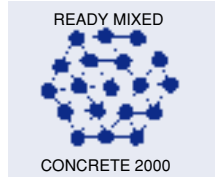


The

READY-MIXER



Virginia Ready-Mixed Concrete Association
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newsletter

JANUARY 2004

Highway Funding: General Assembly Showdown Looming?

EVEN BEFORE LAWMAKERS formally discuss a range of transportation funding proposals, a showdown between the House of Delegates and the Senate appears likely, with some concerns that this year's Virginia General Assembly may need an overtime session.

Initiatives to raise fuel taxes, vehicle titling taxes, vehicle registration fees, and to restore lost General Funds to transportation needs await General Assembly action. Those initiatives include:

- Senate Finance Committee chairman John Chichester (R-Stafford) has proposed a broad tax reform plan that

would generate a net increase in transportation funding of \$725 million. Chichester's proposal would raise the sales tax by one percent; increase the motor fuels tax by three cents; impose the sales tax on motor fuels; increase vehicle titling fees by \$10 annually; use auto insurance premiums for transportation; and raise the sales tax on motor vehicles two percent to 5.5 percent. Chichester would remove the 1/2 cent from the general sales tax currently dedicated to transportation.

- Governor Mark Warner's proposed Budget includes an additional \$1.3 billion in transportation funding over the next six years, or a 20 percent in-

crease. For the next two years, the Governor set aside an additional \$392 million for road and transportation projects, which would be equivalent to revenue generated by a four-cents-per-gallon increase in the gas tax.

- At least six bills have been introduced to increase the gas tax, including the 6.5 cents increase proposed by House Finance Committee chairman Harry Parrish (R-Manassas). Parrish's proposal would generate about \$312 annually for transportation projects. (Each penny of the gas tax generates \$48 million in transportation revenues.)

See *Showdown*, page 3

Concrete Paving Primer

Informative Articles About Paving with Concrete

In this issue we explore the time it takes to complete concrete highway and road paving projects, with results of tests provided. See:

"Highway Completion Time Study Shows Concrete Paving Faster than Asphalt" Page 2

Advisory Council Names Regional Chairs

The Virginia Ready-Mixed Concrete Advisory Council has named its 2004 regional chairs. Some of the chairs supercede the advisory council listings in the *VRMCA 2004 Membership Roster*, so please make a note of them. Some of the Council chairs listed below are 2003 chairs, whose terms may rollover into 2004. However, new Council chairs may be appointed after this article is printed. As new individuals are appointed to a chair, notices will be given in the *Ready-Mixer* newsletter. As of January 26, 2004, the regional Council chairs are:

Blue Ridge – Buddy Murtaugh of Rockingham Redi-Mix, Chairman; Gus Lorber, Allied Concrete Co., Secretary/Treasurer;

See *Chairs*, page 3

Margaret A. Twohy, 1926 – 2004

Margaret Addington (Peggy) Twohy, 77, died Thursday, Jan. 22, 2004, at Sentara Norfolk General Hospital, surrounded by her family. Mrs. Twohy was born in Norfolk on Oct. 3, 1926. She is survived by six daughters, Elizabeth A. (Boo) Twohy, Merrick T. Murray, Jane Clark Tirrell, Dabney T. Napoitano, Helen T. Whittemore, and Margaret T. Devan, and their six husbands and 14 grandchildren, as well as one brother and one sister. She was preceded in death by her husband John Twohy, her parents, and one brother.

Mrs. Twohy had worked since the early 1970s in the family business, Capital Concrete, until shortly before her death. In 1967 she was appointed to the Norfolk School Board and served for six years. She was involved in many charitable and civic programs including the Leaders for Learning program in Norfolk City Schools and many historical preservation organizations and garden clubs. In 2000 she was awarded the Zone VII Historical Preservation Award from the Garden Club of America, recognizing her life-long efforts to preserve and restore historic gardens and buildings.

In lieu of flowers, the family asks that donations be made in her memory to the Norfolk Historical Society for the preservation of historical cemeteries, P.O. Box 6367, Norfolk, VA 23508-0367.

Highway Completion-Time Study Shows Concrete Paving Faster Than Asphalt

By John Cunningham, Director of Local Partnerships, Iowa Concrete Pavement Association

In recent years, the time within which construction projects can be completed has become crucial to motorists and, in some cases, to the local economy. Our dependence on our network of highways, roads and streets in many ways epitomizes the freedom that Americans feel so deeply. When this sense of freedom is inhibited temporarily by construction or rehabilitation of a portion of this network, inconvenience may not be a strong enough word for how the motoring public views this interruption of service. Unfortunately, in this era, many people dismiss concrete pavements because they feel that they cannot be built quickly.

