

The

# READY-MIXER



Virginia Ready-Mixed Concrete Association

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## newsletter

OCTOBER 2003

Images from the 2003 Fall Convention



Smile Guys: the VRMCA photo bug snapped your mugs during the 2003 Fall Convention at Wintergreen. Above, you are shown mingling in the lobby. Below, Secretary of Transportation Whitt Clement (left) and Delegate Danny Marshall of Marshall Concrete Products in Danville strike a pose.



## VDOT Will Struggle to Overcome Isabel

### Storm damage drains emergency funds

This article by Peter Bacque first appeared in the Richmond Times-Dispatch

Hurricane Isabel may restrict highway construction in Virginia this year and force more cutbacks in road repairs, the state transportation commissioner said recently.

The storm will likely end up costing the state Department of Transportation more than \$100 million, Commissioner Philip A. Shucet said.

“Most will come out of maintenance, construction and administration,” he said.

VDOT has not been able to fully repair last winter’s potholes, setting the stage for what could turn into rapidly accelerating pavement failures this winter. However, VDOT saw one bright spot amid the gloom recently as the highway agency reopened Midtown Tunnel in Hampton Roads.

Traffic began to flow again “without any fanfare,” Shucet said. “We simply took down the [closed] sign and said, ‘Let’s go.’”

The Midtown Tunnel, which connects Norfolk and Portsmouth with U.S. 58, flooded during Hurricane Isabel. Originally scheduled to reopen this Saturday, workers finished

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## **VDOT Estimate of Hurricane Damage Outstrips Its Budget**

### **Isabel**

*Continued from page 3*

something under \$1 million in repairs ahead of schedule, VDOT said.

With the tunnel's reopening, the department will reimpose high-occupancy-vehicle lane restrictions on Hampton Roads' interstate highways today.

The department's estimate of Isabel's damage significantly outstrips the \$72 million VDOT had budgeted for emergencies, including winter snow removal, this year. And state Transportation Secretary Whitt Clement said of the department's financial picture, "it's not going to get any better any time soon."

Shucet told the Commonwealth Transportation Board yesterday that VDOT has already begun to:

- cut its \$3 million budget for contract and wage employees this year by 30 percent;
- severely limit hiring;
- tighten how it spends its snow-removal budget; and
- limit overall spending.

"We're going to have to take a hard look at maintenance," Shucet said, "and look at state-funded construction projects."

Further reductions in service, such as this summer's cutbacks in the number of times the department mowed highway rights of way, are in store, he said.

Snow removal may take longer this year, too. "I don't know that we're going to be able to staff up with personnel and equipment working parallel shifts" as VDOT has in the past, Shucet said.

"If I have to pick between building a new road and repairing one we already have," he said, "I'll pick maintaining the one we have."

The state's situation has highway contractors worried.

"What if they decide not to award the contracts at all?" asked Richard D. Daugherty of the Virginia Road and Transportation Builders Association.

Road builders who have been preparing for VDOT jobs this year have scheduled workers, equipment and materials, and in some cases may have entered into agreements with subcontractors and suppliers, Daugherty said.

The department can make cuts only in \$1.4 billion of its \$3.7 billion budget. The remaining \$2.2 billion is allocated by law.

Almost all of the \$1.4 billion available for reductions is for:

- highway maintenance, at \$879 million;
- new road construction, at \$344.2 million; and
- administering the department, at \$177.2 million.

VDOT will present a plan for handling the hurricane's extra costs to the Transportation Board in November, Shucet said.

Next month, VDOT should have a stronger handle on damage estimates from Isabel and a better idea of how much help it can expect to receive from the federal government.

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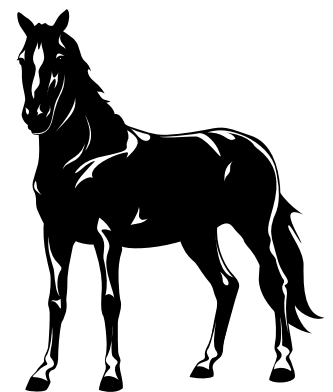
## **Colonial Downs' Concrete Shelters Protect Horses During Hurricane Isabel**

*By Keith Beazley, VRMCA Eastern Region*

Colonial Downs, located in New Kent County, Virginia, provided a safe haven for horses of all types during the highly destructive Hurricane Isabel. The racetrack, as a community service, provided a place where horses could be sheltered without a danger of the barn being blown down by the hurricane. This is because all fourteen barns were designed and constructed of poured-in-place concrete walls with an exterior of a brick pattern. The track also has concrete grooming areas and sleeping quarters for groomsmen and trainers.

