Spancrete, Illini Precast join AltusGroup

Spancrete in Waukesha, Wis., and Illini Precast of Westchester, Ill., have joined AltusGroup. Spancrete will market CarbonCast Enclosure Systems in the Midwest, and Illini Precast will market CarbonCast Double Tees in the Upper Midwest. They bring the total number of precasters in the organization to 18.

Spancrete will offer CarbonCast High Performance Wall Panels and CarbonCast Insulated Architectural Cladding out of its Wisconsin plant to complement its existing structural and architectural precast concrete wall products. Both CarbonCast products use C-GRID carbon fiber grid as a shear connector to provide thermal efficiency and full composite action while maintaining the remarkable aesthetic flexibility of precast concrete.

Illini Precast will manufacture CarbonCast Double Tees in its Marseilles, Ill., and Burlington, Wis., locations for parking structures across northern Illinois, Wisconsin, Indiana, and Michigan. The CarbonCast license and AltusGroup membership will give them additional technical capability and product line expansion to meet the needs of the region and the parking industry, says Craig Wagenbach, Illini Precast president.

The Burlington, Wis., plant was the first precast concrete plant in world to fabricate CarbonCast Double Tees for a commercial application. The facility, which at the time was owned by J. W. Peters, produced CarbonCast Double Tees for the top level of a parking structure in Wisconsin. The structure is still in operation.

CarbonCast Double Tees use C-GRID carbon fiber grid as a replacement for welded wire mesh in double-tee flanges. The noncorrosive nature of C-GRID reduces the amount of concrete cover that is necessary to protect the reinforcing.

—Source: AltusGroup and Spancrete

Wells Concrete acquires Hanson Structural Precast

Wells Concrete announced that effective November 1, 2014, the company has acquired the Maple Grove, Minn., office and production facilities of Hanson Structural Precast. The combined organization strengthens the company's presence in the Minneapolis-St. Paul area and will enable it to provide a more complete and competitive product offering.

"Hanson Structural Precast fulfills new product and schedule flexibility opportunities for Wells Concrete," says Dan Juntunen, president and CEO of Wells Concrete. "Hanson brings a team of highly experienced professionals, a resume including major stadiums and high-rise office and housing projects, and an outstanding safety record that will contribute to making Wells Concrete a stronger and more competitive organization in the marketplace."

Wells Concrete will be relocating its Golden Valley, Minn., sales, engineering, and construction services office to the Maple Grove Hanson Structural Precast location to streamline business processes. The combined office will operate under the Wells Concrete name. At this time, there are no plans to eliminate any positions.

Terms of the acquisition were not disclosed.

—Source: Wells Concrete

Walter Podolny Jr.

Walter "Walt" Podolny Jr., PCI Fellow, died September 26, 2014. He was 84.

Podolny received his bachelor of structural engineering in 1952 and bachelor of civil engineering in 1953 from Cleveland State University and his master of science in civil engineering from Case-Western Reserve University in 1960. He received his PhD in civil engineering in 1971 from the University of Pittsburgh.

Podolny worked at the Federal Highway Administration for 30 years, retiring as senior structural engineer in the Office of Bridge Technology in 2000. According to his colleague Joseph Hartmann, he guided the implementation of several significant bridge construction technologies, including the design and construction of the first cable-stayed bridges in the United States.

Some of the iconic bridges he worked on were the Sunshine Skyway Bridge in Tampa, Fla., the first cable-stayed bridge in the United States with single-plane, parallel seven-wire prestressing stays, and the Pasco-Kennewick Bridge joining those two communities across the Columbia River in Washington state. He worked on the design of the Pine Valley Bridge near San Diego, Calif., the first concrete segmental cast-in-place bridge in the United States. He also worked with the French engineer Jean Muller on the Florida Keys bridges, which included the first box girder with external posttensioning strands.

Outside the United States, Podolny served as an advisor to the Kuwait Ministry of Public Works on several major segmental bridges, including the Bubiyan Bridge, a three-dimensional precast, prestressed concrete space frame. He provided technical assistance to the mayor of Guatemala City in the inspection and evaluation of distress observed on the Incienso Bridge. He also chaired an international design review panel convened by the Asian Development Bank for the 1975 ft (602 m) span cable-stayed Yangpu Bridge in Shanghai, China.

Podolny was elected a PCI Fellow in 2001. He was chair of the Joint PCI-PTI (Post-Tensioning Institute) committee on segmental bridges, which developed the first design guidelines for these structures. He was also active in the American Society of Civil Engineers (ASCE), the Transportation Research Board, the American Association of State Highway and Transportation Officials, and the Post-Tensioning Institute.

