



Stormwater Regulations, Sustainability Among Topics at Environment Virginia Symposium

By Bob Nablo,
Director of Industry Services

More than seven hundred government officials, academics and industry professionals met for three days in April to discuss environmental issues during the 25th Annual Environment Virginia Symposium at the Virginia Military Institute. For a quarter-century this symposium has been the Commonwealth's premier environmental conference. Participants are challenged to consider what might be jointly done to bring about better outcomes for the Commonwealth than could be accomplished individually.

After opening remarks by VMI's Superintendent, Gen. J. H. Binford Peay III and The Honorable Terry McAuliffe, Governor of the Commonwealth of Virginia, the attendees were introduced to networking receptions, plenary sessions and breakout sessions to listen to speakers and participate in discussions centered around the symposium topic of "Collective Impact – Working Together to Create a Positive Environmental Legacy". Other plenary speakers were Ms. Janet Ranganathan, VP for Science and Research at The World Resources Institute, The Honorable William J. Howell, Speaker of the Virginia House of Delegates, Mr. Thomas Farrell, Chairman, President and CEO of Dominion, and The Honorable Molly Ward, Virginia Secretary of Natural Resources.

Among the 42 breakout sessions offered, of particular interest to VRMCA were the discussions on Innovation and Sustainability and Stormwater Regulations and Fees. After hearing for months that Virginia cities and counties were required to have stormwater regulations in place by this June 1 it was surprising to learn that the General Assembly was now offering localities the choice of "opting out"



of creating their own regulations and fee structures in favor of having the state make the rules for them. Quite a few municipal governments have chosen this path, and while it takes a large workload off of their shoulders, it places the burden of working with state agencies directly on the backs of residential and commercial developers.

Innovation was a popular topic, making appearances in Energy, Conservation, Stormwater, Water Resources and Sustainability breakout sessions. Pervious pavements, stormwater runoff control and creating a green infrastructure were well-attended presentations. Richard Street of Spotsylvania County, a speaker at VRMCA events and the Acting Executive Director of the Virginia Environmental Professionals' Organization (VAEPO), was an exhibitor and presenter and discussed pervious concrete and other permeable pavements during one of the breakout sessions. Two VRMCA members, Froehling & Robertson and ECS Limited, were also exhibitors. 🚚

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Roanoke	September 23, 24, 25
Bristol	October 7, 8, 9
Richmond	October 28, 29, 30
Harrisonburg	November 18, 19, 20
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Northern Virginia Council and VRMCA Present March Certification Course and Demo

By Hessam Nabavi,
Director of Industry Services

The Northern Virginia Concrete Advisory Council/Virginia Ready Mixed Concrete Association sponsored a NRMCA Pervious Concrete Contractor Certification Course (Pervious Concrete Technician) and Hands-On Demonstration in March.

Close to twenty students consisting of county engineers, landscape architects, contractors, inspectors and ready mix concrete quality control personnel were in attendance.

For the third year in the row, William Rafferty with Swope & Associates, Inc. was the instructor for the review session of the course. and Pervious Concrete Craftsman, Matt Cockerham with North Star Foundations spoke on the basics of pervious concrete placement in the field. Soon after the overview session, students were invited to participate in the demonstration and hands-on training segment of the event. Throughout the placement, Matt answered questions and pointed out specific details.

As reported in the past, effective July 1, 2013, Department of Environmental Quality (DEQ) officially became the lead agency for developing and implementing statewide nonpoint source pollution control programs to protect Virginia's water quality and quantity. DEQ has been working with the local jurisdictions to enhance SWM regulations in Virginia. The new regulations will be enforced from July 1st of this year. This new development in SWM regulations in Virginia has resulted in the counties looking for paving solutions to control the run off. To meet the new water quality goals, porous paving materials (especially pervious concrete) are being considered.



We believe this will increase the demand for qualified pervious concrete installers in the near future.

Our hope is by offering such events, we are providing potential contractors to meet the future demand.

As always, many thanks to the following members whose dedication and effort is responsible for the success of this course.

- Lewis Lee with Luck Stone Corporation for going above and beyond to find a location for the event.
- Lewis Murphy, Plant Manager at Luck Stone Leesburg Quarry for providing the training room, loca-

tion for the placement and assistance with other logistics.

