MCA 2025 CONCRETE AWARDS OF EXCELLENCE

FEBRUARY 19-20, 2025

SHERATON DETROIT
NOVI HOTEL
NOVI, MI

SCAN QR CODE TO VIEW THE AWARDS WEBSITE

MICHIGAN CONCRETE ASSOCIATION

www.miconcrete.org/concrete-awards

Table of Contents

Table of Contents

MICHIGAN CONCRETE ASSOCIATION

THANK YOU TO OUR 2025 CONFERENCE SPONSORS

AIS Construction Equipment
CONFERENCE/WORKSHOP SPONSOR

Ace Cutting Equipment & Supply
CONFERENCE SPECIAL EVENTS SPONSOR

ADVANCE A Terex Brand
CONFERENCE CO-SPONSOR

Chryso
CONFERENCE SPECIAL EVENTS CO-SPONSOR

Concrete Machinery Company
CONFERENCE SPECIAL EVENTS SPONSOR

Decorative Concrete Resources
CONFERENCE NAME BADGE SPONSOR

Detroit Ready Mix
MCA SUPPORT SPONSOR

Doan Companies
MCA SUPPORT SPONSOR

Edw. C. Levy Co.
CONFERENCE SPECIAL EVENTS SPONSOR

Euclid Chemical
CONFERENCE SPECIAL EVENTS SPONSOR

Florence Cement Company
CONFERENCE CO-SPONSOR

GOMACO Corporation
CONFERNCE CO-SPONSOR

Hercules Materials Holdings
CONFERENCE CO-SPONSOR

HOLCIM US
CONFERNCE CO-SPONSOR

Daytona Redi-Mix
CONFERENCE/WORKSHOP SPONSOR

Iafrate Construction
CONFERENCE SPECIAL EVENTS SPONSOR

Liquid Calcium Chloride Sales
CONFERENCE SPECIAL EVENTS CO-SPONSOR

MAPEI Corporation
CONFERENCE CO- SPONSOR

Mark Anthony Contracting
CONFERENCE CO-SPONSOR

Master Builders Solutions
CONFERNCE CO-SPONSOR

Michigan CAT
CONFERENCE SPECIAL EVENTS SPONSOR

MODCO
CONFERENCE SPECIAL EVENTS SPONSOR

Oshkosh Corporation
CONFERENCE CO-SPONSOR

Premiere Concrete Admixtures
CONFERENCE SPECIAL EVENTS SPONSOR

SIKA
CONFERENCE CO-SPONSOR

St Marys Cement
CONFERENCE CO-SPONSOR

Superior Materials Holding
CONFERENCE CO-SPONSOR

MICHIGAN CONCRETE ASSOCIATION

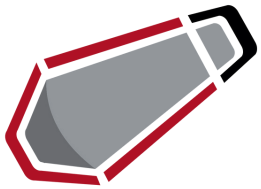
CONFERENCE TITLE SPONSORS

AIS CONSTRUCTION EQUIPMENT Corp.

DAYTONA REDI MIX

MICHIGAN CONCRETE ASSOCIATION

CONFERENCE CO-SPONSORS



ADVANCE®
A TEREX BRAND

FLORENCE

GOMACO

HOLCIM

MAPEI

MASTER® BUILDERS SOLUTIONS

OSHKOSH | S-Series™

st marys cement

VOTORANTIM cimentos

MARK ANTHONY CONTRACTING, INC.

superior

VOTORANTIM cimentos

MICHIGAN CONCRETE ASSOCIATION

CONFERENCE SPECIAL EVENTS SPONSORS

ACE CUTTING EQUIPMENT & Supply, Inc.

CONCRETE MACHINERY COMPANY

Iafrate CONSTRUCTION

EUCLID CHEMICAL

SINCE 1918 LEVY SOLUTIONS FOR YOUR ENVIRONMENT®

Michigan CAT

LIVINGSTON CONCRETE • MODERN SHIAWASSEE • MODERN METAMORA • MODCO MODERN CONCRETE

Premiere™ Concrete Admixtures

Sika®

MICHIGAN CONCRETE ASSOCIATION

CONFERENCE SPECIAL EVENTS CO-SPONSORS

chryso SAINT-GOBAIN

LCCS "The Perfect Solution"

CONFERENCE SUPPORTER SPONSOR

DC Est. 1970 DOAN COMPANIES

Detroit Ready Mix Concrete (313) 931-7043 — Detroit Ready To React, Rebuild, Redefine, Evolve

CONFERENCE NAME BADGE SPONSOR

DCR DECORATIVE CONCRETE RESOURCES

MICHIGAN CONCRETE ASSOCIATION

EXHIBITORS

AIS CONSTRUCTION EQUIPMENT CORP.

ALPENA COMMUNITY COLLEGE

ALTA EQUIPMENT COMPANY

ARLINGTON MASONRY SUPPLY, LLC

CLEAR HEIGHTS CONSTRUCTION, LLC

COUGAR SALES AND RENTAL, INC.

DECORATIVE CONCRETE RESOURCES

E5, INC.

FORTA

KEMCO SYSTEMS

LIQUID CALCIUM CHLORIDE SALES

MEYER LAB

MICHIGAN CAT

MIXER AND PLANT PARTS

POWER CURBERS AND POWER PAVERS

PREMIERE CONCRETE ADMIXTURES

SHUMAKER INDUSTRIES

VERDANTAS

George & Mary Turek Hall of Science: STEM Addition

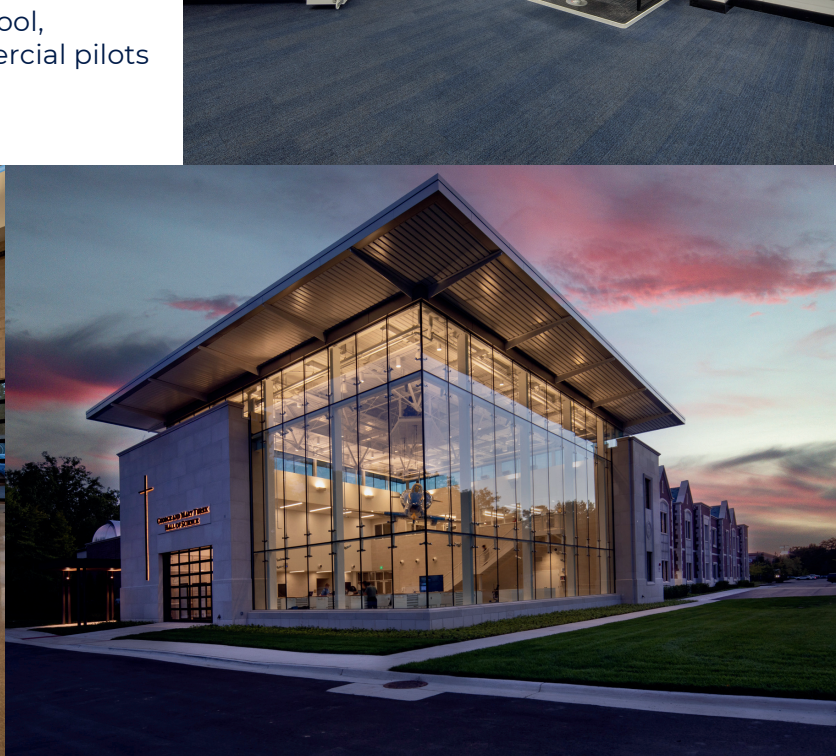
DETROIT CATHOLIC CENTRAL HIGH SCHOOL
27225 WIXOM ROAD, NOVI MI

Concrete Contractor: Albanelli Cement Contractors, Inc.
Concrete Supplier: Superior Materials, LLC
Prime Contractor: J. S. Vig Construction Co
Design Engineer: Hobbs & Black Associates, Inc.
Project Owner: Detroit Catholic Central High School

Detroit Catholic Central High School in Novi has completed its $61 million STEM (Science, Technology, Engineering, Math) Center addition, the George and Mary Turek Hall of Science. The 57,000-square-foot learning space is a one-of-a-kind facility in southeast Michigan, which prepares students for future STEM careers from aviation to manufacturing, sustainability, and more.

The sitework and flatwork was completed by Albanelli Cement Contractors, with over 32,000 square feet of interior flatwork for the new addition. The striking addition features a new robotics arena with a Blue Angel jet hanging from the roof structure, a telescope observation tower, a flight simulator, with eight science labs, an engineering lab, a machine shop, a greenhouse, and a 270-degree immersion lecture hall that seats 100 students.

This addition also hosts a complete aviation flight school, capable of turning students into FAA-certified commercial pilots upon graduation from Detroit Catholic Central.



