available which could be delivered for free to a location of his choice, he jumped at the opportunity to acquire the resource.

Van Wyck, the Road Superintendent for the Township of Erin, located 80km northwest of downtown Toronto, scrambled to find whatever lands he could find to stockpile the recycled gravel. As a result, every square inch of extra space on municipal lands with the Township found itself with a pile of recycled aggregate.

RESPONSIBLE RECYCLING

BY ANDREW MACKLIN
AGGREGATE RESOURCES

The sudden surge of recycled aggregates resources available to the Township of Erin came as a result of an Ontario Hydro project in the region.

Hydro One needed to provide additional power the Greater Toronto Area to meet energy demands in the region. The solution, as Hydro One describes it, was to construct “a new 180-kilometre, double-circuit, 500,000 volt (500 kV) transmission line from the Bruce Power facility in Kincardine to Hydro One’s Milton Switching Station in the Town of Milton.”

In order to build the 180km transmission line, millions of tons of aggregate were used to provide the foundations for the towers, stable platforms for the cranes to use to put the towers in place, and access roads for the cement and dump trucks on the project.

However, there was an important stipulation put into the guidelines for the construction project. Within one year of the line actively carrying hydro, the access road for the hydro line had to be removed. As a result, Ontario Hydro had to contract out the removal of all of the aggregate from an approximately 180km road, and find homes for the materials that were removed.

Municipalities along the transmission line were given right of first refusal for the aggregate resources resulting from the road’s removal. The contractor hired to remove the road would truck the material to any location in each municipality, within reason.

“We took all of the material that we could find a home for,” said Van Wyck. “We took some of it directly to a road site: 2 ½ blocks of rebuilt country road using the Hydro One gravel as the road base. The rest was placed at various municipal properties, and some was traded in exchange for services like equipment use.”

The material was a mix of varying size of stone as well as organics, including wood, dirt and geotextile. The original road had been placed on geotextile, and, when the road was removed by the subcontractor using an excavator, the geotextile was part of the material that was received by the municipality.

“We had no control over the product that we received,” said Van Wyck. “A third-party company did the removal work, not Hydro One or the Township.”

As for the aggregate, the stone was primarily 4-inch minus quarried limestone, with some gabian stone mixed as a result of some of the wet, low-lying areas that the transmission ran through.

Van Wyck estimated that, between all three uses of the aggregate provided, the Township took in over 100,000 tonnes of recycled materials.

PROCESSING THE PRODUCT

Once the recycled aggregate was in the handful of municipal depots, the first job for Van Wyck was to bring screening equipment in to process the materials. Initially, Van Wyck brought in a KPI-JCI vibrating screen that took out the fibre cloth and anything passing a one-inch screen. The resulting 1-inch minus material was put on the roads, providing the aggregate needed for resurfacing work.

The second time through, the contractor Van Wyck hired used a pair of ¾-inch trommel screens from McCloskey, with three loaders, two John Deere and one Doosan, helping move the stockpiled materials to and from the screens. Any remaining fine material and small stone has also been used for dirt road resurfacing. The pile that remains represents the geotextile cloth, 1-inch plus and oversized organics.

Once the organics and geotextile are removed, Van Wyck plans to hire a contractor to bring in a mobile impact crusher to create on spec granular A to be kept at the remaining stockpile areas for future use as road resurface gravel.

“We have made some 2-inch clear limestone and we have put it in soft spots that occur on our roads in the spring,” says Van Wyck. “We have buried it straight for road base as well, but our pri-
mary use will be the road surface gravel.”

So far, the crushed limestone recycled product has worked out very well for the Township, providing a solid alternative to the low-cost aggregate resources previously purchased for use on the community’s roads.

“The gravel bound very well,” says Van Wyck. “It stayed on the road better than the material we have been using. It’s a little bit off MTO spec, as it has a little more dirt in it. But for our purpose, what we have been using it for, it has performed quite admirably.”

CHALLENGING CONDITIONS

One of the challenges faced by the community has been the unpredictability of the winter weather. The winters in southern Ontario are usually fairly predictable, freezing temperatures with limited snow and few successive melting periods. But the winter of 2013-14 went against the norm, providing a series of challenges for road supervisors throughout the region. Snowfalls were more frequent, cold temperatures stayed longer, and it delayed maintenance on the community’s roads.

“We have a rolling topography, a lot of hills,” says Van Wyck. “We end up with washes. Because of the rolling hills, drainage isn’t always the best.” That has made for a difficult spring from rehabilitating the community’s extensive gravel road network. Approximately 80 per cent of the Township’s entire road network is made up of gravel roads. “We have in excess of 280km of gravel roads,” says Van Wyck. “We apply road maintenance gravel to each road once every three years, with total quantities ranging from 35,000-45,000 tonnes per year.”
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There is a portion of the gravel road network that has never been reconstructed, which can also lead to soft spots in the spring. Aggregate has to be brought in to try and bridge the soft spots in order to give people access to their homes. The binding properties of the recycled quarried limestone has made that process a little easier, expecting that the material could stay in place longer than it has previously.

