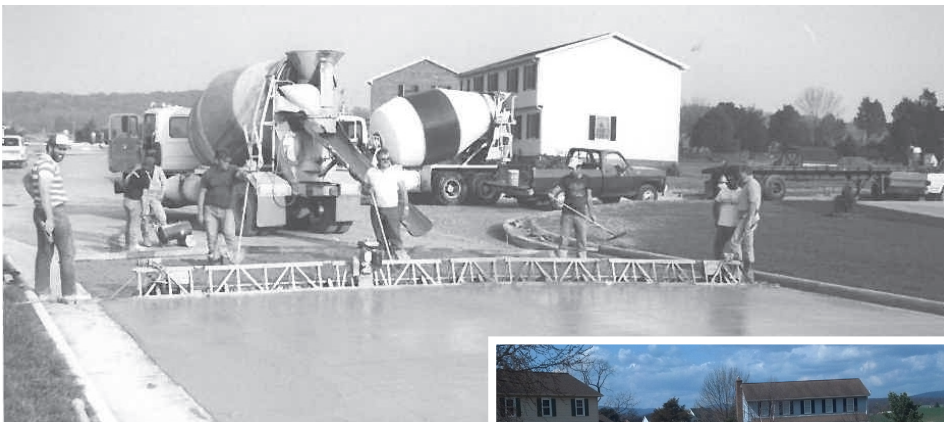




20 Plus Year Old Concrete Street Still Performing



**By Bob Nablo,
Director of Industry Services**


In the late 1980s and early 1990s concrete paving for urban streets was a rarity in the lower Shenandoah Valley... and unfortunately it still is today. The good news is that a residential street in the Belmont Estates area of Rockingham County is still performing successfully after more than 20 years service.

In 1990 or 1991 (no one recalls the exact date anymore!) Rockingham Redi-Mix was promoting concrete paving in the Harrisonburg area, and with a fair amount of promotional effort and some other large concrete parking areas showing how concrete could successfully be placed and support substantial automobile traffic, the company was able to convince Rockingham County officials to pave a portion of the street and the cul-de-sac for a new residential community. At the time only a couple of homes had been constructed and occupied on Redbud Lane, which now serves a couple of dozen families. Not surprisingly, the VDOT Harrisonburg Residency reports that they do not show any maintenance being performed on the pavement over the ensuing years, and

the homeowners – some of whom were among the original buyers – continue to be pleased with the construction.

A sharp eye and a long memory may help members to recognize Roy Simmons, Rockingham Redi-Mix owner and Past-President of VRMCA, and Buddy Murtaugh, VP of Rockingham Redi-Mix and Chairman of the Blue Ridge Advisory Council, in the old photo, helping run the VRMCA vibratory screed used to place the concrete. Together they promoted the idea of a concrete street to Belmont Builders – the developer – with some help from Jack Osborne, who was the VDOT Harrisonburg Resident Engineer at the time. The project used about 400 cubic yards of VDOT A3 air-entrained concrete, placed at a thickness of 6 inches.

It is interesting to see how well the pavement has held up, and unfortunate that municipalities have not followed this example. With the emphasis VRM-

CA has recently been placing on concrete for secondary roads and urban streets, perhaps localities will recognize the life cycle benefits of concrete and emulate this very successful project. 

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Concrete Rehabilitation Project and Study Underway on Route 58 in South Hampton County

By J. Keith Beazley,
Director of Industry Services

The County of Southhampton is the site of the VDOT Route 58 Concrete Rehabilitation Project designed to rehabilitate the existing concrete pavement in the westbound lanes for a length of approximately 5.1 miles. The concrete paving project is to take place in three separate phases; full-depth reconstruction, seven-inch unbounded concrete overlay, and four inch-inch bonded overlay. This project is also a project of major study by the Virginia Departments of Highways.

The contractor for the project is Hi-Way Paving and the cost for the 5.1 miles is to cost \$7.9 million. The roadway with the longer life expectancy of concrete paving will also have updating of shoulder structures as well as the existing signage and road markings. The three phases of construction are on the section of roadway between Capron and Courtland. The project began in late May and will continue through the end of September.

