CONCRETE COMMUNITY SERVICE:
Helping Raptors and the Upper Cumberland Area  
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A CHEAPER ESTIMATE OF
Concrete Heat Evolution Due to Hydration  
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PRESIDENT’S COLUMN
CONTINUING TO WORK HARD
by Derris Johns

DIRECTOR’S COLUMN
MARKED IMPROVEMENT, NOW WHAT LIES AHEAD
by Alan Sparkman

CONCRETE COMMUNITY SERVICE
HELPING RAPTORS AND THE UPPER CUMBERLAND
by L. K. Crouch, Jason E. Miller, Aaron Crowley, and Alan Sparkman

A CHEAPER ESTIMATE OF CONCRETE
HEAT DUE TO HYDRATION
by L. K. Crouch, Aaron Crowley, Daniel Badoe, Tony Greenway, Robert Craven and Heather P. Hall

CIM UPDATE
CIM WELCOMES JASON CRABTREE, THE NEWEST ADDITION TO OUR STAFF
Dr. Heather J. Brown
I have seen firsthand the value of being an active member of the Tennessee Concrete Association ...I gained big benefits for my business. I strongly urge every member to step up and become an active part of our association. You have nothing to lose and everything to gain!

Just as each of us have endured the past few years of lean times and uncertainty in our business while continuing to work hard to insure our survival, your Executive Director and TCA staff have stayed the course and never swayed from their duties despite the uncertain times. In 2014 we saw our industry begin to recover and we continue to see recovery going forward in both the residential and commercial markets. In 2014 we also saw important results from the persistent effort of our TCA staff and many of our committed TCA members over the past few years.

We made great progress with TDOT in terms of making the acceptance and testing process more fair for ready mix producers and we have improved the effectiveness of our working relationship with the Department. Your participation as a member in the regional and statewide TDOT meetings is a big part of preserving these gains and making future improvements possible.

TCA’s long-term engagement with the design community, state regulators and contractors are also paying dividends as the pace of work picks up. Your TCA staff continues to represent our industry and advocate for the increased use of concrete with all of these folks, and our TCA Campus has become well-known as a great place to visit when you need to learn more about concrete. Your support of TCA with your membership and your time make this kind of accomplishments possible.

All of us know what it’s like to lose a valued employee that has worked with us for many years and has become like a family member. TCA is not immune from this and we will be saying good-bye to Sarah Egan as a fulltime employee at the end of December. Sarah has been with the TCA staff for over 10 years and she has been a huge asset to the organization. During her tenure at TCA she has placed and finished all kinds of concrete and she is one of only two female certified Pervious Concrete Installers in the US. Many of us count Sarah as a friend and her relationships around the construction industry have been very valuable to TCA’s efforts over the past decade. She will truly be missed but we wish her the very best on all her future endeavors.

Sarah will be helping out on a limited basis through the 2015 Annual Convention (February 18-19) and the 2015 Convention will mark her last event with us. Please join me in attending the 2015 Convention and let’s all get together to show her our support and how much she will be missed.

Thank you for allowing me to serve as your TCA President.

Derris Johns
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2014 has rapidly drawn to a close and we can look back on a year that brought marked improvement to our industry in terms of increased construction activity and a positive climate for construction and concrete heading into 2015.

The end of a year is often a time that we pause and ponder what lies ahead in the coming year. As I look toward 2015 and toward the end of the second decade in this new century, I do so with an overall sense of optimism about what the future holds for the concrete industry, especially here in Tennessee.

We are already seeing this play out in Middle Tennessee—a recent article in Engineering New Record reported that the current level of construction in the Nashville area is valued at approximately $2 billion. This is a level higher than before the Great Recession and the level is expected to increase going forward.

While this substantial recovery for our industry is positive, the increase in business brings challenges as well as opportunities. How our industry responds to those challenges and opportunities will determine the character of our future for the coming decades. Will we take advantage of the increased opportunity to improve and elevate our industry to a professional part of the construction industry, or will we just repeat past mistakes and find ourselves mired in a high-risk, low-profit culture that dooms us to commodity status?

