MICHIGAN CONCRETE ASSOCIATION

2024 CONCRETE AWARDS

FEBRUARY 22, 2024

SAINT JOHN'S RESORT
PLYMOUTH, MI





www.miconcrete.org/concrete-awards



MICHIGAN CONCRETE ASSOCIATION

Table of Contents

04 **CONFERENCE SPONSORS**

09 **CONFERENCE EXHIBITORS**

10 **Flatwork - Special Innovation**
Grand Blanc High School Athletic Campus
GRAND BLANC
Albanelli Cement Contractors
Grand Blanc Community Schools

12 **Paving - Downtown Streets**
South State Street Reconstruction
ANN ARBOR
GM & Sons
City of Ann Arbor & Ann Arbor DDA

14 **Commercial Parking Lots**
Duck Lake Country Club
ALBION
Merlo Construction
Duck Lake Country Club

15 **Paving - Residential Streets**
2023 Infrastructure Improvements
PLYMOUTH
GM & Sons
City of Plymouth

16 **Structural - Commercial**
U of M Health Care Pavilion
ANN ARBOR
Commercial Contracting Corporation
University of Michigan

17 **Flatwork - Commercial/Exterior**
Pioneer State Mutual Insurance
FLINT
Streeter Brothers
Pioneer State Mutual Insurance

18 **Flatwork - Commercial/Interior**
Means Logistic Park
HIGHLAND PARK
Fessler & Bowman
Ashley Capital

20 **Paving - Collectors**
Warner Avenue Reconstruction
WARREN
Florence Cement Company
City of Warren

21 **Paving - Commercial Parking Lot**
Dayton Freight
WATERFORD
Fessler & Bowman
Dayton Freight Lines

22 **Paving - Airports Small**
Duncan Aviation Hanger 9
BATTLE CREEK
Florence Cement Company
Duncan Aviation

23 **Commercial/Special Innovation**
King Milling Silo
LOWELL
Todd & Sargent
King Milling Company

25 **Paving/Divided Highway - Urban**
I-75 Modernization Segment 3 DBFM
OAKLAND COUNTY
Ajax Paving Industries
MDOT

Table of Contents

27 **Decorative Interior/ Institutional**
Grandville Middle School
GRANDVILLE
Burgess Concrete Construction
Grandville Public Schools

28 **Flatwork - Municipal**
Saginaw Street Reconstruction - Phase 1
FLINT
T & D Concrete Construction
MDOT City of Flint

29 **Paving - Airports Large**
DTW Taxiway Y South - Phase 2
ROMULUS
Toebe Construction
Wayne County Airport Authority

30 **Paving - Industrial**
Roseberry Avenue Water Main and Pavement Reconstruction
WARREN
Florence Cement Company
City of Warren

31 **Decorative Residential/Cowinner**
Gull Lake Project
HICKORY CORNERS
Nobel Concrete
Gary Cranger

32 **Concrete Pavement Restoration**
US-12 and M-60
NILES
Causie Contracting
MDOT

33 **Decorative Residential/Cowinner**
River Hill Lane Project
JACKSON
Dysert Concrete
Lori and James Grace

34 **Divided Highway - Rural**
I-69 Reconstruction
LAPEER COUNTY
Toebe Construction
MDOT

36 **Flatwork - Commercial/Interior**
Ford InSite Logistics Center
MONROE
B&B Concrete Placement
InSite Real Estate

38 **Paving - Airports - Small**
Rehabilitate Runway 1-19 TDZ & BAK-12 Aircraft Arresting System
ALPENA
Florence Cement Company
Alpena County

40 **Decorative Municipal**
Pathway to Learning Tawas Library
TAWAS
Captivating Concrete Creations
City of Tawas

41 **Paving - Subdivisions**
Deerbrook Subdivision - Phase 1
MACOMB TOWNSHIP
Florence Cement Company
Pulte Land Company

42 **Decorative Municipal**
Roosevelt Park
DETROIT
Albanelli Cement Contractors
City of Detroit

MICHIGAN CONCRETE ASSOCIATION

THANK YOU TO OUR 2024 CONFERENCE SPONSORS

AIS Construction Equipment
CONFERENCE/WORKSHOP SPONSOR

Master Builders Solutions
CONFERENCE/WORKSHOP SPONSOR

Ace Cutting Equipment & Supply
CONFERENCE SPECIAL EVENTS SPONSOR

Angelo Iafrate Construction Co.
CONFERENCE SPECIAL EVENTS SPONSOR

Ash Grove Cement Company
CONFERENCE CO-SPONSOR

Consumers Concrete Corporation
MCA SUPPORT SPONSOR

Decorative Concrete Resources
LANYARD SPONSOR

Edw. C. Levy Co.
CONFERENCE SPECIAL EVENTS SPONSOR

Euclid
MCA SUPPORT SPONSOR

Florence Cement Company
CONFERNCE CO-SPONSOR

GCP Applied Technologies
CONFERENCE CO-SPONSOR

GM & SONS
CONFERNCE SPECIAL EVENTS SPONSOR

GOMACO Corporation
MCA SUPPORT SPONSOR

HOLCIM US
CONFERENCE CO- SPONSOR

Liquid Calcium Chloride Sales
MCA SUPPORT SPONSOR

MAPEI Corporation
CONFERENCE CO-SPONSOR

Oshkosh S-Series
CONFERNCE CO-SPONSOR

SIKA
CONFERENCE SPECIAL EVENTS SPONSOR

St Marys Cement
CONFERENCE CO-SPONSOR

Streeter Brothers
CONFERENCE SPECIAL EVENTS SPONSOR

Superior Materials
CONFERENCE CO-SPONSOR

UltraFinish1L
(PREMIERE CONCRETE ADMIXTURES)
POCKET CARD SPONSOR

MICHIGAN CONCRETE ASSOCIATION

CONFERENCE TITLE SPONSORS

AIS CONSTRUCTION EQUIPMENT Corp.

MASTER® BUILDERS SOLUTIONS

MICHIGAN CONCRETE ASSOCIATION

CONFERENCE CO-SPONSORS

ASH GROVE CEMENT COMPANY

FLORENCE

gcp

HOLCIM

MAPEI

OSHKOSH

st marys cement

VOTORANTIM cimentos

superior

VOTORANTIM cimentos

MICHIGAN CONCRETE ASSOCIATION

CONFERENCE SPECIAL EVENTS SPONSORS

ACE CUTTING EQUIPMENT & Supply, Inc.

Iafrate CONSTRUCTION

SINCE 1918 LEVY SOLUTIONS FOR YOUR ENVIRONMENT®

STREETER BROTHERS, INC.

GM & SONS concrete construction

Sika®

MICHIGAN CONCRETE ASSOCIATION

MCA SUPPORTER SPONSORS

EUCLID CHEMICAL

Consumers CONCRETECORPORATION

LCCS "The Perfect Solution"

GOMACO

POCKET CARD SPONSOR

UltraFinish 1L
Colloidal Silica Admixture For Type 1L Cement
For More Information visit: UF1L.com

MCA LANYARD SPONSOR

DCR DECORATIVE CONCRETE RESOURCES

MICHIGAN CONCRETE ASSOCIATION

EXHIBITORS

ADVANCE (A TEREX BRAND)

AIS CONSTRUCTION EQUIPMENT CORP.

ALTA EQUIPMENT COMPANY

COMMAND ALKON

COUGAR SALES AND RENTAL, INC.

CT CONSULTANTS

CRYSTAL FLASH

DECORATIVE CONCRETE RESOURCES

KEMCO SYSTEMS

LIQUID CALCIUM CHLORIDE SALES

MICHIGAN CAT

PREMIERE CONCRETE ADMIXTURES

THE SAFETY SOURCE

VEGA AMERICAS

FLATWORK - SPECIAL INNOVATIVE

Grand Blanc High School Athletic Campus

162 JEWETT TRAIL - GRAND BLANC, MI

Concrete Contractor:	**Albanelli Cement Contractors**
Concrete Supplier:	**Superior Materials**
Prime Contractor:	**Auch Companies**
Design Engineer:	**IDS**
Project Owner:	**Grand Blanc Community Schools**
QA/QC Consultant:	**SME**



The newly developed athletics campus for Grand Blanc High School achieves the goal of introducing artificial turf fields for football, lacrosse, baseball, and softball while creating a new natural grass field for soccer. A new Athletic Center adjacent to the new stadium houses team rooms, concessions, and toilet rooms, all combined with a new state-of-the-art natatorium. The stands at the field will provide seating for some 6,000 spectators, more than twice the current capacity. The aquatic facility will accommodate up to 500 spectators.

The project also included two separate concrete plazas: a visitor's plaza on the Perry Innovation Center end, which is at grade; and an upper plaza which is the home plaza behind Brendle Elementary School. A two-tiered concrete walkway terrace along the aquatic facility will connect the two plazas. Spectators will be able to view the game from the walkway.

Adding to the allure of the complex, a framed structural deck has been poured, serving as a fantastic patio area for spectators during football games. This thoughtful addition allows fans to enjoy the action while being surrounded by the vibrant atmosphere of the stadium.

