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Rock to Road’s Top 10 Under 40

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Rock to Road's Top 10 Under 40 is back, showcasing the industry's best and brightest up-and-comers.

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CONEXPO's value to Las Vegas

Breaking down the numbers at North America's biggest show

Although it is well known that CONEXPO-CON/AGG is a massive trade show that takes place every three years at the Las Vegas Convention Center, some readers may be unaware of just how large the show truly is. To help understand the size and scope of the trade show, I recently spoke with Chris Meyer, vice-president of global business sales for the Las Vegas Convention and Visitors Authority (LVCVA), who happily ran me through the show numbers.

“It’s the largest trade show in North America,” Meyer said, adding that the LVCVA get two sets of attendee numbers from show organizers: the estimated attendance before the show and the verified attendance afterwards.

The final attendance for the show was nearly 128,000 – almost right on the money of the 129,000 estimated attendees.

So what does that add up to in dollars spent in the City of Lights?

According to Meyer, it adds up to about US$120.4 million. That’s a lot of coin – enough to make the most vigilant of casino slot jockeys’ arms fall off from overuse.

What about set up times?

Well, the massive show takes approximately 28 days from start to finish to set up and requires thousands of people working at any given time.

The meetings industry is a significant employer for the city with 66,500 local jobs and provides approximately US$9 billion worth of economic impact annually.

CONEXPO-CON/AGG 2017 is one of more than 22,000 events that take place in Las Vegas every year. In 2016, a record 6.3 million convention attendees and 42.9 million visitors descended upon Las Vegas.

Meyer told me that there is no place in the world that plays host to more meetings, conventions or tradeshows. I’m inclined to believe him.

The trade show requires a massive amount of space for the thousands of exhibits on display.

Exhibitors this year took over the entire 191-acre exhibit space, which includes all the outdoor lots and the entire Las Vegas Convention Center, which offers just under two million square feet of indoor exhibit space.

An added bonus this year for show attendees is an additional 26 acres of space that became available after the Riviera Hotel & Casino was torn down.

Of the 128,000 attendees that attended CONEXPO-CON/AGG 2017, about 21 per cent are foreign visitors from all over the world with Canada likely taking the No. 1 spot for international visitors at this particular show, according to Meyer. Considering that Canada dwarfs all other countries in the importing of U.S. construction equipment that hardly comes as a surprise. And “dwarf” isn’t overstating our love for U.S. equipment.

The 2016 mid-year report from the Association of Equipment Manufacturers (AEM) showed that U.S. construction exports to Canada totalled $2.4 billion, which was more than the next top-nine countries combined (Mexico was the second-largest importer for U.S. equipment at $561 million).

After walking the show last week and speaking with many of the thousands of exhibitors, I’d say Canada’s No. 1 position for the importation of U.S. equipment isn’t about to fade anytime soon. Optimism for the sector could definitely be felt from attendees and exhibitors over the entire course of the show, and with optimism comes investment.
How the top 5 aggregate companies gather aerial intelligence

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Caterpillar Ventures invests in busybusy

Caterpillar Venture Capital Inc., a wholly owned subsidiary of Caterpillar Inc., recently announced a strategic investment in busybusy, a software development firm that helps customers optimize operations, specifically addressing real-time tracking of jobsite labour costs.

The unique software application developed by busybusy helps drive efficiencies and productivity on customers’ jobsites.

“While we will continue to focus on driving productivity gains from equipment on the jobsite through our technology and services, we know this accounts for only a fraction of the costs our customers are managing,” said Caterpillar’s Construction digital and technology manager John Carpenter. “By leveraging the software developed by busybusy, we can now be able to offer labour management services for our customers, which we know is one of their most significant variable expenses on the jobsite. This investment is a natural extension of the work we are doing to offer customers a suite of digital offerings to help them be more successful.”

busybusy’s technology will be offered to construction customers as a subscription based service, adding to the suite of offerings within Cat Connect.

“Our mobile app automates labour and cost management with the contractor in mind. The real-time information we provide helps construction companies become more efficient, productive and profitable,” said Isaac Barlow, busybusy CEO.

Cat Connect Technologies and Services include hardware and software designed to improve customer operations, including Cat and non-Cat assets, as well as help customers leverage data generated by their assets to boost business results and strengthen their competitive advantage.

Burnco acquires Bestway Concrete

Burnco Rock Products Ltd. has acquired Bestway Concrete Company, a leading ready mix concrete and aggregate producer in the metro Denver and northern Colorado regions.

“We are extremely pleased that Bestway is joining the Burnco family,” said Michael Powell, CEO of Burnco. “The combination of Burnco and Bestway will create a stronger company, with an exciting future. We are also excited to be expanding into the vibrant Colorado economy, where we see tremendous growth potential.”

“We are also very pleased that the Bestway management team has agreed to stay on with the company,” added Clifford Hahne, vice-president of Burnco USA. “Bestway will still be locally managed, providing continuity as well as ensuring our long-term success. Bestway will continue to deliver the same quality products, exceptional service and great value.”

Bestway Concrete Company was founded in 1981 and currently has nine ready mix concrete plants, four aggregate pits and over 200 employees, all of whom are expected to remain with the business. The company provides high quality ready mix concrete and aggregates for a broad range of applications.

“Bestway management and employees are pleased to be joining the Burnco family and we look forward to a strong future together,” stated Bestway president Gene Wagner.

AEM launches Canada Working Group

The Association of Equipment Manufacturers (AEM) is seeking member representatives to offer strategic guidance and direction on the development and execution of AEM’s expanding Canadian advocacy efforts.

Participants will become part of AEM’s new Canada Working Group. Group participation is open to member companies conducting business in the Canadian market.

“Participating in the group will allow member company representatives the ability to help craft our industry’s positions on public policies affecting our industry’s growth and investment both on the provincial and federal levels,” said Alex Russ, AEM director, international and regulatory affairs.

Infrastructure investment, regulations, energy production, trade facilitation and agricultural policies are just some of the key issues that will be discussed.

Members interested in learning more about the Canada Working Group should contact AEM’s Alex Russ at aruss@aem.org or 202- 898-9006.
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A trend has been taking hold in the construction sector, and that is increased interest in the collection of data from contractors’ fleets to find ways to enhance and optimize operations. Although telematics itself is not brand new, contractors are pursuing the collection of data from their fleets more aggressively than ever before.

Paul Kearnan, national telematics specialist for Strongco, says that telematics can be used to reduce a wide array of costs for an operation.

“Reports can show how hard a machine is really working,” he says. “From buying machines, to how many machines are needed, fuel, safety, how things are running, it really encompasses everything. More and more customers are becoming aware. It’s there, so why not use it?”

Of course, collecting data is the easy part. Afterwards you need to know how to capitalize on the information you’ve acquired to make it truly valuable to your company.

Jena Holtberg-Benge, director of John Deere WorkSight, says her company has seen a change in fleet management where contractors are adapting more to the use of telematics in their operations, but they have questions like, “How do I use the data and associate it with the equipment? How do I make sense of the data to provide me insights that help me manage my fleet better?”

When it comes to aggregate operations, one of the areas Holtberg-Benge says John Deere differentiated itself from competitors for years was the integration of the Loadrite payload scale data with telematics.

“That was a really big win for a lot of our customers in quarry and aggregate,” Holtberg-Benge says. “They understand how their machines are performing, how many loads they get a day… it’s a big deal in that space.”
MAINTENANCE MANAGEMENT

Strongco’s Kearnan says that a good telematics system is essential for having a good fleet maintenance program in place.

“It’s complete machine care,” he says. “It shows the fuel you’re using; how many hours service worked – even the attachments; you can monitor idle time to prevent idling away warranty hours and service time. Otherwise you’re just wasting away money… you can even use it to your advantage for resale value or for buying used equipment to see what servicing has been done to a machine.”

John Deere has recently been migrating from its old platform to its new HTML5 platform, the JDLink dashboard. The company’s new system includes a maintenance management app called My Maintenance.