The seven-inch unbounded concrete overlay has been completed on a length of 2.2 miles. The second phase of one-third mile will have a complete eleven-inch reconstruction. The third phase will receive a four-inch bonded concrete overlay for a length of 2.6 miles. The roadway is being constructed in the Hampton Roads District of VDOT.

VDOT Materials and the Virginia Center for Transportation, Innovation and Research (VDOT Research Council) are following the construction closely with increased interest in the construction methods, testing of materials and concrete, and all phases of the completed design. The costs of construction and the life cycle costs associated with concrete paving are a long range plan of study for this section of roadway. The Federal Highway Administration, America Concrete Pavement Association, and the Virginia Ready Mixed Concrete Associa-



tion are also monitoring the success of the different types of pavements and the benefits associated with concrete paving. This short 5.1 miles of concrete pavement and a successful project and study will have a major impact on concrete paving in the Commonwealth of Virginia. 🚧

5th Annual Building Green with Concrete Workshop Offers “Paving Solutions to Last a Lifetime”

By Hessam Nabavi,
Director of Industry Services

NVCAC hosted its 5th Annual Building Green with Concrete Workshop at the office of Wetland Studies and Solutions Inc. (WSSI) in Gainesville on June 21st. This year’s event was designed to discuss the most up-to-date information in sustainable concrete paving and solutions for paving roads and parking surfaces to last a lifetime. We attempted to focus on Concrete Paving and its sustainable attributes. Topics were selected exclusively to assist our audience to learn, to understand and to identify the values that concrete paving offers to our surrounding environment.

Delegate Tom Rust, P.E., AICP, Vice President, Pennoni Associates Inc., Consulting Engineers, commented that “the session was informative and educational. It provides designers and policy makers the information and tools necessary to make infrastructure decisions based on multiple factors such as cost, performance, constructability and life cycle.”

“The workshop was very useful and the speaker addressed the technical, economical use of products and benefit for long term maintenance for different pavement products. DOT speaker contributed valuable knowledge on his side with some historical information that was very useful. We hope to have many more opportunities in future to attend such workshop. “Thank you”, said Mahendra Shah, P.E., President, ADTEK Engineering Inc.

The above comments were among many great responses that I have received regarding the 2012 NOVA Workshop. It seems that everybody agreed that the topics were timely, information was great, MODOT presentations were outstanding, “speakers were superb”, “food was good”, location and the setting was perfect, etc.

To view these presentations, please click on the link below and look for Regional Specific Downloads, <http://www.vrmca.com/regions/default.aspx?region=4>.



- Congressman Rob Wittman gave NVCAC the privilege of accepting our invitation and participated as the guest speaker in the workshop. The Honorable Rob Wittman spoke about “Concrete, Thinking Long Term”.
- Phil Kresge, Senior Director of National Resources for NRMCA gave a very informative presentation on “Life-Cycle Analysis (LCA) & Life-Cycle Cost Analysis (LCCA)”, and on his second presentation he talked about “Concrete Advantage in Parking Lots”.
- John Donahue, P.E., the Construction and Materials Liaison Engineer for Missouri Department of Transportation shared all the

positive results that the State of Missouri has been experiencing by changing to Alternate Pavement Design, Alternate Pavement Bidding since mid-Nineties and choosing concrete overlay for their deteriorated roads in his two presentations, “Sustainable Roads: Long Term Benefits of Alternate Pavement Bidding in Missouri” and “Sustainable Roads: Missouri’s Experience with Various Concrete Overlay Types”.

continued on page 5

Building Green *continued*



■ Matt Cockerham, Vice President and Project Manager for North Star Foundations, Inc. gave an in-depth presentation on “Pervious Concrete as Your Stormwater Management Systems”.

Sandra Hunter, AIA, LEED A.P., Design Manager, Loudoun County Department of Construction summed it up in her remarks, “The sustainable concrete workshop this year helped the audience, especially the paving and road design professionals, to understand why they should specify sustainable materials. I think this education is way overdue. The design industry needs to do everything possible to move away from unsustainable and petroleum based products.”