The answer is yet to be written and it is not a simple Yes/No question. We have seen our industry go through many recovery cycles without seeing a substantive change in our industry culture. I believe that this recovery offers a far greater opportunity than most recent economic recoveries for our concrete industry to truly become more professional, more profitable, and more respected.

My reason for this belief actually can be found in the nature of the challenges that we face as we seek to build our capacity to take advantage of new opportunities. Building capacity—or growing your company—used to be reasonably straightforward. As business opportunities increased the demand for concrete in your area, you added new equipment (like mixers) and you hired people to drive them. Suppliers were happy to sell you more raw materials, and the supply of those materials was generally plentiful, especially on the front end of the recovery.

As we enter 2015, the equipment question is more challenging because the market for good used equipment is extremely tight and the cost of new equipment is shocking (primarily because we haven’t bought any new equipment for five or six years). The equipment problem is compounded by the fact that lending standards are noticeably tougher than in the past and most industry companies have seen balance sheets and equity shrink as a result of the severe recession.

The raw materials issue is also more complex. Prices of our primary materials didn’t drop much in this recession and they are escalating more rapidly than in most past recoveries. Because this recovery has been so long in coming, there isn’t the same excess capacity in most of our raw materials sources and we are seeing not only rising prices but also supply constraints that aren’t typical this early in a recovery. Add in the uncertainty we are seeing with fly ash supplies and one can see that simply sourcing materials to produce more concrete is not as easy as it once was.

Both the equipment and the materials challenges pale in comparison to the people challenge. A new mixer and a large stockpile don’t help when you
can’t find anyone to operate the mixer. This is perhaps the largest single challenge facing our industry today and it’s not likely to get better going forward. By the way, all trucking businesses face these same issues and that means its going to be tougher to get your raw materials delivered and you will be competing against your materials suppliers for a dwindling supply of drivers.

We normally think of constraints as being negative and there are some negative aspects to the dwindling supply of drivers. For many producers today, the amount of concrete they can actually deliver is being constrained by the shrinking supply of drivers. Unlike constraints we have experienced in the past due to materials shortages, I believe the driver constraint will become a permanent constraint on our industry’s capacity. But in the magnitude of this challenge we find an opportunity to permanently elevate our industry.

The reality is that constraints also deliver benefits for those able to perceive and act on the new opportunities created by the constraints. I contend that the new and significant constraints we are experiencing are actually forcing a transformation of the ready mix business from a commodity business to a specialty marketplace. Many will argue that concrete has been and will remain a commodity. (For the record, I don’t agree that we have always been a commodity!) Here’s the key point that is being highlighted by the new reality, concrete delivered to a specific project is never generic when you consider the time factor! Besides the specifications that usually differentiate concrete mixes, every load of concrete must be scheduled to arrive at a specific time and place. The constituent materials in the concrete may be generic, but an individual load of concrete really isn’t. What makes that individual load of concrete a real specialty will increasingly be whether or not a particular ready mix producer has the ability and capacity to deliver that individual load at the specific time. As long as we don’t have enough drivers to satisfy the increasing demand generated by a recovering economy—at the specific time desired by the customer—no individual load of concrete should be considered as a commodity.

As our industry considers the new landscape in front of us, we have a great opportunity to hit the “Pause” button and take a fresh look at our business model. We need to understand that many ready mix producers will be forced to make choices about the customers they will choose to service because of driver constraint, and possibly other constraints from our primary materials. Contractors will most likely be facing similar choices about who they choose as clients due to labor constraints in their world, and your materials suppliers may be evaluating you as a customer for the same reasons. In short, this new landscape of constraints brings with it a much-enhanced opportunity for choice about your customers. To quote from of the Indiana Jones movies: “Choose Wisely!”