Colonial Downs Treasurer Iain Woolnough stated that the horses were stabled at no charge and all types of horses were housed such as thoroughbreds, police horses, military horses, and family horses. The owners of the family horses even stayed in the barns to be close to their pets. Mr. Woolnough said that horse owners started calling from Hampton Roads and Central Virginia when news that the storm was going to be so powerful and he provided a safe refuge for 480 horses or about 2/3 of the capacity of the barns. The only requirement was the certificate of health from a veterinarian because of state standards. The treasurer is very proud of his strong concrete facility and is glad to share its safety with fellow horse lovers.

The concrete barns at Colonial Downs have a number of attractive features, such as walls that will not harbor insects, will not rot, could not be destroyed by kicking and chewing, and are cooler in the summer heat. This service that Colonial Downs has provided has made a great number of people aware of and appreciate the strength and advantages of concrete.





*Matson Roberts of Emerald Construction (above) and Ed Sauter of the Tilt-Up Concrete Association (below) speak during the HRAC's Regional Tilt-up Symposium in Virginia Beach.*



## **Hampton Roads Advisory Council Hosts Regional Tilt-Up Symposium**

*By Keith Beazley, VRMCA Eastern Region*

The Hampton Roads Concrete Advisory held a major event October 2 in Virginia Beach, hosting a tilt-up symposium for architects, engineers, and municipal planning officials titled "Tilt-Up Construction: The Continuing Opportunity." The symposium emphasized that this dynamic construction method can save both time and money. The tilt-up method also intrigues the design community because it allows for total architectural freedom and flexibility. The attending architects were offered two learning units for AIA certification.

"Tilt-Up Construction: The Continuing Opportunity" featured two speakers. Ed Sauter, AIA, executive director of the Tilt-Up Concrete Association, described how architects are expanding the horizons of tilt-up by virtue of their creativity. Matson Roberts, vice-president of Emerald Construction, addressed the advantages of tilt-up and presented local representative projects. Additional agenda highlights included: how moldable concrete can create infinite design solutions; how tilt-up can emulate virtually any style of

architecture; and the basics of tilt-up design and process. A presentation during lunch showcased award-winning, nationally recognized architectural designs.

A principal from a major architectural firm in Norfolk attending the symposium stated that he always receives beneficial information for himself and his firm from VRMCA-sponsored events and said this event was of high quality and benefit. He also stated that he attends the VRMCA seminars in AIA "Building Virginia" sponsored by our association and is looking forward to the events in November. This type of endorsement indicates that our messages of the benefits of concrete construction are being discovered.

The Advisory Council formed a partnership with Emerald Construction Company, a major tilt-up contractor, for the planning and presentation. The planning committee (Fred Lusby, TCS Materials; Keith Beazley, VRMCA; and Franci Lucas, Emerald Construction) was very pleased with the program and attendance for the event. Follow-up letters and information will be sent to each of the participants, and plans are underway for another concrete construction seminar to be held next year in a similar fashion.

### **Concrete Field Testing, ACI Schools Rescheduled**

Beginning December 1, 2003, VDOT and the VRMCA have scheduled the VDOT Hydraulic Cement Concrete Field Schools and VRMCA's Concrete Field Testing Technician Certification programs and exams in the same weeks at nearby locations. The 2003-2004 ACI Training Seminar & Exam schedule is as follows:

Warrenton	Dec. 1, 2 & 5
Lynchburg	Dec. 8, 9 & 12
Roanoke	Jan. 26, 27 & 30
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

### **Northern Virginia Cooperative Day**

The Northern Virginia Ready-Mixed Concrete Advisory Council will be held Thursday, November 13, 2003, at Noon at the Holiday Inn in Manassas, Virginia.

*Visit the VRMCA Website at  
<http://www.vrmca.com>*



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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.*