PCAV
Precast Concrete Association of Virginia
NEWSLETTER

Hard Facts
November 1998 Vol. 1, No. 2

The Precast Concrete Association of Virginia is dedicated to the growth of the Precast Concrete Industry. We will educate specifiers and end users as to the advantages and proper utilization of products and systems, and we will represent the industry in theCommonwealth of Virginia.

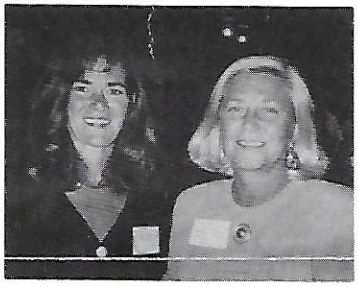
Ybarra's Good News from VDOT

Shirley Ybarra, Virginia Secretary of Transportation, spoke at the PCAV Annual Conference in Wintergreen. Her topic was passage of the TEA-21 Federal Transportation Act. Ybarra is optimistic about the projects on-line in the Commonwealth of Virginia through 2002. She also expressed confidence in VDOT's continuing efforts to maintain a high standard for statewide transportation programs. Highlights follow.

Simplification/Streamlining: It attempts to provide additional flexibility to state and local governments. It will enable us to better respond to Virginia's needs. With the enhanced ability to transfer funds among federal aid program categories, we will have more flexibility to spend funds as we each see fit.

Planning Issues: Under ISTEA, whenever a state or an MO needed to make adjustments to their Transportation Improvement Program and advance a project, the TIP had to be amended and approved by FHWA. This was cumbersome and unnecessary. Revisions to the planning requirements in TEA-21 allow both states and MPOs to advance projects in their TIPs and the STIP without FHWA approval. This allows us to more efficiently adjust in response to unforeseen delays.

SIB Program: The Commonwealth did participate in the ISTEA pilot of the SIB program…It is a viable alternative for innovative financing. Needless to say, we were disappointed that the TEA-21 version of the SIB did not include Virginia.



PCAV's Marie Derby and Shirley Ybarra relax after session.

We would like to see the new program broadened to include all states wishing to participate.

High Priority Projects: Many of our high priority projects are ready to go, and could be fully obligated today. Others are totally new. Some need money now, others have more than can be immediately used.

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Convention postscripts

- 75 people attended the PCAV annual conference at Wintergreen.
- 48 people participated in the Gold Outing.
- The program was a big draw and the event was a complete success, despite the cool weather.
- Next year we hope to incorporate a mix of industry specific and motivational topics.

Precast's future cast in positive light



Rotondo and Duffy, right, like the news.

John Duffy, president of the ACCPA, shared some very good news with members of PCAV at its annual meeting in Wintergreen. The future of the precast industry is bright. Federal bucks are flowing — and concrete producers stand to cash in on a share of the economic boom in Virginia and beyond.

"It's nice to be able to make a presentation about the outlook for our industry when the outlook is as bright as it is...In Virginia over the last 10 years manufacturing jobs have decreased 5.9% for a loss of 25,000 jobs. At the same time, private sector services jobs jumped 55.6% for a gain of 347,000 jobs. The service sector jobs of today and tomorrow increasingly are skilled jobs incorporating the productivity gains of the information technology wave.

"Virginia has been extremely effective in attracting high tech jobs. North-

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Hard Facts From PCAV

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From the President

Richard Rotondo
President, **PCAV**



Opportunity for Partnership is Here

There is an opportunity for our membership to participate in a partnership with two other regional precast concrete associations who have similar interests and concerns.

Tim Queior, president of the Precast Concrete Association of New York (PCANY) arranged a meeting between Bob Kramer, president of the Pennsylvania Precast Association (PPPA), other PCANY members and me. It was held Sept. 30 in Albany, N.Y. At this meeting we were able to identify ways in which our associations could work together in the future. Common points of interest include:

- ❑ Sharing in the development cost of marketing research and material targeting design professionals and emphasizing the benefits of precast.
- ❑ Formally sharing the results from our technical committees with the hope of building stronger and broader industry consensus.
- ❑ Working together to develop QA/QC programs that could be recognized regionally with a common goal of reducing or eliminating the need for plant inspections.
- ❑ Establishing formal and routine communication between the associations.
- ❑ Supporting each other's newsletter with relevant articles and information.
- ❑ Coordinating our calendars to avoid conflicts on special events.