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Tim Langelier, Middle TN
615-330-1776 tim.langelier@lafarge-na.com
Bob Elliott, West TN
901-652-6935
bob.elliott@lafarge-na.com

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Burgess Falls State Natural Area keeps two non-releasable birds of prey for wildlife education. The birds were badly in need of a new dwelling. Their previous dwelling had a crushed limestone floor which was extremely hard to clean. A less than sanitary floor could damage the birds’ health in the long term (and deprive local folks of one of the more fun parts of their education). Burgess Falls Park Manager Bill Summers approached TTU Civil Engineering Concrete Materials folks and asked if we could help. Fortunately, not only do we like concrete (in the extreme) but we also know some people that can be quite helpful.

Burgess Falls Park Rangers found the birds a temporary home, demolished the current structure, and leveled the site. Mark Davis, TTU Civil Engineering Technician, took the lead on forming and grading the base for the new concrete floor for the bird enclosure. Mark was assisted by TTU Civil Engineering students Steven Salaman, Eric James and Aaron Crowley. TTU Concrete Materials folks typically research new concrete mixture designs and measure engineering properties in the laboratory for the Tennessee Department of Transportation and/or the Tennessee Concrete Association. Field placements are not part of our normal routine. Alan Sparkman, executive director of the Tennessee Concrete Association, who is very experienced with concrete field placement, was contacted. Mr. Sparkman was ideal for the job for a variety of reasons as he is a board member for Tennessee Parks and Greenways Foundation, has all the necessary tools and has long supported TTU concrete research.

The floor slab was placed on Monday, November 25, 2013, by TTU Civil Engineering Concrete Materials Graduate students Aaron Crowley and Lee Rogers under the direction of Alan Sparkman (see Figures 1 and 2). The slab was cured with plastic and straw for one week. The new slab is 25-feet in length, 11-feet wide, and 4-inches deep. The new slab is now conveniently sloped 1-inch in the 11-foot direction for easy cleaning with a garden hose. Burgess Falls Park Rangers recycled many of the components from the previous enclosure to construct the new enclosure economically and quickly (see Figures 3 through 6). Thanks to the “The Friends of Burgess Falls” for volunteering time to paint (see Figure 7).

Figure 1. Placement: from left Mark Davis, Aaron Crowley, Alan Sparkman, Lee Rogers, L. K. Crouch, Jason E. Miller

Figure 2. Finished Slab

AUTHORS
L. K. Crouch, Ph.D., P.E. is a professor of Civil Engineering at Tennessee Technological University.
Jason E. Miller is a Park Ranger 2 at Burgess Falls State Natural Area
Aaron Crowley, M.S., E.I. is a civil engineering doctoral student at Tennessee Technological University.
Alan Sparkman, CAE, LEED AP is executive director of the Tennessee Concrete Association.
Figure 3. Frame Construction

Figure 4. Further Frame Construction

Figure 5. Sheathing Installation

Figure 6. Nearly Completed Raptor Shelter

Figure 7. Burgess Falls State Natural Area Raptor Shelter with Construction Crew: Bill Summers, Mark Davis, Aaron Crowley, L. K. Crouch, Lucy Caruthers, Jason E. Miller, Heather Ferrell, Alan Sparkman, Erin Strous, and Nat Garrison (not pictured Lee Rogers)
INTRODUCTION AND BACKGROUND

In early 2012, the Tennessee Department of Transportation (TDOT) Divisions of Materials and Tests, Structures and Construction sponsored a project entitled “Development of TDOT Class S-LH (lower heat) Concrete Mixture”. The TDOT project is still in progress but the authors would like to share some of the results obtained thus far.

American Concrete Institute Report 207.1 (1) indicates that mass concrete causes a potential for significant temperature differentials between the interior and outside surfaces of the structure. Volume changes and restraint result in tensile strains and stresses that may cause cracking detrimental to the structure. A 2002 Concrete International article (2) indicated that “mass concrete” required a least dimension greater than 3-feet using a mixture that contained more than 564-lbs/CY of cementing materials. TDOT commonly uses many such structural elements but has no low heat of hydration mixture specifications. The current study builds on the findings of an unpublished 2004 Tennessee Technological University (TTU) study requested by TDOT Materials &Tests Division and Region 4 on heat of hydration at the Hernando Desoto Bridge in Memphis.