The upper plaza was converted to structural concrete from precast due to costs and schedule. Albanelli worked closely with the design team to make the conversion as seamless as possible. Over 3,800 cubic yards were produced by Superior Materials as the building flatwork and site concrete and placed by Albanelli's crews for this project.

Despite all the challenges, the project team delivered this project in time for the Class of 2023 Graduation. Overall, the newly developed athletics campus for Grand Blanc High School is a testament to the dedication and vision of the project team. It has transformed the school's sporting facilities into a sophisticated and awe-inspiring space that rivals that of college-level venues.

FLATWORK - SPECIAL INNOVATIVE

Grand Blanc High School Athletic Campus

162 JEWETT TRAIL - GRAND BLANC, MI

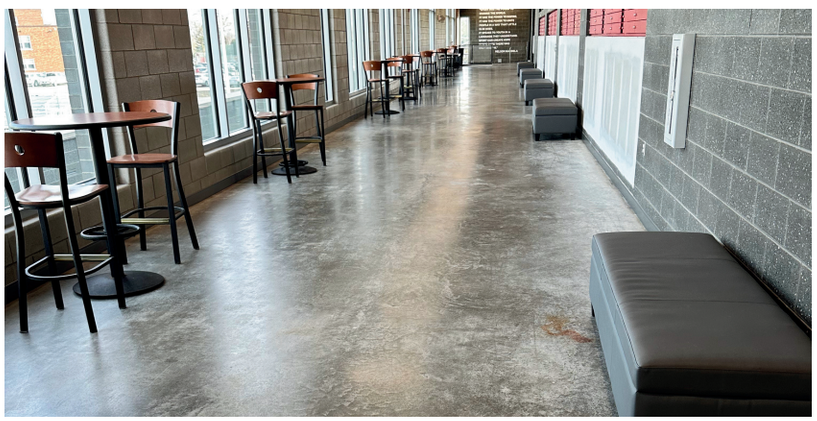
Concrete Contractor:	**Albanelli Cement Contractors**
Concrete Supplier:	**Superior Materials**
Prime Contractor:	**Auch Companies**
Design Engineer:	**IDS**
Project Owner:	**Grand Blanc Community Schools**
QA/QC Consultant:	**SME**











PAVING - DOWNTOWN STREETS

South State Street Reconstruction

BETWEEN EAST WILLIAM & EAST WASHINGTON - ANN ARBOR, MI

Concrete Contractor:	**GM & Sons, Inc.**
Concrete Supplier:	**Doan Companies**
Prime Contractor:	**Fonson Company**
Design Engineer:	**Wade Trim & Smith Group**
Project Owner:	**City of Ann Arbor & Ann Arbor Downtown Development Authority**
QA/QC Consultant:	**Intertek PSI**



Completed in the fall of 2023, the State Street Curbless Street is a pedestrian-focused street in the heart of the State Street District, bordering the University of Michigan's central campus. Rebuilding this 3-block stretch of roadway spanned over two full construction seasons, from William Street to Washington Street.

The project included:

- A complete reconstruction of sidewalks and the street in concrete for long-term durability.
- Audible pedestrian signals.
- "All-walk" pedestrian signal phases at Liberty, William, & North University.
- New LED street lighting.
- Extensive stormwater management including underground infiltration systems and rain gardens.
- New watermain.
- Curbside parking lanes that can also be used for other purposes during special events.
- A shared-use path from William to North University.
- 8-inch thick, fiber-reinforced concrete pavement.

The move was made to prioritize pedestrians in this stretch by improving safety and accessibility. Pedestrian traffic far outnumbers vehicular traffic along this route, and the curbless design will allow for the most flexibility in how the street is used.

Before construction, there were two northbound lanes on State Street, with parking only on the southbound lane. The completed project includes one lane of traffic in either direction, along with some parking on both sides of the street.

The curbless design will allow businesses along State Street to introduce café dining and outdoor retailing. It will also support special events. The design includes many visual cues for drivers to slow down and understand the expected traffic flow.

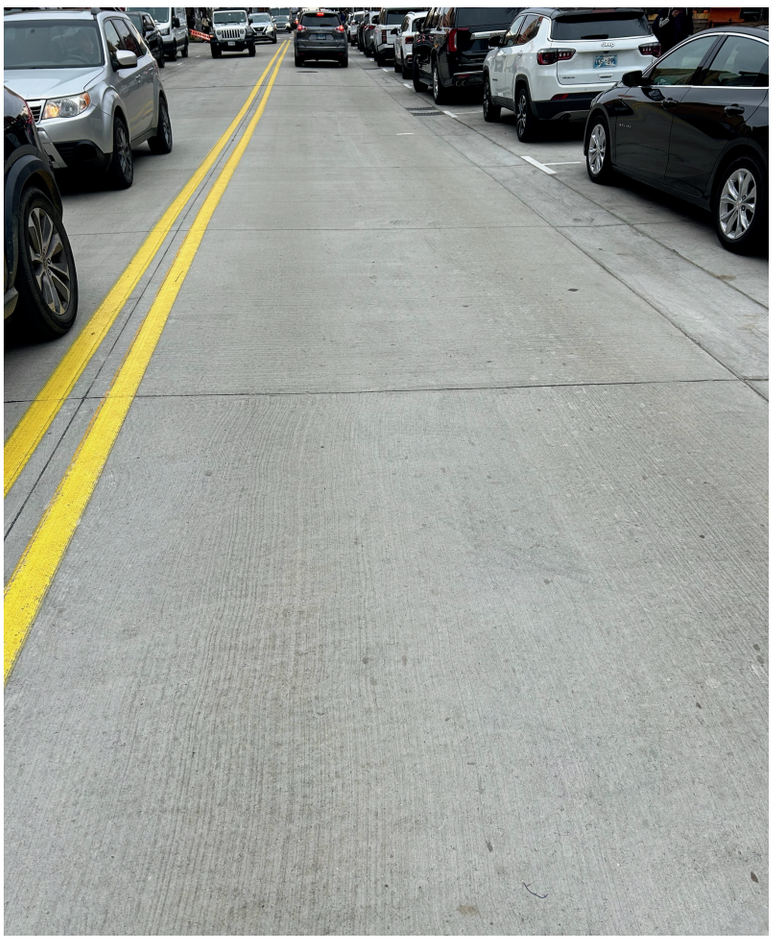
The project includes complete reconstruction of the street, streetscape, and intersections with the curbless design from William to North University. Although curbs have largely been eliminated, valley gutters were installed in their place for water to drain the concrete surface.

PAVING - DOWNTOWN STREETS

South State Street Reconstruction

BETWEEN EAST WILLIAM & EAST WASHINGTON - ANN ARBOR, MI

Concrete Contractor:	**GM & Sons, Inc.**
Concrete Supplier:	**Doan Companies**
Prime Contractor:	**Fonson Company**
Design Engineer:	**Wade Trim & Smith Group**
Project Owner:	**City of Ann Arbor & Ann Arbor Downtown Development Authority**
QA/QC Consultant:	**Intertek PSI**









COMMERCIAL PARKING LOTS

Duck Lake Country Club

2827 COUNTRY CLUB WAY - ALBION, MI

Concrete Contractor: **Merlo Construction**
Concrete Supplier: **Shafer Redi-Mix**
Project Owner: **Duck Lake Country Club**

Shafer Redi-Mix worked with Duck Lake Country Club to rehabilitate their existing parking lot by using a 4-inch-thick (approximately 650 square yards) concrete overlay over top of the old, damaged asphalt. This new layer of concrete will be able to handle the weight of vehicles passing over it, the effects of changing weather, and extreme temperatures.

The concrete overlay method also allowed for a quick turnaround time – the project was started on a Monday and completed and opened to traffic the following Tuesday. Replacing the entire asphalt parking lot would have involved breaking up the existing pavement or milling off several inches and disposing of the debris. By choosing to place a concrete overlay, this process isn't necessary and there are usually very few pre-pour repairs needed, meaning you can place your concrete right on top of the areas that need fixing.

The key to success for this project was partnering between the contractor, ready mix supplier, and MCA for design and life-cycle cost analysis. It was a fast-track schedule, to close the parking lot for only a week, but aesthetically it made the country club brighter with less maintenance. Merlo utilized a 3D laser screed and added an integral sealer to the mix to help provide a durable surface.

The culmination of the advantages with concrete overlay means you can expect the project to cost less than a full-on asphalt replacement. The concrete material also ensures the new parking lot will last and require less maintenance, reducing long-term costs as well.









PAVING - RESIDENTIAL STREETS

2022 Infrastructure Improvements

CAROL AVE - PLYMOUTH, MI

Concrete Contractor:	**GM & Sons, Inc.**
Concrete Supplier:	**Messina Concrete, Inc.**
Prime Contractor:	**Pro-Line Asphalt, Inc.**
Design Engineer:	**Wade Trim**
Project Owner:	**City of Plymouth Department of Municipal Services**
QA/QC Consultant:	**SME**



The project was originally designed in 2022 by Wade Trim for construction in 2022 and was funded 100% by the City of Plymouth.

