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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.

Virginia Secretary of Transportation Whitt Clement Highlights Association's Fall Convention, September 7-9

Economic Forecasts and "Value-Added" Profit Making, Too!

Virginia Secretary of Transportation Whitt Clement will be the featured speaker at the upcoming VRMCA Fall Convention at Wintergreen, September 7-9.

The Secretary will discuss improvements at VDOT and possibilities for highway funding in the future.

Chairman Matt McGlone has designed a program to assist producers in forecasting and expanding profits from value-added products and services.

CONVENTION PROGRAM

SUNDAY, SEPTEMBER 7

- 12 noon-2pm: Advisory Council Board Meeting and Luncheon
- 3pm-5.30pm: Board of Directors Meeting
- 3.30pm: VRMCA Registration Desk Opens
- 6.30pm-7.30pm: VRMCA Cookout

MONDAY, SEPTEMBER 8

- 7.30am: Registration Desk Opens (*with refreshments*)
- 8am-8.10am: Welcome and Introduction
- 8.10am-9am: Virginia's Economic Forecast
- 9am-9.45am: The Implementation of a Successful Value-Added Concrete Program
- 9.45am-10am: Refreshment Break
- 10am-10.45am: Virginia Aggregate Supply: Today, Tomorrow, and Beyond
- 10.45am-11.30am: Recent Developments in Wage and Hour and Other Employment Requirements
- 11.30am: Adjourn for Golf, Sporting Clays, etc.
- 7pm-8pm: Reception
- 8pm-9.30pm: Dinner

TUESDAY, SEPTEMBER 9

- 7.30am-8am: Reception Desk Opens (*with refreshments*)
- 8am-8.45am: Architectural Concrete: Enhancing Our Environment and Your Bottom Line
- 8.45am-9.30am: Transportation Policy for Virginia
Whitt Clement, Secretary of Transportation
- 9.30am-9.45am: Refreshment Break
- 9.45am-10.30am: National Accounts: NRMCA's Promotional Strategy
- 10.30am-11.15am: Capacity, Imports, and Consolidation: The Outlook for the US Cement Market
- 11.25am-11.30am: Closing Comments
- 11.30am: Adjournment

Stricter Emissions Standards Take Effect January, 2004 for Medium-Duty Diesel Engines

The Situation

USEPA standards for 38% lower nitrogen oxide (NOx) and non-methane hydrocarbons (NMHC) emissions take effect January, 2004 for medium-duty diesels.

Standards applying to all diesels in vehicles greater than 8,500 pounds GVW are among strictest in the world. Heavy-duty diesel engines had to meet same 2.5 g/bhp NOx/NMHC standard 10/02.

All manufacturers except Caterpillar are using exhaust gas recirculation (EGR) technology to meet new standards.

Caterpillar is using a blend of hardware and software improvements called Advanced Combustion Emission Reduction Technology (ACERT).

Significant Points

All engine manufacturers except Hyundai expect to meet the standards by the deadline.

No drop in fuel economy or performance is expected from new engines in this class as with new HD engines.

Inventories of new trucks with pre-1/04 standard engines may be sold well past deadline. More stringent emission standards exist for 2007 and 2010.

Information Sources on the Web:

http://www.automotivedigest.com/view_art.asp?articlesID=9271

<http://www.utilityfleet.com>

<http://www.epa.gov>

<http://www.cat.com>

<http://www.hyundai.com/>

http://www.visionengineer.com/mech/exhaust_gas_recirculation.shtml

CONCRETE SEMINARS HIGHLIGHT OF VIRGINIA ARCHITECTURE WEEK 2003

By J. Keith Beazley

THE VRMCA AND THE Virginia Ready Mixed Concrete Advisory Council of Richmond held two seminars in concrete construction during the celebration of Virginia Architecture Week in Richmond.

The seminars were held in conjunction with the James River Chapter in Richmond and the Virginia Society of the American Institute of Architects.

The first seminar was titled "Tilt-Up Construction: The Continuing Opportunity" and held at Emerald Construction Corporate Headquarters building.