“It’s been well received by customers,” says Holtberg-Benge. “We’ve seen over 5,000 preventative maintenance plans loaded by customers – customer plans and factory plans.

This has allowed contractors to manage their fleets more effectively, and also given them the option to collaborate with their dealers to have them manage the equipment servicing.

REMOTE SITE MANAGEMENT

Another advantage is being able to manage operations remotely.

“It’s an advantage for a fairly big contractor that’s not on site, being able to see who’s working,” says Alan Witherow, product manager for Terex Finlay.

Telematics systems, like Terex Finlay’s T-Link system, allow a contractor to create a variety of automated reports about their crushing fleets.

For example, a contractor can use belt scales to see total tonnage over a week of operation. Terex Finlay’s T-Link system comes standard on all of its crushers. The system allows contractors to track a machine’s history to see where it has been over a specified period of time.

“It gives an actual GPS location of a unit,” Witherow says. “You can see where they’ve been crushing.”

The T-Link system also allows for tracking the hours a machine is in operation over a one-day, seven-day or 30-day period or the lifetime of a machine; track fuel consumption; engine usage and more.

“This is the kind of information you’d get if you were standing in front of the machine,” Witherow says.

Another advantage of some telematics systems is for parts and service support.

Witherow says that the technical support team at Terex Finlay’s factory in Ireland can view the history of a machine in another part of the world and check its history to help diagnose issues a contractor is having with their unit.

The history of a machine can also be used for proactive maintenance for replacing wear components and hydraulic oil, for example, helping reduce downtime.

“Some dealers do proactive monitoring of their machines and have service contracts to back them up,” Witherow says.

Contractors can also take advantage of some telematics systems, like the T-Link system, to set up geo fencing around a unit. This allows for an alarm to be set that would be triggered if a machine was moved from a specified area.

WINNING BIDS

Willy Schlacks, president at EquipmentShare, says the aggregation of data will allow contractors for more insight when bidding on jobs to more accurately figure out costs.

“You can get an idea of how many man-hours of operation are needed to do a job,” Strongco’s Kearnan adds.

Schlacks says that in future telematics everything will already be connected and connect to a user’s web of current connectivity.

“That’s probably a good four or five years out, but those steps are happening now,” he says. “And the guys who adopt this and continue to grow with these improvements will benefit greatly… and be far more competitive and more profitable.”

That said, not all telematics systems are created equal. Schlacks says that contractors should do exhaustive research up front to make sure the system they invest in delivers what they need.
With a labour shortage looming in almost every skilled trade required in the construction industry, it is more important than ever that companies from across the industry highlight and celebrate the great work being done by their up and coming generation of employees.

With that in mind, Rock to Road Magazine is excited to recognize Canada’s best young workers in the aggregates and road building industries for 2016-17.

Some of this year’s chosen nominees were awarded their Top 10 Under 40 certificates during the National Heavy Equipment Show, which took place on April 6 and 7 in Mississauga, Ont.
JAMES DONALDSON, SKYRIDGE SOLUTIONS, OWNER AND DIRECTOR, EDMONTON, ALTA.

From 2012 to 2016, James sold GPS equipment to operators and consultants in Northern Alberta. He soon realized, however, that there was an immense opportunity to change the way UAVs were used on gravel sites. James decided to risk everything and quit his job to start a new company, Skyridge Solutions, because he knew the potential of his innovation— it would be a game changer. Although there were many UAV outfitters in the industry, James understood the benefit of pairing his RTK UAV with a high precision GPS. Not only was he able to calculate stockpile volumes, but he learned the ins and outs of creating operating plans for the government, 3D models, reclamation plans, cross-sections, among other deliverables. This completely changed the way gravel operators obtained data; the traditional method was expensive, posed safety risks, and was timely, taking up to four days.

With the UAV, which James dubbed “Bibi,” he and his team are able to fly to a site within 35 minutes and offer centimetre-level accuracy without asking a hefty price, making it affordable to all operators.

He is committed to better serving the aggregate industry and is constantly looking for innovative ways to use his fixed-wing UAV and help his customers. His commitment to improve industry standards can also be seen when he takes the time to meet with manufacturers, different organizations, and fellow UAV operators. James only started his company a year ago, but his impact in the aggregate industry can already be seen in Alberta.

JASON CARDINAL, EQUIPMENT SUPERVISOR, CRUICKSHANK CONSTRUCTION, KINGSTON, ONT.

Jason began with Cruickshank Construction as a 310t mechanic in 2011. As an employee he was an outstanding mechanic and an engaged employee active in the company’s employee suggestion committee and on its joint health and safety committee (JHSC).

Jason left Cruickshank for a short time to pursue a role in a leadership position but when the opportunity presented itself to be a supervisor at Cruickshank, Jason immediately accepted and returned. As a supervisor, Jason has implemented many new management tools to improve both the equipment fleet and the happiness of the employees.

Jason is now a member of the company’s pension and a management rep on the JHSC. Outside of work, Jason is a member of the South Dundas Volunteer Fire
Department. He lives in Morrisburg, Ont., but his office is in Kingston. This means that he does a one-hour-and-15-minute commute each day to and from work. This would not be extraordinary except when you consider that the company’s Morrisburg office is only three minutes from his house. When presented with the opportunity to take on a different role to have him work out of the Morrisburg office, Jason’s response was that he “didn’t want to leave his team.”

Jason took a very dissatisfied group of employees, and, with strong leadership and management skills, now has them very engaged with the company. Jason’s role is specific to one of three shops at Cruickshank, but he is managing cost reports and inventory reports for all three shops as well as supporting employee development in all thee shops.

Jason is listed on the Cruickshank “Mover and Shaker” list.

RYAN HELD,  
SALES AND MARKETING MANAGER, CBM AGGREGATES,  
TORONTO, ONT.

Ryan started working in the aggregate industry as a summer student in the quality control lab for Blue Circle Aggregates in London, Ont. He continued to do so while attending Western University in London.

After university, Ryan took on the role in quality control full time, until a sales representative job was posted internally for the London area, and Ryan applied and took over the sales position.

From there an opening for the sales and marketing manager for aggregates in Ontario became available, and again, Ryan succeeded, obtaining the position. Currently, Ryan manages a group that includes sales representatives, inside sales representatives, and scale people, as well as selling and marketing the various products for all of the CBM Aggregate locations in Ontario.

Ryan enjoys helping co-workers succeed through initiatives including safety training, self-improvement courses, and taking the time to listen to others ideas. Ryan is also involved in industry associations including the Ontario Stone, Sand & Gravel Association (OSSGA) and Aggregate Recycling Ontario (ARO). When Ryan is not at work he enjoys spending his time with his family and friends, golfing, and playing hockey.

JASON PECARSKIE,  
EQUIPMENT OPERATOR,  
CRUICKSHANK CONSTRUCTION,  
KINGSTON, ONT.

Jason Pecarskie has been an employee with Cruickshank Construction since 2011. He is an equipment operator and most recently has been running a 2016 Cat D6N Dozer. Over the last two years, Cruickshank has put a significant focus on reducing the idle time on its heavy equipment fleet with a target of achieving a total idle time goal of 10 per cent. No one equipment operator at Cruickshank did a better job than Jason.

At the end of the 2016 construction season, the dozer Jason operated had the lowest idle time in the entire Cruickshank fleet at four per cent. To put that in perspective, Jason achieved an 85 per cent reduction in idle time from the previous year when the average idle time on the company’s dozers was 28 per cent.

Jason understood the company initiative to reduce its impact on the environment, save hours on the machine and ultimately save money for the company and he exceeded the company’s expectations on idle time reduction.

Not to be forgotten in all of this, Jason is a great operator!

RYAN ANDERSON, GREYCOAT SOFTWARE, LEAD PROGRAMMER,  
KITCHENER, ONT.

Ryan is an enthusiastic, adaptable, and extraordinary developer at Greycoat Software who has been committed to his work since joining the software company in 2006. Ryan has worked with many companies throughout the aggregate industry to help streamline aggregate operations through data optimization, organization, presentation, and standardization and to reduce the environmental impacts of shipping aggregates through dynamic map-based calculation tools.

