



Virginia Driver Takes Second Place at NRMCA's National Mixer Driver Championship

Now in its ninth year, this year's national contest "was an extremely close competition," according to NRMCA's Senior Vice President of Operations and Compliance Gary Mullings. Forty eight drivers, which was the largest number to ever compete, included state rodeo champions as well as NRMCA member company champions from around the nation.



Steven Odehnal

inspection, reaction-time-test, delivery ticket station and a 2-hour written examination. Awards were presented for the top three finishers. The Truck Mixer Manufacturers Bureau added additional money to recognize the fourth and fifth place winners as well, with all other drivers tied for sixth. Go

Continental mixer. Steve is the reigning 2014 Virginia Ready Mixed Concrete Association Champion.

Concrete mixer truck driver Mike Valentine from Stanfield, North Carolina earned top honors at this year's championship. Mr. Valentine of Concrete Supply Company, Charlotte, North Carolina also earned the champion's check of \$2,500. Mr. Valentine is a veteran driver of more than 19 years and currently drives a Mack Granite truck with a Continental rear discharge mixer. Mike was the winner of the 2014 Carolina Ready Mixed Concrete Association's South Carolina Division Championship.

Other Virginia participants included Greg Williams (Vulcan Materials), David Dillon (Chandler) and Mike Diehr (Titan America LLC). Congratulations to all participants! 🚚

The event was held at the Indianapolis Motor Speedway and the Indianapolis JW Marriott, Indianapolis, Indiana in conjunction with NRMCA's 2014 Concrete Works. Competing to be the "Best of the Best", a champion was selected based on a cumulative score derived from competitions that included a driving challenge course, visual vehicle

to www.nrmca.org to view a video of this year's event.

Second place and a check for \$1,000 went to Steven Odehnal of Virginia Beach, Virginia. Mr. Odehnal is a veteran driver of more than thirty two years and has been driving for Capital Concrete for the past three years. He currently drives a Mack truck with a rear discharge

Concrete Important to Long-Term Needs of Nation's Infrastructure

A recent report highlighted the risks facing American manufacturers if our nation's crumbling infrastructure is not addressed. The cement and concrete industry, instead of contributing to the poor quality of our transportation systems, can play a vital role in improving many aging roads in the United States.

A report from the National Association of Manufacturers (NAM) reveals that manufacturers' competitiveness is at risk due to a lack of infrastructure investment at the same time our country's competitors continue to improve. NAM calls for a targeted, long-term investments from the public and private sectors to reverse these troubling trends.

The Portland Cement Association (PCA) notes that nearly 71 percent of roads in the U.S. are graded fair to poor. While the numbers have remained stable year to year, there is a long-term down trend if proper investments in infrastructure are not made. Additionally, investments in highways, roads and bridges fell 3.5 percent each year from 2003 to 2012.

"Investing in our national infrastructure facilitates economic growth and creates jobs," Ed Sullivan, chief economist and group vice president at PCA said. "It is also important to spend taxpayer money wisely by pursuing practices that will maximize our return on investment." 🚚

in the mix ...

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New Downtown Roanoke Development Nears Opening

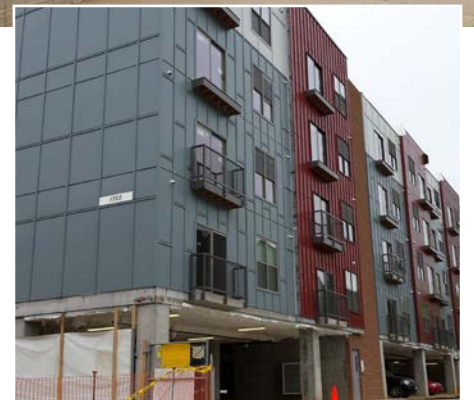
By Bob Nablo,
Director of Industry Services

Late in 2013 the National Register of Historic Places listed the Roanoke River and Railroad Historic District, giving a welcome boost to a project now known as The Bridges. This \$150 million, 10 year project will eventually encompass apartments, offices, restaurants and small shops in buildings both new and historic. Today, the most visible piece of The Bridges is a new \$13 million, 157 unit apartment complex. The buildings will feature apartments of one, two and three bedrooms and some are expected to be ready for occupancy this year.