VRMCA & NVCAC appreciate these exceptional contributions to the success of this event. Over one hundred and twenty VDOT and county officials, architects, engineers, testing labs personnel, USEPA representatives, developers, builders, contractors, ready-mixed producers and suppliers were in attendance. It is noteworthy to mention the names of some of our guests who were in attendance; Delegate Tom Rust, VDOT NOVA District Administrator, Garrett Moore, Dr. Celik Ozyildirim, P.E. with VDOT Research Center, Michael Sprinkel, P.E. with VDOT Research Center, Dr.

Shabbir Hossain, P.E. with VDOT, Prince Williams County Public Schools Director of Design & Construction, Warren Thompson, Mahendra Shah, president of ADTEK Engineering, Tom Evans with MRMCA and many others.

Special thanks to Mr. Michael Roland, president of WSSI for allowing NVCAC to use their beautiful facilities. We in NVCAC greatly appreciate his friendship and partnership in promoting the concrete industry.

We would also like to thank our sponsoring companies and their staff for participation and assistance in NVCAC’s promotional effort. The success of this workshop was made possible by the contribution of the following companies: BASF, Essroc, Fibermesh, Grace, Holcim, Lafarge North America, Lehigh Cement, Luck Stone, North Star Foundations, Roanoke Cement, Separation Technologies, LLC., Carolina Stalite, VRMCA / NVCAC, Vulcan Materials, Wetland Studies and Solutions Inc., and Z.Con, Inc., (Concrete specialist).

Sponsoring companies were recognized through program handouts, a banner display and their respective brochures. Company representatives also had the opportunity to network with the guests.

Brandon Motuk, P.E., Senior Sales Representative with BASF, had this to

say, “The Building Green with Concrete workshop exceeded my expectations. The technical presentations were detailed, informative, and captivating. Further, it was very encouraging to see such a great turnout for an event such as this. With the cost of virgin building materials skyrocketing, now more than ever, ‘building green’ and using recycled materials in new construction is critical. It was an honor to help sponsor this event.”

Preston Anderson, FMP, GACR, Facilities Management Services, Prince William County Public Schools, said “I truly enjoyed the workshop and was drawn to the attention of all the criteria required in placing pervious concrete. Thank you for such a nice venue and a day full of education.”

According to Richard J. Shepherd, III, AIA President, Hinckley Shepherd Norden, PLC, “We found the topics covered very interesting and the presenters were experienced and knowledgeable in their respective fields. As usual, Wetland Solutions was a gracious and friendly host and their facility is well suited for this sort of event. Thank you for including us again.”

Finally, a very special thank you to the following members for their effort during the event: Art Nettle, Lafarge North America; Bethany Bezak, WSSI; Brian Dulaney, Separation Technologies; Brandon Motuk, BASF; Brian DeChirico, BASF; Bill McNamara, Essroc; Bob McCulley, Fibermesh; Dave Snider, Vulcan Materials; James Murray, Rowe Materials; Jeff Slagle, Rowe Materials; John Gardner, North Star Foundations; John Lockett, Roanoke Cement; Kevin Terry, Vulcan Materials; Kisia Kimmons, Roanoke Cement; Lewis Lee, Luck Stone; Matt Cockerham, North Star Foundations; Marc Granahan, Lehigh Cement; Michael Robinson, Carolina Stalite; Norm Queen, Z Con, Inc.; Rob McPheeters, Holcim; Susanna Headly, WSSI; Tony Thompson, Vulcan Materials; Tom (Zeke) Zinchiak, Z.Con Inc.; and Zack Swanson, Grace. 🚚

PCA Applauds Life-Cycle Analysis Provisions of New Surface Transportation Legislation

WASHINGTON, D.C.--After weeks of negotiations, a new surface transportation legislation, which was passed by Congress on June 29, was signed into law by President Barack Obama on July 6, 2012.