Ryan has also worked alongside industry organizations like TOARC to track surrendered, revoked, and abandoned aggregate operations to help bring increased levels of accountability to the industry.

Among Ryan’s newest projects is the open-data based openaggregates.ca. This software is helping bridge the information gap between aggregate companies and the public they work to serve.

This implementation of government created open-source data-sets to aggregate industry operations will allow for more interaction between government, industry, and the public, with a better understanding of the lifespan of aggregate sites and a closer look into how they operate.

Ryan is also a wonderful family man who has worked diligently to bring awareness around Muscular Dystrophy after his eldest son was diagnosed with the disorder in 2015. In 2016, Ryan took part in the “Ride for MD”, raising thousands of dollars for critical research initiatives.

NICHOLAS CIFELLI,  
TECHNICAL SERVICES - PAVEMENT PRODUCTS, MILLER PAVING LIMITED, AURORA, ONT.

In less than three years with Miller Paving, Nicholas Cifelli has made numerous valuable contributions to the company and has advanced the road building industry as a whole.

He has done extensive research in cold-in-place recycling, slurry seal, micro surfacing, surface treatment, and concrete.

He is also actively involved with Ontario Stone, Sand & Gravel Association (OS- SGA) events to promote the aggregates industry. Travelling across Ontario and Manitoba, he gives seminars and Lunch & Learns to teach municipal engineers, councilors, and consultants about asset management, pavement preservation and road recycling – the best ways to keep their roads in the best shape using the most cost-effective and innovative techniques in the industry.

Nicholas shares his depth of knowledge to the people responsible for turning tax dollars into safe and sustainable roads for the general public to use. He has also spoken at the University of Waterloo to educate its students about pavement preservation in the road building industry, as well as conducted research projects with them in partnership with Miller Paving’s research laboratory in Aurora, Ont.

Nicholas was the driving force behind Miller Paving being recognized with the ORBA 2015 Green Award for Leadership...
and Sustainability in the road building industry. Nicholas plays a large part in advancing that culture and mindset throughout the Miller Group.

His dedication to the industry and Miller Paving so early on in his career have been invaluable.

TRAVIS COATES, ALBERTA SAND & GRAVEL ASSOCIATION & BURNCO ROCK PRODUCTS, EDMONTON, ALTA.

Travis Coates has worked in Alberta’s aggregate industry for 10 years, graduating from the University of Calgary in 2005 with a bachelor of science degree in civil engineering. This past January, Travis successfully completely his term as the Alberta Sand and Gravel Association’s (ASGA) president, where he provided leadership and direction in major association initiatives. During the second year of his presidency, ASGA experienced complete turnover of its office staff. Travis not only re-staffed the empty ASGA office, but also created an additional position, expanding the association’s capability and ability to plan for the future. This increase in capacity has helped to build a more active association in Alberta's industry.

In addition to steering the association towards significant membership growth, Travis focused much of his efforts into championing health and safety projects that will have significant impact on the future of Alberta's sand and gravel industry.

In 2015, Travis worked alongside the association's Part 36 subcommittee and the Alberta Roadbuilders and Heavy Construction Association (ARHCA) to represent the industry in the review of Alberta’s Occupational Health and Safety Code. Travis worked with the committee, ARHCA and Alberta Labour, providing subject-matter expertise into Part 36 (Mining).

The efforts of this work may see the sand and gravel industry receive its own subsection as part of the Code. In 2016, Travis continued work on the association's long-standing silica initiative, building on the Silica Code of Practice and Education Sessions developed with ARHCA in the previous years.

Travis once again championed the association alongside ARCHA, providing strategic oversight and support to the Health and Safety Committee.

The continuation of this project and subsequent research will have lasting impacts on regulations for the industry and has formed a positive relationship with Occupational Health and Safety.

After the close of his presidential term, Travis moves into a new advisory role with the ASGA Board.

Along with working as a volunteer ASGA board member, Travis is BURNCO Rock Products’ land and resource manager for southern Alberta, where he is involved with all aspects associated with securing and permitting new and existing aggregate properties including minimizing environmental concerns, land use conflicts and final reclamation decisions. Travis ensures BURNCO’s compliance with increasing government pit regulations and is a key member of the BURNCO management team.

ASGA is better positioned in its operations, government liaisons, membership relations and overall viability thanks to the contributions of Travis Coates.

HARLEY DIEDERICH, PROJECT ENGINEER, POTZUS PAVING & ROAD MAINTENANCE, YORKTOWN, SASK.

Harley Diedrich is a civil engineer with 18 years of experience in the Saskatchewan heavy construction industry. He began his career as a consultant working mainly in the road construction sector of the industry.

Through his years in consulting he had the opportunity to meet and work with many of the members of the Saskatchewan Heavy Construction Association (SHCA).

Harley joined Potzus Paving & Road Maintenance in 2012. His position as
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project engineer has allowed him to take a different perspective on the industry in turn rounding out his experience. In this capacity he had the opportunity to get to know many consultants and suppliers in the province.

Harley gained his civil engineering degree at the University of Saskatchewan in 2000. He is a member of the Association of Professional Engineers and Geoscientists of Saskatchewan and Manitoba, the Canadian Society for Civil Engineering, and the Canadian Technical Asphalt Association. Harley also currently sits on the Tri-Party committee as a representative of the SHCA.

MARY PANTELUK,
VICE-PRESIDENT, HUMAN RESOURCES, KPCL DIRT MOVERS,
ESTEVAN, SASK.

Mary Panteluk works closely with the company’s senior management, administration and safety teams to provide oversight and leadership in the recruitment, training, onboarding and retention of employees.

Since joining the company full-time in September 2012, she has assisted in the growth of the company by ensuring skilled trades and support staff were available to meet the company’s growth demands. This involves the recruiting of many professional and trade positions across the company.

To support the company’s recruitment efforts, she participated in a successful recruitment mission to Ireland in 2013; integrated online tools for the hiring of employees through the company’s website; and developed strategies to hire Aboriginal persons.

She fills a unique liaison position between KPCIs field and head office operations by standardizing administration and safety processes. Alongside her human resources role, she is responsible for KPCIs marketing program and website.

As part of the executive team responsible for the ongoing welfare and growth of the company, which operates over 200 pieces of heavy construction equipment and employs approximately 300 employees at peak construction, her recent focus has been innovating KPCIs hiring practices.

This has included the implementation of a behavioural-based survey tool that significantly increases the odds of the company making good hires.

Moving forward her goal is to increase the company’s diversity and inclusion and to focus on growing a permanent stable workforce.

Prior to becoming joining the company Mary worked with the provincial government’s Enterprise Saskatchewan in the manufacturing sector and worked for the federal government’s Western Economic Diversification to connect local manufacturing capabilities with prime contractors fulfilling defence procurement contracts.

She successfully completed a commerce degree in business management at the University of Saskatchewan’s Edwards School of Business. This has provided the foundation for her practical experience and piqued her curiosity for continuous learning and growth.

RILEY PANTELUK, VICE-PRESIDENT, OPERATIONS, KPCL DIRT MOVERS,
ESTEVAN, SASK.

Riley Panteluk provides leadership and direction to teams of supervisors, foreman and mechanics at each of KPCIs projects. A highly experienced individual in the heavy construction industry, he has grown with the company which now operates over 200 pieces of heavy construction equipment and employs approximately 300 employees at peak construction.

Prior to becoming vice-president of operations, Riley worked in the family-owned company for 10 years overseeing the construction of numerous earthworks projects in the province.

He has a well-rounded depth of experience in the industry; humbly starting out washing heavy equipment in his early teens before moving onto the operation and maintenance of the equipment. As he became competent in the trade and gained more experience in the industry, he took on increasing roles of responsibility; first as an earthworks foreman and then as a supervisor.

In addition to Riley’s other accomplishments, he successfully completed a diploma in mining engineering technology at Saskatchewan Polytechnic in 2014. This has complemented his practical experience and provided him with a basis of understanding of industry related design principles and theory.

