

MB Crusher Nets 30 Percent Savings for Culver City Demolition Contractor

A great example of problem resolution recently took place on a project in Culver City, Calif.

After a 20-year career that included oil field construction management and selling for abatement and demolition contractors, Keith Randall started his own company.

REX Environmental & Demolition Inc. (REDI), Redondo Beach, Calif., opened for business in January 2016. The company specializes in demolition (hard and soft), lead and asbestos removal and contaminated soil removal.

A recent job proved challenging for Randall. In Culver City, Calif., the project involved removing a 5-in. (12.7 cm) thick concrete slab from a former roller skating rink, which was being prepared for renovations to become a Harbor Freight location.

Hauling the concrete from Culver City to a facility in Long Beach would mean trucking 20 to 25 loads an hour — or two in peak traffic — each direction. Randall estimated the cost of hauling the concrete away would be approximately \$25,000.

Randall attended World of Concrete in Las Vegas this past February where he watched the MB Crusher attachment demonstration. He reached out to Chris Ballangee, MB's area manager for the California area.

Ballangee helped Randall get in touch with Mark Company to set up the



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company as a subcontractor for the job.

Mark Company provided its Volvo 460 excavator and the BF 120.4 crusher bucket, designed for excavators weighing more than 68,300 lbs. (30,980 kg).

"Keith was interested in seeing the bucket work and I called Brett Pack at Mark Company. I asked if he could help out Keith. Brett had no trouble helping us," Ballangee said.

The BF 120.4 is designed for large demolition jobs, crushing in quarries and aggregate recycling to reduce the volume of materials. It is capable of crushing more than 65 cu. yds. (50 cu m) per hour and has a capacity of 1.7 cu. yds. (1.3 cu m).

Using this attachment, Randall was able to reduce the concrete to -3 in. size on site and recycle the crushed material as fill around the new footings that were to be poured.

"I was impressed by the mobility of unit and process," said Randall. "We were able to straddle the pile of recycled material and just continue to feed it all day."

The 15,000 cu. ft. (425 cu m) of concrete was reduced to 400 yds. (365.8 m) of material. Estimated crushing costs were \$11,000 — plus 2.5 days of labor — resulting in overall savings of 30 percent.

"It is hard to argue with that kind of savings," Randall said.

For more information, visit <http://www.mbc crusher.com/us/us/>.

(This story also can be found on Construction Equipment Guide's website at www.constructionequipmentguide.com.) CEG



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High-Speed Rail Delays Cost \$63M

By Juliet Williams
ASSOCIATED PRESS

SACRAMENTO, Calif. (AP) Another \$63 million was added to the cost of California's high-speed rail project and the completion date for the first 29-mi. (47 km) leg was pushed back 17 months to August 2019, after the state won a lawsuit that had tied up land needed for construction for 4 and a 1/2 years.

Landowners in the Central Valley sought to block the controversial \$64 billion project there, but a Sacramento County Superior Court judge ruled in March that plans for the system do not violate promises made to voters who approved selling nearly \$10 billion in bonds for the project.

The ruling allowed planning and financing to proceed.

The lead plaintiff in the suit, Kings County, announced in May that it would not appeal, ending the lawsuit.

"Opponents of major infrastructure projects have long used legal maneuvers and other tactics to try to stop construction — practices that hurt local businesses, delay hiring and waste taxpayer dollars," high-speed rail spokeswoman Lisa Marie Alley said in a statement, adding that the project's overall budget and schedule will not be affected.

The lawsuit had tied up access to financing and officials said nearly 500 appraisals for land along the route became outdated during that time. The board that oversees the project included a \$160 million reserve when it approved its original \$985.1 million contract with construction consortium Tutor Perini-Zachry-Parsons. Officials said the additional cost would come from that reserve.

Alley said the agency now has 63 percent of the parcels needed along the 29-mi. route from Fresno to Madera.

Ron Tutor, chairman of the lead company, Sylmar-based Tutor Perini Corp., said both sides compromised to get the project going again.

"Unfortunately this was hanging over the job from the beginning, where we were unable to go to work because litigation was tying up all the properties," he said in an interview.

Aaron Fukuda, one of the plaintiffs in the lawsuit, questioned whether the delays in acquiring land were really caused by the lawsuit. He said he believed many of the outdated appraisals were caused by internal issues at the high-speed rail authority, not the lawsuit, and said rail authority officials repeatedly said publicly that they could proceed while in litigation because the project was using federal funds.

Still, money and political support for what would be the nation's first high-speed rail project has lagged. California has secured another \$3.2 billion in federal matching funds and the project is supposed to receive money each year from the state's greenhouse gas emission fund, which sold only a fraction of the credits expected in an auction.

California faces a September 2017 deadline to spend the federal stimulus money. Jeff Morales, high-speed rail chairman, told the board that the state expects to meet the deadline.

In the Central Valley lawsuit, the Sacramento County judge agreed with landowners and the county that the California High-Speed Rail Authority has not proven the rail system will be financially viable or can meet the travel times voters were promised, but he said their lawsuit was premature because the system continues to evolve.

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