Ford BlueOval Battery Park Ring Road

13700 WEST MICHIGAN AVENUE MARSHALL, MI

Concrete Contractor: Angelo Iafrate Construction Company
Concrete Supplier: Hercules Concrete, LLC
Prime Contractor: Walbridge
Project Owner: BlueOval

Ford Motor Company is constructing a lithium iron phosphate (LFP) battery plant in Marshall, Michigan. This 1.8 million square-foot plant will be run by BlueOval Battery Park Michigan, a wholly-owned Ford subsidiary, and it is anticipated the plant will create approximately 1,700 jobs.

Angelo Iafrate Construction placed 41,800 cubic yards of concrete for the ring road surrounding the facility using Hercules portable Atlas batch plant. Utilizing ready-mix trucks as well as agitor trucks, the plant achieved up to 297 cubic yards per hour with placements exceeding 2,700 cubic yards in a single day.

Eight miles of concrete "ring road" circumnavigates the site. The ring road consists of two 12-foot-wide lanes, three-foot wide paved shoulders, and 10-inch-thick jointed concrete pavement. The ring road was fine graded with a Gomaco 9500 trimmer, and the mainline paving was placed with a Wirtgen TCM 180i stringless paver equipped with a Leica GPS system providing machine control.

The $2.5-billion-dollar facility plans an annual LFP battery production capacity of approximately 20 gigawatt hours. The batteries built at this facility will power Ford's future electric vehicles, with production starting in 2026.




Mound Road Design / Build Reconstruction Project

MOUND ROAD
FROM I-696 NORTH TO M-59

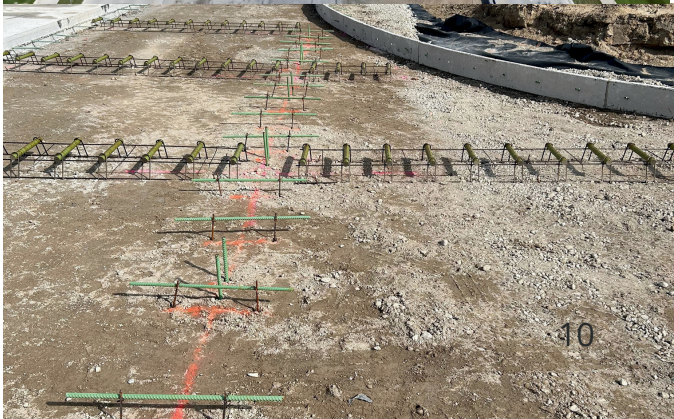
Concrete Contractor: Ajax Paving Industries, Inc.
Design Engineer: HNTB
Project Owner: Macomb County Department of Roads
QC Consultant: CT Consultants - A Verdantas Company

The Mound Road reconstruction project is a major part of the local “Innovate Mound” initiative to rebuild Mound Road in Macomb County, from I-696 north to M-59 and widening from 3 to 4 lanes from 17 Mile Rd to M-59. The goal of the project is to create a user-friendly corridor that is safe for motorized vehicles, bicycles, and pedestrians. The project incorporates state-of-the-art design and smart technology to create a modern corridor. This extensive reconstruction addresses the long-standing issues of a 40-year-old roadway that exceeded its expected lifespan and would have otherwise imposed high maintenance costs on Macomb County residents.

Spanning approximately nine miles from 11 Mile Road to M-59, the project included comprehensive improvements such as new concrete pavement, enhanced drainage systems, upgraded curbs and driveways, optimized traffic signals, and the incorporation of fiber optic communication technology. A total of over 600,000 square yards of 11-inch-high performance concrete was placed by Ajax, amounting to almost 200,000 cubic yards of new concrete pavement.

Throughout the project, meticulous planning was essential to navigate the complexities of maintaining access to businesses and residential properties.The paving strategy included "gapping" driveways and directional crossovers to ensure continued access for residents and businesses. Project teams collaborated closely with community members to devise effective plans for paving that minimized inconvenience. This approach prioritized the needs of Macomb County residents, requiring night work in high volume traffic areas to allow for lower impacts to traffic while keeping access routes operational.

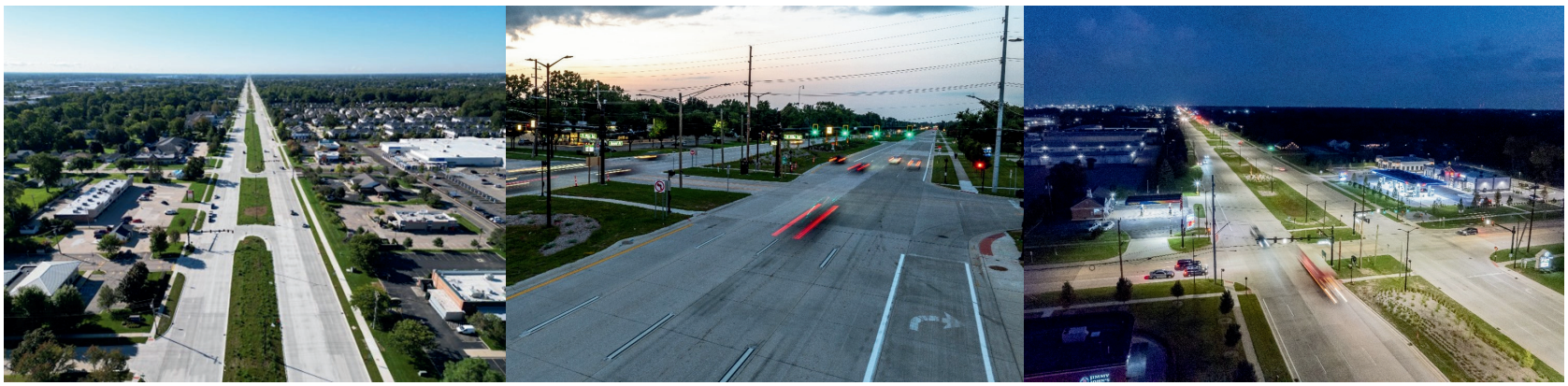
Paving was completed from M-59 to approximately 15-1/2 Mile Road in 2022, and from 15-1/2 Mile south to 11 Mile Road in 2023. Temporary widenings were placed in 2021 and 2022 within the median to allow for 2 lanes of traffic to be maintained while the outside 2 lanes were constructed.



Mound Road Design / Build Reconstruction Project

MOUND ROAD
FROM I-696 NORTH TO M-59

Concrete Contractor: Ajax Paving Industries, Inc.
Design Engineer: HNTB
Project Owner: Macomb County Department of Roads
QC Consultant: CT Consultants - A Verdantas Company



Ajax placed all the mainline pavement at 24'-0" wide with a combination of various slipform pavers and texture/cure machines. Turnarounds and widening lanes were placed with a combination of slipform paving and fixed form paving with a roller screed. Ajax utilized a stringless grade control system for all grade trimming and concrete paving equipment. They strategically set-up two portable concrete batch plants, one at the north end of the project and one at the south, to produce the high-performance concrete required for the pavement. Concrete was delivered to the site with a combination of agitor and tri-axle dump trucks.

Access to businesses and residences along Mound Road and the affected cross streets was required to be maintained throughout the entire duration of construction. Maintaining traffic meant that mainline paving was gapped at driveways to maintain access and major cross streets and side streets were staged and built part-width. After the outside lanes were completed, traffic was switched to the new pavement while the median lanes and turnarounds were constructed.

Projected outcomes include:

- Safety: The redesigned corridor promotes increased safety for motorists, cyclists, and pedestrians.
- Innovation: State-of-the-art design and smart technology are integrated to create a modern, multimodal transportation hub.
- Economic Impact: The project has supported over 200,000 jobs in Macomb County and is poised to bolster future economic growth through enhanced infrastructure.
- Community Enhancement: Aesthetic upgrades, including landscaping and placemaking, will beautify Mound Road and enrich the surrounding neighborhoods.

Overall, the innovative Mound project represents a forward-thinking investment in the community's infrastructure, setting the stage for sustainable growth and improved quality of life for residents and visitors alike.

GM Lake Orion EV Assembly and Automated Storage Retrieval System (ASRS)

4555 GIDDINGS
ORION TOWNSHIP, MI

Concrete Contractor: Devon Industrial Group
Concrete Supplier: Hercules Materials Holdings
Prime Contractor: Walbridge
Project Owner: General Motors

The GM Lake Orion facility, otherwise known as Lake Orion Assembly, originally opened in 1983 and is now over 4.3 million square feet in size.

In 2019, GM announced an additional investment of $4 billion and an addition of 4,000 workers to build the new Chevrolet Silverado EV and the GMC Sierra EV. The over 2.4 million square-foot expansion included a Battery Electric Vehicle (BEV) assembly plant, Body Shop (East & West) expansion, General Assembly (GA) Building, Battery Assembly (BA) Building, Automated Storage and Retrieval Systems, conveyor and utility trestle, compressed air building, switch house, waste water treatment plant, and weld water facility.

Part of this project also included the construction of two Automated Storage and Retrieval Systems (ASRS), to further enhance the facility's ability to produce electric vehicles. The Battery and General Assembly ASRS systems will optimize parts storage and retrieval, improving efficiency on the assembly line.