The Portland Cement Association (PCA) was pleased with several aspects of the approved bill. The Association especially noted that key provisions related to life-cycle analysis (LCCA) and pavement research, in addition to provisions to quickly bring the technologies to states, were included final bill.

"At a time when transportation officials are under more pressure than ever to make the most cost-effective decisions and to communicate the reasons for those decisions to the public, LCCA creates a new model for decision-making that saves taxpayer money over the long-term life of a road," Brian McCarthy, PCA CEO and President said. "I am pleased that

Congress recognizes the importance of such a study."

The LCCA provisions essentially mirror language contained in the Senate-passed bill, including asset management/state performance plans and value engineering for bridge projects that requires states also to use life-cycle cost analysis.


The bill also requires the General Accountability Office Comptroller General to conduct a study on the best practices for calculating life-cycle costs and benefits for federally funded highway projects, which shall include, at a minimum, a thorough literature review and a survey of current life-cycle cost practices of state departments transportation.

The Comptroller General is directed to consult with The American Association of State Highway and Transportation Officials (AASHTO), appropriate life-cycle experts, and ap-

propriate industry experts and research centers.

In addition, the Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA) is amended to include the use life-cycle cost analysis as part of the criteria for determining financial assistance from TIFIA.

The bill provides funding at current levels through FY 2014 (27 months). The original Senate-passed bill would have authorized funding just through FY 2013. However, although the House wanted a five-year bill, a financing agreement could not be reached and the group agreed on funding through FY 2014.

"The extra year will provide states with more certainty to enter into contracts on larger projects rather than to simply focus on maintenance activities. Long-term planning of our infrastructure is vital to keeping it robust and able to serve the nation," McCarthy said. 

House Appropriations Subcommittee Considers DOL/HHS Spending Bill

On July 18, 2012 the U.S. House Appropriations Subcommittee on Labor, Health and Human Services, Education and Related Agencies passed the FY 2013 Labor, Health and Human Services (LHHS) funding bill. The legislation includes funding for programs within the Department of Labor (DOL), the Department of Health and Human Services (HHS), the Department of Education, and other related agencies including the National Labor Relations Board (NLRB) and several important policy changes.

In total, the bill includes \$150 billion in discretionary funding, which is a cut of \$6.3 billion below last year's level and \$8.8 billion below the president's budget request. Many of the savings are a result of a prohibition on any new discretionary funding for the healthcare law.

In addition to spending cuts, the legislation contains several policy provisions that are of interest to the construction industry. The bill includes provisions that would rein in the NLRB and DOL. The first would block the August 2011 decision in Specialty Healthcare, which opened the door to micro-unions. Another provision would stop the NLRB's final rule on "quickie elections," which was struck down by a U.S. District Court on procedural grounds in May, but the NLRB has stated they hope to reissue the rule. Finally, another provision would prohibit funds from being used to implement DOL's "persuader" rulemaking.

Several safety and health provisions are in the bill, including a provision prohibiting the implementation of an expensive and inefficient one-size-fits-all injury and illness prevention program, which would eliminate costly burdens on businesses large or small. Also included is a prohibition on funding for the Mine Safety and Health Administration to continue the development or the implementation of a coal mine dust regulation. The bill zeros out the Susan Harwood training grants. It is important to note that, through Susan Harwood grants, AGC has been able to develop and implement programs that provide free safety and health training nationwide on the focus four hazards in construction for thousands of construction workers. AGC hopes to see funding for this important program restored.

Among other policy provisions in the bill, it prevents DOL and HHS from requiring project labor agreements on projects funded by the bill and includes a provision prohibiting the implementation of new H-2B Program regulations to reduce unnecessary requirements and excessive costs to participating employers.

The spending bill is the last of 12 annual spending bills to move through the House and is expected to be considered by the full Appropriations committee next week. However, the Senate is not planning to consider any of the 12 annual appropriation bills before the end of the fiscal year, September 30.