- William Rafferty with Swope & Associates, Inc. for making himself available for the third year to teach the course.
- Dave Snider, NVCAC Chairman with Vulcan Materials for providing the pervious concrete.
- Matt Cockerham with North Star Foundations for being an amazing partner in promotion and for teaching the placement process.
- Bob Nablo with VRMCA for making the time to be the examiner. 🚚

VRMCA 2014 Spring Convention

The VRMCA 2014 Spring Convention will be held May 18-20, 2014 at The Greenbrier Hotel in White Sulphur Springs, West Virginia. Featuring keynote speaker Jack McCall who helps businesses and individuals perform more effectively in a world marked by constant pressure and accelerated change. Guest speakers include Rick Cyman, VP of Store Development for Sheetz, Inc., industry expert Peter Villere, and Franz-Josef Ulm, Faculty Director of MIT.


Rooms are currently still available at the VRMCA Group Rate of \$385 (single

and \$517 (double). These rates include room accommodations, breakfast and dinner at designated restaurants. Call The Greenbrier directly at (877) 261-7616 to book your rooms.

A welcome reception will take place Sunday night, dinner will be on your own. VRMCA Convention attendees are on the Modified American Meal Plan, which means that both breakfast and dinner are included for all attendees with the overnight room rates. Following the welcome reception, members can choose from the Main Dining Room, Sam Snead's at The Golf Club, The Forum

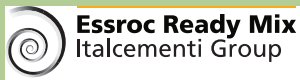
or In-Fusion. An additional surcharge will be applied to dinner at Prime-44 West. Dinner reservations are strongly suggested for all restaurants at The Greenbrier and can be made by phoning 1-800-453-4858. On Monday night, we'll gather for a reception and group dinner.

The golf tournament will take place on Monday (shotgun start at 1 p.m.) and for non-golfers—we have sporting clay shooting beginning at 1:00 p.m. or a wine and wager event beginning at 2:30 p.m.

For more information, to register online or print out a registration form, visit www.vrmca.com. 

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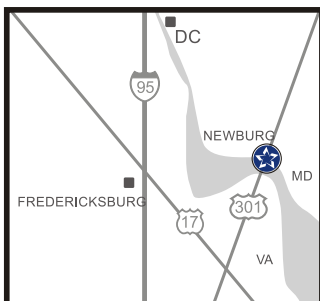
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Pervious Pavements as Best SVM Practice

By Ann-Germaine Danz,
Director of Industry Services

Stormwater management practices have come to the forefront for localities falling within the domain of the Chesapeake Bay Preservation Act (CBPA) and MS4 permitting. Municipal Separate Storm Sewer (MS4) Permits regulate the discharge of stormwater and the associated pollutants carried in the runoff in urbanized areas.

According to the Virginia Department of Environmental Quality, MS4 permits apply to government-owned "road drainage systems, municipal streets, catch basins, curbs, gutters, ditches, constructed channels and storm drains designed to collect and convey stormwater." A locality that is not subject to MS4, yet is subject to CBPA must administer a Virginia Stormwater Management Program (VSMP) for disturbances between 2500 square feet and up to 1 acre of land. Beginning July 1, 2014, the Virginia Department of Environmental Quality will be administering the new EPA permit upgrade cycle. Pervious concrete pavement is a key technology to complying with this new stormwater management legislation

As part of their Rainkeepers Initiative, the Science Museum of Virginia has in place stormwater management technologies that work as a system to reduce storm surge and filter pollutants that would otherwise end up in the waterways. These pollutants and fine materials carried with rain are often referred to as "first flush" because when rain begins to fall, the initial volume of runoff stream has a much higher concentration of pollutants per volume than later in the rain event. The six stormwater technologies included at the Museum's site are pervious concrete pavement, bioswales, tree box planters, a green roof, rainwater harvesting, and the BayScapes (native vegetation) garden

To complement these stormwater systems, there is an interactive Rainkeepers exhibit within the museum. Recently, members of the Central Vir-



As part of their Rainkeepers Initiative, the Science Museum of Virginia has in place stormwater management technologies that work as a system to reduce storm surge and filter pollutants that would otherwise end up in the waterways.

ginia Council's Pavements Committee visited the exhibit with Phil Kresge, Senior Director, National Resources, NRMCA. Visitors are polled based on behavioral changes that they would or would not be willing to adopt. Questions relate to the amount of water consumed by a household, frequency of watering



gardens, and picking up after pet waste to name a few. It was impressive to see that the majority of exhibit attendees indicated that they would be willing to consider or have already installed pervi-

ous concrete pavement as an alternative to traditional paving materials.