Devon Industrial Group (DIG) self-performed the concrete services for the foundations and slabs. DIG placed over 130,000 cubic yards of concrete for the two-story battery facility, three-story paint shop, body shop, and the ASRS warehouses. Hercules Concrete used an on-site portable batch plant, Kronos Concrete, to meet the aggressive demands of the project.

The ASRS's comprised 100,000 square feet, with minimum requirement floor flatness (FF) of 50 and floor levelness (FL) of 30. Each ASRS area (BA and GA) had to be divided into 10 placements each, with armor edge at each construction joint location, and had to be placed in a checkerboard fashion to avoid adjacent placements. The ASRS areas were reinforced with both rebar and 51 lb/cyd of steel fibers along with an additional pound of synthetic fibers per cubic yard.

Southeast Macomb Sanitary District (SEMSD) Operations Building

20001 PLEASANT STREET
ST. CLAIR SHORES, MI

Concrete Contractor: Merlo Construction
Concrete Supplier: Daytona Redi Mix
Prime Contractor: Braun Construction Group, Inc.
Design Engineer: Anderson, Eckstein & Westrick, Inc.
Project Owner: Southeast Macomb Sanitary District (SEMSD)

Southeast Macomb Sanitary District (SEMSD) is a joint venture of three cities located in southeast Macomb County: Eastpointe, Roseville, and St. Clair Shores. The primary function of the District is to operate a sewage transportation system and a retention treatment basin servicing Eastpointe, Roseville, St. Clair Shores, Grosse Pointe Woods, Harper Woods and Grosse Pointe Shores. This sewage transportation system includes approximately 30 miles of sewer, 350 manholes, and 4 pump stations.

This project was the culmination of three MCA member companies AEW, Daytona Redi-Mix & Merlo Construction working together to construct a new operations headquarters to replace the former building which was over 100 years old.

AEW was the design engineer on the project, Merlo Construction did all the flatwork and interior slabs for the new $3.0 million-dollar SEMSD headquarters, and Daytona supplied the concrete.

This project was significant for MCA member Daytona, marking their first project collaboration with Merlo Construction. Located a significant distance from their plant, the project required thorough coordination between Merlo and Daytona to manage the extended travel times while ensuring the concrete was delivered with optimal workability.

Eckstein Skate Park

31950 MOUND ROAD
WARREN, MI 48092

Concrete Contractor: **Evergreen Skateparks**
Concrete Supplier: **Van Horn Concrete**
Project Owner: **City of Warren**

Skateparks have been known to build and help sustain healthy communities. As a gathering place for athletic youth, the skatepark provides a forum for visitors young and old. Regional and neighborhood skateparks will often draw visitors from other communities.

Eckstein Park, located in Warren, Michigan, is a 13.8-acre recreational area offering various amenities, including baseball and football fields, a playground, and walking trails.

In recent years, the park has been the focus of community efforts to develop a skate park. Redrunn Skate Shop, situated approximately half a mile from Eckstein Park, was actively involved in planning and providing input for the skate park's design. They collaborated with city officials to ensure the facility met the needs of local skaters.

The new Eckstein Skatepark, spanning over 40,000 square feet and featuring more than 700 cubic yards of concrete, is an impressive new addition to Eckstein Park. Evergreen Skateparks worked in collaboration with Van Horn Concrete to meticulously plan and pour the concrete over the course of two months. The park's design was crafted with hand-worked shotcrete, ensuring precision in shaping the park's features. Set to open this spring, the skatepark promises to be an exciting and state-of-the-art destination for skaters.

Northampton Watermain and Pavement Replacement

WARREN, MI

Concrete Contractor: Florence Cement Company
Concrete Supplier: Hercules Concrete, LLC.
Project Owner: City of Warren Public Services Department - Engineering Division

The project began with the replacement of a watermain. Originally, the plan was to install the new watermain next to the old one, located in the greenbelt outside the right-of-way. However, due to the age of the existing watermain, this approach was deemed too risky. As a result, the new watermain was to be placed beneath the existing roadway, necessitating the reconstruction of the existing pavement.

The 7-inch thick, 28-foot-wide concrete roadway was placed in partial widths to maintain access to residential homes during construction. Two gaps were left in the road layout at the intersections of Northampton with Lee Street and with Sheffield Street.

Most of the street was paved to a width of 14 feet with a 6-inch integral curb using a Gomaco four-track slipform paver. At the north end of the project, where Northampton dead-ended, the crew from Florence formed and placed a portion of the concrete by hand due to the presence of a Macomb County Drain Commission stormwater pump station.

Florence Cement Company, in partnership with Hercules Concrete, successfully completed this award-winning project through careful planning and precise concrete placement, maintaining access to homes while overcoming numerous challenges.

Lutheran High School North

16825 24 MILE ROAD
MACOMB, MI

Concrete Contractor: Metropolitan Concrete Corporation
Concrete Supplier: Daytona Redi Mix
Design Engineer: Mason Brown Associates
QA/QC Consultant: SME
Project Owner: Lutheran High School Association

Lutheran High School North, commonly referred to as Lutheran North, is a private, coeducational high school located in Macomb, Michigan, approximately 25 miles north of Detroit. It is one of three schools under the Lutheran High School Association and holds accreditation from both the National Lutheran School Accreditation and the Michigan Association of Non-public Schools.

This project involved a complete reconstruction of the school's existing asphalt parking lot, which included partial replacement of the storm drainage system. Additionally, a new parking lot and access road were constructed, encompassing all necessary earthwork and storm drainage installations. While the initial plan called for an all-asphalt surface, Metropolitan Concrete collaborated closely with the design team and the school's administration to evaluate the benefits of concrete versus asphalt. Ultimately, the 200,000-square-foot project was converted entirely to concrete.

Metropolitan Concrete, in partnership with Daytona Redi Mix, developed a custom parking lot paving mix that delivered exceptional test results. Combined with meticulous finishing and outstanding workmanship, the project was designed to ensure durability for decades to come. The construction schedule was tight, limited to just 2½ months, and faced significant weather challenges, including rain, flooding, and extreme heat. Despite these conditions, the project was completed ahead of schedule. Metropolitan's unwavering commitment to excellence and their tireless efforts—from pumping water during floods to managing early-morning pours and late-night wet curing—ensured the project's success and perfection.

Jackson Road Concrete Repair Project

WESTBOUND JACKSON ROAD
SCIO TOWNSHIP, WASHTENAW COUNTY

Concrete Contractor:	**Mark Anthony Contracting, Inc.**
Concrete Supplier:	**Doan Companies**
Project Owner:	**Washtenaw County Road Commission**
QC Consultant:	**CT Consultants - A Verdantas Company**

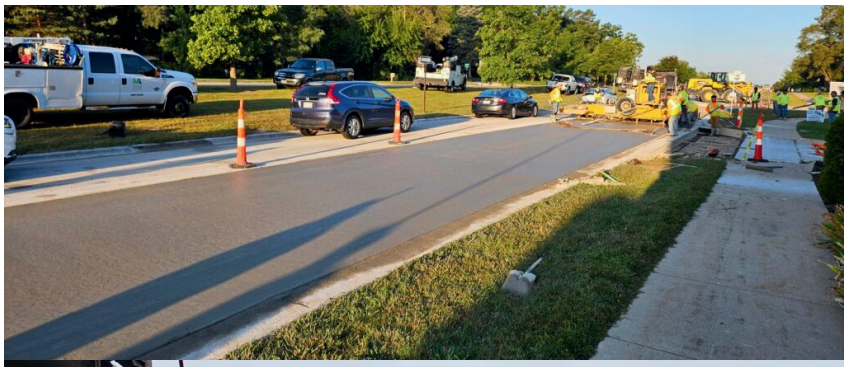
The Washtenaw County Road Commission (WCRC) recently rehabilitated the westbound lanes of Jackson Road between Jackson Industrial Drive and Myrtle Avenue in Scio Township. As a vital corridor carrying over 18,000 vehicles daily, the project aimed to improve road durability while maintaining traffic flow and business access;

Mark Anthony Contracting removed and replaced 7,800 linear feet of deteriorated 9-inch-high performance non-reinforced concrete pavement, originally reconstructed in 2001. The $1.56 million project was completed in two stages, addressing both travel lanes and business driveways while keeping one lane open to traffic.

Challenges & Solutions

- Live Traffic & Business Access: Traffic was reduced to one lane, requiring strategic access points for trucking deliveries and businesses.
- Quality Control & Scheduling: Strict QC/QA measures ensured smooth project flow and concrete strength without delays.
- No Pre-Established Survey: Existing pavement served as a reference for maintaining proper crown and road profile.

Through careful planning and execution, WCRC successfully enhanced safety, improved traffic flow, and minimized disruptions to businesses and commuters, ensuring a stronger, more resilient Jackson Road for the future.