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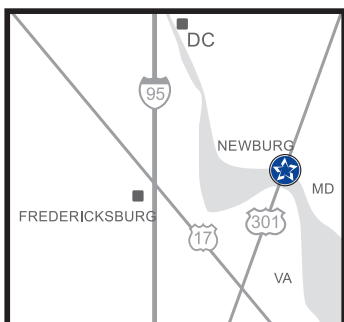
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Construction Employment Rose in 25 States and DC Between June 2011 and June 2012

Construction employment increased in just half the states plus the District of Columbia from June 2011 to June 2012, but declined in a slim majority of states in the past month, according to an analysis of Labor Department data by the Associated General Contractors of America.

"The latest state data show again how fragile and fragmentary the construction recovery is," said Ken Simonson, the association's chief economist. "Although private sector demand for structures has risen in most states, improvement in single-family homebuilding is spotty and public investment is shrinking."

Simonson noted that 25 states and D.C. added construction jobs between June 2011 and June 2012, while construction employment fell in 25 states. D.C. added the highest percentage of new construction jobs for the year (17.8 percent, 2,100 jobs), followed by North Dakota (16.2 percent, 3,800 jobs) and Montana (14.6 percent, 3,300 jobs). California added the most new construction jobs over the past 12 months (27,200, 5.0 percent), followed by Texas (24,400, 4.4 percent) and Arizona (11,200, 10.2 percent).




The economist said that among states that lost construction jobs during the past year, Alaska lost the highest percentage (-20.5 percent, -3,200 jobs), followed by Wisconsin (-11.1 percent, -10,200 jobs) and Mississippi (-9.7 percent, -4,700 jobs). Florida lost the most jobs (-24,600, -7.4 percent), followed by New York (-12,500, -4.1 percent), Wisconsin and Illinois (-9,900, -5.1 percent).

Less positively, only 18 states plus D.C. added construction jobs between May and June, while construction employment decreased in 27 states and held steady in five. The highest percentage gains for the month occurred in D.C. (7.8 percent, 1,000 jobs), followed by North Dakota (2.6 percent, 700 jobs) and Montana (2.4 percent, 600 jobs).

Texas added the most jobs during the month (9,600, 1.7 percent), followed by California (8,100, 1.4 percent) and Ohio (3,500, 2.0 percent).

South Dakota had the steepest percentage decline among states that lost construction jobs for the month (-5.2 percent, -1,100 jobs), followed by Arkansas (-3.7 percent, -1,700 jobs) and Iowa (-3.4 percent, -2,300 jobs). The largest number of construction job losses in June occurred in Florida (-5,300, -1.7 percent), followed by Iowa and Massachusetts (-2,100, -2.0 percent).

Association officials warned that construction employment was likely to stagnate or shrink in more states if federal and state officials continue to cut investments in public infrastructure and buildings.

"Ongoing cuts to vital infrastructure, school and university investments are hurting the overall economy, our future competitiveness and causing hardship for too many construction workers," said Stephen E. Sandherr, the association's chief executive officer. "Budget discipline should not come at the expense of slashing essential investments." 



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“Slick” Ad Highlights ODOT’s Unfair Bidding Policy



Road construction bidding policies that allow contractors to increase their final bill based on the current price of oil is costing the state of Ohio millions of dollars with each project. The Ohio Department of Transportation policy, which is contrary to federal highway recommendations, cost the state nearly \$37 million in change orders during 2009-2010.

A new campaign is calling for an end to this outdated, biased procedure. The Great Lakes Regional Office of the Portland Cement Association (PCA), the voice of America’s cement and concrete industry, is running billboard ads informing the motoring public that the cost of asphalt roads is directly tied to oil prices and keeps increasing as long as Ohio allows “asphalt escalator” clauses in their bidding procedures.

“The Ohio Department of Transportation eliminated its use of asphalt cost escalators in 2010, presumably in recognition of their adverse impact on taxpayers,” said Ray McVeigh, executive director, PCA Great Lakes Regional Office. “However, since then, a leading lobbyist for the asphalt industry was appointed ODOT director and now asphalt cost escalators have been re-implemented by ODOT, in spite of their proven negative effect on taxpayer value. That’s slick.”