Pervious concrete pavement as a technology is not new, yet the section of pervious pavement at the Science Museum is less than two years old. An area accommodating approximately twenty parking spaces worth of pervious concrete was installed in 2012. Discovery Scientist Eugene Maurakis and his colleagues have monitored the performance of the pervious concrete as compared to the other bioretention technologies. Data is collected on infiltration rate (liters/ meter squared/ minute) or the flow rate of water through the void spaces of a given area of pervious pavement. The EPA recommends the use of a sweeper vacuum for the maintenance of pervious concrete to remove the dirt and fines that build up in the top layer of void spaces. Frequency of vacuum-maintenance depends on the site conditions. Proper design of the pervious pavement system reduces potential for clogs by considering the location of vegetation, mulch, sedimentation, and the use of traditional concrete as an isolation mechanism.

A student research project under the guidance of Dr. Maurakis and Todd Janeski monitored the effects that vacuuming pervious concrete has on infiltration rate. Data collected on the 558.2 square meters in six samples between November and December 2013 revealed that over time infiltration rate increased steadily. It was found that infiltration rate on the final day (44.12 L/ m2/ min) was significantly higher than on the first day (22.8 L/ m2/ min) just after vacuuming the sampled area. One theory to explain this behavior is that some of the fines and other vegetative matter may have been pulled from deeper in the system up to the first inch below the surface under the power of the vacuum. Over time this material decomposes within the void space and is washed out of the system.

Dr. Maurakis and the team of scientists have also been collecting data on the performance of their pervious concrete in terms of its ability to filter out common pollutants found on parking lot surfaces.

Table 01 Performance of Stormwater Management Technologies in Pollutant Mitigation

	Total Suspended Solids (TSS)	Total Nitrogen (T-N)	Total Phosphorous (T-P)
Pervious Concrete in	421.93	61.47	3.71
Total Removed LB/YEAR	125.91	16.07	0.87
Bioretention in	482.00	70.22	4.24
Total Removed LB/YEAR	368.23	53.65	3.24
#3 Treewell in	135.00	49.89	3.00
Total Removed LB/YEAR	19.18	7.09	0.43
#1 Treewell in	135.05	49.91	3.00
Total Removed LB/YEAR	20.51	7.58	0.46
Total Removal LB/YEAR	533.83	84.39	5.00
0.75 Total Removal	400.37	63.29	3.75

ACCOUNTS FOR 15% EVAPORATION +10% NON-RUNOFF)


Table 02 Performance of Stormwater Management Technologies for Drainage of Rainfall

Technology	Drainage Area (sf)	Rainfall (in)	1-inch Rainfall (gallons)	Rainfall Volume (gallons)	Drainage Rate (gallons/sf)
Pervious Concrete	20085.5	6.4	6233.8	39896.32	1.9863
Bioretention	22945	6.4	14303.4	91541.76	3.9896
Treewell #3	4268	6.4	2660.6	17027.84	3.9897
Treewell #1	4562	6.4	2843.8	18200.32	3.9895

These may include automobile chemicals and fertilizer overspray. Properly placed pervious concrete is accepted as a Best Management Practice for controlling stormwater runoff and filtration of first flush pollutants by the U.S. Environmental Protection Agency. As runoff moves, both natural and human-made pollutants are picked up, carried in the stream of water, and finally deposited into waterways, wetlands, and ground water."

Studies focus on the total suspended solids, total nitrogen and total phosphorous removed by the low-impact development best management practices for stormwater mitigation.