While Riley’s primary focus is on the day-to-day operations of KPCIs projects, top of mind for him is the safety and wellbeing of KPCIs employees. He provides both leadership and mentorship to KPCIs management and employees on having a safety-first attitude.

Riley believes that employee safety is key to owning and operating a successful business in the heavy construction industry.
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Willis Kerr Contracting grows aggregate business with new wash plant.

> Dean Kerr has worked in the construction industry for 20 years. As co-owner of Willis Kerr Contracting Ltd., he has been providing a variety of contractor services across eastern Ontario out of his company’s headquarters in Kemptville, Ont.; including road building; culvert and structure installations and rehabilitation; and topsoil, sand and gravel.

To facilitate an expansion of their aggregate operations in the fall of 2016, Kerr’s company purchased an additional property in Reid’s Mills, just east of Kemptville.
The newly acquired property allows the company to create a variety of products including, asphalt and concrete sand, filter media sand, crushed aggregates, and several washed riverstone options. In order to produce these new products, they needed to invest in a new wash plant. For this, Kerr reached out to Tim Bourne of TLCK Equipment Repair Service based in Lombardy, Ont. “We’ve dealt with Tim for years,” says Kerr. “He’s always offered good service and good products. It’s nice that he sells a Canadian built product, and he’s very responsive. The equipment has to be good but the service needs to be better.”

To meet their needs, Bourne recommended a McCloskey wash plant equipped with two 15-foot feed bin hoppers, an S190 mobile rinser, twin screws and stackers. Kerr has been extremely pleased with the results to date. “It’s been running fantastic,” he says, adding that the new equipment has been processing about 30,000 tons of products a month for his company.

Kerr says one reason he decided to opt for a McCloskey plant was that the company’s manufacturing facility is located in Keene, Ont. only a three-hour drive away from Kemptville. Sean Loughran, director of McCloskey Washing Systems, says that Kerr’s washing system is an entry-level wash plant that has features that will benefit his particular operation. “It’s hydraulically powered so no electric panel is needed,” Loughran says. “It’s a very compact plant, and mobile, so contractors can take it in and take it out. It can also be used as a dry screen… they would wash for part of the season and dry screen for another part of the season.”

Loughran says that McCloskey chose this particular arrangement for the customer because Kerr has two distinct sources for his material – dredges from a lake (with lots of fine sand and material) and another where he’s trucking material in from another site. Although neither one of the products on their own can be used to create asphalt or concrete sand, they are able to successfully blend the coarse and fine sands together to form a mix to produce both of the desired end products. Ironically, the screws that were selected for this plant were chosen due to some of their inefficiencies. “Typically when you’re washing sand most customers want to remove 200 mesh and below. The screws do a decent job of that, but also take more than 200 mesh,” Loughran says explaining that since the fine particle content within the sand from the dredge material is too high to meet specs for asphalt or concrete sand, using the inefficiencies of the screw to remove some of the finer material is a benefit to Kerr’s operation.

McCloskey originally expected the plant to process between 180 to 200 tons per hour, but it has actually been processing 230 tons per hour.

**THE PROCESS**

The wash plant’s 15-foot feed hoppers are loaded via wheel loader, that feeds a fines bin and an aggregate bin. From there, the material is transferred onto the main feed belt, which moves all material to a three-deck, 20 ft. x 5 ft. screen. Just before the material hits the screen it goes through a wash box; and at that point large volumes of water soak the material before being screened. The wet material is then screened and the material is segregated by mesh opening size. Spray bars on the lengths of all the decks at 2 bars of pressure help remove all the fine material and bring material onto the upper decks. The machine processes four washed aggregates: in-spec sand, and three different sizes of washed stone. The in-spec sand is stockpiled for sale, and the other three stone products are sized and stockpiled, or crushed to create granular A, or granular B. “We’re actually adding a bit more water then we normally would… so we can flush out more fines,” Loughran says, explaining that material is being cut at 150 mesh or higher to remove more fines to bring the material into spec – a 60/40 asphalt blend or a 70/30 blend for concrete.

**ADDITIONAL INVESTMENTS**

The company is currently demoing Caterpillar and Komatsu loaders to see which is a better fit for its operations. If history is any indication of Kerr’s purchasing decision, he will likely go with the Caterpillar model. His company’s current fleet consists of six excavators, three backhoes and one grader; and they’re all Cat machines. The only non-Cat machines in his fleet are his three Western Star dump trucks.

Beyond his latest investment, Kerr doesn’t have any other big expansion projects on the horizon for the time being. “Just building on the foundation we have now and seeing whatever comes,” he says.
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Like mice amongst elephants, contractors tiptoed around live traffic at the Victoria International Airport as they built a new aircraft parking/de-icing facility, rebuilt old parking stands, shifted a taxiway and resurfaced many acres of asphalt surfaces, between August 2015 and October 2016.

On highway projects, contractors set up orange cones and the traffic flows around the job sites, sometimes at great inconvenience. At airports, however, planes reign. During 13 months of airside expansion work at the Victoria airport, great pains were taken to orchestrate the movement of workers and machines to eliminate risk and keep the roughly 385 arrivals and departures a day on schedule.

“The apron for this airport is a very busy place and
required a lot of planning to make sure that everyone was not disrupted too much,” says Alex Evans, project engineer for Airports Group Transportation Practice.

As an example of how much work local general contractor G&E Contracting LP had to do, it excavated and hauled away 23,000 cubic metres of soil and clay - 1,800 truck and pup loads of 13 tight cubic metres - to make room for the gravel bases for the concrete and asphalt parking/de-icing facility.

As many as 20 people and an assortment of excavators, trucks, milling machine, pavers, rollers and more, were on the job site on any given day.

“All of our work was done under the watchful eye of airport security and escorts. At any given time, there were two to four escorts to ensure we were in the proper locations and setback, away from the active taxiways. There were also active taxiways we had to cross on a daily basis. We held back when planes were taxiing,” says Mike Sedgwick, operations manager, G&E.

Many parties participate in orchestrating airport projects; e.g., contractors, airlines, NAV CANADA, airport authority and Transport Canada.

“Every large project at an airport requires a plan of construction, with zones of construction and its restrictions. Some zones were close to aprons and taxiways, where contractors had to work at night. That was unique. That plan of construction is a living document that we and the airport prepare, and Transport Canada sees and approves, so everyone knows how it is to be done,” Evans explains.

The Victoria Airport Authority (VAA) divided the work in two phases: Phase 1, executed between August 2015 and March 2016, included building a new, 17,000 square-metre remote parking stand that would also double as the new, main aircraft de-icing area. This was part of a plan to reduce the demand, and conflicting tasks carried out, on the apron, such as overnight parking and de-icing, preparatory to expanding the footprint of the terminal hold room by 1,400 square metres.

“We have room on the apron to park 15 aircraft, and we have 14 planes [that do].

Some work was done at night when planes were not active. (Victoria Airport Authority)

We did need more overnight parking space,” says Scott Cunningham, director of facilities for the VAA.

On highway construction projects, heavy trucks track mud and rock far and wide on the asphalt. On airport projects, however, where hugely expensive and debris-sensitive planes roll, this is not acceptable. To help prevent mucking up the taxiways and apron as its trucks came and went from the excavations, G&E built an access road of six-inch (150 millimetres) clear crushed rock laid down on geotextile cloth over the soil and clays. The crushed rock helped clean fine gravel and muck off the tires. It was very successful, with some additional maintenance required.

Laying new sub-drains (G&E Contracting)

“We had to ensure the taxiways were very clean and clear of debris, which meant there was constant sweeping,” Sedgwick explains.

Since the airport land is federal property, First Nations were called in to monitor and review the topsoil removal for things like hidden middens and artifacts.

“We’ve been involved in projects where we’ve uncovered burials, tools, arrow heads – lots of stuff, including bodies,” Sedgwick says. But this time, nothing was found.