According to a Federal Highway Administration (FHWA) 2011 report,

“Imagine you bought a computer on the Internet for \$400 and when it shipped the price rose to \$500 due to a change in component costs,” said McVeigh. “As consumers we would not tolerate this and as taxpayers we must not.”

Ohio paid \$36,966,000 in change orders due to adjustments in asphalt prices. Four projects received more than \$1 million in adjustments and the average adjustment was \$81,964.


“Imagine you bought a computer on the Internet for \$400 and when it shipped the price rose to \$500 due to a change in component costs,” said McVeigh. “As consumers we would not tolerate this and as taxpayers we must not.”

Asphalt cost escalator clauses are a price adjustment provision that allow for paving contractors to raise their construction price based on a fluctuation in liquid asphalt cost. In the context of rising oil and asphalt prices, taxpayers generally pay more to a contractor at the time of construction than the price quoted to win the project. Other materials such as concrete or steel do not have the same bidding clause and this policy is out-of-sync with recommendations from the FHWA.

“If the price of liquid asphalt goes up during the construction process, the State of Ohio subsidizes the asphalt industry. This takes away the competitive balance that is necessary to give taxpayers their best value,” said McVeigh.

Concrete roads last an average of three times longer than asphalt and as a result, incur fewer lifecycle costs than asphalt roads, resulting in a savings for the taxpayer and less time spent in traffic due to construction delays.

According to McVeigh, it is time for the Ohio Department of Transportation to use the same common-sense purchasing practices of the taxpayers it serves. “When consumers are presented with choices, they select the preferred product or service, evaluating their decision based on a number of factors, chiefly quality and price. It is time our government to do the same when selecting the materials for our roads.”

To learn more, visit www.think-harder.org/ohio. 

Department of Labor Issues Employee's Guide to the Family and Medical Leave Act

By John G. Kruchko and Kevin B. McCoy

For both employees and employers, resolving threshold eligibility questions and implementing leave under the Family and Medical Leave Act ("FMLA") has over the years become a bit like trying to predict the weather. To make matters more confusing, there is sometimes significant factual and legal overlap between FMLA leave, employer paid leave, workers' compensation leave, and differing leave rights provided by various state laws. Harmonizing these various requirements has proven not only difficult for employers who are trying to manage their workforce, but has often proven to be a hurdle that the employees themselves do not understand and cannot overcome because the requirements for taking FMLA leave seem confusing, burdensome, and a waste of time for leave benefits that are, after all, unpaid.

The United States Department of Labor, Wage and Hour Division ("DOL") recently issued a guidance document entitled "The Employee's Guide to The Family and Medical Leave Act" ("Guide"). It can be found on the DOL's website: www.dol.gov/whd/fmla/employeeguide.htm.

The Guide is designed to educate and inform employees about their FMLA rights and to help them better understand the FMLA leave process and what role the employee needs to play in that process. The DOL's goal is undoubtedly to help more employees take advantage of the FMLA rights guaranteed by federal law. However, because the administration of FMLA leave requires interaction and involvement of both employee and employer, there are some good tidbits of information that will help employers better understand and administer FMLA leave to their employees. A few interesting items are discussed below, but employers are encouraged to read the Guide in its entirety so that they



can be fully prepared the next time an employee raises an issue surrounding FMLA leave.

Resolving Eligibility Issues

Let's play a game called "Identify that FMLA number." Who knows how the following numbers relate to eligibility for FMLA leave: 3, 50, 12, 1250, and 75? Confusing, right? Figuring out whether and when an employee is eligible to use FMLA leave has been a constant headache for both employees and employers. The Guide attempts to simplify the eligibility framework by both explaining what all those above-referenced numbers mean, and also by providing a good flow chart that can walk both employee and employer through the mathematical minefield of determining when employees are FMLA eligible and when they are not. In addition, employers should benefit from the DOL's plainly stated version of the 75-mile rule (a constant source of confusion), which advises employees that they will be ineligible for FMLA leave unless there are 50 employees within 75 miles of where they work.