The included table illustrates the performance of pervious concrete as a filtration mechanism in comparison to bioretention and tree wells #1 and #3 (see Table 01). In one year, pervious concrete eliminated over 125 pounds of total suspended solids, including 16 pounds of nitrogen and 0.87 pounds of phosphorous. In addition to its filtration

of nonpoint source pollutants, pervious concrete drained 39,896 gallons of rainwater that would have otherwise entered the municipal storm sewer system (see Table 02). Pervious concrete pavement along with the other technologies in place at the Science Museum of Virginia, are a high performing example of best stormwater management practices. 

(N.D) "Virginia Stormwater Management Program Regulations." Retrieved from: <http://www.deq.virginia.gov/Programs/Water/StormwaterManagement/VSMPPermits.aspx>.

Maurakis, et. al. (2013). "Effects of Vacuuming Pervious Concrete on Infiltration Rate."

National Ready-Mixed Concrete Association (2004) CIP 38 – Pervious Concrete.

U.S. EPA (2014) "Polluted Runoff: Nonpoint Source Pollution." Retrieved from: <http://water.epa.gov/polwaste/nps/>

Advanced Concrete Could Last More Than A Century Without Maintenance

A new water-repellant concrete impregnated with tiny superstrong fibers promises to leave roads and bridges free of major cracks for up to 120 years.

University of Wisconsin-Milwaukee civil engineers have developed a concrete mix that is durable and superhydrophobic. They call it Superhydrophobic Engineered Cementitious Composite (SECC). Preventing normally porous concrete from absorbing water means that liquid can't get inside, freeze, and cause it to crack. The concrete's unusual characteristics, including being significantly more ductile than traditional concrete, means that cracks that do form do not propagate and cause failure.

"Our architecture allows the material to withstand four times the compression with 200 times the ductility of traditional concrete," said associate professor Konstantin Sobolev, whose lab created SECC.

A report available on the Government Finance Officers Association lists the useful life of typical concrete roadways as 30 years and concrete bridges and culverts as 40-45 years. The UWM team says their improved material will hold up with little or no maintenance

for well over a century.


To impart the characteristics in the material they wanted to see, they doped their mix with superhydrophobic additives based on siloxane, a compound that forms the backbone of silicones, mixed with superfine powders. Together, these form a microscopic spiky surface nearly impermeable to water. They also added unwoven polyvinyl alcohol fibers, each the width of a human hair, which are strong enough to let the concrete bend without breaking.

"The use of polyvinyl alcohol fibers in engineered cementitious composite proves to be a very effective method to not only improve the ductility of concrete, but to drastically improve its durability," the researchers wrote in a June 2013 report on SECC. "Conventional reinforced concrete is a relatively brittle material which, when loaded, typically causes large cracks. These large cracks allow water to penetrate through the concrete, reaching the reinforcing steel and, in turn, cause the steel to corrode, ultimately leading the failure of the reinforced concrete."

Last August, the team laid a 4-by-15-foot slab of their improved material as a

patch to a university parking structure. They embedded sensors in their concrete to monitor moisture, stress and load. They are still analyzing whether the SECC they installed in the structure shows the performance improvement they saw in the lab.

They say the material, which would cost more than typical concrete, would pay for itself with diminished maintenance costs if it performs as they expect. It would also help with the sorry state of civil infrastructure across the country.


"America's infrastructure is in urgent need of restoration/repair, especially in parts of the country exposed to freezing," they wrote in 2013. "Freezing and thawing cycles in northern regions lead to loss of performance, demanding urgent repairs and attention or bridge failures... An engineered high-performance and durable material is required for these elements of infrastructure in order to increase the service life of roadways and to minimize the need for repair." 

Article courtesy of Michael Keller from Txchnologist.

Martin Marietta CEO Nye to Succeed Chairman Zelnak

Longtime Chairman of the Board Stephen P. Zelnak Jr. will retire following Martin Marietta's annual shareholders meeting, May 22, but remain a director. President and CEO C. Howard (Ward) Nye will assume the chairman's post, completing a seamless and orderly succession process overseen by the board. The architect of today's Martin Marietta Materials—the second largest source of crushed stone and sand & gravel, and a growing ready mixed concrete player with the impending Texas Industries merger— Zelnak joined Bethesda, Md.-based Martin Marietta Corp. as vice president, Planning and Business Development in 1981. He was appointed president of the newly constituted Aggregates Division, located in Raleigh, N.C., the following year. In 1994, Zelnak led initial public offering of Martin Marietta Materials stock and a 1996 offering of remaining shares held by Lockheed Martin, successor to Martin Marietta Corp.—Martin Marietta Materials becoming a fully independent New York Stock Exchange-listed company.