In the early history of Roanoke, the area developed quickly as an industrial center with the building of the Roanoke & Southern Railway in 1892 and the Virginian Railway in 1909. Resident industries included lumber yards and iron and bridge works. The current district involves 23 "resources", including the old Virginian Railway Passenger Station, the Virginia Can Company, various warehouses and factories, a trolley barn and two city bridges. Richmond-based WVS Companies is the developer and notes that public discussion about the project – once known as Riverside Station – dates to at least 2011. The historic



district designation provides access to federal and state tax credits to help renovate buildings tied to Roanoke's railroading and industrial past. A Roanoke River promenade and a kayak launch site will be part of the project. As the apartments currently under construction are completed, VRMCA member Boxley is busy supplying concrete for foundations, floor slabs, sidewalks and parking garages. 🚚



Social Events Scheduled to Benefit the VRMCA PAC

Please mark your calendars for VRMCA's two Political Action Committee Fundraisers. These are the major fundraising events that develop money to make contributions to members of the Virginia General Assembly, whom support business policies helpful to our industry.

These events are a great way to entertain customers and reward employees.

- Golf- Spring Creek- Zion Crossroads:
October 16- 10 a.m. to 3 p.m.
- Sporting Clays- Old Forge- Providence Forge:
October 23- 10 a.m. to 3 p.m.

To register please visit www.vrmca.com. 🚚

IMPACT
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Event Proceeds to Benefit the VRMCA PAC

Safe Routes Back-to-School

By Ann-Germaine Danz,
Director of Industry Services

As students return to school this fall it seems an appropriate time to look at how they get there. Many of you probably grew up in areas where going to school meant walking a few blocks, possibly with the aid of an older sibling, parent or crossing guard. Development trends for the past few decades has been toward new construction homes in suburban neighborhoods. There is an increasing reliance on the car to transport students from home to school and other activities. The Virginia Department of Transportation has an initiative in place to encourage Safe Routes to Schools.

Funding for the Safe Routes program originated from the Federal Highway Administration's July 16, 2012 MAP-21 legislation. Moving Ahead for Progress in the 21st Century (MAP-21) authorized \$105 billion toward improving surface transportation for highway, transit, bike, and pedestrians for fiscal years 2013 and 2014. Transportation Alternatives Program (TAP) was established through MAP-21 and apportions funds set aside for a State to be used to implement transportation alternatives to highway driving. Alternatives may include bicycle and pedestrian facilities, recreational trails, boulevard design, enhancing mobility of residents, and Safe Routes to Schools (SRTS). There are additional projects deemed worthy of TAP funds listed under title 23 U.S.C.

Localities may obtain TAP funds for a SRTS project to benefit the mobility of students through four avenues. The first is called QuickStart Non-infrastructure Activities with \$1,000 QuickStart Mini-grants to get small projects off the ground in 90 days. The focus of the QuickStart program is on improving safe walking or bike to and from school. Local examples of schools utilizing this program's mini-grants are: Williamsburg – James City County Schools hosted a bicycle rodeo; Stonewall Middle School funded a morning walking club; Glen Allen Elementary School improved their crosswalk. QuickStart is not a huge sum of money, but it




Although VRMCA is not eligible to apply for the grants directly, efforts can be made to K-8 and middle schools to raise awareness of the SRTS program and encourage pavement upgrades for pedestrian safety.

provides an opportunity to offer a service to the local school system and open the door for future paving projects. The next deadline for mini-grant applications is October 9, 2014 with another round of applications in the spring. Ready Mix producers along with VRMCA could promote the grant information to schools with packages of what improvements can be made for that sum.

Walkabout Mini-grants involve a pedestrian evaluation of the conditions surrounding the school with a trained surveyor that will recommend infrastructure upgrades. Community stakeholders, school board members, and teachers can build consensus on safety hazards impacting the route. Results of the walkabout evaluation can inform the grant application. Activities and Programs Plans focus on influencing behavior toward more safe actions of both drivers and pedestrians. Infrastructure Grants and Projects fall under the VDOT Local Assistance Di-

vision. The next application deadline for infrastructure projects is November 1, 2014. In comparison to previous regulations that broadly focused on enhancing transportation alternatives, TAP has an expanded definition that allows for funds to be used for planning, design, and construction. Although TAP programs are labeled grants, funds are available on a reimbursement basis. Project sponsors must pay for services and materials, then submit documentation for reimbursement. Quick Start grants give \$500 up front for implementation and the remaining \$500 upon completion of the work or activity. In-kind matching by outside groups can also support local matching funds required on larger projects.

Although VRMCA is not eligible to apply for the grants directly, efforts can be made to K-8 and middle schools to raise awareness of the SRTS program and encourage pavement upgrades for pedestrian safety. 