G&E’s key excavators were Hitachi, models USR 25, ZX160, and XZ135. After removing the soil and clay, G&E laid down large-diameter pre-cast pipes up to 450 millimetres in diameter, PVC pipe up to 600 millimetres in diameter and oil interceptors, some buried as much as four and a half metres deep. G&E also installed a large box culvert as a large square manhole, with a motorized sluice gate valve on the outlet pipe, part of a new glycol collection system.

Another component of the new glycol treatment system, a 20-metre long by 16-metre wide by 0.5-metre deep, 125,000-litre capacity raised pond, was also on the Phase 1 to-do list. G&E used about 250 cubic metres of material excavated from the construction site to build its containment berm.
Victoria-based Lombard Pre-Cast Inc. made some of the pre-cast catch basins and manholes. “They were engineered and designed to suit the heavier load of airport traffic. We also used heavy-duty frame and grates, which needed to be Transport Canada-rated,” Sedgwick says.

The excavated areas were backfilled with three-inch (75 millimetres) crushed road base on sub-base material and some three-quarter to one-inch (19-25 millimetres) crushed rock road base for the base material. “On average we had a 400-millimetre lift of the 75-millimetre crushed gravel subbase, 400-millimetres of the rock crushed granular base, and a 200-millimetre lift of asphalt paving,” Sedgwick says, noting that a collector road would require a 75-millimetre lift of asphalt and a highway 100 millimetres.

G&E subcontracted Victoria-based Island Asphalt Company to lay 6,600 tonnes of asphalt. Equipment used included a AP1055F Caterpillar Paver, a PM200 Caterpillar Milling Machine with a two-metre drum, a ARP95K Ammann Combination Roller, BW24RH Bomag Rubber Tire Roller, and a CB634C Caterpillar Double Steel Roller.

Where planes park, surfaces with higher load resistance than asphalt are required. G&E built 141 6-metre by 6-metre by 300-millimetre thick concrete panels, pinned together with 30-millimetre by 500-millimetre epoxy-coated smooth steel dowels inserted every 300 millimetres. The 1,700 cubic metres of concrete used had a specification of 35 megapascals. Workers gave the panels a light broom finish. Langley, BC-based Sealtec used a special machine to install a pre-molded rubber inset between the joints.

Phase 2, executed between May and October 2016, included replacing the asphalt on three aircraft stands with concrete pads. Built the same way as those on the remote parking/de-icing facility, contractors poured 925 cubic metres of concrete. G&E also removed seven existing manholes/catch basins and installed five new ones and 460 metres of new sub-drains.

Phase 2 also called for expanding the apron by 8,600 square metres, made possible by shifting portions of Taxiways A and B. This included about 10,000 square metres worth of asphalt milling and overlay work. G&E also made storm system improvements and upgrades.

As well, G&E rehabilitated 18,000 square metres of existing asphalt areas on Apron IV with milling and a 70-millimetre overlay.

Eighteen base cans for taxiway centerline lighting, installed and paved over in Phase 1, were exposed in Phase 2 so Comox Valley-based Raylec Power LP could install new LED fixtures. Phase 2 included the installation of 59 more base cans and LED fixtures.

With the new remote parking/de-icing facility, which Cunningham declares “a marked improvement operationally,” rehabilitated apron asphalt and parking stands and reduced demand on the apron, the airport is now ready to launch Phase 3 to accommodate rapidly increasing traffic levels and welcome nearly two million passengers a year.
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Optimism fuels strong sales at CONEXPO-CON/AGG

Nearly 128,000 descend on Las Vegas with many looking to invest in new gear

Buy! Buy! Buy! That was the mindset of many attendees at last week’s CONEXPO-CON/AGG and IFPE 2017 show, which took place from March 7 to 11 at the Las Vegas Convention Center in Las Vegas, Nev.

Many exhibitors stated that they experienced strong sales throughout the show, with some referring to it as the best edition of the show yet.

“This has been one of the best editions of CONEXPO-CON/AGG – ever,” said Rich Goldsbury, 2017 CONEXPO-CON/AGG chair and CEO and president of Doosan Bobcat North America & Oceania. “Exhibitors are writing sales at an incredible pace, and attendees clearly came to Las Vegas to buy.”

“There was an element of confidence and pent-up demand at the show,” added Dave Foster, vice-president of marketing and corporate communications at Volvo CE. “These are not tire-kickers. These are people who are willing to buy multiple machines for work they have now and anticipated growth based on a renewed confidence in the market.”

Representatives from CONEXPO-CON/AGG and IFPE stated that “a series of key metrics reflected the improved conditions, which were bolstered by a new pricing strategy intended to reinforce the overall quality of CONEXPO-CON/AGG and IFPE 2017 attendees.”

Those metrics included:

• U.S. buyer attendance jumped over 16 per cent from the 2014 show, and total buyer attendance improved by almost eight percent;

• Overall contractor and producer attendance grew by 10 per cent.

• Total attendance neared 128,000 for the week;

• Almost half of all attendees serve in executive positions at their company, and more than 3-in-5 attendees serve in a decision-making role;

• Almost 26,000 international attendees from 150 countries braved global headwinds including a strong dollar and flagging export markets and composed nearly 20 per cent of overall attendance; and

• Attendees purchased a record-breaking 52,000 tickets for education sessions at the show, a 26 per cent increase from the 2014 show. Total ticket sales excluding IFPE jumped by over 27 per cent compared to 2014.

“I think there is a noticeable difference in the attendees at this show, and the difference is their optimism,” said Gradall Industries president and 2017 Association of Equipment Manufacturers (AEM) Chair Michael Haberman. “Optimism was on display throughout the show, and the traffic was excellent.”

The event featured a record 2.8 million-plus net square feet of exhibits from a record 2,800-plus exhibitors from around the globe.

History was also made during the first day of the show with the unveiling of the world’s first 3D-printed excavator at the show’s inaugural Tech Experience.

The next edition of CONEXPO-CON/AGG will take place in 2020.
PROJECT AME
The world’s first 3D-printed excavator, dubbed Project AME, was unveiled at CONEXPO-CON/AGG & IFPE 2017. Project AME was a key piece being showcased during the massive trade show’s first-ever Tech Experience, a 75,000-square foot area offering interactive experiences and showcasing future innovations. Project AME was developed at the Oak Ridge National Laboratory’s Manufacturing Demonstration Facility in Knoxville, Tenn. to create and assemble three components: the cab where the operator sits, the boom (a large hydraulically articulated arm) and a heat exchanger. A consortium of research teams that are part of the Center for Compact and Efficient Fluid Power contributed additional design and engineering work for the project.

HYBRID EXCAVATOR
Komatsu introduced its newest hybrid excavator at CON-EXPO. The 36 ton-class HB365LC-3 uses a 100 per cent electric swing motor, which captures and stores swing deceleration energy, saving the hydraulic power for the boom, arm and bucket. Hybrid control logic improves productivity by increasing boom up and arm out multifunction speed. The HB365LC-3’s 269-HP engine meets EPA Tier 4 Final certified requirements by using a Komatsu diesel particulate filter and selective catalyst reduction system with diesel exhaust fluid.
www.komatsuamerica.com

HYBRID CONE CRUSHER
Keestrack featured its new H4 Cone Crusher at CON-EXPO. The light, compact plant is fully automated to produce up to 250 tph at maximum feed sizes of 7 in. The plant can be optionally equipped with a prescreen with fines chute and – as a world’s first – with a highly efficient three-deck secondary screen module with recycling conveyor for closed-circuit processing. A big feeder volume, large screening areas and high stockpile capacities allow very productive operations as in-line or stand-alone unit. The H4 features a hybrid diesel-electric drive concept that guarantees economic fuel consumption, and the recently introduced full-hybrid version H4e even allows full electric operation through mains or an external gen set.
www.keestrack.com

SECONDARY STAGE CRUSHER
Sandvik held the North American launch of its new stationary cone crusher, the CS550, at CONEXPO. The CS550 is a powerful secondary stage crusher for 700 to 750-tonne applications. Sandvik has completely eliminated plastic backing materials in the crushing chamber and substantially improved the maintenance ergonomics, similar to other Sandvik cone crushers. The standard automatic setting regulation system optimizes crusher operation for efficiency and adapts to variations in feed conditions by means of continuous liner wear measurement and compensation. The Hydroset system provides automatic hydraulically powered mainshaft positioning and overload protection to permit the passage of uncrushables.
www.sandvik.com