Zelnak was named chairman of the board the next year, maintaining the chief executive officer post, and would oversee closing of 70-plus acquisitions en route to Martin Marietta eclipsing \$2 billion in annual revenues. Under his leadership, Fortune magazine named the company most admired in its sector for 2006.

"Martin Marietta's strength today is a testament to [Steve's] vision and leadership," says Nye. "I look forward to continuing to work closely with the board, our outstanding management team and dedicated employees as we fulfill our aim of being the world's premier aggregates-led building materials company. With numerous indicators of increased construction activity, Martin Marietta is well positioned to capitalize on these opportunities, build on our momentum and enhance long-term shareholder value." 

PCA Examines Claimed Savings for Warm-Mix Asphalt


U.S. Secretary of Transportation Anthony Foxx recently outlined his vision for tackling the infrastructure deficit through the adoption of best practices and the use of new technologies. As an example, he mentioned warm-mix asphalt (WMA) would “save us \$3.6 billion by 2020,” referring to the reduction of burner fuel used in asphalt production.

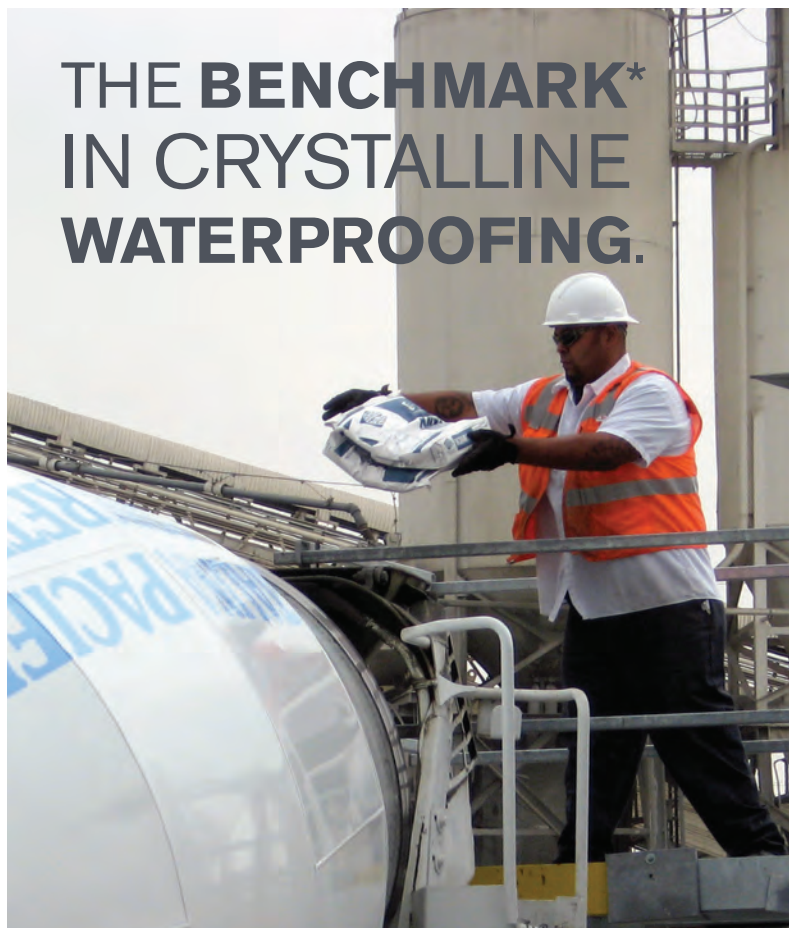
According to a recent Portland Cement Association report, for urban roads, concrete is less expensive than hot-mix and the most fuel saving warm-mix alternatives – on both initial and life-cycle costs – even while excluding the additional WMA costs. For an urban two-lane road in 2013, warm-mix asphalt paving costs were estimated at \$852,238 per two-lane mile compared to \$878,513 per two-lane mile for a hot-mix asphalt roadway – or a savings of roughly \$26,000. Even with this



improvement in asphalt paving process, a concrete road was cheaper – requiring only \$769,269 per two-lane mile, or roughly \$83,000 dollars cheaper than the lowest cost asphalt paving process. By 2020, these savings are expected to grow, with the warm-mix roadway saving roughly \$32,000 per two-lane mile over hot-mix and the concrete roadway saving almost \$186,000 over the strongest

warm-mix case.

