Snapshot of the Coronavirus in Wisconsin

The percentage of COVID-19 tests that come back positive has increased in the past week. The 7-day average for positive tests was at around 10 percent in late April and early May. It has fallen and is currently around 7.1 percent. State officials are telling the public to prepare for 18 more months of the coronavirus threat.

According to Wisconsin’s Department of Health Services, Wisconsin's daily testing capacity — based on the availability of test supplies and adequate staffing — has grown from 120 available lab tests in early March to 17,668 in late June. The actual number of tests provided in an average day is approximately 6,500.

There have been confirmed cases in all 72 of Wisconsin's counties, though not all cases are currently active. Milwaukee County — the hardest hit in the state — surpassed 11,110 cases of COVID-19 last week. 777 people in Wisconsin have died from COVID-19 as of earlier this week.

Meanwhile, while it is too early to determine the full extent of the economic consequences of the COVID-19 pandemic, some data is available. In its monthly analysis of home sales, the Wisconsin Realtors Association (WRA) found that May home sales for the state fell by 25.8 percent on a year-over-year basis. Comparing the first five months of 2020 to the same period last year, the WRA found that existing home sales slipped 5.5 percent.

“The longest economic expansion in U.S. history is now over, and the economy is officially in recession," said David Clark, Marquette University economist and consultant to the WRA. According to the WRA, the National Bureau of Economic Research recently announced that the latest recession officially began in February of this year.

But last week's unemployment numbers show May's unemployment rate dropped since April from 13.6 percent to 12 percent. As the state’s economy continues to open, state officials are monitoring infection spikes and trends to determine whether to stay the course, pause the increase in economic activity, or reverse course and institute new restrictions.”

WRMCA has a page dedicated to COVID resources on its website located at https://wrmca.com/resources/oes-resources/.
2020 ACI Certification Volunteer Thank You

Thank you to the Certification Committee Chairman Greg Schmidt for his continued dedication and instruction of the ACI classes. Special thanks to the Chief Examiners - Tim Tomlanovich, Greg Schmidt, Ed Troxell, and Shane Savin.

**ACI Concrete Field Testing Technician – Grade 1**

*January 23rd in Milwaukee at Sonag Ready Mix, 22 students*
Thank you to the examiners Ed Troxell, Andrea Breen, Nicole Carlson, Andy Davis, Paul Piekarski, Andy Wendt, and Sonag Ready Mix.

*February 20th in Rice Lake at Todd’s Redi-Mix, 6 students*
Thank you to the examiners Shane Savin, Troy Tabor, Benny Walker, and Todd’s Redi Mix.

*May 7th in Green Bay at Carew Concrete, 8 students*
Thank you to the examiners Tim Tomlanovich, Zach Kaup, Andy Wendt, and Carew Concrete & Supply Co.

*May 29th in Port Washington at Pheasants @ Large, 13 students*
Thank you to the examiners Greg Schmidt, James King, Ken Larsen, Jeff Madsen, Andy Wendt, and Pheasants @ Large.

*June 4th in Madison at Wingra Redi-Mix, 13 students*
Thank you to the examiners Greg Schmidt, Jeff Anderson, Wally Jankowski, and Wingra Redi-Mix.

**ACI Strength Testing**

*February 24th in Wausau at American Engineering & Testing, 13 students*
Thank you to examiners Buck Bark, Andy Wendt and American Engineering & Testing.

**ACI Concrete Flatwork**

*January 28th, Flatwork Class in Wausau, 27 students*
*February 28th, Flatwork Class in Pewaukee, 15 students*

**NEW CLASS - August 6th, 2020**

WRMCA is hosting an ACI Grade 1 Certification class on Thursday, August 6th at Pheasants@Large in Port Washington. If you or someone you know needs to get certified, please contact Kim at knovak@wrmca.com or 608.512.1292.