However, there are those who believe that because concrete pavements can be built with one pass of the paving machine, regardless of

Concrete Paving Primer

Informative Articles About Paving with Concrete

thickness, it is actually faster pavement to build. To test this theory, the Iowa Concrete Pavement Association (ICPA) staff observed and documented several highway projects within Iowa to find out which pavements – concrete or asphalt – were being built faster.

Their analysis focused on seven full-depth paving projects constructed during the year 2000. These particular seven projects were selected for study because of their similarity and available field records. The analysis looked at completion time of the paving portion of the project. No attempt was made to look at grading, shouldering, drainage work, or final clean

up in an effort to isolate comparisons to pavement type only. Furthermore, the time taken for non-paving construction events can be diminished through pre-design work and value engineering.

Summary of Results

Figure 1 shows the results for the seven paving projects. The production times observed for paving on the subject projects showed that concrete pavements are being placed at an average rate of 7,876 square yards per production day (see Figure 2). For asphalt, the average

completion time was shown to be 2,467 square yards per day (see Figure 2). Concrete production, according to these average rates, would be 319% faster than asphalt.

Other comparisons between pavement types (Figure 2) reveal a decided advantage in production time by paving with concrete. For all intents and purposes, the production rates shown for US 218 in Floyd County could be a side-by-side comparison between concrete and asphalt. These production rates indicate that concrete is being placed 263% faster than asphalt. In another comparison, the *lowest* average production level for concrete is still 258% faster than the *highest* average production for asphalt.

Conclusions

It seems clear that the assumptions regarding faster completion time with asphalt is not supported by the facts. Consider the scenario of five miles of highway paving and the amount of time it would take to complete this project with either concrete or asphalt. By choosing concrete, the public might see the paving completed in less than 20 working days as opposed to over 60 for asphalt (Figure 3).

Though there may be some disagreement over the effects of other construction events like cure time, it would be difficult to argue against the assertion that concrete will dramatically save overall construction time.

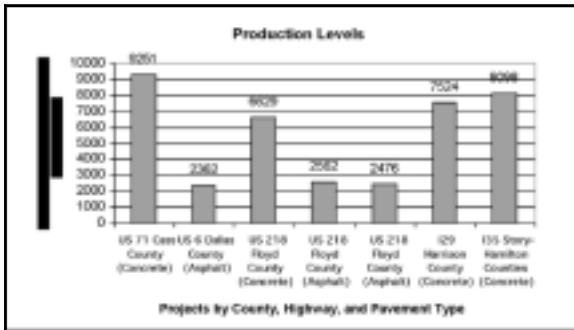


Figure 1 – Average Production Rates of Seven Projects in Iowa

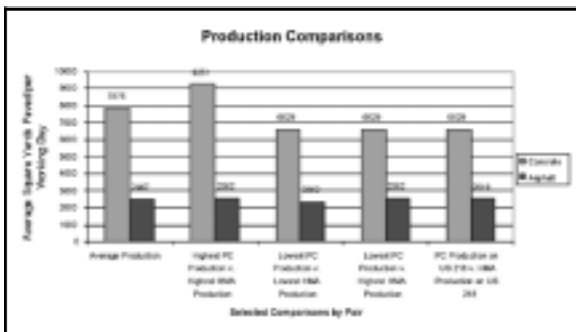


Figure 2 – Comparison of Average Production Rates Between Concrete and Asphalt Projects

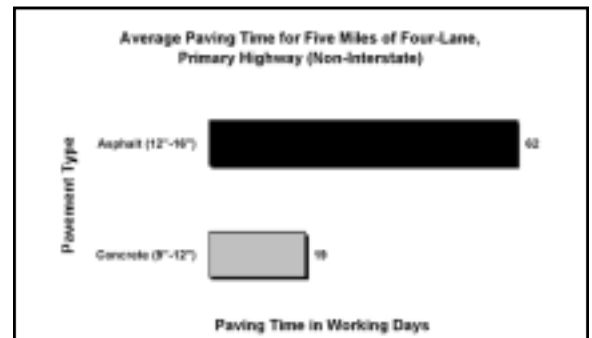


Figure 3 – Average Paving Times for a Five-Mile, Four-Lane Project

Chairs

Continued from page 1

Education Committee: Gus Lorber, Allied Concrete Co., Chairman; Paving Committee: Will Adams, Lehigh Cement Co., Chairman; Technical Committee: John Cox of SEKA Corp., Chairman; Residential Committee: Mike Hinegardner of Rockingham Redi-Mix, Chairman.

Hampton Roads – Sean Hurley, Titan Virginia Ready Mix, Chairman; Jim Simons, Capital Concrete, Vice-Chairman; Lee Flemming, Lafarge North America, Secretary/Treasurer; Paving: George Mayotte, Lehigh Cement and Jim Pratt, TCS Materials; Technical & Education: Frank MacConochie, Froehling & Robertson; Media & Membership: Charles Malbon, Tank Lines, and Jim Simons, Capital Concrete; Tilt-Up: Fred Lusby, TCS Materials, and Keith Beazley, VRMCA; Special Projects & Events: Fred Lusby, TCS Materials.

