



NEWSLETTER

PRESIDENT'S MEMO

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- Joe Wolfe, W. R. Grace & Company

The 1st Quarter of 2002 is now behind us and hopefully things will continue to look up. Construction came to a grinding halt after 9/11, but we now see some light at the end of the tunnel. There is an excitement in our ready mix plants, as we have that feeling of being "over-booked" again. It is kind of like a Delta flight, 24 seats and they sell 250 seats, hoping someone cancels. In the ready mix business, a great day is caused by over booking, but no one cancels a concrete pour. You just do more with less.

This month's speaker topic, **High Performance Concrete for Buildings**, hits straight in the ready mix heart. The continued challenge in the Atlanta market is whether the local ready mix can do high performance concrete. This challenge is not just from a ready mix perspective, but from every other part of the industry that is associated with concrete. We treat concrete as if it is a very simple matter....cement, rock, sand, and a little water and wah-la, we have concrete. It is just not that simple!. High Performance in Atlanta is now up to 3750 psi in 18 hours (but 12 hours would be better). We are working at prestress levels of strength gain. Add cold or hot weather and we now have a problem waiting to happen. You are probably asking, "Why is that a problem"? The problem lies with the three or four 6" by 12" cylinders that are made to prove strength. My company's livelihood falls on three or four 6" by 12" cylinders. We are not talking about regular concrete. We, generally are talking about 5000 psi and higher concrete. Higher levels of cementitious materials, lower water/cement ratio, and probably with a superplasticizer added to it. Not your everyday concrete. We super charge the mix, but yet do nothing to protect the end results, the cylinders. There must be a significant reason why the industry gurus wrote in a specification to protect the cylinders a specific way.

I am thinking about starting a scrap book for cylinders and I am going to name it, "A Field of Cylinders". I am driving down Interstate 20 a few weeks ago and I see cylinders sitting on the side of the road. Yes, cylinders on the side of the road. Three of them in a perfect row. It made me think of bowling (don't ask me why). I happened to know that they were for a "high-early" mix. Do you think they made it?

I guess the point of this dissertation is why produce high performance concrete if we don't protect its livelihood? I know all of you ready mix guys are shouting, "You go boy!", but is the rest of the industry feeling that way? Food for thought

K. K. Deadrick, President.

EXCELLENT CHAPTER..... AGAIN!

We have received that all important letter that states: **"Congratulations, the Georgia Chapter has been named an Excellent Chapter for the 2001 year"**. Is not that just the greatest! Only Eight Chapters from a total of 90 throughout the world qualified as Excellent. Actually no other chapter has as many Excellent Banners as our chapter. This is twelve years running. There is a lot of hard work that goes into making an Excellent Chapter. Our Chapter has that commitment. And you know what? We expect to someday receive our 25th Excellent Status. Keep up the good work!

UPCOMING EVENTS

ACI Spring Convention

April 21–25, 2002
Marriott Renaissance Hotel—Detroit,
Michigan

Georgia Chapter Luncheon Meeting

April 26, 2002
Sheraton Buckhead Hotel—Atlanta

ACI 318-02 Building Code Seminar

May 16, 2002
Sheraton Buckhead Hotel—Atlanta

ACI Specifications for Structural Concrete

June 6, 2002

Skipper Seminar

June, 2002—Details next Newsletter
Sheraton Buckhead Hotel Atlanta

MARCH CHAPTER MEETING

About forty were in attendance to hear a fascinating presentation by Gary Lineback, PE, Vice President of Health & Lineback Engineers, Atlanta. Gary's program was "Design and Construction of Concrete Segmental Bridges" which are his structural specialty. Segmental concrete bridges are difficult for a layman to distinguish from other designs unless they are seen under construction. These bridges are actually built in "segments", the first such was designed by Eugene Treysinet in 1945 in France.

Gary elaborated on the four major design categories and showed slides of his projects. The categories are:

- Precast segments, span by span.
- Precast segments, in balanced cantilever construction.
- Cast-in-place segments, in balanced cantilever construction.
- Cast-in-place with cable stays.

The features and limitations of each were given as follows.

Number 1 Category requires many short segments where the geometrical tolerances are important. They can now use wet grouted joints and post tensioning allows spans up to 150 feet in length. These are used mostly over water.

Number 2 Category is a refinement of #1 where connections utilize keys shear keys with wet grouted joints. Erection is by gantry or crane and balance over the pier is necessary during assembly. These spans may reach 400 feet.

Number 3 Category offers easy geometry and span distances over 800 feet. The casting is accomplished by traveling falsework. This method was used for the Confederation Bridge linking PEI to New Brunswick, Canada.

Number 4 is the most complicated but allows spans from 600 to 2900 feet. It is a modification of #3 using cable support for the extended span distance. The construction process and service of the structure is vulnerable to temperature variations that affect the cables. The cables must be adjusted during construction and long term corrosion problems occasionally require replacement.

NEW MEMBERS

Please help us welcome the following new chapter members:

- Robert H. Green, Consulting Engineer, Acworth, GA

MEMBERS WANTED.....

Members! We need more members. One of the sections on the Annual Report covers points for Membership. We did not lose any points for last year but we did not gain any. Ask your friends and fellow workers to join. We need to gain members this year.

Thank you.

2002 MEMBERSHIP APPLICATION

Name: _____

Company: _____

Title: _____

Address: _____

City: _____ State: _____ Zip: _____

Office Phone: _____

Office Fax: _____

Home Phone: _____

E-mail address: _____

Professional Category: (Check one)

- Architect
- Contractor
- Engineer
- Student - Name of School _____
- Affiliate
- Other: _____

Are you an ACI International Member: Yes No

If yes, date joined National: _____ If yes, Committee Membership:

Sponsored By: _____ Date Joined:

- NEW MEMBER DUES RENEWAL

<p>Annual Dues: \$25.00</p>
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<p>Please complete application and mail with your \$25 check to :</p>
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<p>Georgia Chapter, ACI 100 Crescent Centre Parkway, Suite 110 Tucker, Georgia 30084 (770) 621-9324 FAX: 770-621-9380</p>

You may use this form to renew your dues for 2002 — or sign up a new member!



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We're on the web!
www.georgiachapteraci.org

APRIL MEETING NOTICE

- SPEAKER:** **MICHAEL MOTA, P.E.**
PORTLAND CEMENT ASSOCIATION
- PROGRAM:** **HIGH PERFORMANCE CONCRETE FOR BUILDINGS**
- DATE:** *Friday, April 26, 2002*
- TIME:** *11:45 a.m.—Registration*
12:15 p.m.—Luncheon
- LOCATION:** *Sheraton Buckhead Hotel*
Atlanta, Georgia
- PRICE:** *\$20.00 - Pre-registered*
\$ 5.00 - Students
\$25.00 - Walk-ins and No-shows
- RSVP:** **To RSVP, please call “Sam” at (770) 621-9324**
BEFORE 4:30 pm on WEDNESDAY, April 24.
- PLEASE NOTE:** *If you fail to call in prior to the deadline, or do not show for the luncheon, you will be charged \$25.00.*

*Members and non-
members are welcome
to attend our meetings*