Warm-mix asphalt savings are inaccurate and do not take into account the additive costs associated with warm-mix technologies. Inclusion of the most conservative costs for chemical and organic additives drops the net savings to \$2.7 billion. There are also durability concerns with WMA – excessive moisture in the mix can lead to a phenomenon called stripping, which causes structural failures in the pavement. Warm-mix production uses lower temperatures, increasing the risk for incomplete aggregate drying. Furthermore, the most utilized production method is water-based foaming. To counter this moisture susceptibility, anti-stripping agents may be required. Accounting for the most conservative anti-stripping agent costs, the overall savings fall ten-fold, to below \$300 million. 



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President Obama and the DOL to Increase Overtime Pay

By John G. Kruchko
and Kevin B. McCoy

For those of you who missed it, President Barack Obama recently directed the Department of Labor to “update” and “modernize” overtime rules to expand the number of workers eligible for overtime pay. Currently, the details of the proposal are unknown and we do not expect the actual proposed regulations to be released for some time. However, the DOL’s primary focus appears to be raising the salary threshold, which is the minimum weekly amount a worker can make to be eligible for almost all the white collar exemptions. The threshold currently is \$455 per week. Raising the threshold could result in nearly 10 million workers being newly eligible for overtime pay, depending on how high the salary threshold is raised.

Should the white collar exemptions be eliminated for certain employees, we anticipate that employers will be faced with one or more of the following options: (1) pay the now-non-exempt employees substantially more in overtime; (2) closely scrutinize and monitor the hours employees work to avoid incurring overtime liability; (3) decrease employees’ hourly rates in order to pay employees the same amount with overtime pay included; (4) convert the workforce to part-time status to avoid overtime issues all together; or (5) some combination of each of these options. Regardless of which option is chosen, these formerly exempt employees will likely lose the flexibility in their schedules without any guarantee of increasing their wages, and employers will face increased administrative burdens in tracking hours worked. Employers should also anticipate a renewed surge in wage and hour litigation.

Increasing the Salary Basis Test

Most exemptions claimed from overtime fall under the “white collar” exemptions located at 29 C.F.R. Part 541. The exemptions located in Part 541 require employees to satisfy two tests to be exempt: the salary basis test and



the duties test. Currently, the salary basis test requires that salaried workers earn at least \$455 per week. It is unclear how high the DOL will propose raising the salary threshold. However, the Economic Policy Institute (EPI), a non-profit funded largely by labor union contributions, recently recommended an increase to \$970 per week, or \$50,440 per year. The EPI claims that this would restore all of the overtime protection lost to inflation since 1975, when the salary threshold was set at \$250 per week. President Barack Obama and Labor Secretary Thomas Perez’s references to the eroding effects of inflation also suggest that the DOL may propose tying the salary basis to the Consumer Price Index or similar index.

Predictions Regarding the Exemptions’ Duties Test

Aside from the proposed changes to the salary basis test discussed above, there has been no discussion as to what proposed changes, if any, will be made to the duties portion of the exemptions. However, based on EPI’s “wish list” from its comments to the passing of the 2004 regulations, we expect that the “duties” portion of the exemption could be impacted as follows:

Professional Exemption: redefining what types of degrees qualify for learned and creative professionals and adding a “judgment” element to the exemption. Specifically, the proposal may eliminate the exemption for chefs, cooks, nursery school teachers, funeral directors, and embalmers, among others. Also, we anticipate that the proposal may seek to eliminate the current regulation’s allowance for substantial experience as an alternative to an academic degree, and impose a requirement that, in order to claim the professional, exemption employees must possess an academic degree.

Executive Exemption: creating a percentage threshold to determine if the exempted employee spends the majority of his or her time supervising employees or performing other managerial work. The current regulations state that management must be a primary duty without quantifying the amount of time spent in management activities. We anticipate the proposed regulations may require that up to 50 percent of an employee’s duties be managerial for the executive exemption to apply.

