

Concrete:

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Michigan Concrete Association:

Daniel DeGraaf, P.E. Executive Director/CEO
ddegraaf@miconcrete.net

Cell: (517) 862-5632

MCA Mission Statement:

The mission of the Michigan Concrete Association will be to increase the use of concrete in Michigan, through customer promotion and support, and to further the interests of Michigan's ready mix and concrete paving industries.

The Association's driving values are to encourage the best product in the appropriate application, a healthy concrete industry, a strong customer focus, member success, good public policy based on fact, to be credible at all times in all things, and to recognize and apply the best technical expertise.

What "it" looks like:

Marketing and Promotion: MDOT, Local Agencies, Developers, Engineers and Architects

Political Support: Organize and represent the industries efforts

Member Support: Specifications, new products, contract issues

Workforce development: Find new workers, certification & training

Research: Track and support new methods and materials, engage and support Academia

Competition: The industry thrives on competition; initial cost is a component, but long-term performance is the optimal way to make significant gains. We are always looking for new materials and ways to improve concrete performance.

Life-Cycle Cost Analysis (LCCA) is the legislative required process that MDOT uses to determine pavement selection. This process places value and attention on long term performance. Increasing the pavement's life expectancy is the easiest way to gain a competitive advantage.

Warranties have also had a positive impact quality; contractors have a stake in the outcome, and it has driven them to better understand their product. Contractors only have a partial share in the total product being produced

Connecting with the national effort is a critical value that we provide for our members. Our members are running their day-to-day businesses, we attend research meetings and follow new developments on their behalf.

MCA and MDOT are charter members of the National Concrete Consortium (NCC). NCC was established in 1997 to provide a forum that connects concrete practitioners from FHWA, DOT's, Industry and Academia. We work on, common issues, joint research needs, share experiences and build working relationships. We have significantly accelerated the advancement of our specifications here in Michigan as a result. Michigan is also recognized as a lead state in concrete.

We work with the Engineering department at all Michigan Colleges and Universities, and we are members of the Transportation Research Board (TRB) and participate on committees and meetings.

Example:

Fly Ash, a recycled product from waste stream of the coal power production, had become a critical a dependable component of durable concrete mixes. The environmental issues associated with coal have significantly impacted the availability of fly ash. We needed to find alternate materials that can replace fly ash. Currently, slag cement a recycled by product of steel manufacturing, is meeting that demand, but we are always looking for additional supplemental materials that can fill this vital role. The good news is that both MCA and MDOT are well connected to the top researchers in the world.

There are many ideas and potential products under development that may contribute to concrete in the future. MCA along with MDOT is actively evaluating them, and we ask the following questions for any new idea or product:

- Does this product have promise?
- Will the supply be able to meet the demand?
- Is the estimated cost reasonable?
- How does the product work in real life?
- Does the product result in equal or better performance?

As legislators, you may have met representatives from some of the companies working on some of these potential products. You can connect them with us. There is always a constant pressure to cut the red tape and accelerate implementation. Industry and MDOT are both looking for new products, but neither of us can do free product research for these companies. In addition, we are trying to find materials that we can use today to provide 50 to 100 years of service life. We must have a high probability of success along with some field trials before we adopt a product. Unforeseen issues can create even greater problems than the solutions we hope that the new product will provide. MDOT is tracking the new products that they have been asked to look at. Ask them to provide updated lists from time to time.

Rebuilding Bonded Projects: The best way to work out of our infrastructure deficit is to increase the percentage of full reconstruction projects. Just addressing temporary fixes will not alter the decline path. In the last 20+ years bonding has been utilized to shore up the current program with the hope that additional funding would be forthcoming. Using the bond funds to reconstruct major corridors with fixes that have design lives that exceed the term of the bonds will have a positive impact on the system condition. In addition, reduced fuel tax receipts due to Covid-19 has impacted the construction program in several states but will have a significantly reduced impact here in Michigan because of the Bonded Projects.

The concrete industry is competing to deliver the best solution for the citizens on Michigan.

Please feel free to contact us at any time with questions or ideas.