

The Alabama ROADBUILDER

A Publication of the Alabama Road Builders Association

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Fall 2021



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ALABAMA ROAD BUILDERS ASSOCIATION



JOHN (WHIT) WHITMAN
ARBA President

A MESSAGE FROM ARBA'S PRESIDENT

To begin, I would like to offer a sincere “Thank You” to the Hall of Fame Committee, chaired by Chris Newell and Golf Committee, chaired by Jeff Webb, for getting this year off to a successful start. In particular, the Hall of Fame dinner and induction is such a great event, unique to the Road Builders and an amazing way of recognizing those individuals that built our industry and established this association.

The golf tournament, on the other hand, looks to the future and supports the Charlotte & Ed Rodgers Scholarship fund, which is given annually to deserving civil engineering students throughout our state. These types of events define our association, and if nothing else, maintain the stewardship that we have all come to expect. Congratulations again to HOF inductees (Terry Bunn, Greg Abramson, D.R. Jordan and Don Vaughn).

Moving forward, at the September luncheon, I provided a quick glimpse into several important issues that we are currently monitoring.

Foremost, contractor liability seems to be an industry wide concern that must be addressed. At this point, educating members of the legislature is paramount and that’s incumbent upon every member of the association. Take advantage of every opportunity to discuss the “Acceptance Doctrine” and the “Should Have Known” language every chance you get.

Our arguments are basic common

sense approaches that address the current wrongs facing our industry. Although defeated in the last session, I truly believe we can find those allies willing to help us with this issue. For the future of our industry, we must continue this fight until it is won.

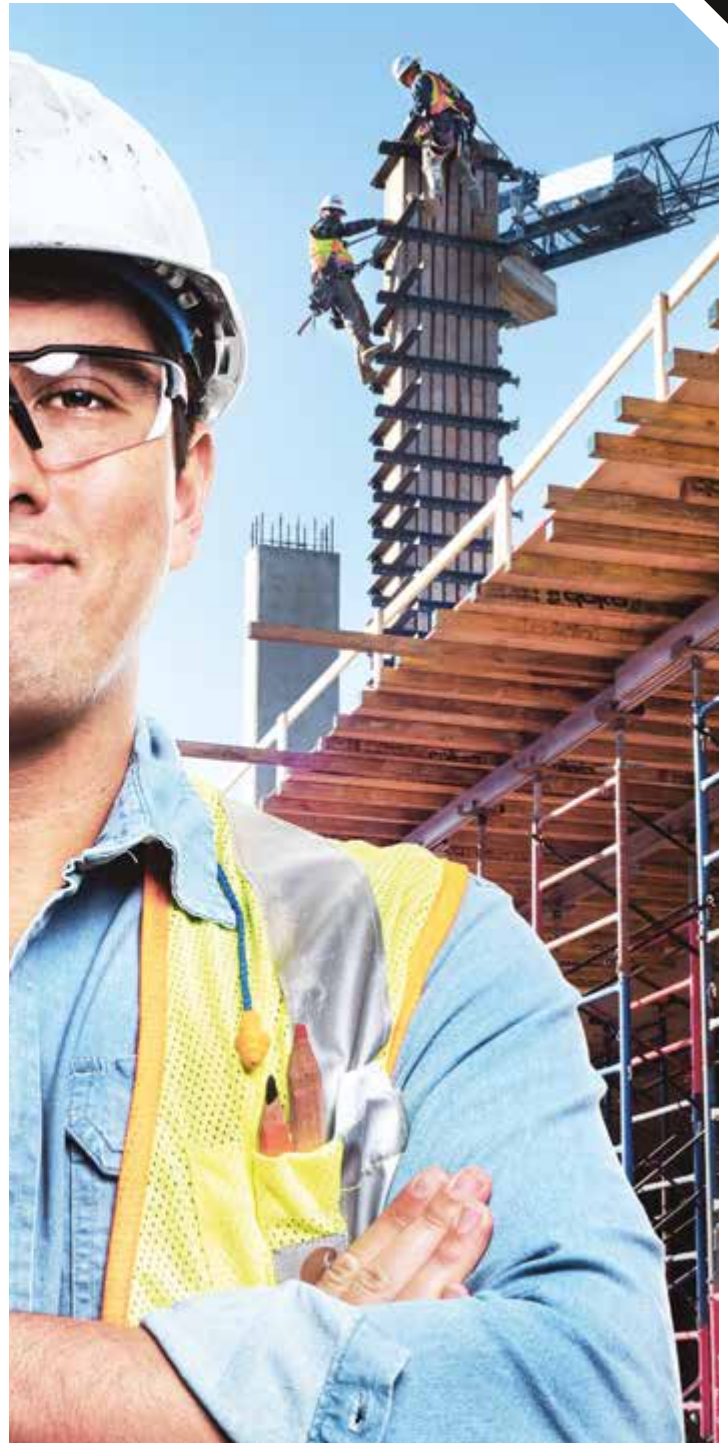
Secondly, along with AAPA, we are addressing the Sales Tax Exemption dilemma. Again, although great on merit, the administrative red tape required for every road and bridge project let by the State of Alabama, a county or incorporated municipality is overwhelming. I firmly believe that as the “flow down occurs” from the owner, the primes and the subs, that many will not take advantage of the exemption and simply choose to just pay the tax. This is definitely an issue that requires our maximum effort.