MDOT I-96 & I-696 Reconstruction From Kent Lake Road to Lahser Road

CITIES OF SOUTHFIELD, FARMINGTON HILLS, NOVI, WIXOM, AND NEW HUDSON

Concrete Contractor: **Ajax Paving Industries, Inc.**
Design Engineer: **HNTB**
Project Owner: **Michigan Department of Transportation**
QC Consultant: **CT Consultants - A Verdantas Company**

The $545 million I-96 Flex Route and I-696 Restore the Reuther projects span 21 miles of freeway reconstruction, including ramp reconstructions and new concrete barrier walls. Both projects were initiated by MDOT, with I-96 starting in late 2022 and I-696 following in 2023. Ajax Paving served as the concrete paver on both projects, which required careful planning and coordination to manage the overlapping timelines.

I-96 Flex Route Project - This project involved approximately 12 miles of reconstructed concrete pavement, a ramp metering system, and an Active Traffic Management System (Flex Lane) to reduce congestion. The flex lane uses the median shoulders for additional lanes during peak periods, improving traffic flow and safety. Key features include the rehabilitation of 12 bridges and installation of box culverts.

I-696 Reconstruction Project - I-696 included 9 miles of concrete pavement, cement-treated permeable base (CTPB), high-performance special concrete pavement, and the replacement of multiple concrete structures. This section of freeway, originally built in the 1960s, underwent significant repairs to extend its service life. MDOT implemented a high-performance special pavement section using dense aggregates for better durability and friction.

Construction
Over three years, Ajax established five portable concrete batch plants along the I-96/I-696 corridor, producing nearly 800,000 cubic yards of CTPB and high-performance concrete. Two plants were relocated between paving seasons to ensure sufficient material supply. The production involved 25 mix designs using various coarse and fine aggregates. In August 2024, the peak month, over 105,000 cubic yards were produced and placed. To maintain stockpiles and meet testing demands, approximately 30,000 tons of aggregate were delivered weekly, requiring meticulous planning.

The 21-mile project included highways ranging from 2 to 5 lanes wide, with limited ramp and freeway closures and strict timelines enforced by liquidated damages. Ajax handled trimming the 4G open-graded base, manufacturing and placing CTPB, and fine grading with GOMACO 9500 trimmers guided by Trimble grade control. On-site portable plants produced CTPB, relocated between 2023 and 2024 to optimize haul routes and avoid traffic. Two paving crews used asphalt pavers and rollers to place and compact the base material, with daily density and strength testing.

Ajax placed over 1.7 million square yards of high-performance concrete pavement, primarily 11-12 inches thick. Each year, unprecedented amounts of equipment were mobilized, including two mainline paving crews and a handwork crew for smaller pours. Equipment included 14 slip-form pavers (e.g., GOMACO 2800, 2600, 2400, GP3, GP4, & Commander III) with widths ranging from 12 to 26 feet, some equipped with dowel bar inserters (DBI) for mainline paving. Cure and texture machines were set up to accompany each paver's width. Trimble stringless technology ensured precise alignment and elevation. Sawing and sealing crews used Core Cut saws and sealed over one million feet of joints with hot-poured rubber asphalt per MDOT specifications.

MDOT I-96 & I-696 Reconstruction From Kent Lake Road to Lahser Road

CITIES OF SOUTHFIELD, FARMINGTON HILLS, NOVI, WIXOM, AND NEW HUDSON

Concrete Contractor: Ajax Paving Industries, Inc.
Design Engineer: HNTB
Project Owner: Michigan Department of Transportation
QC Consultant: CT Consultants - A Verdantas Company

Quality control involved multiple ACI/MCA Level I-certified technicians with full equipment sets for concrete testing. Ride quality was monitored daily using Ames profilers, analyzed to meet Class 1, 2, and 5 specifications, with diamond grinding applied as needed for corrections.

Challenges and Solutions

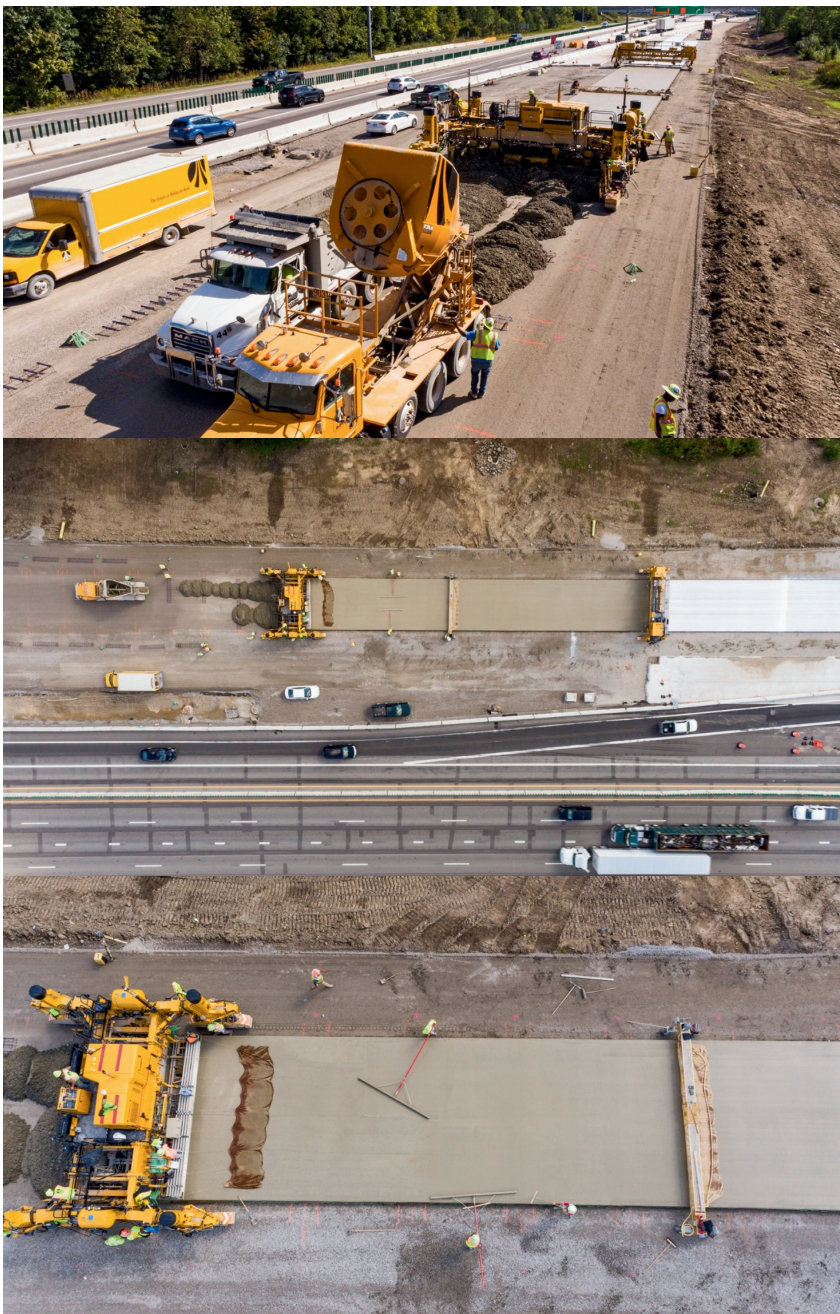
The complex staging of paving activities, including closures and a complex traffic management plan (MOT), added extensive challenges. Ajax coordinated closely with MDOT to ensure that ramp and freeway closures met contractual deadlines and minimized disruption. Special attention was given to critical areas, including ramps and the I-696 section from I-275 to Lahser Road, where paving required precise handling due to traffic flow restrictions.

Quality Control and Technology

Quality control included the use of Ames profilers for ride quality checks, with daily testing to meet MDOT's stringent specifications. Ajax developed maturity curves for the 24 mix designs and used maturity meters to monitor concrete temperature and strength in real time, allowing crews to make adjustments on-site and expedite construction.

Economic Impact

As part of the Rebuilding Michigan bond program, the project was vital for enhancing safety and reducing travel time on key corridors linking Detroit and Lansing. This 21-mile stretch, carrying over 200,000 vehicles per day, is a major route for commuter, commercial, and tourism traffic. The project is expected to support 6,700 jobs in Michigan.



MDOT I-96 & I-696 Reconstruction From Kent Lake Road to Lahser Road

CITIES OF SOUTHFIELD, FARMINGTON HILLS, NOVI, WIXOM, AND NEW HUDSON

Concrete Contractor:	**Dan's Excavating, Inc.**
Concrete Supplier:	**Daytona Redi-Mix**
Design Engineer:	**HNTB**
Project Owner:	**Michigan Department of Transportation**
QC Consultant:	**CT Consultants - A Verdantas Company**

As part of the $545 million I-96 (Flex Route) and I-696 (Restore the Reuther) projects, nearly 21 miles of cast-in-place concrete median barrier wall were installed. Daytona Redi-Mix was responsible for batching over 45,000 cubic yards of concrete for the barriers from a portable batch plant located adjacent to I-96 over two consecutive seasons. Daytona collaborated with MDOT to implement controls that improved the consistency of the product.