COMPACT ENGINE
Deutz unveiled its new four-cylinder TCD 5.0 and TCD 9.0 diesel engines and six-cylinder TCD 12.0, TCD 13.5 and TCD 18.0 engines to the North American market. The TCD 5.0 engine, a brand-new design with minimum pipework and fewer components for less complexity and maintenance, will be introduced worldwide in 2019 to meet the next EU Stage V emissions and U.S. Tier 4 Final. The TCD 5.0 is a compact, turbocharged and charge-air-cooled, five-cubic-litre, 135-200-HP diesel engine, which produces more power from smaller cubic capacity.
www.deutzamericas.com
**Belt Training and Cleaning**

Flexco’s newest offerings for belt cleaning and belt training were on display at the trade show. The PTEZ Belt Trainer with a polyurethane roller cover has a unique pivot and tilt feature that responds to and compensates for belt alignment without sensor rollers. A simple, versatile mounting system allows for easy and fast installation. Flexco’s new Y-Type Secondary Cleaner is also easy to install with tough yet gentle three-inch urethane blade segments and spring tensioners that ensure there is consistent blade-to-belt interaction and constant pressure on the belt.

[www.flexco.com](http://www.flexco.com)

**Axial Groove**

Sealmaster, a Regal brand, featured its Time Saving Axial Groove at the trade show, a simple but game-changing patented design that allows for easier bearing removal and the ability to reuse the shafting with minimal cleanup. An axial groove in the inner ring bore provides clearance from the burr created when setscrews are properly torqued to lock the bearing to the shaft. The groove, which extends the length of the inner ring for removal in either direction, has no impact to the ball path roundness, load and speed rating, or bearing performance.

[www.regalPTS.com](http://www.regalPTS.com)

**Topcon**

Topcon Positioning Group released the GX-75, a 10-inch touchscreen control box for construction machine automation. The GX-75 is available for use with dozer, motor grader and excavator machine control systems. It comes with a standard lock connector used with previous Topcon control boxes, allowing for backward compatibility. The GX-75 includes an adjustable mounting backpack designed to provide versatility. Additional features include integrated virus protection, and easily-accessible USB ports for saving and downloading job files.

[www.topconpositioning.com](http://www.topconpositioning.com)

**Silobot**

Astec, Inc. has introduced the Silobot inspection service. The Silobot is a new tool that the Astec, Inc. Parts Department will use to do thorough visual inspection and metal thickness testing inside hot mix storage silos. The remote control capabilities of the Silobot inspection device keep workers out of the confined space of the silos and out of harm’s way. The inspection record provided to the customer will include a metal thickness map, a video and photos of the inside of each silo. Engineering evaluations and recommendations, based on the inspection findings, will be provided by Astec engineers.

[www.astecinc.com](http://www.astecinc.com)
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Polydeck introduces Kwikdeck™, an innovative option for producers with single or double-crowned deck surfaces who want to try the advantages of modular synthetic screen media without making time-consuming changes to their deck frame. Kwikdeck™ is another option to the ever-expanding range of effective screening solutions from the industry leader.

Kolberg-Pioneer, Inc. (KPI) launched its latest patent-pending hybrid technology in their GT440 mobile horizontal shaft impactor (HSI). The GT440s full line features a 42x40 horizontal shaft impact crusher, which can be offered in a 3- or 4-bar rotor configuration, allowing the end user to choose the best solution for the application. Continuous crushing and tracking allows producers to increase uptime by 30 percent. The unit’s Overload Protection System allows end users the ability to maximize performance and production.

Haver & Boecker introduced the skid-mounted Hydro-Clean 1000 Wash Plant as a complete solution. In addition to a Hydro-Clean 1000 washing system combined with a Tyler L-Class vibrating rinse screen, Haver & Boecker now offers semi-portability by mounting the complete system on a custom skid structure. The opportunity to purchase the three components together saves operations months of time they would have spent on designing and building a skid structure for a wash plant. The new package delivers maximum serviceability in a small footprint.

SSAB introduced the new generation Hardox wear plate for dump bodies. Hardox 500 Tuf combines the best properties from Hardox 450 and Hardox 500. It is tough enough to perform as a structural material in heavy-duty dump bodies, containers and buckets. WearCalc and TippCalc calculations based on sliding wear with granite indicate that Hardox 500 Tuf has 85 to 100 per cent longer service life compared to Hardox 400. Working conditions where Hardox 500 Tuf will excel includes the loading and unloading of heavy and sharp rocks in quarries and mines.
TEREX SIMPLICITY BRAND RE-LAUNCHED
Terex MPS promoted the global re-launch of the Simplicity Brand. Simplicity will continue to operate under the Terex MPS umbrella, but Terex MPS believe there is considerable benefit to be gained by relaunching the Simplicity Brand as part of the evolution of their business organization. As part of this relaunch, Russ Burns has been announced as sales manager.

“We are excited to make this next step in the evolution of the Simplicity brand,” said David Quail, MPS regional director, Americas.

www.terex.com

RUGGEDIZED MOBILE TABLET
Trimble introduced the Trimble ConnectedTablet, a ruggedized mobile computer for fleets in the ready mix and aggregate materials industry. The Android-based ConnectedTablet connects wirelessly to the Trimble Vehicle Gateway (TVG) and provides a rich in-cab experience for the operator, including features such as in-cab navigation with CoPilot Truck from ALK Technologies, Hours of Service, daily vehicle inspection reports and text and push-to-talk voice communications. The TVG uses GPS technology and cellular data to provide vehicle tracking with real-time updates on location and events.

www.trimble.com

RADIAL TRACKED CONVEYOR
Telestack’s TC424 Radial Tracked Conveyor is an 80-foot tracked conveyor. Telestack offers tracked stockpiling conveyors in lengths from 15 to 31 metres, tonnages of 100 to 1,500 tph and lump sizes up to 300 mm (12”). The Telestack tracked conveyor range a deeper mid-section for extra strength and rigidity and is better suited for higher tonnages with larger surges and larger lump size. With a ribbed boom design in the tail, mid and head section for added strength, this range is ideal for the contractor and quarry operations that typically need to stockpile high volumes.

www.telestack.com

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The Intersection of Infrastructure and Technology
Jean Chrétien talks infrastructure

Former PM delivers keynote address at 90th annual ORBA convention.

The Fairmont Royal York hotel in downtown Toronto played host to several high-ranking and prominent political figures over the course of the Ontario Road Builders’ Association’s (ORBA) 90th annual convention and trade show on Feb. 6 and 7. None were more prominent than former prime minister Jean Chrétien, who was the keynote speaker to kick off ORBA’s milestone event.

“I had the program on infrastructure when I started in 1993,” Chrétien told the crowd. “You know, when I became the prime minister that year, we were in quite a bad shape economically. We had a deficit of 6.2 per cent of GDP, 11.5 per cent unemployment and the main plank of my program was the infrastructure program. Some of you will remember that I was laughed at because they said we could not afford it. My opponents, the Tories at that time, had a big ad where you could see workers dumping loonies in holes to show it was irresponsible to have an infrastructure program; and it turned out to be a very positive element in turning around the economy. So much so, that three years after that from 6.2 per cent of deficit we were balancing the books. I don’t think it was all the infrastructure program that did that, but it was part of it.”

Before the most recent federal election, Chrétien wrote to current Prime Minister Justin Trudeau to discuss the importance of infrastructure spending.

“I told him that we had a deficit in Canada – it was an infrastructure deficit, and investing in infrastructure is for the good of the nation, and he listened to that,” Chrétien said.

Chretien added that one thing that recent governments have done that he doesn’t agree with is paying cash for infrastructure projects instead of paying out of a capital budget over a 30- or 40-year period for projects.

