

MAR '02



STAMPED IN CONCRETE

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

2001-2002

ROYCE J. RHOADS

President

Synthetic Industries, Inc.
1320 Standiford Ave. #4-105
Modesto, CA 95350
209-523-3407
royce_rhoads@sind.com

W. J. "MAC" McCLELLAND

Vice-President

Master Builders, Inc.
11325 Sunrise Gold Circle #C
Rancho Cordova, CA 95742
800/992-9950
wmcclelland@mbt.com

CALVIN R. CANNON

Past President

TED ALLURED

Executive Manager

444 Oak Place
San Andreas, CA 95249
800-753-7711
209-754-1559 fax
tallured@goldrush.com

ACI Chapter

www.aci-ncawnv.org

ACI International

www.aci-int.org

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Newsletter

March 12th ACI Chapter Meeting

Tuesday: March 12, 2002

Location: Holiday Inn Select • 1350 Holiday Lane • Fairfield

From Bay Area take I-80 to Fairfield and exit on Travis Blvd. West. Go over freeway and turn Left on Holiday at second light.

From Sacramento take I-80 to Fairfield and take Travis Blvd. to West and turn Left at Signal on Holiday Lane.

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

Price: \$32.00 per person

Menu: Choice of Roast Pork Loin or Chicken Dijon

Reservations: *Holiday Inn requires our reservations in by Noon on Thursday, March 7. Please call 1-800-753-7711 ASAP.*

Board Meeting: Tuesday, March 5 at 1:00 p.m. • Hanson Aggregates Conference Room • El Charro Road, Pleasanton

Program: Caltrans' Specs - Successes & Change

Our program features Tom Pyle, Chief of the Office of Ridged Pavement and Structural Concrete for Caltrans. Pyle will discuss Caltrans' move towards performance based specs: recent successes in Concrete, and the model for making changes.

Three recent specifications are impacting our industry: ASR, Rapid Strength Concrete, and mix design to the contractor.

Pyle will discuss the model for making these changes. Making a change in the department is typically a big undertaking, and Pyle will provide an insider's view of how to go about initiating a change.

In mid-February, Translab started discussions with ready mix suppliers on how to begin recycling unused plastic concrete, left over in the back of a ready mix truck. Tom Pyle will use the model, mentioned above, to layout how the department will begin to write this spec and incorporate it.

Concrete Industry Employment Opportunity

Concrete Supervisor wanted in the San Francisco Bay Area, starting at \$24.00 per hour, negotiable. Several years experience preferred. Please respond to Angel Galvez at agalvez@onsitecompanies.com Thank you!

President's Message: The Concrete Industry -- One Perspective

Concrete is highly successful and the most widely used construction material today, but how long will this position last? The construction industry, as most other industries, is changing at a rapid pace. The need to change is to keep up with technology and competition. The need to build structures in less time is wanted by the owners, the need to build structures with high quality products is wanted by Architects and Engineers, and the Contractors want a product that will decrease the construction time and ease of placement of concrete.

Products of all types are on the market today to help the Architect, Engineer and Contractor in their construction of projects. These products range from polymers of all kinds, all types of fiber components and self-compacting admixtures, to name just a few. Sure, there has been some progress in the concrete industry. Air-entrainment is now 60 years old. Superplasticizers have been an added accomplishment but they had to wait 30 years until they came to be used in concrete. Fly Ash in high proportions and Ground-Granulated Blast Furnace Slag has also contributed to progress in the concrete industry. But are these products, and other products like them, used to their fullest compliment to the concrete mix or is competition limiting their uses?

Projects are placed out to bid to Contractors in the marketplace and this requires the Contractor to construct this project at the least allowable cost. This type of construction leaves no room, in cost, to allow the use of these products to enhance performance of the concrete. These materials must be specified by the design professional. We must educate the design professionals in the products that will enhance the concretes performance. The design professionals are trained primarily in the design of the structure, which is very good for us, but the concrete technology is primarily left to them to learn "on the job".

If we continue, as an industry, to limit the products that will increase the performance of concrete we will surely loose the leading edge as the most used material.

Let us never forget these ancient words:

" This which our Fathers bequeathed to us, we must earn to possess."

Sincerely,



Royce J. Rhoads, President

(Excerpts of this article have been taken from the January 2002, edition of the Concrete International Magazine)

Tech Tip: Kelly Ball Insanity

By Dave Baker,
Technical Service Manager -- George Reed, Inc.

One fall afternoon, on a Caltrans foothill project , we were conducting a concrete pre-qualification test. As one might expect, Caltrans was there with their famous "Kelly Ball".

Nine young student Caltrans inspectors watched as their instructor methodically removed his heirlooms of years past from the back of a state pickup. Out came a two-cubic-foot steel container and the highly coveted Kelly Ball. We backed a mixer to the testing area and filled the container to the brim.