The installation of this slipform concrete barrier required a low slump mix, which posed quality control challenges during both installation and curing. The mix demanded precise aggregate control and strict regulation of water content in the batching process. Daytona had to carefully balance the need for a low slump mix with fluctuating ambient temperatures while ensuring the concrete remained workable and finished to high standards.

Stillwater Phase #4

23 MILE BETWEEN NORTH AVENUE &FAIRCHILD MACOMB COUNTY, MI

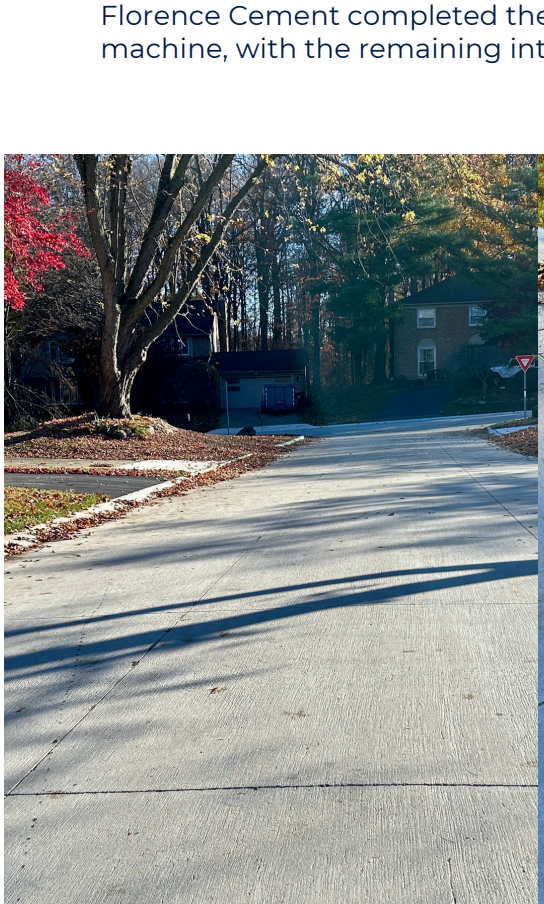
Concrete Contractor: Florence Cement Company
Prime Contractor: Pamar Enterprises
Design Engineer: JJ Associates, Inc.
Project Owner: Lombardo Homes

Stillwater Crossing features newly-built single-family homes ranging from 2,000 to 3,000 square feet and is conveniently located near a variety of attractions in Macomb County, including Partridge Creek and Lakeside malls, Lake St. Clair, the renowned International Academy of Macomb, and the Macomb Township Recreation Center, along with numerous restaurants, parks, and golf courses.

Phase 4 of Stillwater Crossing covers over 12,240 square yards of concrete paving, utilizing Macomb County's standard 7-inch concrete pavement section to create roadways for the new homes in the neighborhood.

What set this project apart was the establishment of an on-site concrete batch plant, allowing Florence Cement to produce and place over 2,380 cubic yards of concrete pavement while remaining isolated from existing residents in phases 1 and 2, as well as contractors working on homes in phase 3.

Florence Cement completed the majority of the 7-inch-thick, 28-foot-wide pavement using a slipform machine, with the remaining intersections placed by hand.



DTWR FedEx Distribution Facility

28000 FIVE M CENTER DRIVE
ROMULUS, MI

Concrete Contractor:	**Ajax Paving Industries, Inc.**
Concrete Contractor:	**Angelo Iafrate Construction Company**
Concrete Supplier:	**Superior Materials/Votorantim Cimentos**
Prime Contractor:	**Christman/Brinker**
Design Engineer:	**Kimley-Horn of Michigan, Inc.**
Design Engineer:	**PM Consultants**
Project Owner:	**Hillwood Development, LP/FedEx**
QC Consultant:	**CT Consultants - A Verdantas Company**

The WCAA FedEx Distribution Facility at Detroit Metropolitan Airport (DTW) in Romulus, Michigan, marks a significant industrial development by a joint venture between Hillwood Enterprises LP and the Sterling Group. With a budget of $423 million, the project includes the construction of a 250,000-square-foot consolidated building for FedEx, designed to enhance operational efficiency in response to capacity constraints and a mandated taxiway realignment by the Federal Aviation Administration.

The new facility consolidated three existing FedEx operations: a 71,000-square-foot inbound package sorting and maintenance facility, an 81,000-square-foot outbound package sorting facility, and a 56,000-square-foot heavyweight freight sorting facility. This consolidation is part of FedEx's strategy to address growing capacity needs and improve logistics, resulting in a 30-year lease valued at $1.1 billion. The facility will sustain 580 jobs, with an average wage of $25 per hour.

Ajax and Iafrate completed the paving phase of the project, which involved placing over 114,000 cubic yards of concrete, including 108,411 square yards of 21-inch concrete, 21,016 square yards of 14-inch concrete, and 18,985 square yards of 10-inch concrete—all supplied by Ajax's portable batch plant. Superior Materials supplied the 8-inch concrete.

DTWR FedEx Distribution Facility

28000 FIVE M CENTER DRIVE
ROMULUS, MI

Concrete Contractor:	**Ajax Paving Industries, Inc.**
Concrete Contractor:	**Angelo Iafrate Construction Company**
Concrete Supplier:	**Superior Materials/Votorantim Cimentos**
Prime Contractor:	**Christman/Brinker**
Design Engineer:	**Kimley-Horn of Michigan, Inc.**
Design Engineer:	**PM Consultants**
Project Owner:	**Hillwood Development, LP/FedEx**
QC Consultant:	**CT Consultants - A Verdantas Company**

The paving was carried out with precision using various Gomaco pavers. The 21-inch slabs were paved in two lanes at 40 feet wide, ensuring adherence to strict quality control measures, including monitoring the concrete mix, slump, evaporation rates, and other specified requirements. The paving operation was extremely efficient, completed in just 35 days.

For the 10-inch concrete pavements, Iafrate employed a fully automated Wirtgen SP 64 slipform concrete paver, and for the 8-inch pavements, a combination of Wirtgen pavers and laser screeds were used. The total paving operation for the 10-inch and 8-inch slabs was completed in 61 days.

The WCAA FedEx Distribution Facility is a vital infrastructure development at DTW, boosting operational efficiency and economic growth in the region. The project enhances FedEx's logistical capacity while contributing to local job retention and creation.

Construction of Taxiway A Phase 2 at The Willow Run Airport

SUPERIOR TOWNSHIP, MI

Concrete Contractor:	**Toebe Construction, LLC**
Design Engineer:	**Mead & Hunt**
Project Owner:	**Wayne County Airport Authority**
QC Consultant:	**CT Consultants - A Verdantas Company**

The Willow Run Taxiway A project was a continuation of the Phase 1 portion of work performed in 2023. This project involved the construction of approximately 16,886 square yards of new portland cement concrete pavement for the taxiway, along with 10,200 square yards of asphalt shoulder pavement. Additionally, it included the installation of approximately 2,100 linear feet of storm sewer, earthwork, signage, and utility work.

Toebe set up a portable concrete batch plant to supply over 7,700 cubic yards of concrete, placing the pavement in dual 37.5-foot-wide lanes to accelerate the schedule and eliminate a longitudinal construction joint, improving overall quality.

The concrete was slipformed with thicknesses ranging from 15 to 17 inches using a Gomaco G4 paver, stretched to 37.5 feet wide. Complex reinforced hand pours were completed using an Allen Roller Screed. Favorable weather and high production rates were crucial to the project's success. This work will provide Willow Run Airport with a durable concrete pavement surface, supporting the airport's expansion plans for the taxiway area.

Cass Avenue Bridge Over I-94

DETROIT, MI

Concrete Contractor: Toebe Construction, LLC
Concrete Supplier: Hercules Materials Holding, LLC
Design Engineer: CT Consultants - A Verdantas Company
Project Owner: Michigan Department of Transportation

The Cass Avenue Bridge over I-94 project marks the sixth bridge replacement along Detroit's I-94 corridor. Toebe Construction faced numerous logistical challenges to successfully complete this high-profile and high-traffic project. A key component of the work involved night-time concrete placements using a pump truck, with an impressive delivery rate exceeding 200 cubic yards per hour from Hercules' Kronos plant in Detroit. These night operations minimized traffic disruptions and enabled the team to meet the project's demanding and aggressive timeline.

The project required meticulous coordination of concrete deliveries, carefully scheduled to align with the rapid pace of construction. Toebe Construction ensured the accurate application of concrete while prioritizing safety for both the crew and the public. With work taking place during the dark night hours in a busy urban area, traffic control and safety were critical. Toebe skillfully managed these challenges, adhering to stringent project specifications and maintaining the highest safety standards.