As part of the city's annual program, the City & Wade Trim coordinated infrastructure programs very closely with Consumer's Energy, which needed to make significant gas system upgrades along Carol Avenue and South Evergreen Street. Due to the amount of work, Consumers Energy didn't get their gas system improvements completed until late in the fall season of 2022, so the City's reconstruction project started in the spring (April) of 2023 in good weather. This project extended from the intersection of Beech Street and Evergreen Street to McKinley in the City of Plymouth.

The full-depth pavement removal required phased construction to facilitate complete resident access at all times.

The project included 7,000 square yards of 7-inch, nonreinforced concrete pavement with integral curb. Also 12,000 square feet of concrete driveway and sidewalk/ADA Ramps. A total of 1,700 cubic yards of concrete was placed on this project.

This project had an accelerated schedule, and all concrete was placed within 30 days between June 10th to July 10th. Carol Avenue was completed and open to traffic in August 2023.





STRUCTURAL - COMMERCIAL

University of Michigan D. Dan & Betty Kahn Health Care Pavilion

1315 EAST ANN STREET - ANN ARBOR, MI

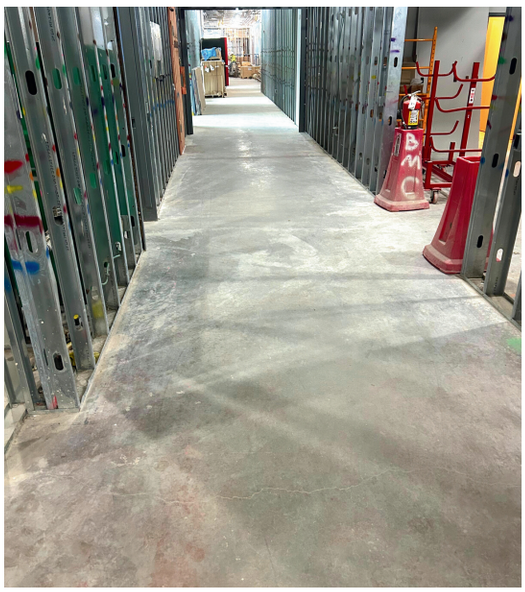


Concrete Contractor:	**Commercial Contracting Corporation**
Concrete Supplier:	**Doan Companies**
Prime Contractor:	**Barton Malow Company**
Design Engineer:	**HOK (Hellmuth Obata & Kassabaum)**
Project Owner:	**The University of Michigan**

The new 12-story hospital at U of M will house 264 private rooms capable of converting to intensive care, a state-of-the-art neurological and neurosurgical center, high-level, specialty care services for cardiovascular and thoracic patients, along with advanced imaging. Locating these services together will enable healthcare providers to quickly respond to complex cases and deliver state-of-the-art treatments.

The $920-million, 690,000 gross-square-foot hospital will provide more access to care for adult patients at Michigan Medicine, where current hospital facilities often operate at more than 90% capacity.

Commercial Contracting Corporation (CCC) utilized a pump truck and power buggy to place 11,000 cubic yards for the foundation. The concrete decks ranged in thickness from 6 to 14 inches. Doan Companies supplied the foundation concrete as well as an additional 18,000 cubic yards of concrete slabs. The over 10,000 cubic yards placed as elevated slabs were reinforced with Tuf-strand structural fibers and included Vapor Lock and a shrinkage-reducing admixture.







FLATWORK - COMMERCIAL/EXTERIOR

Pioneer State Mutual Insurance

1510 ELMS ROAD - FLINT, MI

Concrete Contractor: Streeter Brothers
Concrete Supplier: Modern Concrete
Project Owner: Pioneer State Mutual Insurance



Pioneer State Mutual Insurance Company is a Michigan-based insurance company that provides residential, automotive, and commercial insurance policies. Pioneer State Mutual is one of the oldest insurance companies in the United States – the company has been in business for over 116 years. Pioneer was originally founded in 1908 as a farmers insurance company.



The project included the removal and replacement of the exterior front entry to Pioneer State Mutual's headquarters building. The steps and adjacent sidewalks included hydronic heating and were poured with integral concrete coloring. The exterior concrete was cured with water paper for seven days.

Because of the design of the cantilevered step face / reveal, every step had to be placed and finished before the next step could proceed. There was also no way of attachment in the forming process, and no anchors of any type could be put into the brick or previous step. Streeter's crew had to pour concrete deadheads to brace the formwork, along with turnbuckles and long bracing from the bottom.



Further complications were created by the forming process. Since it involved so much bracing and deadhead concrete weights, the crew could not see the previous steps poured which had hand-tooled joints placed 4-foot on center that all had to be perfectly straight, top to bottom, once it was complete.

With a schedule that included one pour per week, the job took just over two months from start to finish, including the application of a color seal to get a uniform and consistent look across the entire steps and sidewalk

FLATWORK - COMMERCIAL/INTERIOR

Means Logistic Park

13751 HAMILTON AVENUE - HIGHLAND PARK, MI

Concrete Contractor: Fessler & Bowman
Concrete Supplier: Superior Materials
Prime Contractor: Oliver/Hatcher Construction
Design Engineer: Carnaghi Structural Consulting
Project Owner: Ashley Capital



Means Logistics Park is a 446,500 square foot warehouse and distribution facility located on a brownfield site developed by Ashley Capital and constructed by Oliver / Hatcher Construction. The property is situated at the corner of The Lodge/M-10 and Davidson/M-8 with visibility from both highways. The site is five miles from downtown Detroit, six miles from the GM-Detroit Hamtramck Assembly, and nine miles from the new FCA Mack Engine assembly location. The project moved forward speculatively, with a design for the slab-on-grade that allowed the developer to have a large market of prospective tenants.

The combination of speed of installation, multi-organizational coordination, extensive focus on quality control, and progressive design solutions makes the Means Logistics Park slab stand by itself as an example of success in commercial flatwork. The 421,790 square feet of warehouse space was placed in only 7 placements, which included what all parties involved believe to be the largest single placement of interior flatwork in state of Michigan history. The remarkable 120,000 square foot placement required 2,531 cubic yards of concrete and 22,800 pounds of Helix Steel fibers provided at over 300 cubic yards per hour by 68 trucks from 4 ready-mix plants.

The project was completed with values that exceed the specification for concrete design strength, floor flatness and levelness, and high-performance burnished finish. The slab tested out with an average floor flatness of 62 and floor levelness of 51. Helix Steel fibers were utilized for increased load capacity and flexural beam breaks averaged 825 pounds per square inch (PSI) on this project. It is a showpiece of what is possible in the concrete construction industry with top-notch coordination between concrete and general contractors, design partners, and ready-mix suppliers. The slab design consisted of 7-inch-thick concrete with 9 pounds per cubic yard of Helix Steel fiber, and diamond dowel reinforcement plates at all the joints. The total slab was approximately 9,700 cubic yards.

FLATWORK - COMMERCIAL/INTERIOR

Means Logistic Park

13751 HAMILTON AVENUE - HIGHLAND PARK, MI

Concrete Contractor:	**Fessler & Bowman**
Concrete Supplier:	**Superior Materials**
Prime Contractor:	**Oliver/Hatcher Construction**
Design Engineer:	**Carnaghi Structural Consulting**
Project Owner:	**Ashley Capital**

Large commercial flatwork carries significant quality risk and a placement of over 120,000 square feet without compromising quality can only be completed by experienced professionals. The pre-pour planning, testing, and communication throughout all placements mitigated these risks while pushing the boundaries. The project's location was not only serviceable by four Superior Materials ready-mix plants, but it also allowed for the same supplier to provide redundancy in material without variation in design. Coupled with the uniform mix and the speed of placement by the crew from Fessler & Bowman, this allowed for the work to be completed by a single crew in one day.

Slab-on-grade was placed through a direct discharge, truck placed method. The steel fiber design eliminated the need for rebar which would have dramatically slowed the installation. A combination of laser screed equipment, including Somero S-22 and S-28 screeds, was utilized.

The development is a total transformation of the 34-acre site from more than 270 residential parcels, many of which were abandoned, into a new industrial facility. The efforts by Ashley Capital and Oliver / Hatcher Construction to renew this property from blight into a new asset for the cities of Highland Park and Detroit is a welcomed economic boost to the region.





PAVING - COLLECTORS



Warner Avenue Reconstruction

BETWEEN 10 MILE ROAD AND STEPHENS - WARREN, MI

Concrete Contractor & Supplier: **Florence Cement Company**
Project Owner: **City of Warren**
QA/QC Consultant: **G2 Consulting**

The scope of the Warner Avenue Reconstruction project was to install new concrete pavement on Warner Avenue from 10 Mile Road to Stephens along with watermain relocation, minor storm sewer improvements, and edge drain installation.

The project was started with completing the underground work for storm and watermain. The road was constructed partial width, westbound and then the eastbound side to allow residents access to homes throughout the duration of the project.

Florence Cement was able to use the baseball field at adjacent Westview Elementary School for a temporary batch plant to produce the required 16,284 square feet of concrete sidewalk, ramp, and drive approaches, as well as the 14,715 square feet of 9-inch thick, nonreinforced, concrete pavement.

Poor roadway subgrade and aggregate base soils presented a challenge and required undercuts and replacement with engineered aggregate base.