“That limits the possibility of the government to do more when it’s needed,” Chrétien said. “And infrastructure in a country like Canada is essential because we have to build roads. We have quite a large country. It’s where this government is going at this time and I congratulate them.”

After his speech, Chrétien welcomed the crowd to ask him questions. One of the questions was related to U.S. President Donald Trump’s comments regarding renegotiating the North American Free Trade Agreement (NAFTA).

Chretien answered a question about government involvement related to First Nations consultation and involvement in the development of resources within the Ring of Fire in northern Ontario.

“We cannot bypass them and ignore them,” he told the crowd. “But if you’re reasonable, they tend to be reasonable. That’s been my experience… the government has to be patient and get involved, and involve them.”

Chretien added that he was happy to be speaking with people that are so involved in the construction of Canada’s infrastructure.

“I’m happy I’m talking with the ones that do this type of work,” he said. “It’s very, very important that we do that, that we are very efficient, and that is adding to the productivity of the nation.”
The Canadian pickup truck market is huge. It caters to the multiple needs of work, institutional and personal trucks; sometimes all of them in one package. In fact, pickups that serve the workplace and family are becoming the norm. This fact alone makes choosing the right one simply that much more complex.

Trying to offer buyers an unbiased perspective is one of the reasons that I started the Canadian Truck King Challenge 10 years ago. Since then, each year, my group of journalist judges continues to fulfill that original mandate: testing pickup trucks and vans the same way that owners use them.

This real-world competition includes empty evaluations but, more importantly, testing while loaded and while towing. The judges are members of the Automobile Journalist Association of Canada; men and women who devote their entire year to driving, evaluating and writing about the Canadian automotive marketplace. Collectively they brought more than 200 years of trucking experience to this year’s testing while driving a combined total of almost 4,000 kilometres, over three days.

This year judges travelled from Quebec, British Columbia and Saskatchewan to attend the event that takes place at a private 70-acre site in the Kawartha Lakes region of Ontario.

Each year the market offers up different trucks; often depending on what’s new. However there are rarely more than two new trucks in a given year so we also look to fill out each group to offer a decent sized comparison. This year we had a field of 11 2017 pickup trucks; falling into four classes: mid-size, full-size
half-ton and full-size ¾-ton which were tested in the Kawartha’s. The full-size one-ton trucks were tested in London, Ont., a few days later.

Each judge drives each truck, empty, then with payload on board and finally towing a trailer over this same route, one after the other, back to back. Yes, it gets repetitive, but this is the best way to feel the differences between the trucks.

Trucks are scored in 20 different categories; these scores are then averaged across the field of judges and converted to a percentage out of 100. Finally the as-tested price of each vehicle is also weighted against the average price of the group (which adds or subtracts points) for the final outcome.

The route we use is called The Head River test loop. It’s a combination of public roads spread over 17 kilometres. It starts on gravel, moves to a secondary paved road and finally highway. Speed limits vary from 50 to 80 km/h and the road climbs and drops off an escape several times giving good elevation changes. At the road’s lowest point it crosses the Head River twice – hence the name.

Finally – 4WD equipped trucks (all our entries were) are driven on an internal off-road course built for that purpose at the IronWood test site.

This year the mid-size trucks carried a payload of 500 pounds and towed 4,000 pounds. The full-size half-tons hauled payload of 1,000 pounds and towed 6,000 pounds, while the ¾-tons towed 10,000 pounds and also used 1,000 pounds for payload. We chose these loads by taking into consideration the lowest manufacturer-set limits among each group of entries. The weights we use never exceed those published limits.

For the one-ton trucks we changed locations to London, Ont. Here we have access to two partners who loaned us the weight and trailers necessary to test the big pickups. Patene Building Supply and IKO let us use 4,000 pounds of singles for payload, while CanAm RV centre lets us tow 15,000-pound fifth-wheel travel trailers.

**MID-SIZE GROUP:**
- **Honda Ridgeline** – 3.5L V6 gas, 6-speed auto, AWD, Crew Cab, Touring trim
  Price as tested: $47,090
- **Chevrolet Colorado** - 2.8L Duramax turbo-diesel, 6-speed auto, 4WD, Crew Cab, Z71 trim
  Price as tested: $44,695

Between the two mid-size trucks the Honda impressed the judges. As with anything new, it had an edge. However, it wasn’t just the new factor that pushed its score past that of the Colorado. The prior generation of Ridgeline was a niche, quirky truck that appealed to a select buyer. This time Ridgeline has moved closer to the mainstream while retaining some of its unique characteristics. It did most of everything (payload, towing, even off-road) well and still offered the most car-like ride. The judges rewarded Honda for a significant generational update. Toyota opted not to give us a Tacoma (which we did test last year) and the Nissan Frontier was also not offered. No doubt because it’s in the last year of its current cycle before a major upgrade.

**FULL-SIZE – HALF-TON GROUP:**
- **Ram 1500** – 5.7L Hemi V8 gas, 8-speed auto, 4WD, Crew Cab, Sport trim
  Price as tested: $58,110.00
- **Chevrolet Silverado 1500** – 5.3L V8 gas, 6-speed auto, 4WD, Crew Cab, Z71 trim
  Price as tested: $59,880
- **Nissan Titan** – 5.6L V8 gas, 7-speed auto, 4WD, Crew Cab, LTZ trim
  Price as tested: $60,025
- **Chevrolet Silverado 2500** – 6.6L Duramax V8 turbo-diesel, 6-speed auto, 4WD, Crew Cab, Z71 trim
  Price as tested: $64,950
- **Ram 2500** – 6.7L Cummins I6 turbo-diesel, 6-speed auto, 4WD, Crew Cab, TRD Pro trim
  Price as tested: $69,990
- **Toyota Tundra** – final score of 75.5 per cent

Honda Ridgeline – final score of 72.2 per cent
Chevy Colorado – final score of 72.2 per cent

The full-size half-ton category is the meat of the market. In Canada it makes up just under 80 per cent of total pickup sales. As such it is one of the most competitively fought over among the builders and for us at the challenge it’s a segment that we annually consider carefully – as in, what to test.

This year we came up with an idea that should appeal to this large group of buyers. We asked each of the manufacturers to give us a best-seller half-ton with the most popular combination of body style, trim and powertrain. This way we’d test the trucks that Canadians buy most often.

Some, as with the Nissan Titan, are new, while the Chevy and Ram are midway through their current lifecycle. Toyota chose to give us an off-road version of its Tundra – the TRD Pro. This is the newest truck they had; not really the most-often purchased. But that was their choice to enter it. As you’d expect it did really well off-road. The other entries were exactly what we asked for. The Ram emerged as the judges’ choice for best all-round half-ton. However all the scores were close and the Chevy also did well.

Of course I have to mention what is missing from the list. Ford, the leader in half-ton Canadian truck sales, chose not to supply a test vehicle for the first time since the Canadian Truck King Challenge began in 2006.

**FULL-SIZE – ¾-TON GROUP:**
- **Ram 2500** – 6.7L Cummins 16 turbo-diesel, 6-speed auto, 4WD, Crew Cab, Laramie trim
  Price as tested: $86,830
- **Nissan Titan XD** – 5L Cummins V8 turbo-diesel, 6-speed auto, 4WD, Crew Cab, PRO-4X trim
  Price as tested: $64,950
- **Chevrolet Silverado 2500** – 6.6L Duramax V8 turbo-diesel, 6-speed auto, 4WD, Crew Cab, LTZ trim
  Price as tested: $82,560

In the ¾-ton category note that each of the trucks was diesel-powered. As these are the most common big haulers purchased by Canadians we stressed them to towing 10,000 pounds of concrete. The judges made a point of saying that under load was when they really felt how the trucks behaved. The scoring here was close as each truck did well – however the Ram 2500 with the Cummins 6.7L diesel did come out slightly ahead. What was more interesting was the Nissan HD tied with the HD Silverado.