His 1985 *PCI Journal* paper, "The Cause of Cracking in Post-Tensioned Concrete Box Girder Bridges and Retrofit Procedures," won PCI's Charles C. Zollman Award and ASCE's prestigious T. Y. Lin Award in 1986. He also received the Zollman Award in 1993 for "Corrosion of Prestressing Steels and Its Mitigation." He was the author of two textbooks, *Construction and Design of Prestressed Concrete Segmental Bridges*, first published in 1982, and *Construction and Design of Cable-Stayed Bridges*, first published in 1976. Both have been translated into Japanese. The former was also translated into Chinese.

—Sources: *PCI Journal*, Joseph Hartmann

Jesse S. Covarrubias

Jesse S. Covarrubias, a Professional Member of PCI, died October 22, 2014. He was 74.

Covarrubias received a bachelor's degree in civil engineering in 1964 from the University of Texas at Austin and attended graduate school at the University of California at Los Angeles. He worked as a bridge engineer for the California Department of Transportation in Los Angeles from 1964 to 1970, and then returned to Texas to work for the Texas Department of Transportation (TxDOT) until 1972. He left TxDOT for a design firm in San Antonio, Tex., where he was a project engineer and acting vice president until 1976, when he started his own firm, Structural Engineering Associates Inc. (SEA). Under his leadership, SEA designed bridges, parking structures, buildings, and highway interchanges, winning numerous accolades. Covarrubias was also instrumental in obtaining three U.S. patents pertaining to a containment vault and traffic barrier construction.

—Sources: University of Texas at Austin and Angelus Funeral Home

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J-J Hooks MASH-tested anchored precast concrete safety barrier wins approval from 20 state DOTs

Easi-Set Worldwide reports that its American Association of State Highway and Transportation Officials Manual for Assessing Safety Hardware (MASH)–tested J-J Hooks anchored barrier has been approved by 20 state departments of transportation (DOTs) and that additional approvals are expected in the near future. MASH presents uniform federal guidelines for crash-testing permanent and temporary highway safety features and recommends evaluation criteria to assess test results.

The new precast concrete barrier design easily met the MASH-TL3 crash test requirements and sustained the industry's lowest permanent deflections in both the bolted and pinned test configurations. Bolted installations require only two bolts for every 12 ft (3.7 m) section (most precast concrete barriers require three), while pinned installations incorporate steel rods that are driven down into the asphalt and then into the sub-base below.

"When a car hits it, the barrier stays in position and doesn't 'walk' off the roadway," says Moffette Tharpe, managing director for Easi-Set Worldwide. When combined with the J-J Hooks freestanding barrier tested to National Cooperative Highway Research Project 350 TL3 requirements, the new product provides state DOTs with a cost-effective solution for a wide range of installation requirements.

Tharpe says that the new anchored product gives state DOTs a speedier option for installing and removing the barrier at the construction site.

J-J Hooks MASH-tested anchored barrier was recently installed on the Anderson Memorial Bridge, which spans from Boston, Mass., to Cambridge, Mass., and the US 13 overpass at Baylor Boulevard in New Castle, Del. Bolted installations on bridges use an anchoring system, jointly developed with Hilti, that does not damage bridge decks and allows the barrier to be easily removed after construction is complete.

—Source: Smith-Midland Corp.

Kelly named ASCE Fellow

John Kelly

John B. Kelly, PCI Life Member, was named a Fellow of the American Society of Civil Engineers (ASCE) Fellow. Over the years, Kelly has been active on the PCI Bridges Committee, Tolerance Committee, and Piling Committee. He was also a reviewer for the first edition of the *Bridge Design Manual*.

Kelly received his BSCE from of the University of Dayton and an MSCE in structures from Purdue University. He spent the first half of his professional career in the prestressed concrete manufacturing business. In 1990, he started his own firm, John B. Kelly, P.E., Consutling Engineer in Ocean Springs, Miss., where he resides. He is active in community affairs and has served for several terms on the City of Ocean Springs Planning Commission.

He has been a longtime member of ACI Committee 543, Concrete Piles.

—Source: ASCE and John Kelly

Sri Sritharan, Iowa State University's Wilson Engineering Professor in Civil, Construction and Environmental Engineering and leader of the College of Engineering's Wind Energy Initiative says that he believes concrete technology can build taller and better wind turbine towers. Courtesy of Bob Elbert.