PAVING - COMMERCIAL PARKING LOTS



Dayton Freight Lines

2425 DIXIE HIGHWAY - WATERFORD, MI

Concrete Contractor:	**Fessler & Bowman, Inc.**
Concrete Supplier	**Van Horn Concrete**
Prime Contractor:	**Reiner Construction**
Design Engineer:	**EMH&T**
Project Owner:	**Dayton Freight Lines, Inc.**

Dayton Freight Lines is a leading provider of regional less-than-truckload (LTL) transportation services throughout the Midwest. This new Detroit Service Center will nearly double its size in the area.

This state-of-the-art building is conveniently located northwest of Detroit in Waterford Township. Built on 29 acres, the new Service Center will increase Dayton Freight's capacity with 132 dock doors and an attached Repair Shop. Additional features include a snow scraper, secured parking, an outdoor patio, an irrigation system, and enclosed fueling.

The total duration was approximately 18 months. Van Horn Concrete supplied the 9-inch thick, basket-reinforced concrete for the parking lot and driveway, a total of 18,000 cubic yards was placed and finished by Fessler & Bowman crews.





PAVING - AIRPORTS SMALL

Duncan Aviation Hanger 9

15829 S. AIRPORT ROAD - BATTLE CREEK

Concrete Contractor:	**Florence Cement Company**
Prime Contractor:	**Pioneer Construction**
Project Manager:	**Van Laan Concrete Construction**
Design Engineer:	**Mead & Hunt**
Project Owner:	**Duncan Aviation**
QA/QC Consultant:	**Driesenga & Associates**









The Nebraska-based jet service provider, Duncan Aviation is the largest privately owned business jet service provider in the world. Grand Rapids-based Pioneer Construction began in October 2022 building a $40 million, 46,000-square-foot hangar – the largest for the company to date – along with an additional 56,000 square feet in the two-story wing for storage, back shops, and office space. The hanger expansion at Battle Creek Executive Airport is expected to create up to 70 jobs at Duncan Aviation, which is already among the city's largest employers.

Florence Cement Company (FCC) utilized a Helco S10 Batch Plant to produce most of the 8,000+ cubic yards of concrete. Florence paving crews used a Gomaco 2600 two-track paver stretched to 30 feet wide for pilot and filler lanes, along with six Mack open-top Agitors to transport the concrete from the plant to the paver. Before paving, Florence crews placed 15,000 feet of one-inch dowel baskets along with 12,000 one-inch epoxy-coated dowel bars.

The key to the success of this project was the coordination between the construction of the hangar itself with the grading and paving contractors. The paving of this project was completed in phases to allow for the flow of materials such as structural steel to erect the hangar. Paving was started on the north side of the hangar with four 30-foot pilot lanes along with 12-foot pilot lanes on the outer east and west sides of the hangar.

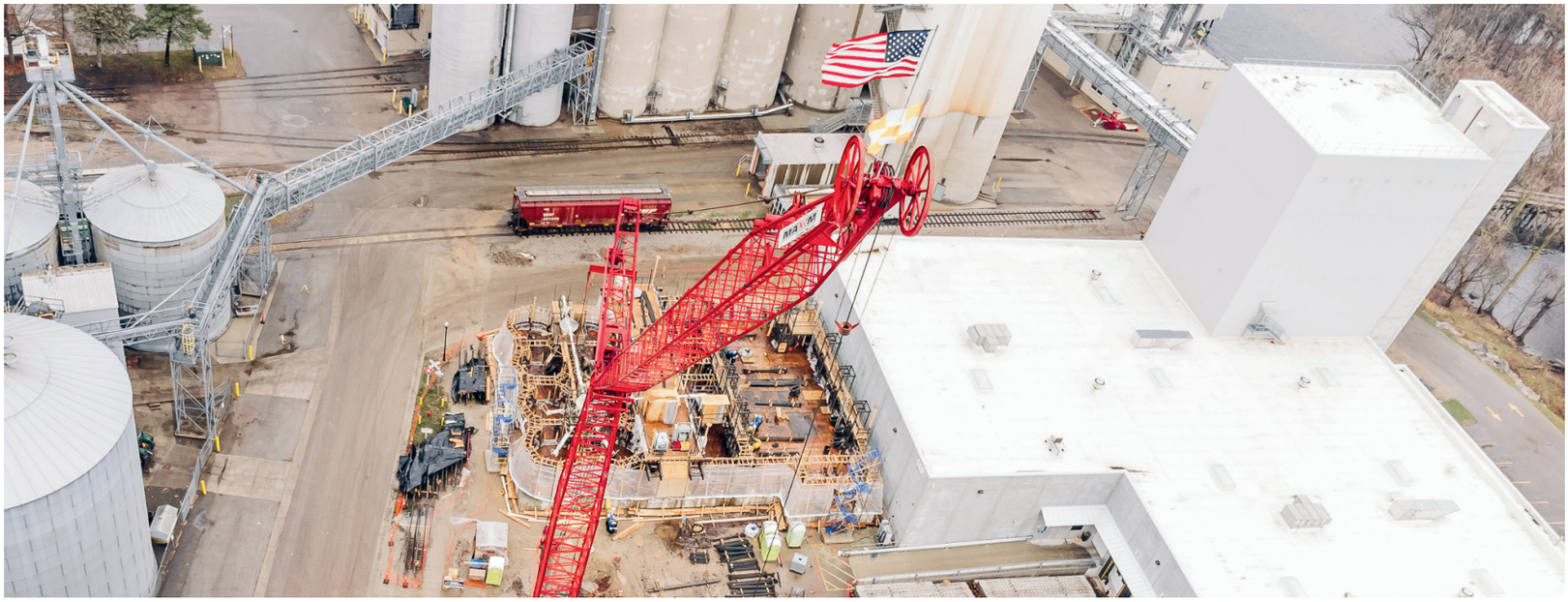
Once the initial pilot lanes were cured, all 12 filler lanes were placed to complete Phase 1. Phase 2 consisted of paving next to the building and a 30-day window to finish the approach from the taxiway to the hangar. A total of six pilot and filler lanes were placed next to the hangar and two pilots and one filler lane in the approach off the taxiway. Scheduling the work next to the taxiway was a coordinated effort between underground storm work, electrical work, and paving to complete this work on time.

COMMERCIAL - SPECIAL INNOVATIVE

King Milling Silo

222 WEST MAIN STREET - LOWELL MI

Concrete Contractor: **Todd & Sargent**
Concrete Supplier: **Consumers Concrete**
Project Owner: **King Milling Company**



When King Milling opened in 1890, Michigan had 700 flour mills. That number dropped to 534 by 1900 and only 28 in 1958, over 65 years ago. Today, King Milling is the oldest continually operating business in Kent County and is one of only six remaining flour mills in the state. The company has been family-owned and operated from the beginning and is now in the fourth and fifth generations of Doyle family ownership.

The new silo complex is part of a $42 million expansion which includes a new flour mill integrated into the silo building. The 35,000-square-foot, six-floor expansion at King Milling's headquarters in downtown Lowell will produce 750,000 pounds of flour a day, increasing total production to more than 2.5 million pounds per day at its four on-site mills.

The base slab for the new silo and mill building is 44 inches thick and was placed in the fall of 2022. Todd & Sargent's crews then started building the slipform mold for the walls on top of that slab. The slip forming for the 108-foot-tall building started in late November 2022 and was completed in a continuous placement about five days later.

The process involves placing concrete in 6-inch lifts throughout the slipform mold and then raising the mold approximately 1 inch every 5 minutes. Precast beams to support the floors are also placed by crane and cast into the wall sections during the vertical slip-forming process.

The same procedure was used for the loadout building, albeit in a smaller footprint. This building is used to load the finished flour into bulkers for transport. As you can see, this impressive project is a testament to the ingenuity of contractors and engineers and the solid investment that can be built with concrete.

COMMERCIAL - SPECIAL INNOVATIVE

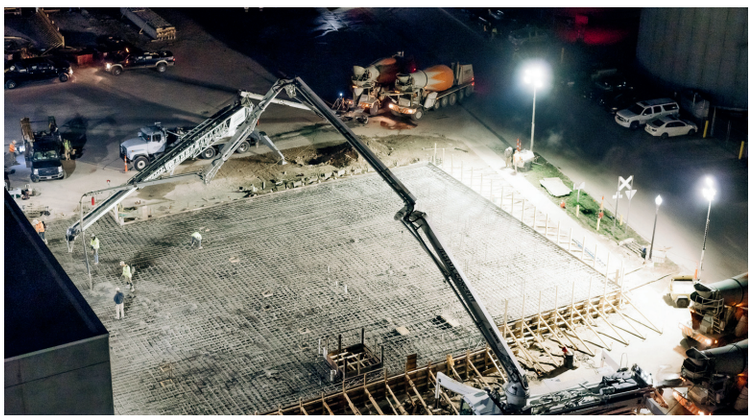
King Milling Silo

222 WEST MAIN STREET - LOWELL MI

Concrete Contractor: Todd & Sargent
Concrete Supplier: Consumers Concrete
Project Owner: King Milling Company













PAVING/DIVIDED HIGHWAY - URBAN

I-75 Modernization Segment 3 DBFM

FROM NORTH OF M-102 (8 MILE ROAD) TO NORTH OF 13 MILE ROAD - OAKLAND COUNTY, MI

Concrete Contractor:	**Ajax Paving Industries**
Prime Contractor:	**Dan's Excavating**
Design Engineer:	**WSP**
Design Engineer:	**AECOM**
Project Owner:	**Michigan Department of Transportation (MDOT)**
QC Consultant:	**CT Consultants**

MDOT has now reconstructed nearly 18 miles of I-75 between M-102 (Eight Mile Road) and South Boulevard in Oakland County. MDOT has rebuilt the freeway for the first time since it was originally constructed in the 1960s to early 1970s. The construction was performed in three segments, with Segment 3 now complete from north of M-102 (8 Mile Road) to north of 13 Mile Road.