**Concrete Design Award Call to Entries**

The Call to Entries form has been sent out to the membership. It can be downloaded at [https://wrmca.com/resources/concrete-design-awards/](https://wrmca.com/resources/concrete-design-awards/). Projects that have been completed in 2019 or 2020 are eligible to enter. Entries are due Friday, December 4, 2020. Special thanks to the following co-sponsors - Carew Concrete & Supply, ACI WI, Oshkosh Corporation & Riv/Crete Ready Mix.
SCHOLARSHIP GOLF OUTING

The 20th Annual Ready Mix Golf Outing Blitz
Presented by the Scholarship and Education Committee
October 1, 2020
Wild Rock Golf Club, Wisconsin Dells

Following a round of golf with activities on every par 3 you will be treated to a dinner followed by fantastic raffle, door prizes and the chance to meet with fellow WRMCA members in a social setting. All funds will go toward the WRMCA Education Foundation.

Registration
10:30 am Registration
11:00 am Lunch
12:00 pm Shot Gun Scramble
5:00 pm Dinner & Raffle

Location
Wild Rock Golf Club
856 Canyon Rd
Wisconsin Dells, Wisconsin 53965

Registration Fees
- Sponsorship + Foursome $800
- Foursome with no Sponsorship $700
- Golf, Lunch and Dinner $180
- Dinner only $80

- 5 Raffle Tickets $20, _____ # of tickets
- 5 Mulligans $20, _____ # of tickets
- Gun Raffle Ticket $20, _____ # of tickets

Sponsorship Options
- Tee Sponsorship $150

Company: __________________________
Phone: __________________________ Email: __________________________
Attendee: __________________________
Attendee: __________________________
Attendee: __________________________
Attendee: __________________________

Method of Payment: □ AMEX, VISA, MC □ Check
A 5% processing fee is added to all credit card transactions.

Credit Card Number: __________________________
Billing Address: __________________________
Expiration Date: __________________________ Billing Zip: ____________

TOTAL PAID: ______________

CONCRETE - How ideas GET built
Growing up with my dad working in the concrete industry, I learned a lot about concrete and its importance. My brothers and I went to many Carew Concrete events like truck rodeos, Touch a Truck, and concrete basics for boy scouts. My dad always explained how much concrete would be used on his projects like Lambeau Field, hospitals, and schools. Because of my dad, I am able to understand the importance of the roads and bridges I drive on, and the walls at my school which are made of concrete.

My dad was always teaching and showing me the importance of concrete and where it comes from. I was able to tour a rock quarry and sand pit to see what concrete is made out of and where the process of making concrete starts. We also visited the concrete warehouse that had a lot of products that are put into concrete. I saw concrete coloring, reinforcement materials, bagged cement, and other products. We also went to concrete plants and saw the materials being mixed together in the concrete truck. There were trucks all around, waiting to be loaded with concrete and brought to job sites. I have seen the concrete trucks at my house and watched the concrete being poured and laid out as well. Over the years, I have learned a lot about concrete and how it is made because my dad showed me where the aggregates and additives for concrete come from, and how they are mixed together and put to use.

Concrete can be used for just about anything and is a major necessity for society today. There are hundreds of different uses for concrete, many of which are necessary for the safety of society, while other uses make our existence less difficult. Concrete roads make driving much easier and are much more durable and safer than blacktop. Concrete is also better for the environment because it attracts less heat than blacktop and is less maintenance. Nuclear power plants are made of concrete for protection from any invasions, which could include bombs or missiles, because concrete is incredibly strong and durable.

In addition, concrete can be used decoratively, enabling it to be a more marketable option. The concrete is made more appealing by the addition of colors, designs, staining, and etching. This has allowed concrete to become more of an art, making the job more creative and enjoyable for artists and end users. It is marketable because concrete can be made to look just like tile, stone, brick, and wood while having the qualities of concrete, becoming an alternate option for buyers. Decorative concrete can be used on bridges, buildings, parks, and homes everywhere.

Without my dad working in the concrete industry, I never would have known the importance of concrete, and how it is made and its many uses. I have a better understanding of what is around me, and the whole process of how concrete is made and used. I even understand how concrete has become a form of art and improved over the years.
2020 SCHOLARSHIP WINNERS

Harrison Tews, son of Mike Tews, Carew Concrete Scholarship Winner 2020-2021

Ever since I was little, concrete has played a significant role in my life. Whether it was hearing about the difference between concrete and cement from my dad or placing it this summer, concrete has had a huge impact on me. In particular my job this summer as a laborer for a residential contractor, gave me a new experience with concrete. This job taught discipline and introduced me to the hard work that goes into placement of concrete. My role as a laborer consisted of concrete removal, setting up forms, pouring, raking, bull floating, edging, and brooming. Being a part of this long process and experiencing both the start and finished result, gave me a feeling of a great accomplishment.