Sritharan, Iowa State to study increasing wind turbine height

The United States Department of Energy has awarded Iowa State University engineers $1 million to study how high-strength and ultra-high-performance concrete can be used to build taller wind turbine towers.

"I think this will revolutionize the wind energy industry," says Sri Sritharan, Iowa State University's Wilson Engineering Professor in Civil, Construction and Environmental Engineering and leader of the College of Engineering's Wind Energy Initiative. "We won't need to transport these big tubular towers on the highways, and we'll harvest energy where it's needed."

Sritharan says that taller concrete towers have several advantages over today's 80 m (260 ft) steel towers:

- They can reach above 80 m without causing transportation challenges, providing energy companies with access to the faster and steadier winds at 100 m (330 ft) and higher.
- They increase the amount of time turbines are productive.
- They allow wind energy harvesting in regions of the country where favorable winds are only above 100 meters and demand for energy is high.
- They contribute to the reduction of wind energy costs by reducing the production and transport costs of towers.
- They will facilitate growth in turbine size and rotor diameter, which in turn will help reduce the wind energy costs.

The energy department project will build on Sritharan's earlier work to develop and test concrete wind turbine towers. The tower technology, called Hexcrete, uses precast and easily transportable concrete components to build hexagon-shaped towers from precast concrete panels connected to precast concrete columns.

Sritharan and former graduate student Grant Schmitz tested full-sized, high-strength tower segments and connections in 2013. The tests showed that the concrete technology could be designed to handle the load expected for taller towers at extreme conditions.

Sritharan believes concrete towers can do a lot for the wind energy industry and for the American economy. "If used for the entire height," he wrote in a project summary, "the Hexcrete concept will eliminate transportation challenges and engage a well-established U.S.-based precast concrete industry in the wind tower business, thereby greatly reducing reliance on foreign steel and increasing the job market in the U.S."

In addition to the energy department's 18-month grant, the wind tower project will be supported by a grant of $83,500 from the Iowa Energy Center and $22,500 of in-kind contributions from Lafarge North America Inc. of Calgary, AB, Canada. The project's industry partners also include the Siemens Corp.'s Corporate Technology center in Princeton, N.J.; Coreslab Structures (OMAHA) Inc. of Bellevue, Neb.; and BergerABAM of Federal Way, Wash.

—Source: Iowa State University

Meadow Burke acquires Thermomass

Meadow Burke has acquired Thermomass. Thermomass manufactures a range of patent-protected insulation systems for use in precast, tilt-up, and cast-in-place concrete applications. These systems are used in the construction of energy-efficient buildings throughout North America, Europe, the Middle East, and Asia. Headquartered in Boone, Iowa, Thermomass will continue to be operated by its current management team and led by President Tom Stecker.
—Source: Meadow Burke

Anderson joins Simpson Gumperts & Heger

Neal Anderson

PCI Fellow Neal Anderson has joined Simpson Gumpertz & Heger Inc. (SGH), a national engineering firm that designs, investigates, and rehabilitates structures and building enclosures, as a staff consultant in their new Chicago, Ill., office.

Anderson has more than 25 years of experience investigating and rehabilitating vintage structural steel construction and reinforced and precast/prestressed concrete structures, including structural building frames, bridges, plazas, slabs on grade, historic steel construction, and parking structures.

He is a member of the American Concrete Institute (ACI), including membership on ACI 318, the Structural Building Code Committee, and PCI's Research and Development and Concrete Materials Technology Committees.

He holds BS and MS degrees in civil engineering from Purdue University and is a licensed professional and structural engineer in Illinois and several other Midwestern states. He previously was affiliated with the Concrete Reinforcing Steel Institute and Wiss, Janney, Elstner Associates.

Anderson can be reached at SGH's Chicago office at 135 S. LaSalle Street, Suite 3050, Chicago, IL 60603 and at NSAnderson@sgh.com.
—Source: Simpson Gumpertz & Heger

Charles G. Salmon

Charles G. "Chuck" Salmon, emeritus professor at the University of Wisconsin–Madison, died in Las Vegas, Nev., on April 28, 2014. He was 83.

Salmon was born in Detroit, Mich., on October 28, 1930. He first came to the University of Wisconsin's Department of Civil and Environmental Engineering as an instructor in 1956. He taught there for nearly 40 years. He authored several textbooks on structural analysis and design in both concrete and steel, including *Reinforced Concrete Design* with his colleague C. K. Wang.