Along with the reconstruction of the travel lanes, MDOT has replaced bridges and added an additional lane in each direction that will serve as a High-Occupancy Vehicle (HOV) lane during the morning and afternoon peak hours, Monday through Friday. HOV lanes require two or more people in the vehicle using the lane. At all other times, it will serve as a general-use lane. To support the use of the HOV lane, new carpool lots will be developed and the existing carpool lot will be enhanced.

Safety upgrades include modernizing interchanges and geometrics improvements, such as separating movements at the I-696 / I-75 northbound interchange from the I-75 northbound exit to 11 Mile Road and reconfiguring interchanges at 12 Mile, 14 Mile, and Big Beaver into Diverging Diamond Interchanges (DDI).

Segment 3 consists of complete pavement reconstruction, modernization of the freeway, ITS upgrades, and replacement of 28 bridges (22 vehicle overpasses and ramps and 6 pedestrian structures). Additionally, the project constructed a 14-foot diameter drainage tunnel from 8 Mile Road to 12 Mile Road to separate and control stormwater to and from the local stormwater system to mitigate future flooding concerns.



PAVING/DIVIDED HIGHWAY - URBAN

I-75 Modernization Segment 3 DBFM

FROM NORTH OF M-102 (8 MILE ROAD) TO NORTH OF 13 MILE ROAD - OAKLAND COUNTY, MI

Concrete Contractor: Ajax Paving Industries
Prime Contractor: Dan's Excavating
Design Engineer: WSP
Design Engineer: AECOM
Project Owner: Michigan Department of Transportation (MDOT)
QC Consultant: CT Consultants

This $1.4 Billion project was delivered through a 30-year design-build-finance-maintain availability payment concession that combines what would have been 5 construction segments under design-bid-build and traditional finance methods into one segment and accelerated the completion date by 12 years.

The DBFM procurement allowed for the flexibility to fund the project with availability payments spread out over 30 years, enabling additional investments in other parts of the transportation system. This procurement model requires the concessionaire to perform preventative maintenance along the project segment for 25 years after construction completion, ensuring reliable asset condition.

Segment 3 included approximately 470,000 square yards of 11-inch, non-reinforced mainline concrete pavement and shoulder and approximately 220,000 square yards of 10-inch, non-reinforced mainline concrete pavement and shoulder.

Year one (2019) of the project was used for design. Construction was completed in years two through five (2020 through 2023). The project was constructed in quarters, starting with northbound from 8 Mile to the I-696 interchange in year 2; Southbound from I-696 to 8 Mile in year 3; Northbound from I-696 to 13 Mile in year 4; and Southbound from 13 Mile to I-696 in year 5. Each quadrant was completed from March 1 to Nov 15 except for year 5, which was substantially completed ahead of schedule on August 31, 2023.







Grandville Middle School

4900 CANAL AVENUE – GRANDVILLE, MI

Concrete Contractor:	**Burgess Concrete Construction**
Concrete Supplier:	**Consumers Concrete**
Design Engineer:	**GMB Architecture + Engineer**
Prime Contractor:	**Owen-Ames-Kimball Co.**
Project Owner:	**Grandville Public Schools**

The new $57-million, 200,000 square-foot Grandville Middle School was open to seventh and eighth graders this past fall. In addition to traditional classrooms, the building includes open learning spaces, a state-of-the-art robotics competition center, performing arts theater classroom, shop spaces, an art room, STEM (science, technology, engineering and math) facilities, and fitness spaces for community use.

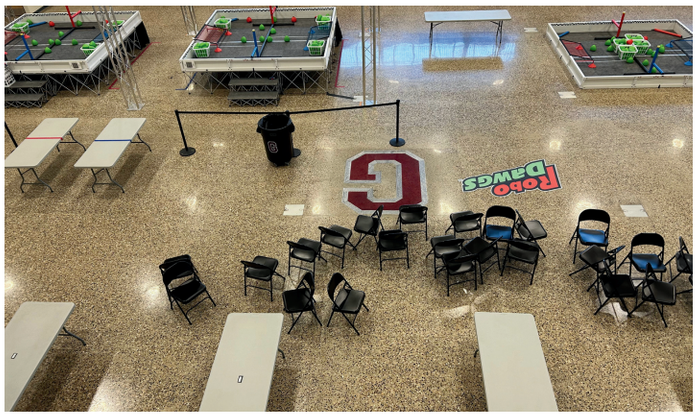
The two-story academic wing will house eighth grade classrooms upstairs and seventh grade classrooms downstairs.

A large learning staircase with adjacent technology creates a space for students to socialize, have small group meetings, and eat lunch. Corridors are spacious and act as extended, active learning areas with movable furniture and technology. A large media center with presentation spaces and multiple soft seating options fosters a sense of collaboration and innovation. The academic wing is separated from shared resource areas with the cafeteria acting as a central hub in between.

Multiple athletics spaces in the school give Grandville students plenty of opportunity to increase their physical activity and competitive sport pursuits. A large gymnasium with bleachers and an upper track is complemented by an adjacent robotics workspace and competition area. These areas as well as the hallways and cafeteria space feature Consumers Concrete's Artevia polished concrete.

The school also features an additional auxiliary gymnasium and a weight room with community access. Outside, middle school-aged students can participate in recreation time on the basketball courts, 40-meter sprint turf, or athletic fields.

The building has a capacity of 850 students. Construction began in January 2021 and was completed for the 2023-24 school year.







FLATWORK - MUNICIPAL

Saginaw Street Reconstruction - Phase 1

COURT STREET TO THE FLINT RIVER - FLINT, MI

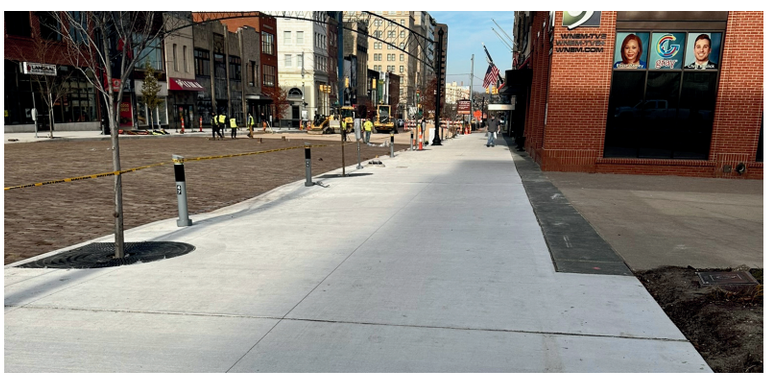
Concrete Contractor: T & D Concrete Construction
Concrete Supplier: Modern Concrete
Prime Contractor: L.A. Construction Corporation
Design Engineer: Wade Trim
Project Owner: City of Flint

Phase 1 of this seven-block reconstruction project included four city blocks extending from Court Street north through the historic downtown to the Flint River crossing.

A decorative streetscape with conventional & decorative stamped and colored concrete to match the old historic bricks that were taken out, cleaned, and reused. All new sidewalk, curb & gutter with conventional concrete and decorative stamped brick intersections.

Modern Concrete produced all the concrete placed by T & D which included approximately 2,200 square yards of 8-inch conventional concrete pavement, approximately 1,410 square yards of Decorative Stamped 8-inch 1,410 square yards of pavement, about 5260 lineal feet of curb and gutter, 70,000 square feet of 4-inch thick sidewalk and 5,160 square feet of 6-inch concrete drive approaches.