Third, this could be a moot point by the time of publication, but the proposed federal infrastructure bill is something worth watching. Bottom line, if this 5-year plan is approved, it would mean an additional \$305 million/year for Alabama. To put into perspective, the 2019 Rebuild Alabama legislation currently contributes around \$320 million/year, of which, \$210 goes to ALDOT, the remaining \$110 is split between the counties and cities. This additional federal revenue would most definitely push ALDOT’s annual program (after overhead and withdrawals) to over \$1 Billion. We shall see.

In closing, has anyone ever heard

of a “Common Sense Certificate”? Nope - it doesn’t exist. That’s why I issued one to myself. Yep, I have one. You see, near my house is a traffic signal (intersection of Dauphin & McGregor). At 5:45 a.m., if you catch the red light, you can literally sit there for 2 minutes with no cars coming. It’s very frustrating and I feel ridiculous sitting there in the dark. Then one day I came up with the “Common Sense Certificate”. I figured there would be no harm in just easing through the intersection if no one was coming. To do this though, you have to utilize a large amount of common sense, so I made it official, issued myself a certificate, and eased on through. It’s very gratifying. I don’t utilize this tool very often, mainly because my wife and kids get freaked out, but it sure does come in handy. I’m also curious how the officer is going to react when presented with my license, insurance and common sense certificate. Hopefully, I’ll never find out. So, I bring this to your attention because many issues facing our industry revolve around common sense arguments that seem to be bogged down by the politics of the particular situation. Of course, money talks, but sometimes common sense wins the fight. When it comes down to it, you can’t argue with common sense, and our issues are grounded with common sense principals. That’s a good tool to have in our bag.

See you next year. ▲



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TOM LAYFIELD,
ARBA Executive Director

A MESSAGE FROM ARBA'S EXECUTIVE DIRECTOR

Let RoadPAC pave the way to success!



I've used this before, but it gets the point across. Webster defines political action as, "action designed to attain a purpose by the use of political power or by activity in political channels." They also define political action committee as, "a group formed (as by an industry or an issue-oriented organization) to raise and contribute money to the campaigns of candidates likely to advance the group's interests." The Alabama Road Builders Association is that organization and our Voice in elections is RoadPAC.

RoadPAC was started in 1976, "dedicated to the protection, preservation, and furtherance of the private enterprise system and the strengthening of American free institutions and in particular the protection and advancement of the Road Building Industry." Since its inception, RoadPAC has contributed millions of dollars in state legislative races in pursuit of that stated purpose. The time for political action by members of the Alabama Road Builders Association has arrived again. Fortunately, this time the number one responsibility is to protect those who stood tall and made that tough vote for Rebuild Alabama.

We have again entered an election cycle that began on May 24th, one year out from the 2022 primary elections. This cycle we are seeing fewer retirements and several who are running for a different office, but there is still going to be turnover of about 20 percent.