2006 TDOT Standard Specifications (3) Section 604.03 (Class S) requires a minimum cementing materials content of 682-lbs/CY and only allows 25% fly ash (or 35% slag) substitution for Portland cement. A PCC mixture meeting this specification has the potential to generate a lot of heat and induce thermal cracking in structural elements. The purpose of the study is to design a mix that reduces the heat generation of TDOT Class S PCC while maintaining satisfactory values of other engineering properties.

This paper focuses on one aspect of the study that addresses methods to estimate and compare concrete heat generation due to hydration. The target audience is ready mix concrete producers. However, the authors hope that other members of the concrete industry may also find it helpful.

METHOD 1 SEMI-ADIABATIC CALORIMETRY

The Calmetrix F-Cal 4000 records the temperature of concrete in four 4x8-inch cylinder molds. The device is shown in Figure 1. Unfortunately, there is no current AASHTO or ASTM method for semi-adiabatic (somewhat insulated) calorimetry of concrete mixtures. The device records temperatures every minute for approximately seven days (depending on battery life). The manufacturer’s guide recommends comparing the temperature trace plots for evaluation.

EXAMPLE OF USE: INITIAL SCREENING OF TDOT PROJECT LOWER HEAT MIXTURES

Three batches of four 4x8-inch cylinders were evaluated for each mixture in the device. The research team, with no ASTM or AASHTO guidance, decided to pay particular attention to the rise from initial temperature to maximum temperature. In hindsight, it may have been wiser to evaluate three samples of concrete and compare the rise to one cylinder of water. The mean temperature traces (average of 12 4x8 cylinders) for each mixture are shown in Figure 2.
### TABLE 1. METHOD 1 SEMI-ADIABATIC CALORIMETRY SUMMARY

<table>
<thead>
<tr>
<th>Test Parameter</th>
<th>Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sample Size</td>
<td>4x8-inch cylinder (~ 0.06 cubic feet)</td>
</tr>
<tr>
<td>Number of Samples</td>
<td>4</td>
</tr>
<tr>
<td>Field or Lab</td>
<td>Either</td>
</tr>
<tr>
<td>Hardware / software requirements</td>
<td>Built-in nothing additional</td>
</tr>
<tr>
<td>Output</td>
<td>Spreadsheet file</td>
</tr>
<tr>
<td>Sampling Frequency</td>
<td>60 seconds</td>
</tr>
<tr>
<td>Recording Time</td>
<td>About 1 week</td>
</tr>
<tr>
<td>Cost</td>
<td>Approximately $5000</td>
</tr>
<tr>
<td>Main Advantage</td>
<td>Ease of operation / clean up</td>
</tr>
<tr>
<td>Main Disadvantage</td>
<td>Small Sample size</td>
</tr>
</tbody>
</table>

**Figure 2: Mean Temperature Traces for TDOT Class S and Class S-LH Mixtures**

Figure 3 shows the statistical differences from comparing the mean temperature traces of candidate lower heat mixtures to the mean temperature trace of TDOT Class S mixture. A Student’s t-test was utilized to test for the difference in temperature means of the S-LH candidate mixtures to the TDOT Class S mixture. A 5 percent level of significance was used for the test and the results are shown graphically in Figure 3. The dashed lines represent the critical t-values beyond which the temperature differences between the S-LH candidate mixtures and the TDOT Class S are statistically significant. For t-values exceeding t-critical, the greater the t-value, the greater the difference between the mean temperatures of the mixtures. The S-LH candidate which has the longest duration of significant temperature difference from TDOT Class S and which also has the largest temperature difference from TDOT Class S at any time is clearly S-LH with 70% slag.