Van Wyck’s team have been dumping truck loads of the recycled limestone on roadways throughout the Township to use for maintenance gravel. The Township has three graders in use: one Champion, one Volvo and one John Deere.

The three graders worked on two different job sites on the day that Rock to Road visited the Township. The Champion grader was working in one location, spreading a top layer of maintenance gravel.

In the other location, the John Deere and Volvo graders were working alongside a water truck to both spread the gravel and compact it. Both the Deere 870Gp and the Volvo G740B had a roller attachment fastened to the back of the grader, allowing compaction to take place while the maintenance gravel was being spread.

Thus far, the binding properties of the quarried limestone have provided a noticeable difference on the road network, as the material is being graded into the existing roads. The initial applications, as the roads are being graded, show less loose gravel and a more knitted look and feel. And there could be enough recycled aggregate to do one layer on all 280km of dirt roads in the community.

Van Wyck has enough 1-inch minus and ¾-inch minus aggregate to provide the gravel stockpile he needs to meet the rest of his demands for 2014. It is hoped that he can bring in the crushing equipment this summer to turn the remaining stockpile of 1-inch plus material into A gravel in time for the 2015 road construction season.

If that happens, Van Wyck and the Township of Erin will face minimal, if any, aggregate costs for maintaining the community’s extensive gravel road network next year. With an unpredictable winter hitting the region in a few months, the timely availability of superior aggregate resources could go a long way in providing safe roadways for motorists throughout the Township.

For more stories on recycled aggregates, visit www.rocktoroad.com.
Twinning Highway 11

Saskatchewan’s Highway 11 gets a needed upgrade

Rome, as we’ve all heard, wasn’t built in a day, and the same principle holds true for road building. When the twinning of Highway 11 from Saskatoon to Prince Albert was completed, there was much to celebrate and many to thank. That was the situation on Oct. 25, 2013, when the final leg of this major project became reality. Prince Albert MP Randy Hoback and Prince Albert Carlton MLA Darryl Hickie, on behalf of Highways and Infrastructure Minister Don McMorris and other dignitaries, assembled on the highway’s mid-stripe to officially mark the occasion - one that ushers in the new future capacity for the last remaining 75-kilometre section of Highway 11.

Back in 2009, both the federal and provincial governments recognized the importance of twinning the last phase of the highway, contributing equally to the $124-million project cost. Highway 11 represents Saskatchewan’s principal north-south corridor linking the three largest Saskatchewan cities of Regina, Saskatoon and Prince Albert to the TransCanada highway. The route carries as many as 20,000 vehicles per day on a stretch just south of the Corman Park Industrial access north of Saskatoon. The average overall traffic count for Highway 11 between its junction with Highway 2 south of Prince Albert and Saskatoon has increased an estimated 33 per cent over the past five years.
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"Highway 11 is a vital link between Prince Albert, Saskatoon and Regina, which serves our province's resource-rich north, and supports significant mineral and timber resource development, manufacturing and tourism," Hickie said. "The second set of lanes will provide for increased capacity, reduced logistics costs and improved access for local industries, while at the same time making for a much safer and more efficient drive for shippers, tourists and other motorists who use this busy highway."

While public attention and celebration is properly part of the proceedings in opening the highway to motorists, the complexity of the project leading up to its completion cannot be understated.

Tracy Danielson, director of design and construction, and Scott Tivy, senior project manager for the Government of Saskatchewan, were intensely involved in the design and construction phases.

Both engineers share the opinion that working on the highway twinning, which is such a significant project to Saskatchewan's economic growth and safety, represents a pinnacle moment in their individual careers.

"It represents a significant improvement to safety for people traveling along that stretch of highway. It was significant for me because there was an amazing amount of work and effort that was put into the planning, design and construction, and of course, it represents a huge capital investment for Saskatchewan," says Danielson.

While the terrain between Saskatoon and Prince Albert may appear unimpeded and uneventful to the layperson's eye, it's what lies beneath that is the concern to engineers and construction crews.

"From an engineering point, it may look flat on top," says Tivy, "but the soil conditions varied considerably." The engineer describes a terrain of farmland from Saskatoon to Duck Lake, the predominance of trees and sand in the Nesbitt Forest north of Duck Lake, and the occurrence of huge boulders, some as large as cars. "It was a unique project, and even though it looks the same on top, underneath it's a whole different story."

The construction methods and materials changed significantly throughout the course of the construction. Danielson describes a specific road section where the "dirt was so wet that we couldn't build the highway on it. So we cut the ditches and we had to bring in other materials from further away to build the rest of the highway embankment."