After this summer working as a laborer I was able to appreciate why concrete has had such an impact on my family. Concrete has shown me personally how hard work pays off and doing it right brings pride to our lives. I was able to purchase a longboard, after putting in many hours of hard work. This longboard was the first thing I was able to purchase but not the only thing. I also made sure to save money for college and future trips I plan on taking.

The pride piece came along when talking and learning from my boss. He always made sure we were doing the right work and as efficiently as possible. Having pride and showing that you care is very important in this industry because this is how your business thrives and is able to last. It is valuable to show pride also to make sure the customers know you care about the job.

After completing a full summer of flat work I now have an awareness of how to interact better with the public. At times this job has brought me out of my comfort zone whether it was from attitude from a mad driver, to getting picked on for being the new guy. I have experienced struggles along the way but I have also benefited from the hard work along the way. I plan to continue flat work this next summer.

In addition, I will continue to gain a better understanding and experience with concrete. Lastly, this summer job gave me another feeling of satisfaction when I came home for fall break and saw the finished job sites I contributed to.

The WRMCA awards two $2500 scholarships annually to immediate family members of WRMCA member companies. A $5000 scholarship is awarded if the winner (s) chose to go to a Concrete Industry Management School. Look for scholarship application information later this year. For questions, please contact Kim at knovak@wrmca.com or 608.512.1292.
“Houston, we have a problem.” Whether it’s the last step from the cab of a mixer truck or the last step from the mixer ladder, numerous injuries occur annually to mixer drivers, due to a lack of focus. Make sure you have a stable footing when releasing personal contact from the mixer truck.

Jumping-off the last step is a simple, but potentially dangerous act, resulting in twisted ankles, pulled muscles, broken bones and even worse. This unsafe act costs ready mix companies greatly; but more importantly, causes pain and suffering for mixer drivers and their families.

Is it worth it?
“One small step for man…” No giant leaps for mixer drivers. This major problem for mixer drivers has a very simple solution. When descending from a mixer truck and reaching the final step, a driver must focus on 3-points-of-contact. While the first foot is stepping off, both hands and the other foot must remain still. Once the first foot is firmly planted, step off with your other foot while firmly holding on to the truck. Once both feet are firmly planted, remove one hand from the vehicle.

Then, and only then, when firm footing has been established, should the driver remove the final hand from the mixer truck. Risking broken bones, immobility and reduced income, are hardly good reasons to save just a few seconds.

Actions
Considerations for “last step” policies and practices:
- Think first
- Focus
- Determine hazards
- Use 3-points of contact
- Look down for the last step
- Release one hand only when both feet are firmly planted
- With balance maintained, release the final hand

Resources
For more information on working safely around mixer trucks please follow the links below.

NRMCA: Working Safely On and Around Mixer Trucks NRMCA: Safety Series

Contacts
Gary Mullings: gmullings@nrmca.org | Kevin Walgenbach: kwalgenbach@nrmca.org
Chute Safety
Mixer truck drivers can be exposed to serious hazards while handling their flop-over and extension chutes. Lifting, carrying, handling, swinging, falling and pinching are all common hazards of chute handling.

Handling Recommendations
Specific chute handling injuries can include back, shoulder and arm strains, foot injuries, head injuries, pinched fingers and even amputations. These injuries can be avoided when properly following chute handling procedures. Policies that should be considered include:

- Only allow mixer drivers to handle chutes.
- Wear proper PPE, including a good pair of work gloves.
- Always lock the chute in position when folding, unfolding, or adding extension chutes; and before discharging concrete.
- Unfold the flop-over chute, keeping hands away from either end to avoid pinch hazards.
- Carefully unsecure extension chutes from the vehicle.
- Use good lifting techniques; feet firmly planted, back straight, bend at the knees.
- Grasp extension chutes firmly, and only from the sides, never the ends.
- Hold extension chutes balanced on your shoulders or close to your body in an upright position.
- Walk slowly and deliberately while carrying chutes. Should you lose balance, throw the chute away from your body.
- Attach extension chutes, grasping from the sides to eliminate pinching hazards. Do not drop chutes into place.
- Verify chute placement before swinging or moving the chute assembly.
- Leave chutes in place unattended only when locked.
- Never stand on or lift objects with the chute assembly.
- Clean chutes regularly to limit buildup.
- Use chute closure devices and safety chains on flop-over chutes when not in use.
- Secure extension chutes on the truck with safety chains or straps and verify use.

