



## The Power Of Precast



**Director's Corner...** 2017 was a year of "firsts" for PCI Gulf South. Together, we embarked on the formation of the first-ever Transportation Committee, we stretched our wings into our first collaborations

with university programs in the region and we made our first attempt at doing our part in funding the PCI Foundation through our 1st Annual Golf Classic. PCI Gulf South is on solid footing as we head toward one more first. The first stab at a formal marketing plan to establish and heighten our presence in the region. As we more effectively introduce our products through strategic marketing efforts, we strive to expand the commercial side of the precast industry and grab an increased share of the construction market. Let's celebrate our firsts and set our sights

on taking PCI Gulf South to the next level in 2018 **TOGETHER!**

*Dan*

We would like to welcome a new associate member to the PCI Gulf South family. Cresset Chemical Co. provides form releases, form treatments, hand cleaners and cure and seals to the construction industry.

Welcome Aboard Cresset Chemical Co.!



**PCI Gulf South Transportation Committee:** In November, PCI Gulf South held a follow-up Transportation Committee meeting with MDOT's Bridge Design Division in Jackson, MS. The mission of the committee is to expand our collective knowledge-base of precast/prestressed concrete products used throughout the PCI Gulf South region with the objective of becoming an informational resource about precast/prestressed concrete transportation products manufactured throughout LA, MS, and AL. Items discussed by the committee included the use of Accelerated Bridge Construction techniques, spauling of cast in place bridge decks in northern MS due to salt usage on the bridges and the use of concrete replacement slabs for roadways. Also discussed was the use and implementation of the NEXT beam on local and county bridges. We are hopeful that precast/prestressed products will be a solution to these issues. It was noted that MDOT will have a spotlight article coming up in PCI's Aspire Concrete Bridge magazine. The next meeting of the Transportation Committee will be held in Baton Rouge, LA with DOTD on March 21st, 2018.

*\*The Louisiana DOTD will be hosting their Transportation Conference February 25-28, 2018 at the Baton Rouge River Center. This event is held once every 2 years and typically attracts over 2,000 attendees.*

*Please copy and paste the link below to get more information and to register for the event.*

[http://www.ltrc.lsu.edu/ltrc\\_18/](http://www.ltrc.lsu.edu/ltrc_18/)

**2017 Winter Meeting** Another well attended Winter Meeting was highlighted with presentations from Bob Risser, PCI President, Brian Miller, GCP Applied Technologies Global Sales Manager and Marty McIntyre. We tried a different format this year on the night of the reception that allowed associates the opportunity to meet up with producers for dinner and for the first time, vendor set-ups were on display during the two day event. The Winter Meeting is always a festive occasion against the back-



drop of the beautiful Beau Rivage. As a change to the schedule, next year we plan on having the meeting a month earlier to provide us with a better chance for more agreeable weather for the 2nd Annual PCI Golf Classic which will again be held the day of the reception.



**PCI Gulf South 1st Annual Golf Classic:** After a solid month of picture perfect weather, the morning of the 1st Annual PCI Gulf South Golf Classic was a washout. As disappointing as it was to the players & sponsors of the event, the goal of providing a sizable donation to the PCI Foundation was still realized. Through the generosity of all involved, PCI Gulf South was able to pre-



sent Marty McIntyre, the Executive

Director of the PCI Foundation a check for \$ 7,500 to assist in the ongoing support of the studio program. Interest in the event was high and we will see y'all again next year as we hope for better weather. **PCI Gulf South extends a sincere thank you to everyone that donated.**



**Thank you sponsors!**





## Product Highlight: Hollowcore

Hollow-core slabs are used primarily as floor and roof deck components for various structures such as residential homes, hotels, office buildings, schools, prisons and municipal facilities. Due to production methods, hollow-core is a very inexpensive floor system when compared to other systems such as cast in place.

**Typical widths:** 2, 4, and 8 ft; some precasters offer 10 and 12 ft widths

**Typical depths:** 6, 8, 10, 12, 15, and 16 in.

**Typical span-to-depth ratios:** Floors: 30 to 40 / Roofs: 40 to 50



Hollowcore products typically are cast in 300- to 800 foot long prestressed casting beds with at least one system making the slabs in 60-foot-long self-stressing forms that circulate through a production cycle. The long-line method consists of a proprietary machine



specific to the brand. It extrudes the concrete and creates the voids by means of either a rotating auger or by slip forming and oscillating cores.



### Upcoming Events:

#### PCI Marketing Council Meeting

January 25-26, 2018  
Orlando, FL

#### Auburn Transportation Conference

February 12-13, 2018  
Montgomery, AL

#### PCI Convention and Precast Show

February 20-24, 2018  
Denver, CO

#### DOTD Transportation Conference

February 25-28, 2018  
Baton Rouge, LA

#### PCI Gulf South Transportation Committee Meeting w/DOTD

March 21, 2018  
Baton Rouge, LA

#### USM IAC Board Meeting

April 13, 2018  
Jackson, MS

#### PCI Gulf South Spring Meeting

April 24-25 2018  
Natchez, MS

The form side (bottom) is smooth as cast and typically remains that way in the finished construction. It is usually an exposed-to-view surface and is often painted. The top side is also smooth but can be “raked” to allow topping to be applied for the finished floor. Toppings typically include thin layers of Gypcrete or structural concrete for a composite action.

If you would like to be part of our newsletter email list or to schedule a Learn @ Lunch please contact :

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### DID YOU KNOW?

After the fall of the Roman Empire, the technology to make concrete was lost for 1000 years. In fact, Ancient Roman concrete has withstood the attacks by elements for over 2000 years, which is considerably longer than the lifetime of modern concrete structures.



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