In the House, there are currently 16 members retiring and another 5 that are

running for another office. With 20 of the 105 House members having voted "no" on Rebuild Alabama, we're left with about 60 members we need to support for re-election plus selecting candidates in most of the 16 seats of retiring members to ensure we help elect solid, pro-business conservatives.

In the Senate, there are currently 4 members not returning and 23 running for re-election that we need to support because of their support for Rebuild Alabama. Our participation along with the efforts of our coalition partners that helped pass Rebuild Alabama are essential to finishing what we started and ensuring "Yes" votes get re-elected.

John C. Mather, a Nobel Prize winning Physicist said, "There is strength in numbers, but organizing those numbers is one of the great challenges." For too long, too few members have shouldered the burden of funding RoadPAC. With so much at stake, the time has come for

everyone to step up and share the load. The Alabama Road Builders Association's RoadPAC is our organized effort to impact this cycle, and, it begins with you!

President John F. Kennedy said, "Political action is the highest responsibility of a citizen". We need our members to feel personally responsible for what happens in their legislative elections. Again, there is too much at stake not to act. Now, let's get started! ▲



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NSSGA LAUNCHES REDESIGNED WEBSITE WITH MEMBERS IN MIND

Kerry Lynch, Director, Communications and Press Secretary



After an 18-month process of evaluation, member-input and planning with a website consultant, the National Stone, Sand & Gravel Association (NSSGA) launched its newly redeveloped website: NSSGA.org this summer.

The new website focuses on five major areas to communicate who we are and represent; our industry's advocacy priorities; research and data resources; the multitude of ways our members can and do engage in; and the valuable meetings & events NSSGA manages. The content is aimed to showcase our members, and even includes member testimonials and eye-grabbing industry facts on the front page. It also has the secondary goal to help stakeholders and policymakers understand our footprint in the plethora of policy areas that matter most.

Throughout the summer, NSSGA highlighted individual sections of the website with an eblast titled "Website Wednesday," which provided an in-depth explanation of

the different areas that members and visitors alike may find of value.

As NSSGA is the leading voice and advocate for the aggregates industry, the mission focuses on advancing public policies that protect and expand the safe, environmentally responsible use of aggregates that build America's infrastructure and economy. Therefore a focal point on the website is the "industry priorities" section, which highlights our advocacy efforts within the realm of eight issue areas, including: access to aggregates; Covid-19 advocacy; health & safety; energy; environment; tax; transportation infrastructure; and workforce development. Specifically, these topics were identified as critical to members and each section includes background information, helpful resources like "Letters to Washington" and press statements so that visitors can get up to speed on NSSGA's work on the topic. In representing the interests of members, many of the detailed resources and actions of NSSGA is made available for use through the



members-only section as an exclusive benefit.

Each area also has unique resources tailored to the topic. For instance, the health & safety page features safety tips, materials for the “Why Risk it? Just Click it” campaign and an archive of Rip & Shares. It also links to our recently launched Safety Shorts podcast, a micro-podcast hosted by NSSGA Director of Safety Policy Libby Pritchard, which features a new episode each month. You can subscribe to NSSGA’s podcast channel on iTunes, Spotify or anywhere you get your podcasts. The environment page shares the recently published report on “The Aggregates Industry Greenhouse Gases: Low Emissions. High Resiliency” which examines greenhouse gas emissions from typical plants and the inherent characteristics that limit these emissions, while looking at the magnitude of industry total emissions as compared to major sources of greenhouse gas emissions. It then goes on to review the many facility design and operational changes that are being considered to reduce emissions and capture CO₂, and the beneficial impact of aggregate products on major sources that are taking steps to reduce their emissions. The webpage also features a Greenhouse Gas Calculator and additional member-only content.

Another important segment features the meetings & events sections which seeks to provide information on the five upcoming annual events as well as any new webinars all at a glance. This new calendar shares with members and stakeholders the event dates for the next few years so you can mark your calendar today! You can also access the archives and recordings of the monthly webinars to watch at your leisure.