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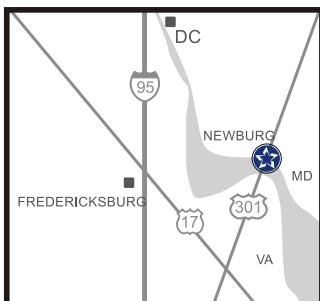
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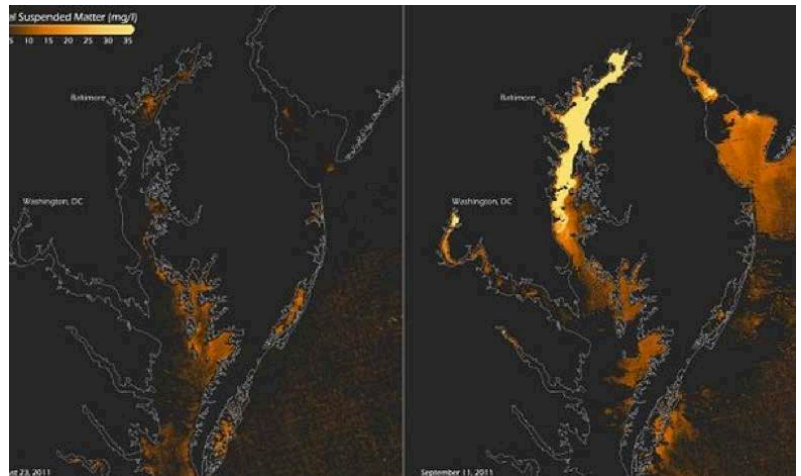
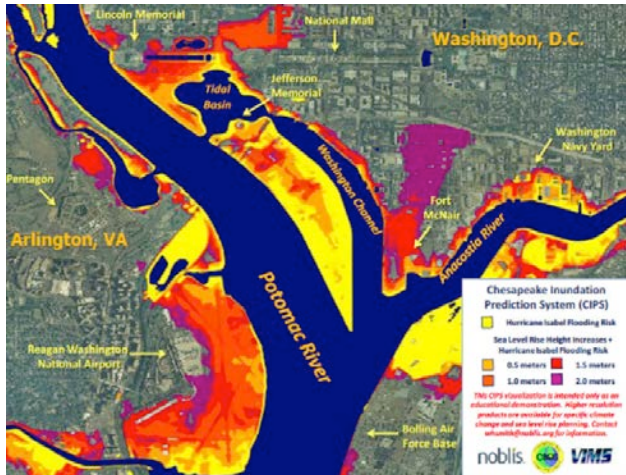
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Chesapeake Bay Health: Land Use Impacts & Implementation of BMP



By Ann-Germaine Danz,
Director of Industry Services

The Central Virginia Advisory Council hosted Mr. Scott Blossom at our September council meeting. Scott is a senior engineer with Stantec and holds credentials as a Certified Facilities Manager, LEED AP, and Professional Engineer. Stantec is an international engineering firm that specializes locally in stormwater, coastal design, biological monitoring, and municipal water management plans.

Their team includes design professionals from landscape architects, Graphic Information Systems (GIS) technicians, and water resource engineers. They also tap wetland ecologists, regulatory specialists, and environmental planners to round out their tool kit. Our talk focused on implementation of stormwater best management practices including how pervious concrete fits the mold for achieving low impact development in the LEED rating system and Department of Environmental Quality specifications.

Land use practices on the shoreline have a direct impact on water quality as any chemicals used to treat crops or materials selected for paved areas wash into the system. Total maximum daily load, or TMDL, is an indicator of the acceptable level of pollutant runoff established by the EPA through the Clean Water Act to restore a healthy bay. Six


states and the District of Columbia have committed to this “pollution diet” for their local streams and rivers. Generally agencies monitor total phosphorus levels as the key indicator because it is believed that when phosphorus is filtered out, then the nitrogen content is also being addressed. Over the next decade the EPA has allocated nutrient reduction goals of 5% by 2015, 60% by 2017 and fully meeting the goal by 2025. Pervious concrete pavement is one means of reducing nutrient runoff by filtering suspended pollutants in the open network of voids that make up the pavement structure.

Major drivers pushing for best management of stormwater is the location of Virginia’s coastlines within the Chesapeake Bay watershed. This map of the Chesapeake Inundation Prediction System demonstrates the delicate balance of development near the water and risk of flooding in the instance of sea level rise due to a storm surge. Major storms such as Tropical Storm Lee can contribute ten years’ worth of sediment in a single event.

During the flooding following Lee, the Susquehanna River delivered about 2 percent of total water to the Bay for the last decade; however, it delivered 5 percent of the nitrogen, 22 percent of the phosphorus, and 39 percent of the suspended sediment. cott indicated that the intensity of this overload is due to

the incapacity of upstream reservoirs to deal with the sediment load.