"On the same note," says Tivy, "it's been fairly wet the last couple of years and that was a big obstacle with the climate being unforgiving sometimes. We still delivered the project in the time we committed, but it did take us a bit longer because of some of the challenges we encountered."

A cross section of Saskatchewan Heavy Construction Association (SHCA) member companies representing construction, earth moving, crushing and servicing were involved in the project.

With the project now completed, Danielson reflects on the residual effect
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"It represents a significant improvement to safety for people traveling along that stretch of highway." - Tracy Danielson, director of design and construction.

that has come from years of intense collaboration and problem solving. “It has resulted in a stronger working relationship because of the duration of the project and its location. There was a lot of collaboration between the Ministry and the contractors to make the project successful. In some cases, the contractors were working very close with each other.”

For Tivy, the strength of a team approach is paramount. “You don’t build a road with one person or with just one construction company. It takes a lot of collaborative effort in order to get a product at the end of the day where you can all stand back and be proud of.”

Danielson emphasizes the level of planning that’s done beforehand. “Prior to construction, we can easily spend as much time as the construction takes, if not sometimes double that, to plan the project. But no matter how much planning we do, we will encounter some sort of challenge and we have to work together to come up with solutions that work and that are also cost-effective.”

This article was originally published in the Quarter 1, 2014, issue of Think Big, the official magazine and voice of the Saskatchewan Heavy Construction Association.

“It represents a significant improvement to safety for people traveling along that stretch of highway.” - Tracy Danielson, director of design and construction.
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Hillhead 2014

Companies launch new products for the aggregates industry at the England showcase

The biennial showcase in Buxton, England, was once again a big success for the aggregates industry, with a sold-out exhibitor space of close to 450 exhibitors and improved attendance over 2012 of 17,559 people.

Equipment manufacturers for the Canadian aggregates industry, many of whom presented new products at CONEXPO-CON/AGG back in March, were once again on the ground with innovative new machines.

Here is our look back at the buzz from some of the biggest manufacturers supplying the Canadian market.

**POWERSCREEN UNVEILS FOUR NEW MACHINES AT HILLHEAD**

Powerscreen introduced four new machines at their stand in England, with the launch of the Powerscreen Premiertrak 300 HA jaw crusher, Powerscreen Warrior 2100 screen, Powerscreen Premiertrak 600 diesel electric jaw crusher and Powerscreen Maxtrak 1150 cone crusher. The 1150 Maxtrak cone crusher, which will not...
be available until later this year, can be configured for a variety of applications. Feed sizes of up to 205mm (8.1”) are possible with the 225kW cone chamber, which is driven directly by a 331kW Scania DC 13 engine that complies to the latest Stage IV emission regulations.

**EDGE INNOVATE INTRODUCES NEW TRUCK UNLOADER**

Edge Innovate used Hillhead to reveal its new RTU220 Radial Truck Unloader to the market. The RTU220 can be utilized in a variety of applications, including the harsh environment of a quarry. The RTU220 provides operators with a more efficient loading method and allows operators to continuously load directly from trucks into train wagons or barges. In addition to the new RTU220, EDGE exhibited the upgraded TRM622 Trommel and LTS75 Low-Level Feeder Tracked Stacker.

**TEREX FINLAY GOES DIESEL/ELECTRIC**

Terex Finlay has a large spread of new, improved and recently launched machines both at its booth and in the active site area. Those product launches, including the J1170AS crusher and the 883+ Spaleck screener, were complemented by the new diesel/electric versions of three machines stood out at the show: J-1175 jaw crusher, C-1540 cone crusher and 694+ inclined screen. The diesel/electric options provide operators with the flexibility to use the onboard Genset or traditional diesel fuel power to maximize productivity.

**HILLHEAD MARKS THE GLOBAL LAUNCH OF SANDVIK’S HANGING SCREEN**

Sandvik’s newest innovation is the hanging screen, which was on display for the first time ever at Hillhead 2014. This 4 x 1.5 m (13’ x 5’) screen has been developed initially for the QH range of cone crushers, allowing the machine to produce a screened product and recirculate the oversize back into the feed conveyor. Alternatively, the oversize conveyor may be hydraulically rotated through 90° to stockpile and produce two products.

**NEW CONE MODULE REVEALED BY TEREX MINERAL PROCESSING SYSTEMS**

Terex Mineral processing Systems introduced its new cone module at Hillhead, the MC1300. The MC1300 features the Terex TC1300 (1300mm) cone crusher powered by a 225 kW electric motor, an unrestricted feed opening and a full range of configurations for short and long throw give the TC1300 high versatility. Additional TC1300 features include hydraulically adjustable closed-side setting, easy manganese changes, and a weather-protected control panel with user-friendly controls. In addition to the MC1300, the stand also featured the MHS6203 horizontal screen module.