By overcoming the logistical complexities of this project and through meticulous planning and efficient execution, Toebe Construction delivered the Cass Avenue Bridge replacement on schedule and to specification, contributing to the overall success of the bridge replacements in the I-94 corridor. This accomplishment reinforces Toebe's expertise in managing large-scale infrastructure projects, showcasing their ability to meet tight deadlines while ensuring safety, quality, and operational excellence in high-traffic urban environments.

Michigan Central Train Station

2001 15TH STREET
DETROIT, MI

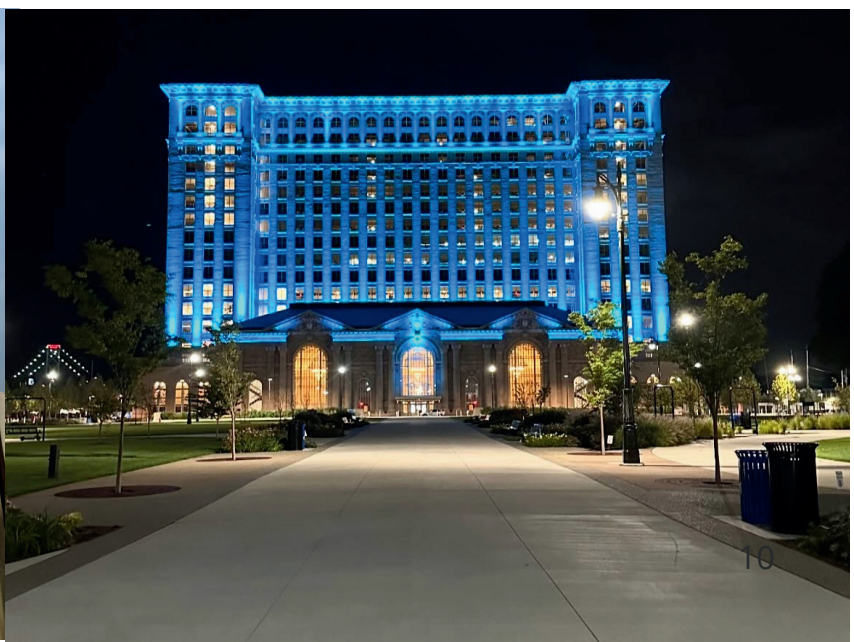
Concrete Contractor: Commercial Contracting Corporation
Concrete Supplier: Superior Materials, LLC
Project Owner: Ford Motor Company

Michigan Central Station, the historic former intercity passenger rail station in Detroit, Michigan, was built for the Michigan Central Railroad and formally dedicated on January 4, 1914. Once the tallest rail station in the world, its Beaux-Arts architecture was designed by the same architects who worked on New York City's Grand Central Terminal. The station included a train depot and a 230-foot, 13-story office tower with two mezzanine levels. Located in Detroit's Corktown district behind Roosevelt Park, the station served as a transportation hub until January 6, 1988, when Amtrak relocated its service.

Over the years, the station fell into severe disrepair. Multiple owners left the building neglected, resulting in broken windows, a failing roof, and extensive interior water damage. In May 2018, Ford Motor Company purchased the station for $90 million, envisioning it as the centerpiece of its new Corktown campus. Ford committed more than $740 million to an extensive renovation, culminating in the station's reopening on June 6, 2024.

Restoration Phases

Ford began restoration in December 2018 with Phase I, which focused on stabilizing the structure, drying out the building, and reinforcing columns and archways. Phase II, launched in May 2019, included masonry restoration of the tower and concourse, retiling the waiting room ceiling, and repairing structural steel. Advanced 3D scanning technology helped recreate intricate architectural details lost to damage and vandalism. Work on the masonry façade began in 2021. Commercial Contracting Corporation (CCC) and Superior Materials filled subfloors of the basement levels with flowable fill to stabilize the foundation. Though originally slated for completion in 2022, the project was delayed by the COVID-19 pandemic.



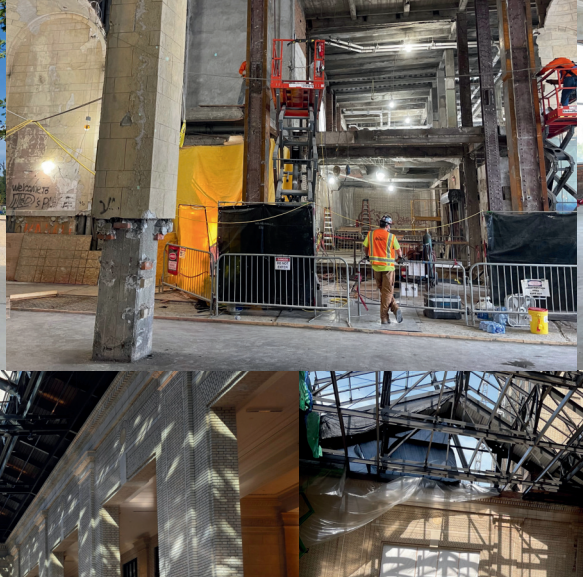
Michigan Central Train Station

2001 15TH STREET
DETROIT, MI

Concrete Contractor: **Commercial Contracting Corporation**
Concrete Supplier: **Superior Materials, LLC**
Project Owner: **Ford Motor Company**

The Station's Future
In summer 2024, Ford moved employees from its Model e and Ford Integrated Services teams into three renovated floors within the station. Additional collaboration spaces will be available for other Southeast Michigan-based employees. The station now anchors the 30-acre Michigan Central district, a hub designed to attract innovative companies to Detroit. The 640,000-square-foot facility includes spaces dedicated to cultural, technological, and community initiatives, fostering collaboration among established businesses, startups, universities, students, and youth programs.

Michigan Central will focus on advancing mobility solutions to address major societal challenges and serve as a catalyst for regional economic growth. With its rich history and forward-thinking mission, the station stands as a symbol of Detroit's resilience and innovation.


West Chicago Road Pavement Reconstruction

INKSTER ROAD TO HARRISON
LIVONIA, MI

Concrete Contractor:	**Mark Anthony Contracting, Inc.**
Design Engineer:	**Anderson, Eckstein & Westrick, Inc. (AEW)**
Project Owner:	**City of Livonia**
QC Consultant:	**CT Consultants - A Verdantas Company**

West Chicago Road is a vital thoroughfare for Livonia residents and businesses, serving as a main artery for commuters, delivery vehicles, and local traffic. Over time, heavy usage and environmental factors led to significant wear and tear on the pavement, creating the need for comprehensive reconstruction.

In 2024, Livonia received federal funds for the 3-lane stretch of West Chicago Road from Inkster to Harrison, which helped pay for just over 80 percent of the overall construction costs for the reconstruction. This project was seen as the centerpiece of Livonia's local road work for the 2024 construction season. The $1.5 million project is a significant endeavor aimed at improving traffic flow, enhancing safety, and modernizing one of Livonia's key roadways. This project was not merely about repairing the road but is a full-scale effort to ensure its durability and functionality for years to come.

The project included the removal and replacement of 11,000 square yards of pavement totaling 2600 cubic yards of concrete, improvements to drainage systems, and the addition of modern features such as improved curbs, sidewalks, and ADA-compliant crosswalks. These updates were completed in two phases instead of three to allow for faster completion, and are designed to accommodate both vehicle and pedestrian traffic while boosting accessibility and safety.

West Chicago Road Pavement Reconstruction

INKSTER ROAD TO HARRISON
LIVONIA, MI

Concrete Contractor:	**Mark Anthony Contracting, Inc.**
Design Engineer:	**Anderson, Eckstein & Westrick, Inc. (AEW)**
Project Owner:	**City of Livonia**
QC Consultant:	**CT Consultants - A Verdantas Company**

Mark Anthony Contracting's experienced field crew worked diligently to minimize disruptions for residents and businesses while maintaining a steady construction pace. This approach includes maintaining detours and clear communication with the community to keep everyone informed about project milestones and road closures.

Mark Anthony Contracting ensured that the reconstructed road will be more durable and will provide better ride quality through the use of their G&Z S600 Paver, along with consistent concrete production using their Cemco 275 Portable Batch Plant. The contractor emphasized transparency throughout the process, providing regular updates to the city and its residents. A project of this magnitude required careful coordination with local officials and utility providers to ensure seamless progress.

The West Chicago Road Pavement Reconstruction Project is more than just an infrastructure upgrade; it represents a significant investment in Livonia's future. Residents will benefit from smoother and safer commutes, while local businesses will enjoy improved accessibility for customers and delivery services.

As Livonia continues to grow, concrete projects like these are essential for supporting the city's infrastructure and enhancing the quality of life for its residents. Livonia residents and visitors alike can look forward to a safer, more efficient roadway that meets the needs of a modern community.