Best practices for stormwater design promote water harvesting and on site storage to reduce the overall volume of water rushing into bodies of water and storm sewers. LEED 2009 sustainable sites credit 6.1 water quantity control requires that the post-development site runoff rate and quantity does not exceed predevelopment site runoff rate and quantity for one and two year 24 hour storms. Sites with existing imperviousness of 50% or less are required to maintain current runoff volumes. LEED version 4 expands the compliance paths based on soil types A, B, C, or D and their suitability for drainage. Virginia DEQ specifications offer level one and level two designs for stone reservoir depth based on factors including treatment volumes, contributing area and soil permeability.

Mr. Blossom also pointed out that the DEQ limits the ratio for the maximum external drainage area to an area of permeable pavement to 2:1. State-level guidance, extreme weather events and concern for a healthy Chesapeake Bay have increased awareness for stormwater design. Pervious concrete is a competitive low impact solution for on-site storage and filtration of runoff to promote improved water quality and reduced water quantity entering streams, rivers and sewers in a storm event. 

Virginia Tech Looks for Construction Professionals to Mentor Undergrad Students

The Myers-Lawson School of Construction and the Industry Affiliates Board in partnership with the Department of Building Construction and the Vecellio Construction Engineering and Management Program have established a mentorship program to provide students with an opportunity to develop a meaningful relationship with a professional in the industry. The goal of the program is to provide students with a mentor who can serve many roles, including but not limited to: fielding questions as they arise during coursework, providing a valuable perspective to complement course material, and providing career advice. Mentors can help students make sense of what they are learning and help them understand how that knowledge applies to real-life professional contexts.

Mentors and students will have monthly meetings—either in person or on the phone. Students will be responsible for




maintaining contact and for determining when the mentor is available. In the past, students have asked mentors to perform mock job interviews, or have asked their mentors to describe some of the challenges of starting in the industry. Limited funding is available for face-to-face meetings. The program kickoff coincides with the November 13-14 Career Fair and extends through July 2015.

Quotes from prior mentees:

- *"One of the main topics we discussed was his day-to-day activities and what to expect being completely new to the industry."*

- *"We talked about my career plans, construction management topics, and leadership topics. One example was the relationship between general contractors and subcontractors."*

- *"His advice has been beneficial, especially heading into my internship this summer in terms of knowing what to expect."*

Our contact with Virginia Tech faculty and students is very important because these students will be working in our industry in a very short time. Being a mentor is an excellent way to influence a person who may well be working for your company, or working on a project important to you, in the near future. If you are interested in becoming a mentor, please contact Dr. Josh Iorio, Myers-Lawson School of Construction Mentorship Program Coordinator, at iorio@vt.edu. 

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Joint NVCAC and WACEL Meeting Offers In-Depth Discussion on Roller Compacted Concrete (RCC)

By Hessam Nabavi,
Director of Industry Services

NVCAC and WACEL held their Third joint meeting on September 10th in Tysons corner. The presentation was organized by VRMCA to bring a discussion about Roller Compacting Concrete (RCC) to over seventy engineers from various counties and private firms and many of NVCAC members.

Presenters were Mr. Stan Bland, PE and Andy Johnson, PHD, PE.

Stan is a 1971 graduate of Clemson University with a BS in Civil Engineering and is a registered Professional Engineer. He started his career with The South Carolina Department of Transportation in 1971 and spent his first 6 years at the Resident Engineer level. In 1978 he moved to SCDOTs District Four where he worked as a District Construction Engineer for 23 years and as District Engineer for 10 years. His final year at SCDOT was spent at Headquarters as The State Pavement Reclamation Engineer. In 2011 he retired from SCDOT with 40 years of service to the Department. In October of 2011, he began work with The Portland Cement Association as Pavement Application Director for The Carolinas and Virginia. In 2004 was awarded the ARRA

(Asphalt Recycling and Reclaiming Association) Special Recognition Award and in 2011 he was again recognized by ARRA when he was awarded Honorary Lifetime Membership into this organization.

Andy Johnson is a member of the staff of the Portland Cement Association – Southeast Region (PCA-SE) where he is the Pavement Design Engineer. Prior to joining PCA-SE, he was the State Pavement Design Engineer for the South Carolina Department of Transportation (SCDOT) in Columbia, South Carolina



until his retirement in March 2014. He has 28 years of professional experience, including 24 years with SCDOT. His responsibilities at SCDOT included the evaluation and design of new and rehabilitated pavement for the state and federal highway system within South Carolina, as well as development and implementation of pavement-related details and specifications. His SCDOT career was spent at the Office of Materials and Research in the pavement design and materials testing areas. He is a graduate of the University of South Carolina and

holds bachelor's, master's, and doctoral degrees in civil engineering, as well as a bachelor's degree in geology. He has been a registered professional engineer in the state of South Carolina since 1991 and has served on a variety of TRB, AASHTO, and NCHRP committees including the AASHTO Joint Technical Committee on Pavements.