**MCCLOSKEY LAUNCHES PAIR OF NEW JAW CRUSHERS**

McCloskey International provided a first look at a pair of new jaw crushers, the J45 and J45R. The J45’s true 45” x 27” jaw, with both level and load sensors, ensures efficient material handling across applications. The J45 boasts a 14’-10.2” x 7’-3/4” hopper with close to 9 cubic yards (6.8m3) capacity. The 5’ x10’ screenbox features McCloskey High Energy technology, with adjustable speed. Rugged and versatile, the J45 has undergone rigorous field-testing to ensure the reliability required for the toughest projects around the globe.

**TEREX WASHING SYSTEMS PRESENTS THE AGGRESCRUB 150 AT HILLHEAD**

Terex Washing Systems showcased its latest innovations for washing aggregates, unveiling the new AggreScrub 150 alongside the Terex Aggresand 165 (up to 250tp/h) and the latest addition, the larger Terex Aggresand 206 (up to 400tp/h). The AggreScrub 150 is designed to operate both as a stand-alone unit as well as having the ability to seamlessly integrate with the Aggresand. The AggreScrub 150 is designed to deal with stubborn clay-bound material, which cannot be removed by rinsing or screening alone.
NEW RAMMER HAMMER BUILT WITH QUARRY WORK IN MIND

Rammer introduced the new 5011 hydraulic hammer, which works to improve power to weight ratios for increased productivity and usability. Suitable for carriers in the 43 to 80 ton (94,800 – 1,76,400 lb.) operating weight category, the 5011 model weighs in at 4,750 kg and slots neatly into the Rammer Large Range line-up between the 4099 and the 7013 models to provide customers with a complete range of hammers.

ANAConDA LAUNCHES ECO JAW CRUSHER

Anaconda used Hillhead to launch its new J960 mobile jaw crusher. Built for use in urban environments, the J960 focuses on fuel efficiency and noise reduction. The 900mm by 600mm crusher box has the capability of producing up to 150tph with a maximum feed size of 500mm. Also on display at the Anaconda booth was the latest in the SR range of tracked mobile screens, the SR514.

MCLANAHAN’S NEW PUMP

At Hillhead 2014, McLanahan featured its line of centrifugal slurry pumps and its extensive range of processing equipment. McLanahan’s slurry pumps offer reliability, long wear life and low lifetime cost, all backed by McLanahan service and support. Standard pumps are equipped with abrasion resistant wear components. Alternative lining materials are also available to suit a wide range of applications.

McLanahan’s equipment, including its pump line, serves a variety of industries such as mineral processing, sand and gravel, soils washing and remediation, waste water recovery and disposal, and concrete washout.

TESAB LAUNCHES THE 623CT

Tesab launched a pair of new machines at Hillhead 2014. The Tesab 623CT is built with a 275hp Cat engine with Tier 4 engine emissions technology. The 623CT has a production rate of 150tph, creating a cubical product for secondary and tertiary crushing applications. The company also released its new Trackstack 8542TBF Feeder Stockpiler. The 8542TBF has an operating rate of 800tph, a stacking height of over 10m and a stockpile capacity of over 2100m3. Attendees also got a chance to see the Trackstack 8042T and 1200TC Mobile Cone Crusher as part of the demo area.

TELESTACK ADDS TC CONVEYORS

Telestack had four new additions to our TC track conveyor range all of which have been designed in response to feedback from our dealers and customers around the world. In addition, the company had the latest model in its Truck Unloader range on display, as well as its next generation of Radial Telescopic Conveyor.

This was the first major aggregates industry show that Telestack has attended since the announcement that the company had been purchased by Astec Industries in April.

MOBICONE MAKES DEBUT

The Wirtgen Group had several new and recent releases as part of its display at Hillhead 2014. The highlight was the release of the Kleemann Mobicone MCO 9 EVO, making its worldwide debut at the show. The secondary cone crusher can achieve crushing capacities of up to 250tph, carries a high reduction ratio and produces a product with a higher fines content. The company also displayed its newest Wirtgen Group milling machines, Vogele Dash 3 pavers and the Hamm HD compact line of tandem rollers with oscillation technology.

Details for Hillhead 2016 are expected to be announced in the coming months. Be sure to check out rocktoroad.com for more information about the show, or follow us on twitter @RockToRoad.

For more stories on events from throughout the aggregates industry, visit www.rocktoroad.com.
where do you fit?