Consumers Concrete Products Block Plant

3809 EAST MICHIGAN AVE
KALAMAZOO, MI

Concrete Contractor:	**Burgess Concrete Construction**
Concrete Contractor:	**Van Laan Concrete**
Concrete Supplier:	**Consumers Concrete Corporation**
Prime Contractor:	**Miller Davis GC**
Design Engineer:	**Sali Group**
Project Owner:	**Consumers Concrete Corporation**

This project showcases an advanced facility dedicated to concrete and concrete product manufacturing. The 38,000-square-foot facility serves as a hub for producing concrete blocks and hardscape materials for Consumers Concrete customers across Michigan and neighboring states.

This significant investment enhances productivity, ensures superior material quality, and demonstrates Consumers Concrete's commitment to employee safety with a secure and efficient work environment.

To achieve consistency in manufactured products throughout Michigan's seasonal fluctuations, aggregates are stored indoors in a temperature-controlled environment.

Consumers Concrete Products Block Plant

3809 EAST MICHIGAN AVE
KALAMAZOO, MI

Concrete Contractor:	**Burgess Concrete Construction**
Concrete Contractor:	**Van Laan Concrete**
Concrete Supplier:	**Consumers Concrete Corporation**
Prime Contractor:	**Miller Davis GC**
Design Engineer:	**Sali Group**
Project Owner:	**Consumers Concrete Corporation**

The facility's high level of automation and robotics required exceptional precision in the interior flooring. The curing chamber features an automated finger car system that efficiently transfers newly made blocks for curing and retrieves cured blocks for palletizing and shipping. High-quality floor placement was critical to ensure optimal functionality of this advanced system.

Project construction materials:

- Concrete Provided: Over 5,900 cubic yards at varying depths
- Architectural Concrete Blocks: 51,315 units
- Standard Concrete Blocks: 7,791 units

This facility exemplifies innovation in construction and manufacturing, setting a new standard for efficiency and quality in the concrete industry.

Challis Road at Bauer Road Roundabout

GENOA TOWNSHIP, MI

Concrete Contractor: GM & Sons, Inc.
Concrete Supplier: Modern Concrete
Project Owners: Livingston County Road Commission
Michigan Department of Transportation

A $5 million infrastructure project has transformed the intersection near Mt. Brighton Ski Resort with the construction of a single-lane roundabout. The initiative included rerouting a segment of Challis Road north of the intersection, utilizing a decommissioned gravel mine. This adjustment eliminated a hazardous, hilly curve and replaced it with a straighter roadway featuring gentler curves, improving safety and traffic flow.

The project was funded through a combination of federal grants and contributions from the Livingston County Road Commission and Genoa Township.

GM & Sons played a pivotal role in the construction, placing approximately 1,450 cubic yards of 9-inch-thick concrete pavement supplied by Modern Concrete. The work also included the installation of decorative concrete ranging from 6 to 9 inches thick in the splitter islands, along with concrete curbs and gutters. Pavement was laid using both conventional and slipform methods to ensure precision and durability.

Modern Concrete partnered with GM & Sons to supply all the necessary concrete materials, adhering to a demanding 10-week construction timeline. This close coordination between the teams was instrumental in delivering the project on schedule.

The newly constructed roundabout is expected to enhance safety and provide a smoother driving experience for residents and visitors in the area.

Eastwood Towne Center
Stained Concrete Fountain Area

3003 PREYDE BOULEVARD
LANSING, MI

Concrete Contractor: **Hanneman and Fineis Concrete**
Concrete Supplier: **Miller's Redi-Mix, Inc.**
Project Owner: **Kite Realty Group**

This project stands out as a stunning centerpiece and focal point of Eastwood Towne Center, situated between two popular restaurants with outdoor seating and high foot traffic. What makes this project truly exceptional is the complexity of its joint layout and the meticulous staining work that brought an intricate, symmetrical starburst pattern to life.

The project initiated with precise engineering: ½-inch reinforcing steel dowels were carefully drilled and epoxied into the existing concrete to ensure long-term stability. Miller's Redi-Mix provided 28 cubic yards of concrete delivered in five strategic pours.

The first pour established the inner black concrete circle, crafted with a striking black color hardener to set the foundation for the design. The next four pours gave shape to the magnificent walnut and camelback starburst pattern, using a cutting-edge artesian stain from Brickform, further enhanced with acid staining to add vibrant depth and color.

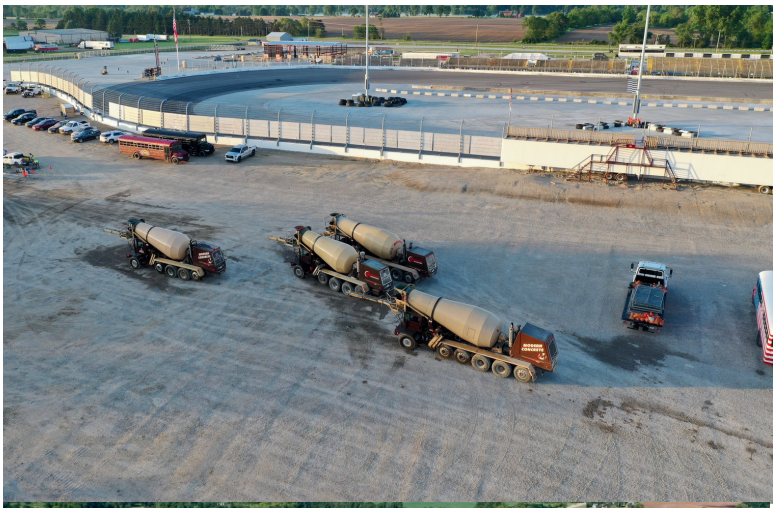
Despite its 2,257 square-foot scale and 4-inch thickness, the decorative fountain area was constructed seamlessly, without disrupting the restaurants or the steady flow of pedestrian traffic. The team ensured the space remained dust-free during saw cutting by using pulse vac technology, allowing the outdoor seating areas to remain pristine throughout the project.

Finally, the design was brought to life with a decorative cure and sealer, Certi-vex 1315, which enhanced and protected the acid-stained and black concrete, ensuring its beauty endures for years to come. This project is a testament to the innovation, precision, and craftsmanship that can be achieved with hard work and creativity in concrete.

Owosso Speedway

7204 WEST M-21
OVID, MI

Concrete Contractor:	**Fessler & Bowman**
Concrete Supplier:	**Modern Concrete**
Prime Contractor:	**Spence Brothers**
Design Engineer:	**Hoppe Design, LLC**
Project Owner:	**Rex Wheeler**



Nestled in the heart of mid-Michigan, the Owosso Speedway in Ovid has long been a cherished destination for motorsports enthusiasts. Originally constructed in 1937, the speedway would go back and forth between dirt and pavement over the years. In 1988, the speedway closed mid-season and underwent a complete revitalization, replacing the half and quarter-mile combination with a 3/8-mile progressively banked oval. Over the decades, it became a launching pad for aspiring drivers and a gathering place for communities in the surrounding area.

The current revitalization project began in 2022 with extensive renovations to the track, grandstands, and facilities. New owners began additional renovations in 2023, which included a new tech barn, vehicle maintenance facility, perimeter fencing, and additional bleacher seating at turn two and the back stretch. Over 20,000 square yards of concrete were placed during this process.

To facilitate the nearly 520,000 square feet (almost 12 acres) of fiber-reinforced concrete pavement, Modern Concrete set up a portable batch plant on the Speedway's property. All pavement work was executed during the active racing season, amidst the peak of summer and the rainy season. Maintaining 7-day breaks was crucial to ensure track access for weekend racing. Fessler & Bowman employed 3-D equipment for grading and screeding the concrete, with an average pour size of approximately 45,000 square feet.

Since reopening, Owosso Speedway has hosted a series of high-profile racing events that have drawn crowds from across Michigan and beyond. These events have injected new energy into the local economy, benefiting nearby businesses such as restaurants, hotels, and shops.

Patterson Ave & 36th Street Intersection

KENT COUNTY, MI

Concrete Contractor: C & D Hughes, Inc.
Concrete Supplier: Consumers Concrete Corporation
Project Owner: Kent County Road Commission

This project included full depth concrete replacement at one of the busiest intersections in Kent County. The majority of the 2,300 cubic yard project consisted of 11-inch-thick pavement with about ten percent being 8 inches in thickness.

Pavement was completed in multiple phases while maintaining access for Patterson Avenue and 36th Street throughout the duration of the project.This project required significant cooperation between the contractor, supplier and the Kent County Road Commission.

This busy intersection handles both vehicle and heavy truck traffic and is the main thoroughfare for Gerald R. Ford International Airport, and these needs had to be balanced against the needs of safely removing and replacing the concrete pavement. The intersection was also completed well ahead of schedule without diminishing the quality of the concrete pavement. Maintaining traffic flow while completing this project required a willingness of all parties to be flexible and work together to achieve the long-lasting concrete intersection that will serve motorists along this heavily traveled corridor.