Actions
Quick considerations for chute safety practices:
- Think first
- Have a plan
- Focus on individual tasks when deploying and stowing chutes
- Know the hazards of chute handling
- Do not rush
- Be especially careful of pinch points

Resources
For more information on chute handling and working safely around mixer trucks please follow the links below.
NRMCA: Working Safely On and Around Mixer Trucks
NRMCA: Safety Series
NRMCA: Mixer Driver Manual
House Transportation and Infrastructure Committee Passes FAST Act Reauthorization

On June 17th, the House Transportation and Infrastructure Committee began a two-day, 24-hour markup of the INVEST Act, legislation to reauthorize surface transportation programs. The five-year legislation funded highway programs at $319 billion, transit programs at $105 billion and rail at $60 billion, with another $10 billion for safety programs. Well over 300 amendments were offered, many of which were rolled into a 99-page manager’s amendment.

Unfortunately, the starkly partisan formulation and consideration of the legislation all but guaranteed that Congress will be forced to pass an extension to the FAST Act before the September 30th expiration deadline, rather than produce a bipartisan reauthorization. In addition to reauthorizing and increasing funding for surface transportation programs, the legislation includes several provisions supported by the ready mixed concrete industry:

• Dedicated funding for repairing and replacing bridges;
• Resilience funding to enhance the durability of infrastructure;
• Research grant funding for materials that reduce emissions.

Notwithstanding these policies, the legislation also includes provisions adverse to the ready mixed concrete industry, including:

• Natural infrastructure is included as an alternative to traditional infrastructure;
• Increase in minimum insurance coverage for heavy trucks; and
• Delay of FMCSA’s June 1st Hours of Service rule.

NRMCA had worked to ensure that an amendment was included to prevent the delay of the Federal Motor Carrier Safety Administration’s Hours of Service rule announced on June 1st. NRMCA champion Rep. Mike Bost (R-IL) offered an amendment to strike the delay, but it was defeated on a largely party-line vote, despite NRMCA’s outreach to all committee members. In addition, several amendments worth watching were withdrawn or defeated, including an amendment by Rep. Rodney Davis (R-IL) to streamline federal permitting and an amendment by Rep. Daniel Webster (R-FL) to institute a privately-funded infrastructure bank that could fund up to $1 trillion in infrastructure projects.

The INVEST Act, as amended, was reported favorably out of committee and was expected to serve as a large, $1.5 trillion package announced last week by House Speaker Nancy Pelosi (D-CA) that included investments in housing, clean energy, schools and clean water. As the surface reauthorization moves to the floor in the House and the Senate continues to consider possibilities for passing a combined surface and water reauthorization, NRMCA will continue to advocate for the industry’s priorities.

Pave Ahead Webinar Recordings Now Available on Demand

During these unprecedented times of COVID-19, NRMCA’s Pave Ahead team has been working hard to bring educational opportunities to designers, municipalities, students, Association members and other industry professionals. These free, on-line opportunities are on a variety of technical and promotional concrete pavement topics. Click here to find a complete list of webinars. Portland Cement Association recorded webinars can be found here and those from the ACPA/CP Tech Center are located here.