0% - 100% RAP

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ASTEC HAS SEVEN DRUMS COVERING THE SPECTRUM FROM 0% to 100% RAP USAGE
The newest heavy-duty excavators for Canada’s rock to road industry

**JOHN DEERE**
Equipped with an Interim Tier 4/EU Stage IIIIB diesel engine, the 470G LC Excavator boasts 367 horsepower and has a lifting capacity of 31,298 lbs. Equipped with an exclusive Powerwise III engine management system, the 470G LC features more hydraulic flow for faster work cycles and greater productivity, and a comfortable and spacious cab for improved operator comfort.

**DOOSAN**
The Doosan Tier 4-compliant DX350LC-5 crawler excavator features D-ECOPOWER, optimizing hydraulic system output with engine horsepower. D-ECOPOWER improves machine efficiency, productivity and fuel consumption, as well as refining machine control and enhancing operator comfort. A pressure-controlled pump, closed center main control valve and various sensors in the excavator electronically detect and control the precise amount of hydraulic oil required to perform a task.
Need to move some serious dirt? Hitachi’s ZX870LC-5 is your answer. Both brawny and smart, this machine will meet any challenge it may encounter. Loaded with numerous customer-driven features, the ZX870LC-5 delivers superior efficiency, reliability and durability, while keeping operating costs low.

VOLVO

The Volvo EC380E excavator features a Tier 4 Final engine, combining efficiency, productivity and durability for maximum profitability in quarry and mass excavation applications. The EC380E lowers operating costs through reduced fuel consumption and simple maintenance requirements, while delivering high digging and breakout forces. The Volvo ECO mode contributes up to nine per cent of the machine’s total improved efficiency.

HYUNDAI

Hyundai’s R520LC-9A is built for moving large amounts of material or deep trench projects. The R520LC-9A excavator has an operating weight of 114,820 lbs, a bucket breakout force of 62,050 lbs and a maximum dig depth of 26’11”. The R520LC-9A is powered by a low-emission, low-noise, 352 hp Cummins Interim Tier 4 QSX11.9 engine.

KOBELOCO

KOBELOCO’s 48,500 lb. SK210LC is a rock solid excavator. Equipped with a fuel-efficient, 157 hp HINO engine, it provides substantial power while meeting Tier 4 fuel emission requirements. To optimize power and fuel consumption, the SK210 features three engine operating modes: H for heavy loads, S for standard loads and ECO to reduce fuel consumption when moving lighter loads.

CASE

The CX470C hydraulic excavator is designed for heavy-duty use and mass excavation applications. The Tier 4 Interim engine combined with the CASE Intelligent Hydraulic System offers a significant increase in cycle times and lifting power, while increasing fuel efficiency. The CX470C is rated at 362 net horsepower with operating weights ranging from 105,300 to 108,600 pounds and can be equipped with a removable counterweight.

CATERPILLAR

The new Cat 336F excavator is built to meet U.S. EPA Tier 4 Final emissions standards, and it comes equipped with several features to enhance fuel efficiency. Electric boom and stick regeneration valves capture and recycle energy, and an engine idle shutdown setting turns the engine off after a specified amount of idle time. Additionally, the operator can reduce the speed of the C9.3 ACERT engine to idle with the touch of a button to help save fuel.

LIEBHERR

With a service weight of approximately 60 tonnes, the Liebherr R 960 SME features an inline 6-cylinder engine that has a rated output of 340 hp and complies with the Tier 4i emission emissions standards. For heavy-duty extraction work or bulk excavation, the R 960 SME has a number of special features, including kinematics chosen for arduous working conditions.

KOMATSU

With a net 359 HP, the PC490LC-11 is powered by a Komatsu SAA6D125E-7 engine, which is Tier 4 Final emissions certified. With an operating rate between 105,670 lbs and 110,220 lbs, the PC490LC-11 maintains the powerful lifting performance capability and stability of the previous model, with improved fuel efficiency.
Succession Planning

Canadian businesses need to plan for what’s next

Don, 66, and Ellie, 55, had spent the night in emergency at Timmins and District Hospital after Don suffered a sudden stroke.

He owned a quarry business and had no succession plan. While Don’s grown children were flying to Timmins from across Canada to visit, none of them wanted to get involved in the family business. Ellie’s role was limited to being a shareholder in the business and helping with the books.

**DICTATE YOUR TERMS OF RETIREMENT**

Don and Ellie’s situation is common, witnessed by the fact that only one third of Canadian businesses have succession plans, most of which are unwritten.

(Source: The Canadian Federation of Independent Business).

Jim Sanderson, senior wealth advisor with The Jim Sanderson Group at ScotiaMcLeod, says, “A succession plan is critical to defining your “terms of retirement.” Without a plan, you have nothing with which to negotiate and others will take control of your retirement destiny.”

Sanderson was trained as a geologist and spent three years in the field before deciding his calling was wealth management. He still had an affinity for geology and went to trade shows such as the Prospectors and Developers Convention (PDAC) to reminisce with old friends and talk rocks.