Our ambitions and limitations are similar to those experienced by the members of PCANY and PPA. Together with this partnership our vision and goals would become a reality much sooner than ever before.

The opportunities and lessons to be learned through this experience are endless and I look forward to the development of a strong relationship.

P.S. Our web site, *www.gopcav.com*, is up and running. Free links are provided to members. And you can now communicate with the PCAV office via e-mail. That address is: *pcav@gopcav.com.*

How to Reach Us

Hard Facts editorial content is handled by The Williamsburg Wordsmith for the Precast Concrete Association of Virginia. ***Hard Facts*** is published as a service to the members of PCAV and other interested parties. PCAV and The Williamsburg Wordsmith are responsible for all editorial content of ***Hard Facts.*** Submissions, story ideas, letters to the editor, cartoons and other submissions are encouraged and welcomed.

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Ybarra, *continued*

The only relief offered by the federal highway administration is the use of advance construction provisions, with the state front-ending the cost and receiving reimbursement years later...With a 44% increase in federal funds, the states are facing a corresponding increase in their matching requirements. Because of this they are hard-pressed to commit to advancing the federal share of the high priority projects...There also is risk involved, because the state does not have a guarantee that Congress will provide all of the high-priority funding provided initially in TEA-21...We believe high priority projects should be treated as a program, not as a collection of individual projects. Give the state the authority to manage the funds at the program level.

Interim guidance until rulemaking occurs: It will be some time before the FHWA publishes final rules for some programs...As FHWA identifies rules to be amended, they should be allowed and encouraged to issue interim guidance that would take us part of the way.

Consolidated MIS/NEPA process: We expect the rulemaking surrounding this change to be extensive and controversial, but hope that it will simplify and eliminate duplication of often confusing requirements surrounding the environmental permitting process.

Expediting the non-regulatory process: Where processes are nonregulatory, we hope they can be expedited. We would like a chance to comment on proposed changes before they are implemented, but let's go ahead and get them done.

Metrics: We have gone too far to revert to the imperial system...In the future, a sign may say next exit 1 mile, but the plans will be in metric.

Duffy, *continued*

ern Virginia...is presently expanding rapidly...driven by companies involved in information technology. Oracle and BDM are both building offices in Reston, and these two companies will bring over 2,000 jobs to the area. These people will need houses, and the houses and the people will drive highway construction.

Nuts and bolts of TEA-21 are encouraging. It:

- ❑ Contains $218 billion over six years.
- ❑ Requires spending from the Highway Trust Fund be tied to gasoline taxes.
- ❑ Creates a guaranteed spending floor for highways at the level of $162 billion.
- ❑ Specifies for each state a certain share of the aggregate funding for interstate maintenance, national highway system, bridges, congestion mitigation and air quality improvement, surface transportation, and more. Virginia will get almost $700 million each year for these programs...with 6% of the dollars spent for pipe in place.

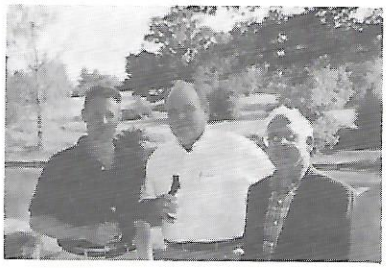
The FAA's Airport Improvement Program for FY99 is expected to be in the $2.3 billion range. The money will pay for expansion and construction of local and hub airports, including construction grant funds for the Newport News/Williamsburg Airport. "One of the nice things about airport construction is that just about all the pipe has been concrete because of the risk of fuel spills and fire.

The potential market for concrete products looks strong," he added. "However, it is dependent upon maintaining and even increasing our market share. If we allow our market to be eroded by competitive products, we will be adversely affected.