With practiced hands the man prepped the sample as if it was Presidential mud. With exacting skill and pressed lips, a look of total concentration penetrated his face. There was complete silence.

Ever so gently, the instrument of truth was placed above the waiting mud. With a silent prayer, the ball found it's mark and promptly sunk five inches into the mix -- two inches too far to make specification.

Suddenly, a look of construction ecstasy showed brightly on the man's face. With a gleam in his eye, and a thought of "Thank-You God", he suddenly screamed his verdict.

While the man strutted his success and received accolades from the gallery of young Caltrans students, we ran back to the plant and re-designed the mix. We pulled some technology from the previous design, batched another load, slumped it at the plant and headed back to the site.

Upon our arrival, the man, emboldened by his suddenly rejuvenated power of authority was directing a backhoe to dig a five-foot by seven-foot hole. We backed the mixer up to the hole and filled it up. This time, our nine young inspector heroes, pumped up by their mentor's zeal, flattened off the mud and placed a flimsy two-by-six board across the hole for access. Once again, with stealthy determination, the man walked the plank. Staring death in the eye, he was shooting for a second kill. A hush fell over the crowd. With practiced skill, and compensation for windage, the ball was gently placed on the awaiting mud.



THE AMERICAN CONCRETE INSTITUTE
Northern California and Western Nevada Chapter

CERTIFICATION COMMITTEE SCHEDULE for FIELD TECH 1 TRAINING

FEB. 23/MAR. 2	SANTA ROSA -- (SOLD OUT)	JUNE 8/15	PETALUMA AREA
MAR. 2/9	FRESNO -- (SOLD OUT)	JULY 13/20	SAN RAMON (RMC PACIFIC MAT.)
MAR. 9/16	SAN RAMON -- (SOLD OUT)	JULY 27/AUG.3	AROMAS (GRANITE ROCK)
MAR. 23/30	BAKERSFIELD -- (SOLD OUT)	AUG. 17/24	RENO AREA
APR. 6/13	REDDING (CALAVERAS CEMENT)	SEPT. 7/14	SACRAMENTO (TEICHERT)
APR. 27/MAY 4	RENO AREA	OCT. 12/19	STOCKTON (TEICHERT)
MAY 11/18	SUNOL (MISSION VALLEY ROCK)	NOV. 9/16	SAN RAMON (RMC PACIFIC)

APPLICATION FOR GRADE 1 FIELD TESTING TECHNICIAN CERTIFICATION, 2002

Name: _____ Session Date: _____

Company: _____ Session Location: _____

Address: _____ Indicate Course:

_____ Two-day Course \$255.00

_____ Recertification \$255.00

_____ Retest \$155.00

_____ Concrete Strength Testing

_____ Exam Only \$275.00

_____ Lab. Tech. Grade 1

_____ Exam Only \$400.00

Telephone: (Day) _____

(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

ADDRESS CORRECTION REQUESTED



San Andreas, CA 95249
444 Oak Place

Northern California & Western Nevada Chapter

Tech Tip: Kelly Ball Insanity

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Time stood still. Slowly, steadily, the Kelly Ball sunk into the silky gray matter. The man repeated the process twice more. Each time the Kelly Ball sunk an inch too far. With practiced form, the man's thumb struck the sky and his negative verdict pierced the air. It was if the ump called an out in the bottom of the ninth. The crowd roared, hard hats were thrown in jubilation. The man was one batter away from a shut out.

Off to the plant we ran, and this time we slumped the mix at an inch and three-quarters. Back at the job site, the man pulled out the "secret weapon", his faithful wheelbarrow. No mix had ever passed this ultimate test. Filling the wheelbarrow, again the ritual played out. A hush fell over the crowd. The master was at work. The Kelly Ball found its mark on three locations. To the amazement of all, the penetration came in at three inches. The mud finally passed.

Shaken, the man reached for a steady arm. Blood drained from his face and he was at a loss for words. His young charges had nothing but words of sympathy for the man, denied this last victory before he stepped into the testing lab of the great beyond.

The above story is based on actual events at a job site last fall. Caltrans is the only state agency in the Union to use the Kelly Ball method of concrete penetration in Portland Cement Concrete. This 1950's technology was overwhelmingly rejected in February 1999 as a viable test method by the American Society for Testing and Materials. The internationally recognized standard for concrete is ASTM-C143, "Slump of Hydraulic Cement". Caltrans last year spent a mid-six-figure amount to upgrade its training and certify its inspectors in the C143 Standard.

With today's concrete additives, not available 50 years ago, the Kelly Ball simply does not reflect the truth about concrete slump, and accounts for thousands of wasted yards of concrete.

(The preceding article reflects the opinions of the author, and does not necessarily reflect the opinions of ACI or its directors.)