He determined there was a real need for wealth management (with succession planning being a large part of that process) among aggregate and road building business owners and found business succession gaps that he knew he could help fill.

After two years of research that involved talking to many stakeholders with the aggregates and road building industries, he was proven right and began to carve out a niche for himself as one of the few senior wealth advisors in North America who truly understands the aggregate and road building industries and what keeps its business owners up at night. The fear of having to sell quickly at a reduced price due to health, family or cash flow reasons weighed in at number one.

A senior wealth advisor for 28 years, Jim says, “Better that owners be in control of the destiny of their business rather than rely on the goodwill of a third party they have never met who is shopping for a rock bottom prices.”

“Regardless of their situation, they have only two options: to sell when they want to, or when they have to.”

**WALK A MILE IN MY SHOES**

The adage walk a mile in my shoes rings true where Sanderson is concerned.

He travels frequently to visit clients and prospects and to attend trade shows staged specifically for the aggregate and road building industries.

He belongs to the Ontario Road Builder’s Association (ORBA), the Ontario Stone, Sand, & Gravel Association (OSSGA), and the B.C. Stone, Sand and Gravel Association (BCSSGA). Sanderson has taken a booth at each OSSGA annual general meeting for the past five years and will continue making himself accessible to prospects and clients alike.

Sometimes other delegates at trade shows will ask him why he is attending as a non-business owner. He responds, “I was a geologist before I got into the business. I worked in the Quaternary Section of the Ontario Geological Survey, which is all about gravel and rocks. So I understand what you’re working with and what it means. But there’s a lot I don’t know, and that’s why I come.”

(Source. Advisor.ca: Court Clients in the Road Building Industry by Melissa Shin June 6, 2014).

His connections within the aggregates industry position him to help bring sellers and buyers together. He recently introduced a pit and quarry buyer to a quarry owner who wanted to sell. With Sanderson as the catalyst, introductions were made and the deal was done.

**MOMENTUM DRIVES SUCCESION PLANNING**

Sanderson wants to help people and corporations who are looking for an advisor for the long term. This fits with his investment philosophy, which is geared to the long-term returns of the markets
while charging low fees to ensure his clients have a successful investment experience. He and his team of experts will happily work beside an owner’s trusted advisors to get the best results for the client. He is a good listener and reserves judgment of a situation until he has all the facts. For example, he writes detailed summaries of his client conversations with next steps to fuel momentum. “Momentum keeps owners thinking about succession planning, investing outside the business or any other topic we need to address.”

Having all of one’s capital tied up in a business is like owning just one stock. Sanderson believes in diversification using an investment portfolio set up to manage risk and benefit the potential for increasing wealth. He says diversification is, “The only free lunch.” Divesting some of the capital outside the business for the long term will provide a nest egg, independent of the business, and allow owners to retire on their terms, versus being forced to sell when there are no willing buyers.

BUILD A SUCCESSION PLAN LIKE A SURVEY

“Creating a succession plan for a client is similar to knowing the reserves in your pit or quarry,” says Sanderson. “You need to uncover as many details about the site as possible, which includes understanding the deposit, depletion rates, looking at the site’s history and controlling the variables that could affect the project’s outcome – in this case, the future financial well-being of the business owners and their families.”

He says business owners must make their company attractive to potential buyers daily. “It’s like keeping your machinery in shape to avoid repairs and downtime.”

SUCCESSION PLANS VARY

Sanderson offers four succession-planning scenarios, each requiring a lawyer’s and tax advisor’s input.

• Sale to family members
  Your reasons for choosing this option may include preserving the family legacy, ensuring a discreet and quick transaction and being more focused on the quality of the transaction for all parties than the value you derive from it.
  Risks may be involved. For example, family members may not be experienced enough to lead the business; infighting may result from equitable share distribution; or some family members may not want the responsibility of taking over the business.

• Sale to your management team
  Your driving goal here may be to: get fair value for your business; reward the management team; and ensure a smooth transition of business and employees and a discreet transaction. Risks you face include being unable to raise the money to fund the transaction, or you become distracted from running the business as the transaction details are negotiated. You also need to manage three entities – the seller, management and capital providers.

• Recapitalization/partial sale to keep you in the game
  You may want liquidity now, while remaining committed to the growth of the company. You may also want to participate in the company’s future growth while ensuring a discreet and smooth transaction.
  This can be a moderately complex process as a business plan and growth strategy will need to be built and sold. Your willingness to remain in business can help the transaction go smoothly.

• Sale to a third party
  In this case, you will want to quickly maximize the value and proceeds you receive. Sanderson says, “Third party sales work well when there is a Win-Win for the parties involved.”
  Increasing numbers of senior business owners who will soon want to move on to something else but have no succession plan prompt Sanderson’s indisputable statement: “Selling when you want to is better than selling when you have to.”