**Figure 3: Statistical Difference in Mean Temperature Traces of Candidate S-LH Mixtures Compared to TDOT Class S Mixture**
Continued from page 10—

**A Cheaper Estimate of Concrete Heat Evolution Due to Hydration**
by L. K. Crouch, Aaron Crowley, Daniel Badoe, Tony Greenway, Robert Craven and Heather P. Hall

**METHOD 2 FIELD TESTING WITH AUTONOMOUS TEMPERATURE SENSORS**

The TDOT project field tests were conducted on Wednesday 8/07/13 at the TTU’s School of Agriculture Farm near Cookeville, TN. Two earth-formed cubical cavities were excavated. Each cavity was approximately 8-feet in the x, y, and z dimensions. Autonomous temperature sensors were placed on a No. 3 rebar frame inside the excavations. An excavation with rebar frame and temperature sensors is shown in Figure 4. Temperature sensor quantities and locations are shown in Figure 5. A close-up of the temperature sensors in-place is shown in Figure 6.

![Figure 4: Excavation with Rebar Frame and Temperature Sensors](image1)

**Figure 4: Excavation with Rebar Frame and Temperature Sensors**

Figure 5: Temperature Sensor Number and Locations

![Figure 5: Temperature Sensor Number and Locations](image2)

Autonomous temperature sensors (reading every 30 minutes for 56-days) were placed on a No. 3 rebar frame inside each excavation. All sensor locations used at least two temperature sensors and the geometric center used three sensors to minimize the possibility of data loss due to sensor malfunction. The amount of temperature data collected was extremely large (over 86,000 data points).

Figure 7 shows a comparison of maximum internal temperatures. As expected, maximum internal temperatures were recorded by the sensors at the geometric center of the excavations. TTU researchers reasoned that keeping the maximum concrete temperature below 150°F would help to prevent durability problems cited by Gajda (2) if temperature after placement exceeds 155 to 165°F. Class S-LH with 70% slag met the suggested requirement for maximum temperature in an 18-CY cube placement without benefit of pre-cooling of the mixture (by ice or liquid nitrogen). TDOT Class S did not meet the requirement. The maximum temperature produced by the S-LH was about 83% of the maximum temperature produced by the Class S.

Figure 8 shows the results of a hypothesis test of the equality of the mean temperatures taken in the two mixes over time. A Student’s t-test is used to determine the validity of the null hypothesis of temperature means taken over time in the two PCC cube placements being equal. A 5 percent level of significance is used for this test. The results, shown in Figure 8, concisely depict Class S-LH with 70% Slag to be significantly cooler at early ages out to approximately 280 hours. The t-critical for the hypothesis test is shown in the dashed lines. Outside the region between the dashed lines, the greater the t-value, the greater the difference between the mean temperatures of the two mixes. Class S-LH with 70% slag produced a significantly lower maximum temperature than a TDOT Class S with 20% Class C fly ash in side-by-side 18-CY cube field placements.
### TABLE 2. METHOD 2 FIELD TESTING WITH AUTONOMOUS TEMPERATURE SENSORS SUMMARY

<table>
<thead>
<tr>
<th>Test Parameter</th>
<th>Semi-adiabatic Calorimetry</th>
<th>Field Testing with Autonomous Temperature Sensors</th>
<th>55-gallon Drums</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sample Size</td>
<td>4x8-inch cylinder (~ 0.06 cubic feet)</td>
<td>8x8x8-foot (~ 18CY = 486 ft³) excavations</td>
<td>55-gallons (7.35 cubic feet)</td>
</tr>
<tr>
<td>Number of Samples</td>
<td>4</td>
<td>2 or more</td>
<td>2 or more</td>
</tr>
<tr>
<td>Field or Lab</td>
<td>Either</td>
<td>Field</td>
<td>Lab</td>
</tr>
<tr>
<td>Hardware / software requirements</td>
<td>Built-in nothing additional</td>
<td>Temperature sensor reader/controller</td>
<td>Computer with Windows 7 and one available USB port; National Instruments Signal Express 2010 or later</td>
</tr>
<tr>
<td>Output</td>
<td>Spreadsheet file</td>
<td>Spreadsheet file</td>
<td>Spreadsheet file</td>
</tr>
<tr>
<td>Sampling Frequency</td>
<td>60 seconds</td>
<td>30 minutes</td>
<td>30 seconds</td>
</tr>
<tr>
<td>Recording Time</td>
<td>About 1 week</td>
<td>56 days</td>
<td>200 hours or more</td>
</tr>
<tr>
<td>Cost</td>
<td>Approximately $5,000</td>
<td>Approximately $10,000</td>
<td>Approximately $750</td>
</tr>
<tr>
<td>Main Advantage</td>
<td>Easy / clean up</td>
<td>Real World</td>
<td>Cheaper</td>
</tr>
<tr>
<td>Main Disadvantage</td>
<td>Small sample size</td>
<td>Cost and finding a cooperative location</td>
<td>Barrel Disposal</td>
</tr>
</tbody>
</table>