Matson L. Roberts, P.E. and vice-president, led the exciting presentation.

Agenda highlights were: The history of tilt-up construction, competitive advantages of tilt-up, the tilt-up process, ease of expansion and retrofit of tilt-up building, architectural freedom-why the process appeals to architects, why Virginia is embracing the opportunities for tilt-up.

Following the lecture, a tour of sample panels of tilt-up with different types of finishes were offered for viewing on the parking lot. Table top displays and a social hour followed the seminar.

The seminar was well attended and chairman Ed Gillikin, AIA, Virginia Commonwealth University, highly endorsed the event.

The second seminar was held at Monument House on historic Monument Avenue and featured High Performance Insulated Concrete Walls.

This architecturally designed house has its own web site and has been of high interest in the Richmond area.

The presentation was held in the house under construction with ICF walls and David D. Shepard, AIA, Portland Cement Association,

led the seminar.

The program was titled "Introduction to ICF Technology" and the agenda highlights were: an overview of insulating concrete form systems for commercial and residential applications, exploration of the features and benefits of the major insulated concrete wall systems, introduction to structural design and code information sources, integration of other trades into ICF structures, latest advances in materials, accessories and research, sources of reference materials, manufacturers and contractors.

David Shepard is the residential technology manager for the PCA and is responsible for the coordination of research and training of technical issues, as well as promotion for the residential market throughout the United States.

David stated that the Monument House seminar was the best-attended seminar in which he has participated.

A luncheon was provided compliments of the Ready-Mixed Concrete Advisory Council of Richmond.

The seminars offered learning units for the attending AIA members and over one hundred architects attended the two-day sessions.

A significant feature was the number of principal members of AIA that attended the events.

The James River Chapter is looking forward to the programs for next year's Architecture Week 2004.

Joe Bartley, Lehigh Cement, chairman of projects for the RCAC, David McIlwain, Creative Building Products, and Keith Beazley, VRMCA, handled the planning and details for the seminars.

IN MEMORIAM

Timothy Houston Todd, of 3031 Ivy Street, died Thursday, May 22, 2003, at his residence in Waynesboro. Tim succumbed after a long battle with cancer.

He was born Oct. 13, 1973, in Staunton and was the son of Houston I. Todd and Ann "Sandy" Todd. He worked as an engineer for Transit Mixed/Allied Ready Mix Concrete.

In addition to his parents, he is survived by his wife, Jessica Hall Todd; their one month-old son, Walker Houston Todd, and two sisters, Cynthia Lewis of Atlanta and Lisa Bradley of Waynesboro.

Advisory Councils Sponsor ICF Project and Breakfast Seminar

By Robert L. Nablo

Blue Ridge Council

AFTER TWO YEARS of effort, the Blue Ridge-sponsored Habitat For Humanity ICF project in Bridgewater is under construction. The Central Valley Habitat office has selected two families for this duplex, and VRMCA member and ICF distributor Glen Stoltzfus is acting as general contractor. A "media day" event was held for May 27, with local television, newspaper and a live remote radio broadcast anticipated.

Each of these homes will have a footprint of 1,170 sq. ft., and one home will be wheelchair accessible. Construction is expected to be complete in August.

In other news, the Blue Ridge Council has hosted its first ACI Field Technician Class of the year, with two additional classes scheduled for later in the year. The Council has also discussed the possibility of holding an ACI seminar in the fall, and discussion continues toward a new mailer/brochure on scaling problems with concrete flatwork.

Southwest Virginia Council

In conjunction with its June meeting, the Southwest Virginia Council will invite area construction managers and superintendents to a breakfast seminar on hot weather concrete practices, presented by Paul Ackerman of F&R Labs.

These breakfast seminars have been quite successful in the past, and the Council expects to continue this record.

In an effort to revitalize the promotion of concrete paving, the Council has asked Paving Committee chairman Robert Marek to look into commercial construction projects that have potential for concrete parking areas and are in the pre-planning and planning stages.