In this presentation Stan and Andy based on their combined experience in Highway Construction and Pavement Design with South Carolina DOT talked in depth about RCC. Its properties, applications, preparations for placement,




sub-grade conditions, types of mixing-plant being used, mix design, placement, compaction, quality control and opening to traffic. The gradation and blends for a typical job mix was also being analyzed. This lead into a thorough analysis of projects performed by SCDOT over the past decade, pointing out lessons learned and what has worked best. They wrapped up the presentation by talking about the future potential for RCC and taking questions from the audience.

Here are some of the key points of their presentation:

- RCC is defined as a no-slump concrete that is compacted by vibratory rollers.
- Zero slump (consistency of dense graded aggregate) with no forms, no reinforcing steel and no finishing. It is being consolidated with vibratory rollers.
- RCC pavement is economical (both initial and life-cycle costs), high load carrying ability, eliminates rutting, excellent overall durability, simple fast construction and no forms or finishing needed.
- RCC does not have a smooth appearance as conventional concrete. It has similar appearance to asphalt except it is gray. Expectations for the appearance should be managed.
- RCC has been used in variety of applications such as Military Facilities, Intermodal Facilities, Port Terminals, Dams, Distribution Centers, Streets & Local Roads, State Highway System, High-

way Shoulders, Logging Yards, Nuclear Power Plants and Auto Industry Plants.

- Reasons to use RCC are, most or all of pavement structure can be placed in one lift, it does not require the curing time or adjacent lane encroachment of traditional pavement, it can handle heavy loads and high traffic volumes, Should be able to bridge poor subgrades effectively and overall structure cost is very competitive to other types of pavement.
- Engineering properties of RCC is impressive, Compressive strength is 4,000 to 10,000 psi, Flexural strength is 500 to 1,000 psi and modules of elasticity is 3,000,000 to 5,500,000 psi.
- Mix design is dry enough to support vibratory roller and wet enough to permit adequate distribution of paste.

For in-depth look at this presentation, visit <http://www.vrmca.com/regions/default.aspx?region=4>. 

“Transparency is the New Green”

Material and Resources Reporting Criteria in LEED v4

By Hessam Nabavi,
Director of Industry Services

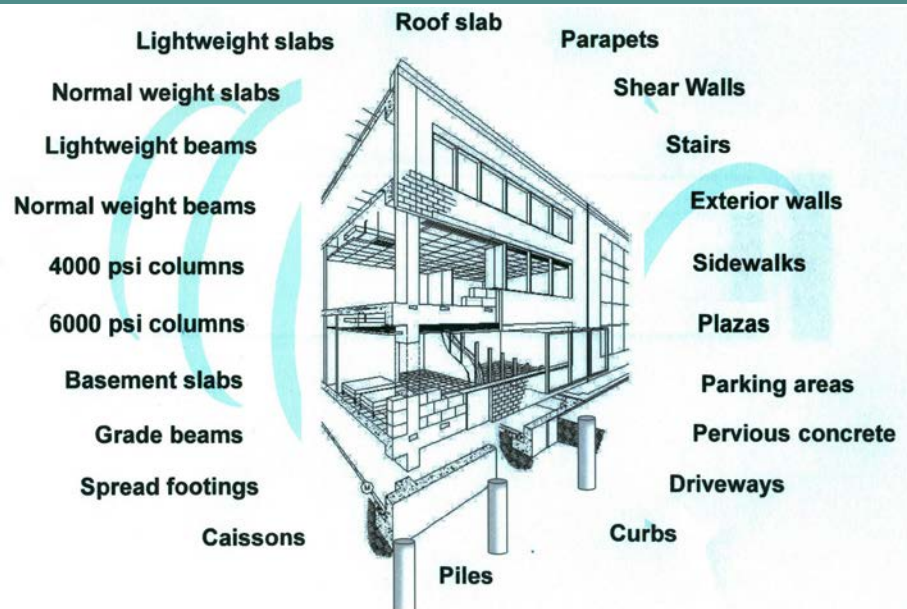
To transform the current process of product selection to the new process in LEED v4, the USGBC has completely “gutted” the Materials and Resources (MR) credits. The revamped MR credits, called Building Product Disclosure and Optimization, will create opportunities for manufacturers that take the path to transparency, to measure and report their performance through Environmental Product Declarations (EPDs), Corporate Social Responsibility (CSR) reports, and Health Product Declarations (HPDs). These metrics are well established in other industries and now are starting to appear in the construction industry as common methodologies for assessing the sustainable performance of a product, process and/or manufacturer. In addition, with the proliferation of eco-labels and green certifications worldwide, USGBC and many other organizations are beginning to recognize the effects of climate change on the frequency and intensity of natural disasters and the enormous economic, psychological and environmental toll natural disasters have on society.