Evan Thompson is a writer and founder of Evan Thompson and Associates www.evanthompsonandassociates.com, a communications firm in Toronto.

For more of Jim Sanderson’s financial advice, check out Money Matters at www.rocktoroad.com.
CDE EXPANDS ITS PRODUCT RANGE WITH THE R2500

The R2500 is a static primary screening unit capable of processing over 500tph in quarrying, recycling and mining operations. It represents an expansion to the CDE portfolio of products and broadens the range of services that CDE can provide. It seamlessly integrates into an existing or new washing system and ensures an increase in efficiency. The R2500 is electric, resulting in a savings in fuel costs and a quieter, more environmentally friendly operation.

CDE recognized an opportunity to increase the processing capability of its solutions with the R2500 for those customers who require higher outputs. The R2500 can be introduced to quarrying, recycling and mining operations where a range of difficult materials are being processed, including crushed rock, topsoil, scalpings, iron ore and construction and demolition waste.

Features of the R2500 include a patent pending laminate side-wall design on the ProGrade P2-75/R screen which has zero welds resulting in a stronger, lighter screen which requires less power and is galvanized as standard. The lattice design screen has a reduced mass and ensures more energy is transferred to the material guaranteeing superior screening performance. The ProGrade P2-75/R screen has FEA (Finite Element Analysis) verification, and is an integral part of the CDE range, featured on the R2500, M2500 and M4500.

GREYSTONE RELEASES NEW PORTABLE DEWATERING SOLUTION

GreyStone has released its new portable dewatering screen solution for the North American aggregates industry.

The Portable Aggre-Dry Dewatering Screen from GreyStone, Inc. features a patented flume, allowing an operation to retain all of the fines discharged from the dewatering screen. The addition of the flume offers a flexible and cost-efficient solution for controlling, recycling and saving water and fines while producing sand and gravel products with a moisture content as low as 7 to 12 percent, along with a caked, dry sand product that an inclined dewatering screw alone cannot not achieve. Wheel-mounted for easy transportation, this 5-ft x 10-ft dewatering screen is ready to connect to a washing screw for on-demand production.

The Portable Aggre-Dry has several unique features, including a 0.25-mm screen opening, which reduces the amount of material that can fall through it. The feed from the screw allows the material to build to a bed depth of up to 14 inches on the screen, squeezing additional moisture from the sand as the vibratory motors move it along the length of the screen deck, further reducing moisture content. There are screen panels on the sides of the Portable Aggre-Dry, which allow for even more water to be removed from the material.

ROCKSTER RECYCLER INTRODUCES DUPLEX CRUSHER SYSTEM

Rockster Recycler North America introduces its mobile, patented Duplex System, a track-mounted crushing plant that allows the contractor to interchange an impact crusher with a jaw crusher, and vice-versa, on the same chassis.

This capability creates a dual-purpose machine for a wider range of recycle, demolition and aggregate crushing applications. Available in the R1100/1200 impact/jaw models and the R900/800 impact/jaw models, the Duplex System allows one crusher unit to exchange with the other crusher unit in approximately four to five hours using an excavator. An overnight exchange of crusher units on the plant by a maintenance crew means the plant can be on the jobsite and ready to crush by morning. The R1100/1200 processes 280 to 350 tons per hour; the R900/800 processes 120 to 240 tons per hour.

CASE UNVEILS SITEWATCH APP FOR IPAD

CASE Construction Equipment has introduced its SiteWatch app for the iPad, available through the Apple iTunes store. The SiteWatch iPad app provides actionable information to help manage fleet maintenance, optimize machine performance/utilization, lower fuel consumption and idle time, and lower total operating costs. Among its features, the SiteWatch app provides the ability to:

- Review fleet details and locate machinery
- Review and create geofences
- Check utilization and working status durations (idle status, high-workload status, etc.)
- Review the status of alarms received within a selected time period
- Review and analyze fuel consumption
- Monitor machine health through the report of key parameters set within the Web application

SiteWatch employs an onboard communication device that monitors the machine’s CAN-bus network and transmits data to a designated user’s Web portal. Much of the CASE equipment lineup now comes telematics-ready (check with your local dealer for availability), and a three-year Advanced subscription is included with each new purchase as part of CASE’s ProCare heavy machinery coverage. CASE N Series backhoes come standard with SiteWatch.
For an updated list of events, visit www.rocktoroad.com

2014
> September 14
BC Road-builders Fall Conference
Kelowna, B.C.
roadbuilders.bc.ca
> September 19-20
Pacific Heavy Equipment Show
Abbotsford, B.C.
masterpromotions.ca
> November 20-21
SHCA Fall Convention
Regina, Sask.
saskheavy.ca

2015
> February 2-6
World of Concrete
Las Vegas, Nev.
worldofconcrete.com

2015
> March 3-5
NCAT Pavement Test Tract Conference
Auburn, Ala.
ncat.us
> March 5-6
National Heavy Equipment Show
Mississauga, Ont.
masterpromotions.ca
> March 17-19
World of Asphalt/AGG1
Baltimore, Md.
worldofasphalt.com
> March 7-11
CONEXPO-CON/AGG
Las Vegas, Nev.
conexpoconagg.com

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A Sustainable Industry

The case for a fair and equitable competitive environment

Concrete is ubiquitous in the modern world. Globally, about three tons of concrete per year is produced for every man, woman and child on this earth. Only water is used in greater volume. That makes cement the active ingredient that binds water, sand and gravel together to make concrete an essential commodity.