He was active in several professional societies, including the American Society of Civil Engineers, which made him an honorary member in 1993; the American Society of Engineering Education; the American Concrete Institute, which made him an honorary member in 2000; the American Institute of Steel Construction; and the National Society of Professional Engineers. He was also a professional member of PCI. He was an advisor for the UW–Madison chapter of the civil engineering honor society Chi Epsilon for many years and served as its national president from 1994 to 1996.

Jeffrey S. Russell, vice provost at the University of Wisconsin and a former colleague, said, "Chuck was a true giant in the profession—a brilliant structural engineer, outstanding teacher, coauthor of some of the best structural engineering textbooks and mentor for students."
—Sources: University of Wisconsin-Madison website and *Engineering News Record*

Spancrete renovating facility in Georgia

Spancrete has begun the process of revitalizing a manufacturing facility in Newnan, Ga. Spancrete's efforts will create approximately 40 new jobs for the area. Spancrete is updating equipment, renovating structures, and preparing the facility to produce hollow-core and wall panel building products. The plant will be fully operational by January 2015.
—Source: Spancrete

Clark Pacific to work on two new San Diego projects

West Sacramento, Calif.–based Clark Pacific, one of the nation's leading suppliers of architectural and structural precast concrete solutions, has been awarded two signature construction projects in San Diego, Calif. Clark Pacific will furnish precast concrete architectural cladding with glazed panels for the new county courthouse and precast concrete architectural cladding and stairs for San Diego International Airport's new parking and rent-a-car facility.

The $300 million courthouse project, delivered as a design-build project by Rudolph & Sletten and Skidmore, Owings & Merrill, will be a 704,000 ft^2 (65,400 m^2) courthouse designed to replace the current 48-year-old building. The project will consolidate the separate county courts, criminal trial, family, and civic, into one 22-story building. The estimated completion date is early 2017.

Clark Pacific's contract is to provide limestone-faced, prefabricated architectural precast concrete elements for the project, including walls, glazed window panels, and fully wrapped column covers. The new project will occupy a full city block and will include the transformation of a brownfield lot into a new public park. All precast concrete components will be manufactured in Clark Pacific's Fontana, Calif., facility.

The second San Diego project, a $316 million parking and rental car facility for the city's airport, will be delivered by a joint venture of Austin/Sundt with design by Damattei Wong Architecture and Simon Wong Engineering. The structure will total 2 million ft^2 (190,000 m^2) and will contain 5000 parking stalls. Clark Pacific's contract includes the manufacturing and installation of precast concrete architectural cladding and stairways for the structure.

The structure will serve as a central location for rental car customers, with one consolidated airport shuttle serving the new facility, as opposed to the many brand-specific shuttles that have served the airport. The structure will dramatically reduce rental car traffic on Harbor Drive and will relieve congestion around the airport itself.
—Source: Clark Pacific

Advanced Concrete Technologies Inc. (ACT) celebrates its 25th year in business. In the front row from the left are Andreas Schilli, owner; Volker Würschum, owner; Max Hoene, ACT president/founder; and Martin Wieland, owner. In the back row from left are Hubert Würschum, owner; Erik Johansen, ACT vice president; Stefan Siegels; ACT COO; and Reimund Richter, ACT service manager. Courtesy of Advanced Concrete Technologies Inc.

Advanced Concrete Technologies celebrates 25th anniversary

Advanced Concrete Technologies Inc. (ACT) celebrated its 25th anniversary as a provider of single-source concrete mixing and batching plant equipment. ACT marked its anniversary with a celebratory gathering for its customers, team players, owners, and retired founders. ACT came into existence in 1989 when two German companies, Wiggert & Co. and Würschum, joined to create a new American-based company. Technologically advanced equipment solutions, along with its dedicated team of employees, places ACT as the premium source for quality concrete equipment and top-rated service in the industry.
—Source: Advanced Concrete Technologies Inc.

Death Notice

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April 11, 2014: Perry Lee of Architectural Polymers

EnCon United adds Tubbs to corporate management team

Jack Tubbs

EnCon United, the parent company of several architectural and structural precast/prestressed concrete companies, has added Jack Tubbs to its corporate management team.