To inform the NVCAC members and the design community about these radical changes, and how the concrete industry is meeting these new challenges by adopting strategies for reducing environmental impacts of the built environment, we invited Mr. Lionel Lemay PE, SE, LEED AP, to speak at the NVCAC September quarterly business meeting.

Mr. Lemay is Sr. Vice President, Sustainability for the National Ready Mixed Concrete Association (NRMCA). He manages programs that assist concrete producers, contractors, and design professionals, transform concrete manufacturing and construction to improve overall sustainability of the concrete industry. He manages programs to educate concrete industry professionals, engineers and architects on the proper use and design of concrete for buildings, parking areas, roadways, and other



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applications. Mr. Lemay has written numerous articles on concrete design and construction and is co-author of the McGraw-Hill book *Insulating Concrete Forms for Residential Design and Construction* and contributor for FEMA 320 *Taking Shelter From the Storm: Building a Safe Room For Your Home or Small Business*. He is a Registered Professional Engineer and Structural

Engineer in the State of Illinois, is also a LEED Accredited Professional. Mr. Lemay holds a bachelors and masters degree in civil engineering and applied mechanics from McGill University in Montreal, Canada.

In the first part of the presentation, Lionel talked about “Resilience is the New Sustainability”.



Here were the objectives:

- Recognizing the link between disaster resiliency and sustainability
- Becoming aware of increased hazard risks and the tools used to assess local risks
- Understanding the benefits of hazard mitigation through voluntary and mandatory programs
- Recognizing the inherent attributes of concrete systems that enhance resiliency.

Scientific evidence shows human-caused climate change is increasing severe droughts, extreme precipitation events, heat waves and coastal flooding.

Disaster is an indication of the failure of a society to adapt to its new environment.

How do we adapt? Adopt a building code, encourage voluntary “code plus” construction, adopt high performance building standards and build with robust materials.

The concrete industry is supporting communities that move away from having reactive approaches to natural disasters to more proactive policies, design methodologies and construction techniques to reduce the societal, economic and environmental burdens of natural disasters.

In the second presentation, Lionel

connected the dots, talked about the connection between disaster resiliency, sustainability and the unprecedented product ingredient scrutiny and transparency requirements including life-cycle perspective, especially in regards to building products and their energy and environmental impacts by the new rating system. LEED v4 continues to offer project team standards, acceptable third-party certifiers, and identifies science-based measurement tools for assessing and verifying the sustainable attributes of building products. The new v4 MR credits force project teams to select products and materials which have undergone third-party testing and other processes to document the life-cycle environmental impacts of their materials and products.

“Transparency is the New Green”

LEED v4 MR Credits focuses on the following areas:

■ Environmental Products Declarations (EPDs)

- EPDs provide quality assured and comparable information regarding environmental performance of a product and/or service.
- Global warming potential
- Depletion of stratospheric ozone layer

- Acidification of land and water sources
- Eutrophication
- Formation of tropospheric ozone
- Depletion of nonrenewable energy

■ Corporate Social Responsibility (CSR)

- CSR is the corporate initiative to assess and take responsibility for the company’s effects on the environment and impact on social welfare
- Land use
- Water use
- Biodiversity
- Human rights
- Noise

■ Health Product Declarations (HPDs)

- (HPDs) provide a standardized way of reporting the material content of building products, and health effects associated with these materials.
- Human health (cancer)
- Human health (non-cancer)

Concrete increasingly is being recognized as the most viable solution for our built environment. Life-cycle thinking addresses major environmental impacts throughout the complete life cycle of a product, from extraction and production, to construction, maintenance and reuse or recycling.

This makes concrete the product of choice. This type of thinking is sometimes called “cradle to grave”, and a better approach yet is called “cradle to cradle” to illustrate the inclusion of the whole life cycle and to emphasize recycling and reuse at the end of life rather than disposal.