The committee will try to bring five new projects to the Council's attention each month and members will call on the owners and developers.

Two events that have been held in the spring in recent years are this year scheduled for the fall.

The VMI dinner-seminar for engineering students and faculty will be held in September, as will the annual ACI dinner-seminar jointly hosted by the SW Va. Council and the local AGC chapter.

Regulatory Update

FMCSA Changes Duty Hours Regulations

AS A RESULT of the Federal Motor Carrier Safety Administration's new regulations, on duty hours have been reduced from 15 hours per day to 14.

VRMCA President Jim Selkreeg, Legislative Chairman, Clarron Render, and Executive Director, Peter Easter have met with the President of NRMCA and requested assistance from the national association in getting the regulations amended, possibly via a lawsuit against the FMCSA.

Unfortunately, it appears that ready-mixed concrete producers in other states are not as concerned about the duty hour reductions as VRMCA members.

In addition, Executive Director Peter Easter has met with the Superintendent of the Virginia State Police to see if the agency can positively impact the issue.

60/70,000# GVW Mixer Trucks on Interstates

CONGRESSMAN VIRGIL GOODE will introduce legislation at the Federal level to allow 60,000# GVW three axle mixers and 70,000# GVW mixers on Virginia interstate highways.

VRMCA's Washington lobbyist John Dudinsky, Legislative Committee chairman Clarron Render, and executive director Peter Easter are working to obtain passage of the measure.

Congressman Goode has composed a letter to the Chairman of the House Transportation Committee advocating the advantages to the public and ready-mixed concrete firms. VRMCA is asking all Virginia Congressmen to sign the Goode letter. At this point, Congresswoman Jo Ann Davis and Congressmen Randy Forbes and Ed Schrock have signed the letter. If you are close to your congressman, we need you to contact him to persuade him to sign on. Contact Peter Easter at 434-977-3716 for details.

Future Shock: State Loses Money

WITHIN A DECADE, the Virginia Department of Transportation will not have enough matching funds to take full advantage of Federal construction funding, according to a legislative report that assumes the state's highway revenues and costs grow along historical lines.

Starting in 2013, the state would begin to lose larger and larger amounts of Federal highway money if it cannot come up with matching funds, the report says.

Because of declining state construction funds, beginning next fiscal year the Commonwealth Transportation Board says any new highway building will have to be eligible for Federal assistance to make it into the state's \$7.2 billion, six-year highway and public transit plan.

Leaving money on the Federal table is a death kiss in Virginia transportation politics, state officials told the *Richmond Times-Dispatch*, and that fact in itself may assure that the report's hypothetical outcome never occurs.

"I can tell you that's not going to happen," said Barbara W. Reese, VDOT's chief financial officer. "I would hope that the General Assembly would act, or we'll lose Federal dollars."

For instance, the construction program the CTB tentatively approved May 15 assumes revenues will fall from \$3.6 billion in 2004 to \$3.5 billion in 2009. Short of its own funds, Virginia has come to rely on Federal money to build its roads.

In 1990, Federal money paid for just more than 30 percent of Virginia's state highway construction. Next year however, Federal highway dollars will make up more than 60 percent of VDOT's construction budget.

"State funding for construction can be described as stagnant at best," said the report's author, legislative analyst Anne E. Oman of the House Appropriations Committee staff.

In her report, Oman points to a number of factors impacting funding, including flat growth in state revenues; increasing maintenance and operations costs; increased reliance on debt financing; and the expanding share of funds needed for Federal matching.

Under current trends, maintenance and other operational activities will exceed construction expenditures in 2005. By 2009, debt service on Federal Revenue Anticipatory Notes (FRANs) will account for 14 percent of available construction funding. VDOT owes more than \$700 million on already completed projects.

In 2004, only 50 percent of VDOT's \$929 million construction budget will be distributed to interstate, primary, secondary, and urban projects. In contrast, 93 percent was allocated to the systems in 1988.



VRMCA Fall Meeting September 7-9 Wintergreen Resort