If you have recommendations for upcoming webinar topics, please contact Amanda Hult at 720-648-0323 or ahult@nrmca.org or any of the Local Paving Team.
USDOT Finalizes Changes to Current Hours of Service Regulations – May 14, 2020

The US Department of Transportation (DOT) announced the finalization of changes to the current Hours of Service (HOS) regulations overseen by the Federal Motor Carrier Safety Administration (FMCSA). The announcement has been long-awaited, and is welcomed by the ready mixed concrete industry. While the changes being finalized are not broad in nature, they do offer what NRMCA has been advocating for many years; flexibility, consistency and a departure from a one-size-fits-all approach. These new changes not only meet these goals, but will apply to both concrete mixer truck drivers and drivers of other commercial motor vehicles utilized within the industry and to support it. The changes finalized today include:

1. Increasing the driving window for short-haul operators taking advantage of the 100 air-mile logging exemption from 12 hours to 14 hours, and increases the 100 air-mile radius of the exemption to 150 air-miles;
2. Expanding by 2 hours, the driving window under adverse driving conditions;
3. Only requiring a 30-minute break be taken after 8 hours of driving time, instead of on-duty time, but allowing that on-duty/non-driving time of 30-minutes or more can suffice for the break; and
4. Expansions of sleeper-berth use flexibilities.

Noticeably absent from the final rule are two provisions NRMCA and its HOS Coalition partners had advocated for, which included allowing the 14-hour driving window to be expanded by up to 3 hours, and not having to return to the same location at the end of a driver’s workday as where they started. The final rule changes will become effective 120 days after publication in the Federal Register. NRMCA will continue to examine the final rule and release guidance to the industry as necessary.

NRMCA Fundamentals of Concrete Webinar Series

This online course offers the nuts and bolts of concrete materials, mixtures, and construction practices. From the materials used to make concrete, the standards they must meet, the way it’s made, delivered, placed and finished. If you are a design professional, contractor, concrete producer, or a supplier to the concrete industry, this course is a must. The course is taught online, in three parts, made up of three sessions each for a total of nine information packed webinars.

Schedule (sessions will be recorded for later viewing if you miss a session) Cost per 3-part $150

Fundamentals of Concrete Part 1: Essentials of Quality Concrete | Register Online
Session 1 – July 15, 2020, 1-2pm: Concrete Materials Part 1
Session 2 – July 22, 2020, 1-2pm: Concrete Materials Part 2 and Fresh Concrete Properties
Session 3 – July 29, 2020, 1-2pm: Hardened Concrete Properties

Fundamentals of Concrete Part 2: Forming, Handling, Placing and Finishing Concrete | Register Online
Session 1 – August 5, 2020, 1-2pm: Concrete Forming and Site Preparation
Session 2 – August 12, 2020, 1-2pm: Delivery, Placing and Finishing
Session 3 – August 19, 2020, 1-2pm: Extreme Weather Conditions and Troubleshooting

Fundamentals of Concrete Part 3: Concrete Standards, Requirements and Specifications | Register Online
Session 1 – August 26, 2020, 1-2pm: Standards for Concrete Construction
Session 2 – September 2, 2020, 1-2pm: Standards for Production and Delivery
Session 3 – September 9, 2020, 1-2pm: Project Specifications for Concrete
DATES TO REMEMBER

July 13  Southwest Region Committee Conference Call, 10:30am

July 14  WRMCA Technical Committee Meeting, Pheasants@Large, Port Washington

July 23  WRMCA Board Meeting, The Waters of Minocqua, Minocqua

August 6  ACI Grade 1 Certification, Pheasants@Large, Port Washington

Sept. 24  WRMCA Board Meeting, TBD

Sept. 27-29  NRMCA's ConcreteWorks

Oct. 1  WRMCA Scholarship & Education Golf Outing, Wild Rock, Wisconsin Dells

Oct. 25-29  ACI Fall Convention & Expo, Raleigh Convention Center, Raleigh, NC

Nov. 12  WRMCA Board Meeting, Pheasants@Large, Port Washington

Nov. 30  WRMCA Scholarship Application Deadline

Dec. 4  Concrete Design Awards Entry Deadline

Dec. 9  WRMCA Pheasant Hunt, Pheasants@Large, Port Washington

Jan. 19-22  World of Concrete, Las Vegas

Feb. 4-5  Technical Workshop, Kalahari Resort, Wisconsin Dells

Feb. 4  Concrete Design Awards, Kalahari Resort, Wisconsin Dells

Feb. 10-12  WCPA Annual Workshop, Appleton

For more information, check out the weekly events information published In the Mix or visit our website at www.wrmca.com.

Concrete - How ideas Get built.™