To view these two presentations, please go to <http://www.vrmca.com/regions/default.aspx?region=4>. 🚚

VRMCA 2014 Fall Convention Recap

The VRMCA Fall Convention took place September 7-9 at the Hilton Virginia Beach Oceanfront Hotel in Virginia Beach, VA with over 120 members, spouses, guests and speakers in attendance.

The meeting kicked off with a welcome reception and dinner on Sunday evening, which gave attendees a time to socialize and meet new faces.

We began the Monday morning sessions with Richard Street, Sr. Environmental Engineer with Spotsylvania County who gave an informative storm water management update. Alan Tuck, Executive Director Code Compliance and Training at Froehling & Robertson, Inc., followed with a special inspections code compliance update. We heard reports from the VRMCA Human Resources and Technical Committees. Attorney John Kruchko, with Ford Harrison, presented the *2014 Trends in Labor & Employment Law*. All of these presentations are now available to view online at www.vrmca.com.

Monday afternoon's weather did not cooperate enough to hold the golf tournament, so attendees had some downtime to shop and enjoy inside amenities. Thank you to all golf registrants and sponsors who donated their fees to the VRMCA Education Fund. Golf hole sponsors included: Chaney Enterprises, Essroc Cement, Holcim US, Lynchburg Ready Mix, Procon Inc., Rappahannock Concrete, Ash Venture LLC, Swope & Associates, The SEFA Group, and Virginia Sand & Stone. Golf hole sponsorships benefit the VRMCA Education Fund to

provide a student from Virginia with a scholarship to pursue a major in Concrete Technology.

Tuesday morning's guest speaker was VDOT Commissioner Charlie Kilpatrick who gave insight into current and upcoming VDOT projects and funding. We welcomed Dan Palazzolo back with us again who gave us a refreshing economic forecast



update. We concluded our Convention with the Advisory Council regional council updates and that full presentation can be found on the website as well.

We hope that you enjoyed the Convention this year, were able to take lots of great information back to your company and made connections with your colleagues throughout the industry.

Mark your calendars for our 2015 Spring Convention which will take place May 17-19, 2015 at The Greenbrier in White Sulphur Springs, West Virginia!



THANK YOU

VRMCA gratefully acknowledges the support of our 2014 Fall Meeting Sponsors





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Fredericksburg	March 3, 4 & 5
Roanoke	March 24, 25 & 26
Virginia Beach	April 7, 8 & 9
Warrenton	April 21, 22 & 23
Richmond	April 28, 29 & 30
Bristol	May 12, 13 & 14
Harrisonburg	June 9, 10 & 11
Virginia Beach	June 23, 24 & 25
Warrenton	July 14, 15 & 16
Roanoke	July 21, 22 & 23
Richmond	August 18, 19 & 20
Fredericksburg	September 1, 2 & 3
Roanoke	September 22, 23 & 24
Bristol	October 6, 7 & 8
Richmond	October 27, 28 & 29
Warrenton	November 17, 18 & 19
Harrisonburg	December 1, 2 & 3

Schedule your class soon. Classes fill quickly!

Notice: If you have a disability and need assistance to participate in the training or to take the examination, contact VRMCA headquarters at least two weeks prior to the course date.

Register online or complete a registration form for each attendee and mail with your check to:

VRMCA
250 West Main Street, Suite 100
Charlottesville, VA 22902

Company _____
 Attendee's Name _____
 Address _____
 City _____ State ____ Zip _____
 Telephone _____
 Fax _____
 Attendee's Email _____
 Seminar Date _____
 Seminar Location _____

COURSE REGISTRATION

Course fee includes 2-day course, ACI workbook, *PCA Design & Control* and examination. Materials will be provided when you arrive for class. This registration is valid for the 2014 classes only. No refunds or credits will be given after December 15, 2015.

- \$525 per person for non-members
- \$465 per person for VDOT
- \$350 per person for VRMCA members

Exam Retest—for individuals who have previously taken the ACI class through VRMCA. You must retest within one year of your original test date.

- \$180 retest fee

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OSHA Changes Illness and Injury Reporting Requirements

For employers who frequently deal with work-related injuries and illnesses of their employees, dealing with the Occupational Safety and Health Administration (OSHA) and keeping correct records can be an administratively burdensome task. Unfortunately, OSHA recently adjusted the playing field. On September 11, 2014, OSHA announced a final rule changing the list of establishments required to keep records and reporting of work-related injuries. The new rule goes into effect January 1, 2015.

Changing List of Employers Required to Keep Records

The rule introduces a new classification system to determine which employers with 11 or more employees must maintain injury and illness records. OSHA is moving from classifying industries by the Standard Industrial Classification (SIC) to the North American Industry Classification System (NAICS).