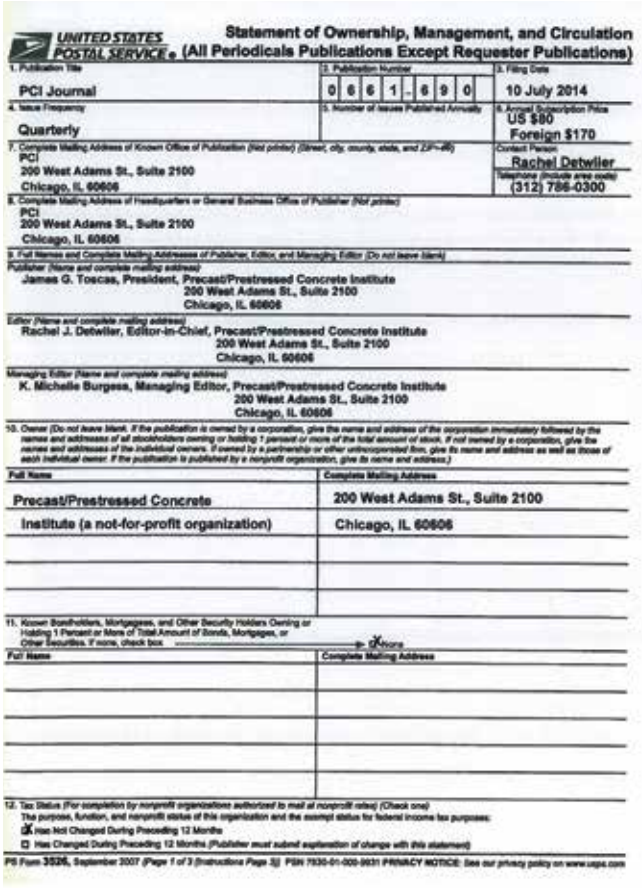
Tubbs has joined EnCon Companies as director of preconstruction, bringing more than 27 years of engineering and construction experience to the EnCon team.

In this role, Tubbs' responsibilities include developing and managing new business development opportunities for EnCon Construction, EnCon Renew, EnCon Utah, and Stresscon Corp. In addition, Tubbs is responsible for business process initiatives and improvement, preconception design assistance and value engineering, sales, new market development, and product development.

Tubbs has been actively involved for many years in business development and preconstruction. His previous experience includes commercial and industrial building construction, building design, energy studies, and preconstruction services in bid, negotiated, and design-build projects. Tubbs is a licensed engineer in the states of Colorado, Illinois, Indiana, Kentucky, Michigan, and Wyoming. He is also certified by the National Council of Examiners for Engineering and Surveying and licensed as an International Code Council National Standard General Building Contractor (A).

—Source: EnCon Companies

Compiled by K. Michelle Burgess (mburgess@pci.org)



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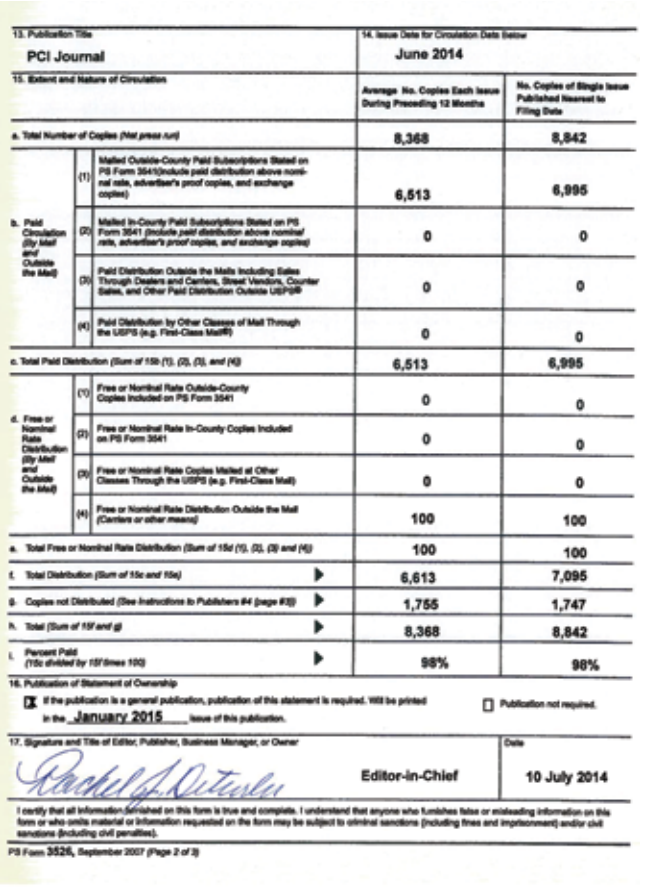

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