Administrative Exemption: redefining and codifying the “production/administrative dichotomy.” This proposal will either prohibit the use of the administrative exemption to anyone who is involved in the “production” of the goods or services that an employer sells or provides or, like the executive exemption, provide a threshold only allowing the exemption to apply to workers who perform a certain minimum percentage of “administrative” work.

Highly Compensated: raising the highly compensated threshold above \$100,000 and allowing for future increases based upon increases in the CPI.

When Should Employers Expect To See Changes?

Due to the multiple steps required in agency rulemaking, it is unlikely that any proposed rules will take effect anytime soon. First, the agency must draft the proposed rules, a process which can

take several months or more. After the proposed rule is published, the agency must elicit comments from the public, a process that will most likely take at least another three months, but probably more. Finally, because this is a significant modification to the regulations, the final rule will have an effective date of at least 60 days after the publication of the final rule in the Federal Register. Further, Congress and the Government Accountability Office may be involved in the process, substantially postponing the implementation of a new rule. Congress may also exercise its oversight in other ways, such as holding hearings and posing questions to agency heads, by enacting new legislation, or by imposing funding restrictions on the agency. Results of the mid-term elections may also further complicate the timeline. The entire rulemaking process can easily take up to one year, but in this case we predict it will take much longer.


How Can Employers Be Involved In The Process?

Issuing new regulations is a public process. The agency must publish the proposed rule and elicit comments on the proposal from the public, in a process called "notice and comment." Members of the public can comment on proposed rules in various ways, either by sending in written comments or participating in hearings. Members of the public may comment on an individual basis, or may work together with trade associations, chambers of commerce or other organizations to submit comments. For more information on understanding and participating in the notice and comment period, see <http://www.dol.gov/regulations/participate.htm>.

What Does this Mean for Employers?

The intent of the proposed regulation is to make more employees eligible for overtime. As discussed above, the scope of the proposed changes is unknown, but we do know that the DOL is looking to certain industries. According to the U.S. Secretary of Labor, the proposed regulations will have a major impact on gas station managers, as well as retail, fast food and janitorial workers. Regardless, all employers should expect that the changes:

- will not likely be finalized before the end of 2015;
- will not require employers to pay employees a higher wage unless employees work over 40 hours;
- will force employers to better control or reduce some of their employees' hours – which means employees may not have the flexibility in schedules and workplaces that currently exists;
- will require employers to revisit how non-exempt employees are classified and compensated to determine whether to pay a salary or hourly rate and how to adjust pay for overtime premiums; and
- will result in an increase in wage and hour litigation.

Until more details about the proposed changes are available, it will be difficult to predict what effect the proposed changes will have on businesses. We will continue to update you as new information becomes available. 

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On the Horizon Calendar of Upcoming Events

MAY 5, 2014

VRMCA Mixer Truck Rodeo
The Meadow Event Park
Doswell, VA

MAY 8, 2014

NVCAC Executive Council Meeting
11:30 AM - 2:00 PM
Bull Run Country Club
Haymarket, VA

MAY 13, 2014

HRCAC Business Meeting
11:30 AM - 1:00 PM
Crazy Buffet and Grill
Chesapeake, VA

MAY 20, 2014

CVCAC Business Meeting
11:30 AM - 1:00 PM
Meadowbrook Country Club
Richmond, VA

MAY 18-20, 2014

VRMCA Spring Convention
The Greenbrier Hotel
White Sulphur Springs, WV

MAY 21, 2014

SWCAC Business Meeting
8:00 AM - 9:30 AM
The Roanoker Restaurant
Roanoke, VA

MAY 27-29, 2014

ACI Concrete Field Testing Seminar and Examination*
Cultural Arts Center-Glen Allen
2880 Mountain Road
Glen Allen, VA

*PRE-REGISTRATION REQUIRED

JUNE 18, 2014

BRCAC Business Meeting
12:00 PM - 2:00 PM
Rowe's Family Restaurant
Staunton, VA

Please visit the online calendar for an up-to-date list of events.
www.VRMCA.com/calendar

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