Under the new classification system, some employers previously required to keep records no longer will have to do so. Other employers previously exempted from doing so now will have to keep records. Under the rule, approximately 220,000 new establishments employing 5.5 million employees must now keep records. Among the industries that must start keeping records are automotive dealers, bakeries, building material and supplies dealers, beer, wine and liquor stores, and museums. A list of industries that include establishments that are newly required to keep records is available here. A list of industries that include establishments that are now partially exempt from keeping records is available here. Employers required to keep records of occupational injuries and illnesses at their establishments must keep the following:



1. **OSHA Form 300** - Employers must record each recordable employee injury and illness on this form which is the "Log of Work-Related Injuries and Illnesses";
2. **OSHA Form 301** - This "Injury and Illness Incident Report" provides additional details about each case recorded on the 300 Log; and
3. **OSHA Form 300A** - This "Summary of Work-Related Injuries and Illnesses" is a summary report of all injuries and illnesses that employers must prepare at the end of each year and post in a visible location in the workplace from February 1 through April 30.

OSHA Forms 300 and 301 must be completed within seven calendar days of the time of a recordable fatality, injury

or illness occurred. It is recordable if one or more of the following results from the work-related injury or illnesses: death; one or more lost workdays; restriction of work or motion; loss of consciousness; transfer to another job; medical treatment (other than first aid); or diagnosis of a significant injury or illness. OSHA recently has put two tools on its website to help employers comply with the recordkeeping requirements (<http://www.osha.gov/recordkeeping/index.html>).

Reporting Work-Related Injuries

The second major component of the rule establishes new requirements for when employers must report certain serious injuries to OSHA. All employers covered by OSHA, including those exempt from maintaining injury and illness records, are required to comply

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with OSHA's reporting requirements.

Employers must report to OSHA each fatality resulting from a work-related accident within eight hours of death. Employers must report to OSHA each in-patient hospitalization, each amputation and each loss of an eye resulting from a work-related incident within 24 hours.

In-patient hospitalization is defined as a formal admission to the in-patient service of a hospital or clinic for care or treatment. If employers do not learn about the fatality, in-patient hospitalization, amputation or loss of an eye when the event happens, they must report to OSHA within the specified time after a report of the incident to the employers or one of their agents. Employers will have three options for reporting the fatality, in-patient hospitalization, amputation or loss of an eye:

- by telephone or in person to the OSHA Area Office that is nearest to the site of the incident;
- by telephone to the OSHA toll-free central telephone number, 1-800-321-OSHA (1-800-321-6742); or
- by electronic submission using the fatality/injury/illness reporting application located on OSHA's website at www.osha.gov.

Reports of these serious injuries and fatalities will be posted on OSHA's website.

Takeaway for Employers

Navigating the record keeping and reporting requirements for workplace injuries and illnesses has always been a challenge for employers—particularly those employers with “blue collar” workforces who are obviously more prone to injury or illness on the job.

The new OSHA rules do not necessarily make things any easier, but they don't make reporting or record keeping any more difficult or cumbersome (unless you are now newly required to keep records). It is just that OSHA has adjusted the rules of the game. If your company frequently deals with OSHA and work-related injuries or illnesses, then you should read the new rules carefully to ensure compliance by January 1, 2015. 🚚

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Article courtesy of John G. Kruchko, and Kevin B. McCoy of FordHarrison LLP.



SAVE THE DATE

2015

Virginia Ready-Mixed Concrete Association

**SPRING
CONVENTION**

May 17-19, 2015

The Greenbrier

White Sulphur Springs, West Virginia



www.vrmca.com

On the Horizon

Calendar of Upcoming Events

OCTOBER 7-9, 2014

ACI Concrete Field Testing Seminar and Examination*

VDOT Bristol District Office
870 Bonham Road
Bristol, V

*PRE-REGISTRATION REQUIRED

OCTOBER 9, 2014

NVCAC Business Meeting

11:30 AM - 2:00 PM

OCTOBER 14, 2014

HRCAC Business Meeting

11:30 AM - 1:00 PM

Crazy Buffet & Grill
Chesapeake, VA

OCTOBER 21, 2014

CVCAC Business Meeting

3:00 PM - 4:30 PM

American Tap Room
Richmond, VA

OCTOBER 26-29, 2014

ACI Fall Convention

Washington Hilton
Washington, DC

NOVEMBER 6-7, 2014

VRMCA Board Retreat

The Inn at Virginia Tech

MAY 17-19, 2015

VRMCA Spring Convention

The Greenbrier
White Sulphur Springs, WV

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



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