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

ALPENA COUNTY REGIONAL AIRPORT
ALPENA, MI

Concrete Contractor:	**Ajax Paving Industries, Inc.**
Prime Contractor:	**M&M Excavating Company, Inc.**
Design Engineer:	**RS&H**
Project Owners:	**Alpena County**
	Combat Readiness Training Center
QC Consultant:	**CT Consultants - A Verdantas Company**

After two years of construction, the new runway at the Alpena Combat Readiness Training Center officially reopened in November 2024.The $60 million dollar, federally funded construction project (a combined $40 million in Department of Defense funds and $20 million of Federal Aviation Administration funds) included a collaborative multi-agency partnership which repaired the entire length of Alpena County Regional Airport's primary runway which supports both military and commercial aircraft operations including the most advanced aircraft in the military's inventory: the F-35 Lightning II fighter; the KC-46 Pegasus; and the C-17 Globemaster.

The project relocated a new aircraft arresting system to ensure the Alpena CRTC can support fighter aircraft while ensuring the safety of commercial and general aviation aircraft.

The reconstruction involved placing 6 inches of cement treated permeable base (CTPB) using an asphalt paver. Ajax set-up an onsite, portable batch plant to produce the CTPB material.

The 16-inch-thick portland cement concrete pavement (PCCP) was placed with a GOMACO 2600 slipform paver at 18.75 feet wide equipped with Trimble's stringless paving system for machine control, which ensured precise grade & elevation control. The concrete runway end required 8 lanes of paving extending 1,725 feet in length. This task utilized both slipform paving and handwork techniques, demanding precise coordination to ensure a high-quality, durable surface.

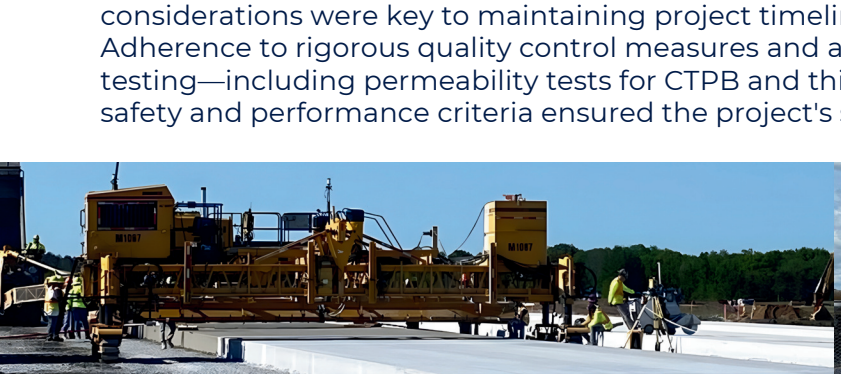
Alpena Runway 1-19 TDZ & BAK-12 Aircraft Arresting System - Phase 2 South

ALPENA COUNTY REGIONAL AIRPORT
ALPENA, MI

Concrete Contractor:	**Ajax Paving Industries, Inc.**
Prime Contractor:	**M&M Excavating Company, Inc.**
Design Engineer:	**RS&H**
Project Owners:	**Alpena County**
	Combat Readiness Training Center
QC Consultant:	**CT Consultants - A Verdantas Company**

The project also included the construction of a taxiway, consisting of approximately 2,800 square yards of 16-inch reinforced concrete. The taxiway featured various dimensions and radii, which required precise geometric execution to meet engineering and operational standards.

After the initial cure period, Ajax utilized a straightedge and an Ames Model 4200 California Profilograph to measure smoothness and ensure tolerances were within specifications.
The sequence of CTPB placement, PCCP paving, and finishing was carefully planned to avoid conflicts and delays. Coordination among various teams, equipment management, material handling, and weather considerations were key to maintaining project timelines.
Adherence to rigorous quality control measures and aviation standards was vital. Regular inspections, material testing—including permeability tests for CTPB and thickness verification for concrete—and compliance with safety and performance criteria ensured the project's success.



Cowboy's Stamped Driveway

RIDGE ROAD
ESSEXVILLE, MI

Concrete Contractor: **Intricate Concrete**
Concrete Supplier: **Team Elmers**

Intricate Concrete removed an existing concrete driveway, prepped the grade, and then formed and placed 52 cubic yards as a new 4-inch-thick driveway with Monterey Ashlar stamped pattern using stone gray integral color and medium gray antiquing agent. The driveway was then engraved with the logo requested by the homeowner using a Red Art CNC machine.

The project presented a challenge trying to engrave on the uneven stamped/textured concrete. This required an operator to be on site and constantly adjusting the machine for depth. This size of the logo also required moving the machine four times, which further complicated the process.

The process of stamping and engraving rather than painting or staining the concrete surface ensures that the beautiful pattern will last for many years to come.

Southern Michigan Bank and Trust

3970 WEATHERWAX DRIVE
JACKSON, MI

Concrete Contractor: RW Mercer Company
Concrete Supplier: Shafer Redi-Mix
Project Owner: Southern Michigan Bank and Trust

The new construction of Southern Michigan Bank & Trust's newest Jackson location is a standout example of innovative design and efficiency. The entire site, from foundations to flatwork and sidewalks, is constructed with concrete, which provides a range of benefits. Concrete was chosen not only for its aesthetic appeal but also for its practical advantages, including reduced lighting and maintenance costs, improved safety, and longer lifespan compared to asphalt. The 800 cubic yards of concrete, varying in thickness from 4 to 8 inches, were carefully selected to create a durable, attractive foundation for the new bank.

The construction process was completed with remarkable efficiency, showcasing the capabilities of the contractor and supplier. The use of concrete allowed for swift completion while ensuring high-quality results that will serve the bank for many years to come. The project schedule was optimized, with fast execution translating into both time and cost savings. The success of this project is a testament to the thoughtful selection of materials and the skillful execution by RW Mercer Company and Shafer Redi-Mix.

This project demonstrates how the thoughtful use of concrete in new construction can lead to enhanced aesthetics, lower costs, and long-term durability. The Southern Michigan Bank & Trust location is now poised to offer lasting value to its owners and the surrounding community, all while highlighting the benefits of modern concrete construction techniques.

V&D Self Storage

52748 JIMMY'S DRIVE
SHELBY TOWNSHIP, MI

Concrete Contractor:	**Florence Cement Company**
Design Engineer:	**Urban Land Consultants**
Project Owner:	**V & D Investments**

This project included the placement of concrete pavement for a gated, outdoor boat, RV, and vehicle storage facility. The owner originally designed an asphalt pavement, but Florence convinced the client that the up-front investment in a more durable, long-lasting concrete pavement would provide a brighter and safer facility that outweighed the short-term savings of asphalt.

A big challenge for the Florence crews was placing the 7-inch-thick concrete ring around the 8-inch-thick concrete parking pad. Both areas comprised of approximately 165,000 total square feet of nonreinforced concrete and nearly 4,000 cubic yards.

Gomaco 2400 and Commander 4 slipform pavers were used to first pave pilot lanes and then once cured, the filler lanes. Due to the length and width of the area, grades were extremely tight when paving the pilot and filler lanes to not have standing water on the slab due to the placement of the catch basins.

We hope to hear more about MCA member contractors convincing clients that concrete makes a safer, environmentally-friendly and more cost effective parking lot!

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~

MCA ANTITRUST STATEMENT

The Michigan Concrete Association (MCA) assigns the highest priority to full compliance with both the letter and the spirit of the antitrust laws. It is vital that this meeting be conducted in a manner consistent with that policy. If at any time during the course of the meeting, MCA staff or officers believe that a sensitive topic under the antitrust laws is being discussed, or is about to be discussed, they will so advise the meeting attendees and halt further discussion. As attendees at this meeting, you should likewise not hesitate to voice any concerns that you may have in this regard.

It is important to bear in mind that those in attendance at this meeting may be your competitors. Any discussions of commercial matters with one's competitors may create the appearance of an antitrust violation, even though there is none. Therefore, such discussions should be avoided at all times, before, during, and after the meeting.

MCA ANNUAL SCHOLARSHIP GOLF OUTING

HAWK HOLLOW GOLF CLUB
Bath, MI
June 19, 2025
www.miconcrete.org/golf-outing

"

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~

MICHIGAN CONCRETE ASSOCIATION
MIXER DRIVER
COMPETITION

MIXER DRIVER COMPETITON

MITA HEADQUARTERS
Okemos, MI
MAY 17, 2025
www.miconcrete.org/mixer-driver-competition

LAWRENCE TECHNOLOGICAL UNIVERSITY
THEORY AND PRACTICE
1932
SOUTHFIELD, MICHIGAN

HUNTERS CREEK CLUB
H
C C
est. 1958
METAMORA, MI

LTU SPORTING CLAYS FUNDRAISER

HUNTER'S CREEK CLUB
Metamora, MI
September 23, 2025
www.miconcrete.org/ltufundraiser