The Titan XD is the lightest (GVWR) of the three trucks and has the lowest tow and payload limits – that is also reflected in its price, which elevated its overall score. These lower limits are not a disadvantage though – if anything it
means that the segment is growing and offering up more choices for consumers. This was the first time we tested all new 5L Cummins diesel V8. Meanwhile it’s worth noting that Chevy’s veteran 6.6L Duramax diesel will be generationally updated next year.

Ram 2500 – final score 77.0 per cent
Nissan Titan XD – final score 74.9 per cent
Chevy Silverado 2500 – final score 74.9 per cent

**FULL-SIZE – ONE-TON GROUP**

Chevrolet Silverado 3500 – 6.6L Duramax V8 turbo-diesel, 6-speed auto, 4WD, DRW, Crew Cab, High Country trim  
Price as tested: $83,390

Ram 3500 – Cummins I6 turbo-diesel, 6-speed auto, 4WD, DRW, Crew Cab, Laramie trim  
Price as tested: $88,085

For the one-ton trucks we had a field of two – again we missed having Ford, particularly because its 2017 Super Duty trucks are all new. However we still performed a full field of tests on the Ram 3500 and Silverado 3500. After a full day of driving both trucks back to back the judges awarded the win to the Chevy Silverado 3500. Both trucks worked well, the key difference judges noted was ride-quality when towing – they preferred the Chevy.

Chevy Silverado 3500 – final score 75.1 per cent
Ram 3500 – final score 71.8 per cent

**FUEL ECONOMY DATA:**

For the fourth year in a row we have contracted with MyCarma of Kitchener, Ont., to collect and translate fuel economy data during the challenge. Data loggers plugged into the OBD readers of each truck make these results are as real-world as it gets. The report gives the fuel consumption results for each condition during testing – empty runs, loaded results and even consumption while towing. The averages include each judges driving style, acceleration, braking and idling (we don’t shut the engines down during seat changes). The results are found here separately.

**CONCLUSIONS**

It’s worth noting that all the trucks performed well, and as a group you’ll note how close all the scores are. If anything this makes it tough for the judges to crown a winner because none of these trucks are “bad”. It also reflects on how fierce the competition is among the truck builders. Frankly, there are few segments where the profits per unit are higher, which compels them to bring their A game. This competition brings sharp, constant innovation. Consider Nissan – this year it’s a virtually new player in the market while others have brought significant improvements to powertrains. These changes give buyers an ever-widening range of choices. As for electronic conveniences and luxury appointments, the variety and range of content for 2017 continues to expand unabated.

The overall winner of the 10th annual Canadian Truck King Challenge with the highest collective score of 79.4 per cent is the 2017 Hemi-powered Ram 1500.
The Ontario Stone, Sand & Gravel Association (OSSGA) held its annual general meeting and conference this past February in Ottawa.

Close to 300 people registered for the annual event, which brings together key members of Ontario’s aggregate industry.

CRH Canada Group’s environment manager Maria Topalovic discussed managing water tables and species at risk; offering up three separate case studies on some of her company’s quarries that have dealt with water-related concerns and at-risk species: Dufferin Aggregates’ Paris Pit, Mill Creek Pit and Milton Quarry sites.

**DUFFERIN AGGREGATES – MILTON QUARRY REHABILITATION**

At the company’s Milton Quarry, the main concern was whether quarry dewatering was impacting the local watershed, potentially leading to domestic drought of nearby wells and a negative impact on the local salamander population.

A water management system was put in place to manage these concerns, which included the installation of recharge wells, which push back surface water into the groundwater system; as well as a drift fence that was used to intercept some of the local salamander population for the purpose of the daily monitoring of the species. One of the local species was the Jefferson salamander, which was placed on the endangered species list in 2011.

Topalovic ended her session by stating the most important message she hoped the crowd would take away from her presentation.

“All of our aggregate sites face challenges,” she said. “But we can find sustainable solutions and leave behind this lasting legacy.”
MAY 21-26
2017 IEEE- IAS/PCA
Cement Industry Technical Conference
Calgary, Alta.
www.cementconference.org

MAY 26-27
CNRE 2017
Prince George, B.C.
www.cnre.ca

MAY 26-28
CCA Spring Board Meeting
St. John’s, N.L.
www.cca-acc.com

SEPTEMBER
17-19, 2017
BCRB Fall Conference
Kelowna, B.C.
www.roadbuilders.bc.ca

SEPTEMBER
29-OCTOBER 1
CANS AGM
Saint Andrews, N.B.
www.cans.ns.ca

OCTOBER 2-4,
CCA Fall Board Meeting
Niagara Falls, Ont.
www.cca-acc.com

DECEMBER 7-9,
BCRB AGM
Victoria, B.C.
www.roadbuilders.bc.ca

FOR AN UPDATED LIST OF EVENTS, VISIT ROCKTOROAD.COM
Winnipeg Mayor Brian Bowman, in his year-end interview with the Free Press, said high on his 2017 list of priorities is improving the way local and regional streets budgets are approved, worktendered and road-construction contracts awarded. That echoed the mayor’s instructions in November to Coun. Marty Morantz, when he was appointed chairman of the infrastructure renewal and public works committee. Morantz was tasked to work with the public service to “improve procurement processes… to allow stakeholders the ability to plan better for upcoming projects and construction seasons.”

Winnipeggers should be relieved to hear the mayor and Coun. Morantz are turning council’s attention to changing the city’s existing inefficient construction-procurement process, which they inherited as newly elected politicians in 2014 and our industry has been lobbying to change since 2011. Here’s why. The current civic process of adopting construction programs, budgets, assigning design work, tendering and awarding of contracts for capital work – including regional and local street works – is inefficient, frustrating and wasteful. It must be reformed because chief among the results would be getting more work done in each construction season and getting more for the money budgeted to the program each year. That means greater improvement – and faster – for the city’s streets.

Currently, the annual schedule for approval of the capital budget delays a timely rollout of infrastructure programs for the coming year. If the budget were approved by late fall, the administration could get the road-construction projects out quickly to the engineering community for the necessary design work. Then, tenders could go out in late fall, early winter and spring. Awarding contracts early in the new year – so the street and waterworks can start when the thaw is out of the ground – could result in up to 10 additional weeks to Winnipeg’s road construction season. That’s more than two months of additional time to get work done. Moreover, tendering in the late fall/winter and early spring enables more competitive bids, as contractors in the off-season are keen to line up work for the following year. They get better prices from equipment and material suppliers who are similarly looking to plan their work. In contrast, tendering and awarding contracts in spring or summer, as often happens now, results in prices that reflect peak demand and are therefore higher – sometimes by as much as 20 per cent.

Two critical changes are needed to allow for an accelerated road-construction program. First, the capital budget must be approved by November. Council should follow a policy to approve 150 per cent of the coming year’s construction program. That way, the administration can have pre-approved and designed projects sitting on the shelf, ready to be launched. If the year’s program runs a surplus or sees a long run of good weather, Winnipeg can add work onto the season’s end. Second, Winnipeg should adopt the method of procuring engineering design in wide use around the world, including other Canadian and U.S. cities. It’s called qualification-based selection. Essentially, the administration pre-selects qualified engineering firms based on their documented experience and performance and their ability to muster resources. From that list, it chooses a firm best-suited to a project’s scope, matching the right firm to the right project. This is not “sole-sourced” contracting. These firms will have been vetted and pre-qualified. The big difference is, after selection, the city and the firm negotiate a price. If they can’t agree, the city moves on to the next most qualified firm on the list. In contrast, the current process, which requires requests for proposals (RFPs) on all contracts valued greater than $100,000 – unnecessarily and without any financial benefit – delays engineering assignment, tendering and contract awards by up to 10 weeks.

Ironically, what we have been consistently recommending is a return to what the city used to do to great effect prior to 2009, when cost overruns on the West End Water Pollution Control Centre triggered an ill-informed political decision – unsupported by any administrative analysis – to switch to RFPs for engineering design. This has had unintended consequences, including the reduction of the number of design engineering firms in the city, which actually clips choice, limits engineering-capacity growth and reduces competition.

The existing inherited procurement process denies council and administration the ability to fully achieve these benefits. That is definable waste, and taxpayers should not have to pay for it.
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