### TABLE 3. METHOD 3 PROPOSED METHOD USING 55-GALLON DRUMS SUMMARY

<table>
<thead>
<tr>
<th>Test Parameter</th>
<th>Sample size 55-gallons (7.35 cubic feet)</th>
<th>number of samples 2 or more</th>
<th>Field or Lab Lab</th>
<th>Hardware / software requirements Desktop or laptop computer with Windows 7 and one available USB port; National Instruments Signal Express 2010 or later</th>
<th>Output Spreadsheet file</th>
<th>Sampling Frequency 30 seconds</th>
<th>Recording Time 200 hours or more</th>
<th>Cost Approximately $750</th>
<th>Main Advantage Cheaper</th>
<th>Main Disadvantage Barrel Disposal</th>
</tr>
</thead>
</table>

### TABLE 4. FINAL SUMMARY COMPARISON OF CONCRETE HEAT EVOLUTION DUE TO HYDRATION

<table>
<thead>
<tr>
<th>Test Parameter</th>
<th>Semi-adiabatic Calorimetry</th>
<th>Field Testing with Autonomous Temperature Sensors</th>
<th>55-gallon Drums</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sample Size</td>
<td>4x8-inch cylinder (~ 0.06 cubic feet)</td>
<td>8x8x8-foot (~ 18CY = 486 ft³) excavations</td>
<td>55-gallons (7.35 cubic feet)</td>
</tr>
<tr>
<td>Number of Samples</td>
<td>4</td>
<td>2 or more</td>
<td>2 or more</td>
</tr>
<tr>
<td>Field or Lab</td>
<td>Either</td>
<td>Field</td>
<td>Lab</td>
</tr>
<tr>
<td>Hardware / software requirements</td>
<td>Built-in nothing additional</td>
<td>Temperature sensor reader/controller</td>
<td>Computer with Windows 7 and one available USB port; National Instruments Signal Express 2010 or later</td>
</tr>
<tr>
<td>Output</td>
<td>Spreadsheet file</td>
<td>Spreadsheet file</td>
<td>Spreadsheet file</td>
</tr>
<tr>
<td>Sampling Frequency</td>
<td>60 seconds</td>
<td>30 minutes</td>
<td>30 seconds</td>
</tr>
<tr>
<td>Recording Time</td>
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<td>56 days</td>
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</tr>
<tr>
<td>Cost</td>
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<td>Approximately $10,000</td>
<td>Approximately $750</td>
</tr>
<tr>
<td>Main Advantage</td>
<td>Easy / clean up</td>
<td>Real World</td>
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</tr>
<tr>
<td>Main Disadvantage</td>
<td>Small sample size</td>
<td>Cost and finding a cooperative location</td>
<td>Barrel Disposal</td>
</tr>
</tbody>
</table>

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METHoD 3 PROPosED METHoD UsinG 55-GALLon DRuMs

The research team wanted to do a test much larger than a 4x8-inch cylinder (used in the semi-adiabatic calorimeter) but avoid the expense of 18-CY cubes in the field. Figure 9 shows the compromise solution. Two fifty-five gallon drums were used (most PCC producers have 55-gallon drums readily available). Each drum had a thermocouple wire secured at the geometric center of the drum. One drum was filled with water and one drum was filled with the concrete being evaluated. The research team reasoned that the difference in temperature between the sensors would be due to hydration heat. The thermocouple output was sent to a data acquisition system (see Figure 10) and subsequently stored on a computer hard drive. Temperatures were recorded every 30 seconds for approximately 200 hours. Large but not immense quantities of data were generated at a much lower expense.