Cement manufacturing is capital intensive – a new cement plant can cost between a half billion and a billion dollars and requires a long-term investment horizon. When cement manufacturers choose to build a plant, they do so knowing that this plant will be in service for some 100 years and that ongoing significant investments will be needed through the years to finance maintenance and process improvements, product innovation as well as other priorities such as maximizing operating efficiency and reducing greenhouse gases.

The Canadian industry is typical in this regard. The first cement plants in Canada appeared near the turn of the century. Today, Canada boasts 16 cement plants across the country and about 20 per cent of total capacity is located in Quebec. While Canada's cement industry is well over a century old, its plants are among the most modern and efficient in the world. This commitment to continuous technology and process improvements continues today, with energy efficiency and GHG mitigation being the focus of substantive R&D and capital investments. One recent and notable achievement is the introduction three years ago of a new lower carbon cement called Contempra to the Canadian market. Referenced in the National Building Code under the name of Portland-limestone cement, Contempra reduces CO2 emissions by 10-12 per cent, while producing concrete with an equivalent level of strength and durability to concrete produced with regular Portland cement.

Canadian cement manufacturers have continued to forge ahead with such investments in the service of innovation despite being affected by the global economic crisis of 2008 and the still relatively slow economic recovery at home and in the United States, our main export market. We recognize that doing so is central to the long-term competitiveness and sustainability of the industry as a whole.

This also explains the industry's commitment to working with government to achieve regulations and decisions that provide a fair and equitable competitive environment.

Government decisions that do not take this into consideration can have unfortunate, unintended consequences.

An example is the recent decision by the government of Quebec to provide financial support of nearly half a billion dollars to a new cement plant project in the Gaspé region proposed by a company with no history in the cement industry. Further, it appears the government of Quebec will exempt this extensive development from the scrutiny of the province's rigorous environmental analysis and consultation process (BAPE). This not only distorts the level playing field of competition in the province's cement industry, it also comes at a time when the cement market in Quebec and the Northeastern United States is saturated. Quebec's four cement producers are operating at just 60% of their production capacity, with 30% of their output being exported to the Northeastern U.S. – precisely the market for which the new plant's production is intended. In fact, an independent economic forecast shows that the Northeastern U.S. market is unable to absorb additional cement production, and it will remain that way for the foreseeable future. Instead of creating new business opportunities and new jobs, the massive government subsidy will likely simply displace employment from one region of the province to another.

Quebec, like the rest of Canada, has enjoyed the benefits of a strong, competitive, progressive and self-reliant cement market for decades. Government intervention risks disrupting this healthy dynamic, displacing private capital and jobs while putting public dollars needlessly at risk.

MICHAEL mcsweeney,
President and CEO, Cement Association of Canada

For expanded industry news and daily updates, visit www.rocktoroad.com
Save fuel and reduce material breakdown from multiple conveyor points with the Fisher Industries 225’ Overland Conveyor. It is an efficient, economical solution for pits and quarries that desire a constant feed for their crushers. It is portable and adapts to vertical curves in the terrain. Learn more at www.fisherind.com!
HAZEMAG Wobbler Feeders are proving their worth around the world with outstanding, dependable performance. The latest generation are engineered and designed to ensure application success, flexibility, highly reduced maintenance and field proven reliability. One of the largest, most modern cement plants in the world looked to HAZEMAG to solve their application concern. Commissioned in April, 2011, the HAZEMAG wobbler feeder (2,600 ton/hour) has processed well over 12 million tons of material without a single downtime incident.

**Design & Operation**
- Exclusive “chain link” system that ensure trouble free operation
- Exclusive “form fit” shaft design for reduced operating costs and excellent service life
- Highly reduced maintenance. Nothing on the market comes close!
- Field proven dependability and success

**Performance & Advantages**
- Savings in energy and operational costs
- A high degree of operational flexibility
- Compact, low-profile design
- Excellent performance under difficult raw material conditions — “high amounts of moisture and clays”
- High efficiency / performance in removing the finer fractions from the feed stream
- VARIOwobbler – the ability to adjust the gap setting at the touch of a button