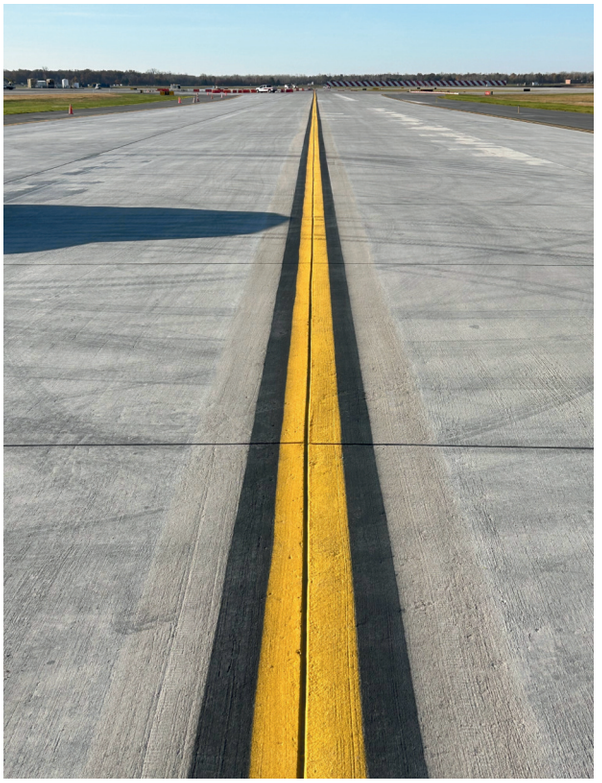




DTW Taxiway Y South - Phase 2

DETROIT METRO AIRPORT – ROMULUS, MI

Concrete Contractor/Supplier:	**Toebe Construction**
Design Engineer:	**C&S Engineers**
Project Owner:	**Wayne County Airport Authority (WCAA)**
QC Consultant:	**CT Consultants**





Taxiway Yankee South Phase II was the second portion of reconstruction in DTW's effort to reconstruct the taxiway. Taxiway Y is the parallel taxiway to Runway 4R-22L, the airport's primary departure runway. The project, located adjacent to the McNamara and North Terminals, is located in one of the busiest portions of the airfield. This taxiway is the main thoroughfare for aircraft traffic on the west side of the airfield and services all the passenger terminals and multiple runways.

The project consisted of a complex traffic control plan as well as a very robust safety and security program. Project personnel had to cross multiple active taxiways to service the project.

The project consisted of full depth reconstruction consisting of full material removal down to subgrade. Placement of new storm and sanitary pipe runs were required, as well as a new cement treated subbase. The project also called for new electrical duct banks, sign foundations, and in-pavement lighting, all while protecting existing FAA underground utilities. Multiple layers of crushed aggregate base were used, some recycled and generated right on site. Due to multiple connecting taxiways, the project required a very detailed and complex grading plan to ensure pavement grades matched with adjacent paved surfaces and that the pavements drained properly.

Typical pavement cross section included 18-inch concrete pavement with a 22-inch thickened edge section. Toebe's RexCon mobile on-site batch plant produced approximately 32,000 cubic yards of concrete pavement (using Type 1L cement), placed with a stringless G&Z S400 paver set at 18.75' wide, operating at full stringless automation. The project consisted of 28 days of combination machine slipform and handwork paving.

The schedule was demanding, and the traffic route and underground coordination was very complex. Toebe and the C&S Engineering team, along with WCAA personnel, tackled this with constant communication and teamwork. Working on concrete reconstruction projects at DTW is critical because of the impacts to FAA and air traffic. The project team worked collectively and effectively to produce a quality product.

PAVING - INDUSTRIAL

Roseberry Avenue Water Main and Pavement Reconstruction

NINE MILE ROAD TO STEPHENS - WARREN, MI

Concrete Contractor/Supplier: **Florence Cement Company**
Project Owner/Engineer: **City of Warren**

The Roseberry Avenue project required a full-depth pavement reconstruction along Roseberry from 9 Mile Road and Stephens in addition to water main relocation, minor storm sewer improvements, and edge drain installation.

The paving portion of the project could only commence once the underground work for the storm sewer and water main was completed. Then the road was constructed in halves, northbound and then southbound. Florence supplied and placed 8,088 square yards of 10-inch, non-reinforced concrete pavement and approximately 10,058 square feet of concrete sidewalk and drive approach.

This project was in an industrial area which required maintaining heavy truck traffic throughout the duration of construction. Proper gapping was created and used to maintain flow and complete the project.





DECORATIVE/RESIDENTIAL - COWINNER

Gull Lake Project

3120 OAK DALE AVENUE - HICKORY CORNERS, MI

Concrete Contractor: **Nobel Concrete**
Concrete Supplier: **High Grade Materials**
Project Owner: **Gary Granger**

This very unique project included 3,600 square feet of 4-inch thick stamped, stained, and grouted concrete walkway and patio with stamped borders. A similar finish had been installed elsewhere at the home over 18 years ago, and the owner wanted to replicate the treatment to further enhance the property.

This was a very complex project, specifically the staining portion. Nobel Concrete was required to create a somewhat random look with four distinctly different colors and at the same time be very careful not to drip any stain on the adjacent squares. It required focus, skill and a steady hand!







CONCRETE PAVEMENT RESTORATION

US-12 and M-60

M-139 TO LEET ROAD - NILES, MI

Concrete Contractor: **Causie Contracting**
Concrete Supplier: **Consumers Concrete**
Project Owner: **Michigan Department of Transportation (MDOT)**

Causie Contracting and Consumers Concrete tackled this nearly 15-mile stretch of 1950's era US-12 for a concrete pavement restoration project. Causie was required to maintain a minimum of one lane of traffic in each direction throughout the duration of the three-month project.

Totaling over 30,000 square yards of 10-inch concrete patchwork, this nearly $5.4 million investment will improve the driving surface and is expected to further extend the life of this nearly 70-year-old concrete roadway.







DECORATIVE RESIDENTIAL - COWINNER

River Hills Lane Project

1040 RIVER HILLS LANE - JACKSON, MI

Concrete Contractor: Dysert Concrete
Concrete Supplier: Doan Companies
Prime Contractor: M-R Builder
Project Owner: Lori and James Grace

This project shows the creative assortment of what can be done with concrete. This project had a variety of finishing techniques, including a stamped design, a special tooled (fanned) pattern as well as the more traditional troweled and broomed finishes. The project also featured heated sidewalks, a partially heated driveway, and an integral color.

The total cubic yards shipped to this project was 130 yards and was approximately 9,000 square feet. The varying finishing and stamping techniques make this project unique and complex, and another beautiful example of craftsmanship and artistry in concrete.









DIVIDED HIGHWAY - RURAL

I-69 Reconstruction

M-24 TO LAKE GEORGE - LAPEER COUNTY, MI

Concrete Contractor: Toebe Construction
Design Engineer: WSP Michigan
Project Owner: Michigan Department of Transportation (MDOT)
QA Consultant: ROWE Professional Services Company
QC Consultant: CT Consultants

A great example of successfully navigating complexity, the reconstruction of just under 8 miles of both east and westbound I-69 near Lapeer stands as a testament to precision and efficiency. Undertaking a fast-paced schedule, the project required meticulous planning and execution to ensure seasonal shutdown goals were met in both years while maintaining open traffic flow.

Although asphalt was initially believed to be lower in life cycle cost by over 7%, the project proceeded with an alternate pavement bid to determine real-time life cycle cost based on actual bid prices. Because of its rural location and distance from fixed plant locations, no asphalt bids were received and Toebe Construction was selected as the successful low bidder.

A critical aspect of the project's success lay in adhering to a tight schedule, so that lanes were back open to traffic for the winter. To facilitate this, temporary crossovers were strategically implemented on both ends of the job, diverting traffic each year onto the opposite bound under construction to create a safe work area.

The project required full-depth reconstruction of existing concrete pavement that was originally paved in 1984, including the placement of 360,000 square yards (136,000 cubic yards) of concrete pavement. These material details underscore the scale and complexity of the undertaking.





I-69 Reconstruction

M-24 TO LAKE GEORGE - LAPEER COUNTY, MI

Concrete Contractor: Toebe Construction
Design Engineer: WSP Michigan
Project Owner: Michigan Department of Transportation (MDOT)
QA Consultant: ROWE Professional Services Company
QC Consultant: CT Consultants

A key feature of the construction process was the adoption of a part-width method. This involved removing just over half of the existing roadway and constructing it while utilizing the remaining pavement as a haul road throughout the length of the job. The construction team employed a Gomaco 2800 slipform paver to pave the inside shoulder and inside lane, totaling 16' wide. Subsequently, the outside lane and outside shoulder were then paved 24' wide. On and off ramps were expertly paved with a Gomaco 2400 slipform paver at varying widths up to 16' wide. This phased construction approach contributed to the project's overall success.

In a sustainable and forward-thinking move, the existing concrete roadway was crushed on-site and repurposed as an open-graded drainage course for the new concrete pavement. This recycling method not only reduced waste but also demonstrated a commitment to environmentally conscious construction practices.

The reconstruction of I-69 stands as a testament to effective project management, innovative construction methods, and a commitment to meeting challenging deadlines. By navigating complexities with precision and embracing innovative approaches, the project not only achieved its goals but also showcased the capability of the construction team involved. As a critical artery for transportation, the revitalized I-69 now stands ready to serve the community efficiently for another 40 years or more.





FLATWORK - COMMERCIAL/INTERIOR

Ford InSite Logistics Center

14727 LAPLAISANCE ROAD - MONROE, MI

Concrete Contractor: B&B Concrete Placement
Concrete Supplier: Messina Concrete, Inc.
Prime Contractor: FCL Builders
Design Engineer: IC Designs/Harris Architects
Project Owner: InSite Real Estate

InSite Real Estate, a prominent player in the real estate sector, recently acquired a vast 97.82-acre site and entered into a long-term lease agreement with a leading automotive manufacturer. The collaboration led to the development of an impressive single-tenant build-to-suit packaging and warehouse facility.