HARDWARE AND SOFTWARE REQUIREMENTS

Thermocouples were chosen as the temperature sensor because simply joining two dissimilar metals causes a voltage to be generated proportional to the temperature at the point of the junction. This makes for an inexpensive temperature sensor that can be readily left embedded in the concrete. There are three junctions in a thermocouple measuring system as shown in Figure 10 and there is an equation for each pair of metals (junction) in the system. If the temperature of the cold junctions at the data acquisition system is known, the voltage contribution of these two junctions can be compensated for to permit calculation of the temperature in the concrete. Fortunately all the equations, cold junction measurements etc. are built into the National Instruments thermocouple measuring system purchased for this study.

Continued from page 12—

A CHEAPER ESTIMATE OF CONCRETE HEAT EVOLUTION DUE TO HYDRATION
by L. K. Crouch, Aaron Crowley, Daniel Badoe, Tony Greenway, Robert Craven and Heather P. Hall
Pervious Concrete Allows Rainwater to seep into the ground. It is instrumental in recharging groundwater and reducing storm water runoff.

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TN Concrete Association
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Monitoring of the thermocouples can be accomplished with a National Instruments NI 9211 4-channel thermocouple analog to digital converter and a single device chassis, the NI cDAQ-9171, to provide USB communication to a PC for data logging. The NI signal express LE (light edition) software comes with the hardware purchase and can be upgraded at a cost to their full version if the software is to be used for more than just data logging. For this project the data logging capability is sufficient and graphs can be produced in the Signal Express LE program or with Microsoft Excel or any similar plotting package (there are a number of free spreadsheet programs available on the internet). The cost of the National Instruments hardware was about $750. If no computer is available an inexpensive model can be purchased since the data logging requirements are not computationally intensive. If an inexpensive $350 computer is added to the cost of the DAQ system the total is still only $1100.

**FIRST EXAMPLE OF USE OF PROPOSED METHOD: CLASS A, CLASS A MODIFIED AND LGM CONCRETES**

Figure 11 shows plots of the differences between temperature at the center of the concrete drum and the center of the water drum over time for TDOT Class A, Class A modified with 70% slag, and LGM mixtures (Crouch et al 4, 5). A Student’s t-test was utilized to test the validity of the null hypothesis of the equality of the means of temperatures taken in the two drums over time. A 5 percent level of significance was used for the test. T-values exceeding t-critical lead to the rejection of the null hypothesis of equality of mean temperatures and the conclusion of a significant difference existing in heat evolution between each of the PCC mixtures and the water in the drum. Class A modified with 70% slag was significantly different from both TDOT Class A and LGM PCC.

**SECOND EXAMPLE OF USE OF PROPOSED METHOD CLASS S AND S-LH WITH 70% SLAG CONCRETES**

Figure 12 shows plots of the differences between temperature at the center of the concrete drum and the center of the water drum over time for TDOT Class S and Class S-LH with 70% slag mixtures. A Student’s t-test, undertaken with a 5 percent level of significance, indicated there was a significant difference in heat generation between the two mixtures.

**CAUTIONS FOR USE OF THE PROPOSED NEW METHOD**

1. Make sure the initial temperatures of mixtures to be compared are very similar.
2. Make sure water (control) temperatures used with mixtures to be compared are very similar.
3. Tests should be conducted indoors so that ambient temperature does not vary too much.
4. The method does not actually measure heat evolution, but rather is only to be used for relative comparisons under similar conditions.

**SUMMARY**

Table 4 shows a summary comparison of the three methods described in the paper. The proposed new method using 55-gallon drums offers an intermediate sample size at a much lower cost. Further, the new method makes use of materials that most concrete producers have in abundance—concrete, 55-gallon drums, and computers.

**DISCLAIMER**

The opinions expressed herein are those of the authors and not necessarily the opinions of the Federal Highway Administration, the Tennessee Department of Transportation, or the Tennessee Concrete Association.
REFERENCES

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