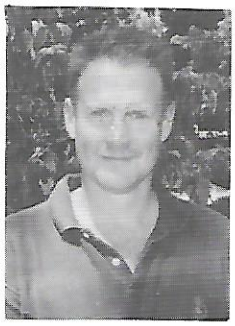
Wintergreen meeting



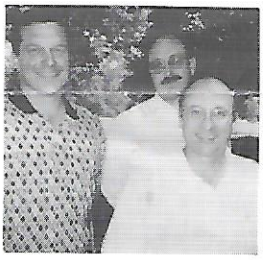
Marie Derby shares a laugh with John Blankenship, left, and Jim Fullerton during a reception following the May Board of Directors meeting, held at the Boar's Head Inn in Charlottesville.



A good time was had by all – including, left to right, Brad Strickler, Al Harrell and Jim Olson.



Americast's Brad Strickler, right, in charge of the specifications committee, was all smiles once the Stake Out Manual was completed. Copies of the manual are still available free through the PCAV office.



The slate of officers for the year was approved during the Annual Meeting at Wintergreen. Officers, left to right, include Scott Crumpler of Americast, Vice President; Jim Richmond of Tarmac, Secretary/Treasurer; and Rich Rotondo of Rotondo Precast, President.

Calendar of Events

DATE	TIME	EVENT
JAN. 19	10 A.M. 12:30 P.M. 2 P.M.	MEETING WITH VDOT LUNCHEON & ASSOCIATES MEETING BOARD OF DIRECTORS MEETING (WILLOW OAKS CC) IN RICHMOND
FEB. 9	10 A.M.	EXECUTIVE COMMITTEE MEETING
MARCH 23	9 A.M. 11:30 A.M.	COMMITTEE MEETINGS BOARD OF DIRECTORS MEETING & LUNCHEON (WILLOW OAKS CC) IN RICHMOND
APRIL 1	NOON—8 PM	HRUHCA CONSTRUCT '99

Skinny on box culverts

One of the things that has made precast concrete such an economical method of construction is the standardization of its product line. Labor and plant efficiencies are achieved through the repetition of making the same product over and over.

There have been various attempts to standardize the design of precast box culverts over the years. The objective, it seemed, was to make box sections similar to concrete pipe with standard sizes and structural designs to meet various loading conditions. It was hoped that engineers would design their projects around the tables listed in ASTM C850 and C789 so that standard forms and reinforcing cages could be utilized.

Idea of standard designs never accepted.

It seems as though engineers, particularly state DOTs, never quite bought into the idea of standard designs for box culverts. And to some extent, justifiably so. Box culverts are more than just square pipe. They represent a highly flexible and economical replacement for the many deteriorating short span bridges and metal culverts throughout the country. As such, each application needs to be carefully designed to meet the unique requirements for the particular site.

Accordingly, box culvert design has become anything but standard. We now see boxes with spans well in excess of 20 feet. We see multiple cells, skewed ends, sloped ends, turning section, 3-sided culverts, culverts with fish channels, flow diffusers...you name it. Whatever the engineering community has dreamed up to do with a box culvert, the precast industry has risen to the challenge.

Some culverts aren't even used as culverts.

Even though a culvert is defined as a conduit for the passage of water, the term has become synonymous with any precast rectangular box section laid horizontally. Thus some culverts aren't even used as culverts. Box segments are commonly used as tunnels for steam lines and other utilities as well as pedestrian walkways. Box sections are also used to produce large capacity septic tanks. A host of ancillary products have evolved from the growth of precast box culverts. No longer does the contractor have to cast the toe walls, wing walls and head walls in place after the precast culvert is set. These accessories can all be made at the precast plant and installed with the culvert.

Heavy specialized loadings available.

Design loads are also becoming more specialized. Many highway departments now specify HS25 loading for culverts Designs for aircraft, locomotives and special axle loads for heavy equipment used in landfills and heavy industrial sites are now common.

By embracing the specialized nature of the box culvert market rather than trying to standardize it, the industry has greatly enhanced the usefulness of this product.

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