The centerpiece of this project is a colossal building spanning 1.1 million square feet, with interior slabs boasting an impressive thickness of 8 inches. What sets this construction apart is the meticulous selection of materials and the utilization of an optimized aggregate mix with two coarse aggregates. This choice minimizes common challenges such as shrinkage, curling, and creep, ensuring durability and longevity.

The interior concrete, totaling around 27,000 cubic yards, was sourced and shipped from a single location with the convenience of having two concrete plants on-site. Additionally, approximately 9,000 cubic yards of exterior concrete further contribute to the structural integrity and aesthetics of the facility.

Executing a project of this magnitude demands a carefully orchestrated construction process. With approximately 23 pours, each averaging 1100 cubic yards per placement, the team maintained a remarkable pace of 220 cubic yards per hour. The utilization of a laser screed, and in some instances, two laser screeds simultaneously, showcased B&B's commitment to precision and efficiency. The incorporation of sheet steel mesh on chairs during the placement added an extra layer of reinforcement.



Ford InSite Logistics Center

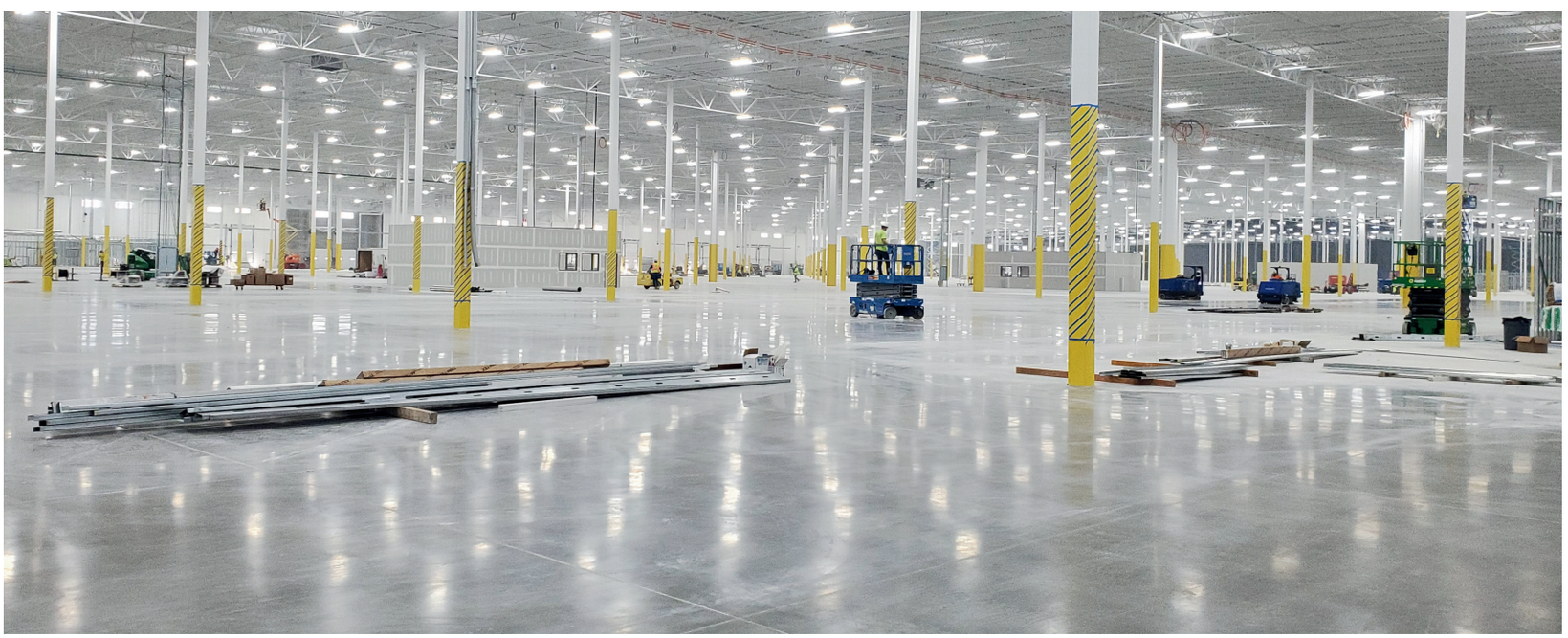
14727 LAPLAISANCE ROAD - MONROE, MI

Concrete Contractor: B&B Concrete Placement
Concrete Supplier: Messina Concrete
Prime Contractor: FCL Builders
Design Engineer: IC Designs/Harris Architects
Project Owner: InSite Real Estate

The intricacies of the project are highlighted by the frequency of placements, occurring two to three times a week. This demanding schedule necessitated meticulous planning to ensure a "Just In Time" delivery of materials, a critical factor in achieving success. The logistical intricacies of such a vast project underscore the level of coordination and organization required for seamless execution.

Beyond the sheer size of the project, what truly sets it apart is the relentless dedication of labor hours. The collective effort and unwavering commitment to making this venture a success were challenges of their own. The skilled workforce involved in this project faced a daunting task, yet their dedication and expertise played a pivotal role in overcoming obstacles and achieving a remarkable outcome.

InSite Real Estate's recent venture stands as a testament to the potential of strategic real estate investments and effective collaborations. The precision in material selection, the complexity of the construction process, and the logistical challenges overcome showcase the company's capability to undertake and successfully complete projects of immense scale. This achievement not only adds a significant landmark to the real estate portfolio but also sets a standard for excellence in the industry.



Rehabilitate Runway 1-19 TDZ & BAK-12 Aircraft Arresting System - Phase 2 South

ALPENA COUNTY REGIONAL AIRPORT

Concrete Contractor/Supplier:	**Florence Cement Company**
Prime Contractor:	**M&M Excavating Company**
Design Engineer:	**RS&H**
Project Owner:	**Alpena County**
QA Consultant:	**Huron Engineering & Surveying**
QC Consultant:	**CT Consultants**

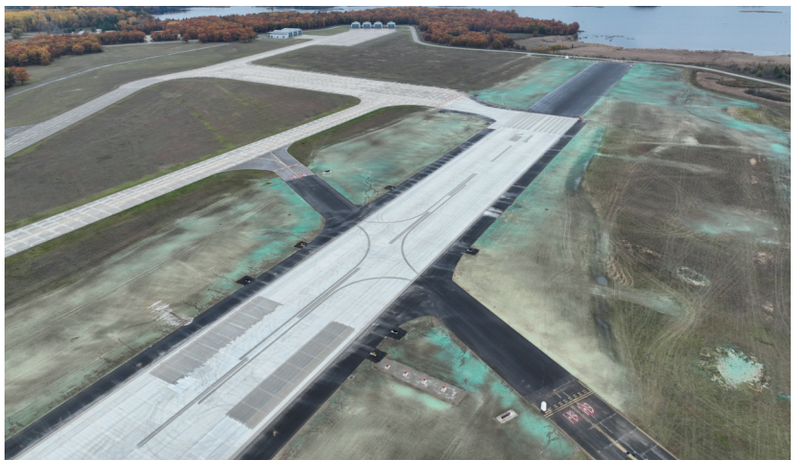


Florence Cement Company, under the leadership of Jaime Richards, recently concluded a groundbreaking project aimed at rehabilitating the Alpena Airport Runway 1-19 TDZ Pavement. This ambitious initiative involved the removal and replacement of 60,800 square yards of concrete and asphalt pavement.

The primary objective of the project was to rehabilitate Runway 1-19 TDZ Pavement using non-reinforced concrete. This pavement was constructed on a meticulously prepared underlying surface, adhering to specified lines, grades, thickness, and typical cross-sections outlined in the project plans. The project utilized 32,700 square yards of concrete pavement with a thickness of sixteen inches, amounting to 14,550 cubic yards. Additionally, a 6-inch cement-treated permeable base spanning 33,300 square yards was incorporated into the project under the concrete runway.

A notable aspect of the construction process was the careful planning and execution of the paving lanes. Pilot lanes were poured initially, allowing for a continuous pour, and minimizing wait times for curing. This strategic approach contributed to the efficiency of the project, ensuring a seamless construction process.





Rehabilitate Runway 1-19 TDZ & BAK-12 Aircraft Arresting System - Phase 2 South

ALPENA COUNTY REGIONAL AIRPORT

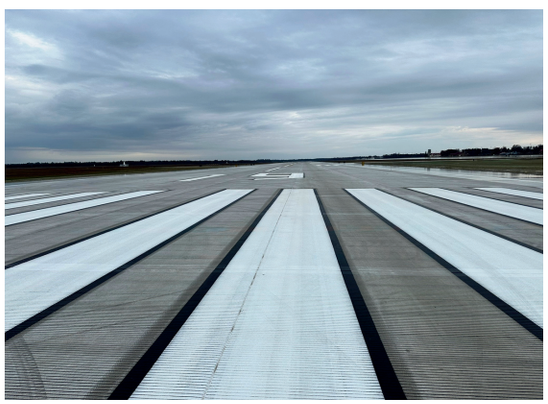
Concrete Contractor/Supplier:	**Florence Cement Company**
Prime Contractor:	**M&M Excavating Company**
Design Engineer:	**RS&H**
Project Owner:	**Alpena County**
QA Consultant:	**Huron Engineering & Surveying**
QC Consultant:	**CT Consultants**

One of the key challenges faced during the project was the utilization of cement-treated base (CTB), marking Florence Cement Company's first experience producing this material. The CTB presented difficulties in handling, requiring daily cleaning from batch plant to machine. Overcoming this complexity highlighted the company's adaptability and expertise in handling novel construction materials.

