

SEPT. 2001

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 **CONCRETE**

Newsletter of the American Concrete Institute, Inc., Northern California & Western Nevada Chapter, Inc.

2001-2002

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BRETT R. LORD

Public Relations

AKTHEM AL-MANASEER

Student Activities

RIK HYDEN/BOB O'NEILL

Technical

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Newsletter

September 2001 ACI Chapter Meeting

Tuesday: September 11, 2001

Location: Spenger's Fish Grotto
1919 Fourth Street
Berkeley, California

Social Hour: 6:00 p.m. • Dinner: 7:00 p.m. • Program: 8:00 p.m.

Price: \$30.00 per person

Menu: Choice of Roast Sirloin of Beef Served Au Jus
or Parmesan Petrale Sole with Lemon Caper Butter

Reservations: *Please call in your reservations with choice of entree to the Chapter Office (800) 753-7711 by Friday, September 7th.*

Program: *Malcolm Quint -- "BART's Future Plans for Expansion"*

Board Meeting: September 11, 2001, 3:30 p.m. • Spenger's Fish Grotto • Berkeley

Meeting Program: BART's Future Plans for Expansion

Malcolm Quint, Manager of Long Range Planning for the Bay Area Rapid Transit System, and a long-time BART employee, will provide ACI September Meeting attendees with an inside look at "BART's Future Plans for Expansion." Quint will cover the status of the proposed extensions to Warm Springs, San Jose, Antioch and Livermore, and of course answer questions from our group.

BART's Long Range Planning Division is responsible for assessing strategic opportunities for system expansion. This includes conducting corridor studies for future BART service, analyzing opportunities for new stations on the existing system (infill stations), and assessing alternative methods for expanding transit service in the Bay Area.

20th Annual Angel Island Regatta October 6th!

We are planning some special events to celebrate the 20th anniversary of this wonderful event, held during "Fleet Week". *The Regatta registration flyer is inserted into this newsletter. Remember the deadline for Regatta registration is September 28!*

The Regatta Committee is again looking for sponsors to assist in the expenses and be recognized in the official Regatta polo shirt. Last years sponsor's included; The ACI Chapter, California Cement Promotion Council, Central Concrete, Dynamic Consultants, Mission Valley, RMC Pacific, Shamrock, and Teichert. We are hopeful these sponsors will choose to return and that we can add others to the list.

Anyone interested in sponsorship please contact Cliff Craig at DCI 650-967-6982 for more information.

President's Message: Membership, Programs & Public Relations

It is truly an honor to be elected and serve as your President for the upcoming year.

I want to thank the Northern California / Western Nevada Chapter membership for this privilege to serve as this year's President and I want to assure you that you have my total commitment and dedication to this chapter.

As I begin my term as Chapter President, my focus will be to increase the membership of this chapter. Mr. Doug Yeggy has accepted the challenge as the Chairman of our Membership Committee and I am truly glad to have him on our team in this capacity.

Mr. Mac McClellan, our Vice-President and Program Chairman, will give us new and interesting programs that we will be proud to bring our customers (contractors) to our dinner programs.

Another addition to our leadership team is Mr. Brett Lord. Brett has accepted the Chairmanship of the Public Relations Committee that will be in charge of taking the chapter activities to the non-members through local and national publications.

The upcoming year should be exciting and I look forward to every minute.

Best Regards to all of you.

Sincerely,



Royce J. Rhoads, President

Tech Tip: Highway Survival and F.A.Q.'s

Submitted by Craig Courtney,
Chavez Trucking

With construction season in full swing, roadway encounters with construction trucks are peaking. Record numbers of trucks are on the road, and consequently many inexperienced operators. Increasingly overcrowded highways are forcing us to operate in close proximity to the trucking community and their 80,000 pound leviathans. Therefore, consideration of the human and mechanical limitations, may prove useful.

Good Reputations Are A Two Way Street

According to the CHP, truck related accidents in 2000 increased 4% over 1999. The number of people killed in truck-caused accidents increased 6% during the same period. Our industry is particularly concerned that the number of fatal accidents caused by trucks has increased by 18%.

To some, highway overcrowding would appear to be a major contributor, if not the primary cause of the higher accident rates. All of us want bigger and safer highways, and those of us in our industry bemoan legislative budget cutting of highway dollars. Regulators, on the other hand, point to speeding, fatigue and substance abuse as leading contributors to truck-related accidents. CHP Commissioner "Spike" Helmick tells us that the "honeymoon" of reduced moving violations given to truckers in '00 will be giving way to far greater scrutiny in the immediate future. This, of course, is due to the rash of high profile truck wrecks that the media has been hyping.