Northern Virginia – Mike Newman, Virginia Concrete Co.; Don Cooper, Aggregate Industries, Vice Chairman; John Carter, W. R. Grace & Company, Secretary / Treasurer; Building Committee: Dave Snider, Virginia Concrete Co., Chairman, and Nick Melfi, St. Lawrence Cement; Tilt-Up/Residential Paving: Duane Laughlin, Crider & Shockey, Chairman, and Mike Kavka, Lehigh Cement, Co-chairman; Technical: Gary Downey, Titan Virginia Ready Mix, and Roy Eller, Newington Concrete/New Rock Materials, Co-chairman; Media: Kevin Terry, Cardinal Concrete, Chairman, and Mike Renzi, Newington Concrete/New Rock Materials, Co-chairman; Membership: Don Cooper, Aggregate Industries, Chairman; Education/Golf: Brian Young, Virginia Concrete, Chairman.

Richmond–Glenn Webb, S. B. Cox Ready-Mix, Chairman; Buck Hamil, Master Builders, Secretary/Treasurer; Building Construction: David McIlwain, Creative Building Products, and Cindy Garrett, Mobile Concrete; Paving: Joe Bartley, Lehigh Cement, and Bill Adamson, TCS Materials; Technical & Education: Steve Kerr, W. R. Grace, and Berkley Arrington, Titan Virginia Ready Mix

Media & Membership: Doug Clarke, Solite Corporation, and Ron Hendrickson, Luck Stone; Tilt-Up: Joe Rioux, Ready Mixed Concrete, and Keith Beazley, VRMCA.

Southwest–George Kuhn, Marshall Concrete Products of Christiansburg, Chairman; Don Sipher, Froehling & Robertson, Secretary/Treasurer; Education Committee: Marilyn Prillaman,

Boxley Corp., Chairwoman; Paving Committee: Robert Marek, Roanoke Cement Co., Chairman; Technical Committee: Paul Ackerman, Froehling & Robertson, Chairman; Program Committee: Robert Lindsey, Chandler Concrete, Chairman; Concrete Driveway Promotion: Dave Sowder, ESSROC Cement, Chairman.

Showdown

Continued from page 1

However, there remains major opposition to increased taxes and user fees to support increased transportation spending. While no proposals have been discussed in legislative committees, lawmakers, business groups and anti-tax activists are lining up for or against a price bump at the pump.

Governor Warner would increase sales and cigarette taxes, corporate taxes, and income taxes for those earning more than \$100,000 annually. He has said his priority was to stabilize the state's General Fund and would not approve a gas tax increase unless it was part of a broader overhaul of the tax system.

"We do not improve transportation funding by proposing a gasoline tax dedicated to transportation funding but leave our General Fund in such a precarious position that the Transportation Trust Fund remains a ripe target for future raids," the Democrat said.

Republicans in Virginia who back a gas tax increase have sought to sway their colleagues by calling it a user fee. And House Speaker William J.

Howell (R-Stafford) and some other Republicans have indicated that they could support a gas tax increase. But others within the GOP brush off such talk, arguing that gas tax revenues are often used to pay for transit projects and general needs.

Advocates for additional transportation revenues note that since 1986, transportation revenues have declined 40 percent while miles traveled have increased by 79 percent. Virginia has a long list of critical road construction needs, including bridge maintenance and replacement.

"If we don't do anything, we won't have any money for construction," Parrish said.

Concrete Field Testing & ACI Schools Schedule:

Portsmouth/Norfolk

Feb. 2, 3 & 6

Richmond

Mar. 8, 9 & 12

Staunton

Mar. 15, 16 & 19

Fredericksburg

Mar. 22, 23 & 26

Richmond

May 7, Re-Exam Only

Plan to Attend the Virginia Concrete Conference March 11-12

The 2004 Annual Virginia Concrete Conference, "Count on Concrete for Value and Performance," will be held March 11-12 at the Holiday Inn South, Koger Center, in Richmond, Virginia. Topics include:

- Highways for LIFE (50-yr. Pavements & 100-yr. Bridges)
- VDOT's End Result Specifications for Concrete
- Concrete Paving in Virginia
- Long span Concrete Bridges (haunched spliced blue tees and ultra light high strength bulb tees).

For more information, please visit the NE ACPA's Web site at: www.ne.pavement.com or call 717-441-3506.



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The Smart Road bridge, at 175 feet tall, is Virginia's tallest bridge. Approximately 9,647 cubic yards of high-strength concrete were used to construct the 2,000-foot long bridge.

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