In a commendable move towards sustainability, the project incorporated environmentally friendly practices. The existing runway lanes were removed, and the concrete was crushed, repurposing it as a base material for the mainline pavement. This recycling effort not only reduced waste but also contributed to the overall sustainability of the project.

Florence Cement Company's successful completion of the Runway 1-19 TDZ Pavement rehabilitation project stands as a testament to its commitment to innovation and sustainability in the construction industry. The entire team at Florence Cement Company has set a new standard for runway rehabilitation, combining efficiency, adaptability, and environmental responsibility.







Pathway to Learning at the Tawas Library

C208 NORTH STREET W - TAWAS, MI

Concrete Contractor: Captivating Concrete Creations
Concrete Supplier: Team Elmers
Project Owner: Tawas City

Earlier this year, Tawas City embarked on an exciting journey to enhance outdoor learning experiences for its community. The project, known as the "Pathway to Learning," aimed to create an interactive outdoor learning area that seamlessly blends education with creativity. In collaboration with a dedicated team, the city explored innovative design ideas to transform a simple concrete space into an engaging canvas for young minds. They decided to create a space for children (and adults!) to use chalk to decorate, color, and display their creative endeavors on the walkway near the library.

The construction process involved careful planning and execution. The concrete, four inches thick with wire and fiber reinforcement, required 26 yards of material for the approximately 2000-square-foot space. Initially intended to have a broom finish, the project took an unexpected turn when the decision was made to stamp it, giving it a Blue Ridge Seamless stone pattern for a natural and aesthetically pleasing look.

The uniqueness of the project lies not only in its design but also in the positive impact it has on the community. What might seem like an ambitious endeavor to adults becomes a source of wonder and excitement for children. This innovative initiative serves as a wonderful means to encourage reading, creating, and learning, by fostering a sense of community and intellectual curiosity.









Deerbrook Subdivision Phase 1

NORTH OF 23 MILE ROAD EAST OF CARD ROAD AND WEST OF NORTH AVENUE - MACOMB TOWNSHIP, MI

Concrete Contractor:	**Florence Cement Company**
Concrete Supplier:	**Protocon RM Ready Mix Concrete**
Design Engineer:	**PEA Group**
Project Owner:	**Pulte Land Company**

Deerbrook is a brand-new, 87-unit, housing subdivision located in central Macomb Township. The Deerbrook subdivision stands out for its strategic layout and meticulous planning. The project aimed to optimize paving output by implementing a specific layout, calculating each section to be done with the least number of passes for the paving machine, and streamlining the construction process.

The foundation of any successful paving project lies in the choice of materials. In the case of the Deerbrook subdivision, the project utilized a combination of concrete pavement with integral curb at varying thicknesses to meet the specific requirements of different sections:

- 7" Concrete Pavement with Integral Curb: 12,251 square yards
- 8" Concrete Pavement with Integral Curb: 4,919 square yards
- 9" Concrete Pavement with Integral Curb for 23-Mile Approach: 124 square yards

These specifications were carefully selected to ensure durability and longevity, considering the varying traffic loads and conditions within the subdivision.

The layout strategy not only enhanced efficiency but also contributed to a more uniform and aesthetically pleasing finish. By carefully planning the paving process, the project managers were able to achieve a high-quality result while minimizing disruptions to the community.





DECORATIVE MUNICIPAL

Roosevelt Park

CORKTOWN – DETROIT, MI

Concrete Contractor:	**Albanelli Cement Contractors**
Concrete Supplier:	**Superior Materials**
Prime Contractor:	**WCI Contractors**
Design Engineer:	**OHM Advisors**
Project Owner:	**City of Detroit General Services Department**

Detroit's historic Roosevelt Park, located on Michigan Avenue in the shadow of the old Michigan Central train station building, underwent a remarkable $6 million transformation, including reimagined landscaping, new public amenities, and an expanded footprint from 7.5 acres to 13 acres. In addition, the removal of Vernor Road, which bisected the park, contributes to a safer and more community-friendly public space.

The transformed park serves as an amenity not only for neighborhood residents but also for the many new workers who will be employed within the Michigan Central campus. Roosevelt Park now includes a promenade connecting Michigan Avenue to The Station, a new pedestrian gateway entrance at Michigan Avenue, key neighborhood entryways and walkways, plaza spaces, event lawns, benches, tables, and landscaping.

Albanelli worked with the design team to alter the original plan for a precast seat wall at the entrance of the park and instead, the seat wall was cast in place with the banner insignia “Roosevelt Park” embossed into the concrete. Albanelli also recommended changing the proposed method of creating the exposed aggregate effect from sandblasting to utilizing a spray-on topcoat to create the exposed aggregate effect. Both changes resulted in considerable project cost savings, but the result is a beautiful enhancement that spruces up the park and makes it shine!



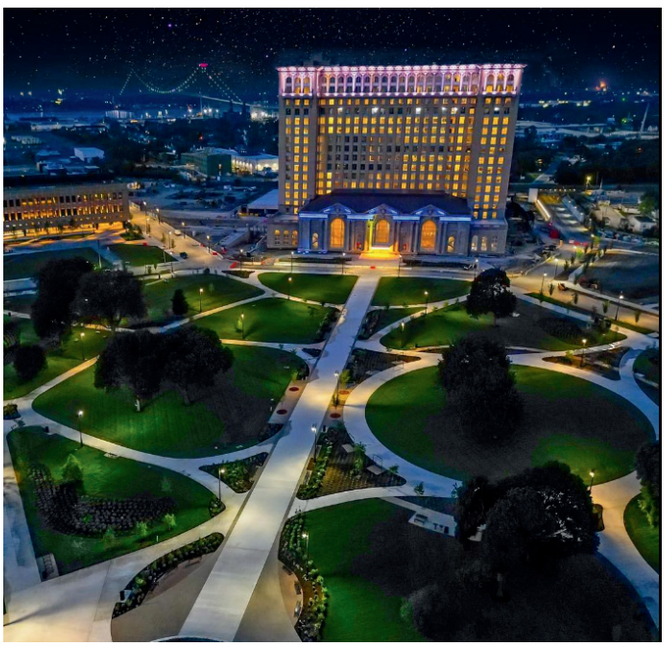
Roosevelt Park

CORKTOWN - DETROIT, MI

Concrete Contractor:	Albanelli Cement Contractors
Concrete Supplier:	Superior Materials
Prime Contractor:	WCI Contractors
Design Engineer:	OHM Advisors
Project Owner:	City of Detroit General Services Department











MICHIGAN CONCRETE ASSOCIATION

MCA MEMBERSHIP

WE ARE THE CONCRETE EXPERTS! | WWW.MICONCRETE.ORG

> *"The MCA provides us valuable resources & accomplishes results that we could never accomplish on our own... whether it's training, access to expertise, political outreach & keeping a pulse on the overall industry, there is a high value in relation to our dues."*
>
> – MCA Member Company

UNITED

It's simple, unity matters.

There is power & influence in numbers! We are your loud voice!

As membership increases, effectiveness increases, and success increases.

PROMOTION

We are here to help your company with all of your promotional needs!

- Lunch & Learns
- Custom Training
- Presentations
- Project Support
- Open Houses
- Digital Marketing

WORKFORCE DEVELOPMENT

The MCA Created MichiganConstruction.com!

Michigan's Premier Workforce Development Initiative for Construction Careers!



RESOURCES

We are your concrete resource!

MCA is your one-stop information clearinghouse.

Let our knowledgeable staff serve you!

TECHNICAL SUPPORT

Do you have a question?

- MDOT specifications
- Concrete Applications
- Technical Issues
- Mix Designs
- Human Resources

TRAINING

The MCA is the only training resouce in Michigan for MDOT-required Concrete Testing Technician Certifications.

Extensive member discounts



RESEARCH

MCA is involved!

We keep up on national issues & trends such as resilience & sustainability so you don't have to!

- Michigan Universities
- FHWA
- TRB
- MIT Sustainability Hub
- ACI
- PCA
- CP Tech Center
- NRMCA

GOVERNMENT ISSUES

The MCA is YOUR VOICE in Lansing & Washington!

We keep track of new bills & regulatory developments such as:

- Tax-Exempt Mixer Trucks
- Life Cycle Cost Legislation
- MDOT Spec Revisions
- Hours of Service

"

Thank you to everyone who sponsored, exhibited, and/or attended this year's conference. We are incredibly grateful to our members and supporters.

We look forward to seeing you at next year's conference!

Sincerely,
~THE MCA STAFF~

UPCOMING EVENTS

CERTIFICATION COURSES

ACI LEVEL 1 & LEVEL 2
ACI FLATWORK
CST & ATT

View all class dates and course information at
www.miconcrete.org/certification

MCA ANNUAL SCHOLARSHIP GOLF OUTING

Hawk Hollow Golf Club
June 20, 2024
www.miconcrete.org/golf-outing