

NCBC Welcomes Two New Members: The American Composite Manufacturers Association and the Stainless Steel Interest Group

by Tim Christle, Post-Tensioning Institute

The American Composite Manufacturers Association (ACMA) and the Stainless Steel Interest Group (SSIG) of the Concrete Reinforcing Steel Institute recently joined the National Concrete Bridge Council (NCBC). Their memberships bring fresh perspectives and reinforce NCBC's mission to improve concrete bridges nationwide.

ACMA represents the North American supply chain for the fiber-reinforced polymer (FRP) composites industry, from manufacturers and distributors to the end users. The association has been actively participating in the development of codes and standards in this sector for more than 30 years, working with the American Concrete Institute (ACI), ASTM International, and the American Association of State Highway and Transportation Officials (AASHTO).

"ACMA's membership in NCBC will help increase awareness of FRP composites technology and support the concrete bridge market. Working with NCBC, we can advance knowledge and innovation while addressing the specific needs of concrete bridge construction. We will collaborate with agencies to provide education and support demonstration projects that utilize FRP composites for the repair or replacement of transportation structures," says John P. Busel, senior vice president of the Composites Growth Initiative at ACMA.

SSIG is a newly formed interest group committed to raising awareness and promoting the use of stainless steel reinforcing bars in reinforced concrete applications. The group shares

independent, science-based information about stainless steel's properties and benefits, including its strong corrosion resistance, superior ductility, extended uniform elongation, exceptional toughness, and ability to maintain strength at cryogenic temperatures.

"SSIG has partnered with NCBC to advocate for the improved performance, durability, and sustainability of concrete bridges, a key market for the stainless steel reinforcing bar industry," says Richard Huza, PE, executive director of SSIG.

Industry Emphasis on Repair

The addition of these two new members to NCBC is timely as the transportation industry pushes forward

on expanded repair strategies. The steady growth of rehabilitation projects is fueled by limited funding for new construction, bridge safety updates, and a massive backlog of maintenance projects. As owners adopt data-driven tools such as digital-twin modeling during initial construction, they will likely transition into more planned, long-term rehabilitation projects, rather than total reconstruction.

Many highways and bridges are reaching the end of their design lives, requiring reconstruction. A wave of legacy projects to rebuild aging interstate bridges and upgrade urban and rural routes will join the pipeline. NCBC and its members are prepared to develop programs to address bridges in poor condition and improve highway capacity.

The Gordie Howe International Bridge that connects Detroit, Mich., and Windsor, Ontario, includes 6000 tons of stainless steel reinforcing bar. Photo: Stainless Steel Interest Group of the Concrete Reinforcing Steel Institute.





ACMA Programs

ACMA companies serve a diverse set of construction and infrastructure markets. One of ACMA's committees, the FRP Rebar Manufacturers Council, promotes the use of FRP reinforcement through education; development of quality procedures; industry specifications, codes, standards, and guidelines for field application; and legislative advocacy. ACMA is an accredited ANSI standards developing organization, and it creates standards and specifications that inform best practices and ensure quality in the use of composites in many markets.

ACMA has successfully collaborated with the AASHTO Committee on

Bridges' former T-6 technical committee, which focused on FRP composites, and is now part of the Concrete Structures Committee to develop and implement FRP standard product and design guidelines. The *AASHTO LRFD Guide Specifications for the Design of FRP Pedestrian Bridges*, second edition (2025), and *AASHTO LRFD Bridge Design Guide Specifications for GFRP Reinforced Concrete*, second edition (2018), are examples. In a similar initiative, ACMA and member companies collaborated with ACI to develop codes, standards, and specifications. That collaboration established mandatory language and criteria for designing structural concrete reinforced with glass and carbon FRP bars in ACI CODE-440.11-22, *Building Code Requirements for Structural Concrete Reinforced with Glass Fiber-Reinforced Polymer (GFRP) Bars—Code and Commentary*.

SSIG Initiatives

"Our decision to join NCBC was influenced by its established relationships with public agencies, especially FHWA and AASHTO," says Huza. Industry associations such as NCBC coordinate stakeholder input to government bodies developing standards and guidelines. Ongoing collaboration with these agencies provides opportunities for SSIG to

expand the use of stainless steel reinforcing bars in public projects.

Because stainless steel reinforcement is corrosion resistant, it offers bridge and infrastructure designers durable options for steel reinforcement in harsh environmental conditions and projects that stipulate an extended service-life design without repairs. Such efforts help foster the growth of concrete bridges, which supports the NCBC vision.

NCBC's Future

ACMA and SSIG have similar goals as they work to reduce life-cycle costs relative to traditional concrete bridge design options. Both organizations are raising awareness about corrosion-resistant materials for aggressive environments.

The use of stainless steel reinforcement and FRP composite reinforcement is becoming widely accepted in the concrete bridge industry. By joining NCBC, ACMA and SSIG are helping the coalition improve the durability and performance of the nation's bridge infrastructure. 

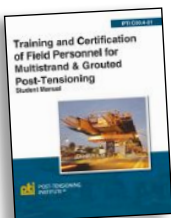
Tim Christle is executive vice president of the Post-Tensioning Institute in Farmington Hills, Mich., and currently serves as the chair of the National Concrete Bridge Council.



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