Employee Cooperation in the FMLA Process

While the Guide is primarily designed as a basic primer on the FMLA for employees, it does a good job of explaining that employees have an obligation to work with their employer to help properly determine eligibility for and to administer any FMLA leave. The Guide reminds employees that providing sufficient information about their leave is critical in allowing employers to determine eligibility issues. Plus, the Guide clearly states that employees must work with their employers to schedule medical appointments so as not to disrupt their employer's business operations.

In addition, when employees take FMLA leave, they often "drop off the face of the earth" until they are ready to come back to work. The Guide highlights the employees' obligation to maintain regular contact with their employer during the leave to apprise them of their progress and anticipated timeline for returning to work.

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The Guide provides some common circumstances (but not exhaustive) that would qualify as having a “serious health condition.”

What Constitutes a Serious Health Condition?

The DOL makes an earnest attempt to provide good, general information about what constitutes a “serious health condition.” This has been a thorny issue for both employers and employees because there exists profound confusion about what types of circumstances might meet this definition.


Employers tend to think that any circumstance requiring less than three (3) days’ absence is not covered by the FMLA (which is not necessarily true), and employees want intermittent FMLA leave if they call in sick on a Tuesday because they have a common cold (which would not be FMLA eligible). The Guide provides some common circumstances (but not exhaustive) that would qualify as having a “serious health condition.”

The Medical Certification Process

The medical certification process has been confusing for many. Both employees and employers have been unsure of what that process must entail and which party is responsible for what. The Guide helps address that confusion by providing a section detailing the medical certification process and the steps each party is responsible for completing. Notably, the Guide tells the employees that they have to bear the cost of obtaining

the certification from their health care provider (which had been a common misunderstanding). The Guide goes on to list the items of information that must be included in the certification, and it provides a flow chart that maps the certification process in a relatively easy-to-understand format. Note also that the DOL provides health care certification forms on its website that employers can use, rather than trying to create their own from scratch.

The Takeaway for Employers

For employees, the DOL’s Guide provides a transparent and understandable summary of the FMLA’s provisions. For employers, the Guide should help resolve common questions about FMLA leave and shed light on what the DOL believes to be the correct path for proper administration of FMLA leave. That being said, the Guide does not cover every FMLA issue or scenario and does not eliminate the need to evaluate each FMLA situation on its own merits. Moreover, the Guide is not intended to be and is not a substitute for qualified legal advice. As a result, employers should read the Guide for their education and use it as a “quick reference guide,” but should still rely on their company’s employment counsel to help them resolve the legal issues commonly associated with FMLA leave. 

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John G. Kruchko is a Partner with the Management Labor & Employment Law Firm of Kruchko & Fries in Tysons Corner, Virginia; Kevin B. McCoy is also a Partner with the Firm. For more information, please contact Mr. Kruchko or Mr. McCoy at (703) 734-0554 or JKruchko@KruchkoandFries.com, or KMcCoy@KruchkoandFries.com. This article is published for general information purposes, and does not constitute legal advice.

On the Horizon Calendar of Upcoming Events

AUGUST 6, 2012

BRCAC Streets & Local Roads
12 NOON - 1 PM
Harrisonburg, VA

AUGUST 7-9, 2012

ACI Concrete Field Testing Seminar and Examination*
Virginia Society of Certified Public Accountants
4309 Cox Road
Glen Allen, VA
*PRE-REGISTRATION REQUIRED

AUGUST 8, 2012

BRCAC Business Meeting
12 NOON - 1 PM
Rowe’s Family Restaurant
Staunton, VA

AUGUST 9, 2012

NVCAC Business Meeting
7:30 AM - 9:00 AM
Manassas, VA

AUGUST 13, 2012

SWCAC Streets & Local Roads
12 NOON - 1 PM
Roanoke, VA

AUGUST 14, 2012

HRCAC Business Meeting
11:30 AM
Surf Rider Restaurant
Virginia Beach, VA

AUGUST 15, 2012

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

AUGUST 21, 2012

CVCAC Business Meeting
11:30 AM
Meadowbrook Country Club
Richmond, VA

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



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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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