To what extent do those of us that seek greater driver productivity exacerbate these issues? Are we providing the tools and procedures to ensure safe operation, or simply rewarding drivers that move the most material? When traversing our highway system, it is of little comfort to realize that the operator of the big rig, less than 3 feet away in the next lane, may be on overtime, perhaps having been for weeks. He or she might be finishing up an all night shift, or starting the day's shift after working all night. This is not someone you want to irritate with an inconsiderate or careless maneuver.

Sharing the Road Means Giving Up Space

A big truck needs a big space. They can take 2-3 times the distance to stop as compared to a late

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model car with anti-lock brakes. Many people are surprised to find out that big trucks take longer to stop when empty, and are far more likely to lose control. The simple difference in width makes a mixer or gravel truck 400% more likely to be on or over their lane boundary. Trucks with multiple trailers have a tendency to “crack-the-whip”. This is where a minor steering deviation of say 2” in lane alignment can be magnified into an 8”-12” lateral oscillation of the rearmost axle. Accumulating tolerances in the hitches, differences in side-to-side brake adjustment, axle alignment, and tire wear accentuate this phenomenon. Extremely lightweight dual trailer rigs like bottom dumps and pneumatics, are particularly affected. Never “hover” near the rearmost axle of these trucks.

When you see a gravel truck parked in a commercial area, or a disconnected trailer at the jobsite, avoid parking directly in front. Trucks with multiple hitches can't easily back-up, and may need several car lengths to pull away from the curb.

Helping the Dispatcher Help You

The material user and the carrier's dispatcher must develop a virtual mind-link. Will there be a responsible point of contact on the jobsite? Should there be? Asking the foreman to check your tag, or even climb up and view the load *before* dumping, can sure save headaches. Can the haul volume be spread over a full shift, or must it be completed sometime earlier? Are chip bars or trench gates required? Special equipment requirements are frequently overlooked. Double bottoms get stuck easily. Is equipment available to push them if necessary? Have overhanging tree branches been removed that might interfere with a dump operation? Are temperatures low enough that tarps will be needed for the AC? Extra care in informing your dispatcher will pay big dividends.

Load Contamination

Load contamination is of particular concern to aggregate users, and similarly to carriers. Taking the heat for a contaminated load is far more unpleasant than accepting responsibility for its prevention. Reliable statistics on whether producers or carriers are the greater offender are predictably hard to find. Having worked both sides of this fence, we know that all parties can improve.

Most concrete aggregate, engineered capillary breaks and filter media cannot be adulterated without compromising the integrity of their properties. While avoidable, a carrier may inadvertently put a truck on your haul that recently carried an asphaltic product like OGAC. As the contaminant wears out of the truck, it may become incorporated into subsequent loads. At the rock and hot plant, processing problems, mixed use equipment, and ham-fisted loader operators digging into the material *under* the stockpile can cause contamination. This is where good advance communication between producer, carrier and user can save the day. Persons ordering delivery should quantify their tolerance for contamination, while the carrier needs to be cognizant of, and candid as to the nature of their recent loads.

Windshield Damage

Whether driving in the quarry or the jobsite, trucks are constantly picking up rocks in their tires. The newer the tires, the worse the problem. Despite trucker's and producer's best efforts to dislodge foreign matter before re-entering the public thoroughfare, it is inevitable that some of it is going to stowaway outside of the load container. Obviously, time constraints prevent hand cleaning of all 18 tires.

When spinning at the same road speed, the difference in diameter of a truck tire vs. a car's, will expose a tread located projectile to triple the kinetic energy for ejection. This is worth considering before tail-gaiting.

Unfortunately for the guy with the chipped windshield, the days of simply calling up the local aggregate producer and demanding a new windshield, are gone. The issue has now been so thoroughly dissected, and the judiciary so well versed, that you can expect the claimant to have to prove the offending projectile's *origin*, and whether it was part of the truck's *load*, or simply picked up and *thrown* from the road surface.



Haul Rates, or how in the world did you come up with *that*?

A little background on our second most F.A.Q., couldn't hurt. Simply stated, a *per unit* haul rate is the carrier's appraisal of what it will cost to move subject material from point A to point B. It is based on a number of considerations, *transit, load* and *dump* time required, being the most obvious.

To complete the quote the historical hourly cost of the trucking operation must be known; add for overhead and profit; then determine the best haul route and quantify the following: shift duration; minimum transit time; fuel consumption factor (i.e. how much higher or lower than average); future fuel costs (in the event that the job is long term or delayed); max. legal load size (vehicle specific); anticipated traffic conditions; jobsite access or paving methods; producer congestion and loading methods; tarping requirements; necessity of vehicle cleaning and re-soaping between loads; day or night operation; bridge tolls; prevailing wage requirements, and pay scale selection; who will actually perform the work, your own employees, outside owner-operators, or will another firm participate as a sub-hauler?; if using a sub-hauler, must they also have needed certifications (i.e. DBE)?

The last step is to regurgitate this data from memory, exposing any omissions, all while standing on the trap door in front of the boss's desk...

Estimating the Aggregate Haul

A price work-up for a quarry direct aggregate haul may resemble the following:

- ✓ Given an hourly rate (costs + overhead) of \$70/hr
- ✓ A 10 hour shift
- ✓ A 1.5 hour loop (including 60 minutes transit, 10 to load & 20 to dump)
- ✓ 25 ton load size

Minutes/shift divided by loop time (600÷90)=6.66 trips/day

Shift value (hourly rate x shift duration) divided by trips/day, then divided by tons/load (\$700÷6.66÷25)=the "per ton" haul rate.

Unfortunately, during your route planning, you accidentally omitted a bridge toll. So if your bid was \$4.20/tn, you probably got the job.

The author is Sales Manager at Chavez Trucking in Dixon, and holds Class 1, 2, 3, & 4 driver's licenses, with all endorsements.

E-mail Meeting Notices

We have instituted an E-mail notification in addition to the newsletter's coverage of the meeting.

If you have changed your E-mail address since you submitted the information to the chapter, or have not supplied it yet, please let us know by E-mailing ***Ted Allured tallured@goldrush.com***

ACI Websites - Local (www.aci-ncawnv.org) International (www.aci-int.org)

If you have not visited our local Chapter's website, you are missing out. There is an amazing amount of information available. ACI International's website also provides a variety of important information.

ACI Scholarships Available for High School & College Students

Our scholarships are available to all ACI Chapter members' families. Eligible students include High School graduates who are going on to college and those who are graduating from a Jr. or Community College and going on to a four-year school. Currently enrolled college students are also eligible. ***Contact our Executive Manager Ted Allured at 800-753-7711 for more information.***





THE AMERICAN CONCRETE INSTITUTE
Northern California and Western Nevada Chapter

CERTIFICATION COMMITTEE SCHEDULE for FIELD TECH 1 TRAINING

SEPT. 8/15	SACRAMENTO (TEICHERT) <i>(SOLD OUT)</i>	2002 DATES & LOCATIONS	
OCT 13/20	STOCKTON (TEICHERT) <i>(SOLD OUT)</i>	JAN. 19/26	SACRAMENTO (TEICHERT)
OCT. 20/27	FRESNO (TECHNICON)	FEB. 2/9	SAN JOSE (To be announced)
NOV. 10/17	SAN RAMON (RMC PACIFIC MAT.)	FEB. 21/MAR. 2	SANTA ROSA AREA
DEC. 1/8	RENO (To be announced)	MAR. 9/16	SAN RAMON (RMC PACIFIC MAT.)
NOV.	SAN LUIS OBISPO (To be announced)	APR. 6/13	REDDING (CALAVERAS CEMENT)



Name: _____

Session Date: _____

Company: _____

Session Location: _____

Address: _____

Indicate Course:

Telephone: (Day) _____

- _____ Two-day Course \$230.00
- _____ Recertification \$230.00
- _____ Without Workbook \$200.00
- _____ Retest \$140.00
- _____ Concrete Strength Testing
- _____ Exam Only \$250.00

(Eve) _____

Fax: _____

Total Fee Enclosed: \$ _____

• Applicants must be able to lift 50 lbs. •
 Class and test time typically 8am to 4pm
 Dress appropriately for concrete testing.
 Concrete Strength Testing and
 Certified Laboratory Technician exams
 will be available depending on demand.

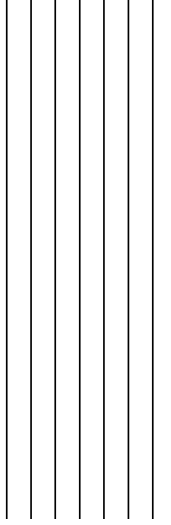
When your check is received,
 your place in the class will be reserved.
 You will then be notified of the
 confirmation of your reservation and
 the class schedule.

Notice: Fees for “no shows” are forfeited and are **NOT REFUNDABLE**
 without five-day notice prior to the session date.

Make checks payable to: Northern California & Western Nevada Chapter, ACI

Mail checks & make inquiries to: Ted Allured Phone: 800- 753-7711
 444 Oak Place Fax: 209-754-1559
 San Andreas, CA 95249

20th Annual Regatta - Make Your Reservations Today!



ADDRESS CORRECTION REQUESTED



444 Oak Place
San Andreas, CA 95249

Northern California & Western Nevada Chapter