After this redesign and update, we hope you find it easier to engage with the website and better utilize the resources that NSSGA is creating for members and visitors alike. To start taking advantage of all the new resources and features today, visit NSSGA.org. If visiting as a member, make sure to login through the member section to take advantage of the many member benefits. Members are able to access pages and resources especially for them, as well as apply for Committees, update their information in the database and sign-up to receive NSSGA publications. (And don’t be shy, those who might be interested in membership or members who find they need assistance with logging into their member account via the website, please contact memberservices@nssga.org.) ▲



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RELYING ON DATA IN AN AGE OF MISINFORMATION



American Road
& Transportation
Builders Association

By Dave Bauer, ARTBA President & CEO



Dave Bauer

“Everybody is entitled to their own opinions, but not their own facts.”

Former Sen. Daniel Patrick Moynihan (D-N.Y.) made this observation 32 years ago and it remains poignantly true today—particularly when anyone with an internet connection has a public platform. Ubiquitous access to information has greatly enriched our society and quality of life. Unfortunately, it has also opened another door to those who seek to manipulate truth to generate clicks, improve ratings, influence elections, or block historic federal infrastructure legislation.

Empirical data and market intelligence have been a cornerstone of ARTBA’s advocacy efforts for over two decades. We continue to build on that foundation with new products and services because we know the strength of our policy objectives lies in demonstrating their tangible benefit to each state and community.

The recent Senate debate on a transportation and infrastructure investment bill underscores the threat of misinformation in the public policy arena and the unique value of ARTBA’s comprehensive approach to advocacy. Critics of the measure distorted niche provisions to allege it would push a radical social agenda and create new user fees. Their campaign diverted senators from focusing on the bill’s unparalleled investment levels and smart policy updates and forced them to refute false claims and sensational headlines.

In the run-up to the crucial vote on the Senate’s infrastructure bill, ARTBA helped counter this disinformation by providing state-by-state charts detailing anticipated funding increases and routinely briefing our grassroots network and partners on what was and was not in the legislation.

In the House, GOP leadership circulated misleading “fact sheets” about the bill to its members, claiming it failed to reform the National Environmental Policy Act, which is eas-

ily disproved. The ARTBA co-chaired Transportation Construction Coalition corrected the record in an Oct. 7 letter to Minority Leader Kevin McCarthy (R-Calif.) that was shared with all Republican House members.

Similarly, we used our market and policy expertise to successfully dispel false claims earlier in the year that federal highway funds were overwhelmingly used to expand highways. The charge was cited as a justification to advance recommendations to restrict states from using resources from Congress for capacity-related projects. ARTBA informed policymakers that over the last 10 years nearly 50 percent of funds went to reconstruction and repair work, while only 6 percent was used for new construction.

While the Senate infrastructure plan earned support from more than two-thirds of the chamber, the episode reminds me that false narratives have power if left unchecked. It also reinforces the importance of one of ARTBA’s core programs—its economics and research team.

In addition to utilizing data to play defense against the forces of the status quo, ARTBA partnered with our state chapters to utilize information from our Highway Dashboard to demonstrate specifically how each state stands to benefit from increased highway investment. Together, we hosted 22 briefings for separate state House and Senate delegations attended by 175 congressional staff.

Relationships are currency in Washington, and the connections ARTBA builds with policy makers in Congress and the executive branch are made stronger by the resources and support we provide. The tools created by our economics team, such as the Highway Dashboard and the annual Bridge Report, are important for earning support of our policy priorities AND setting the record straight when misinformation arises.

Distortions and misinformation are now unfortunate fixtures of the American political and public policy arenas. The synergy from ARTBA’s economics and advocacy teams enables the transportation construction industry to promote outcome-based policy solutions while distinguishing fact from opinion. ▲



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E-CONSTRUCTION AT ALDOT

By Matt Leverette – State Construction Engineer

E-Construction refers to the collection, review, approval, and distribution of highway construction contract documents in a paperless environment. While I am not sure that we will ever reach a true paperless environment, I believe that having that ideal as a goal is something worth striving for. The administration of highway construction projects has always required a significant amount of documentation, which in the past and still for the most part today, has been accomplished through a paper-based system involving project diaries, field books, plan sets, forms, test reports and other documents. These paper-based systems require significant effort to produce, process and store all of the required documentation and rely heavily on physical signatures and conventional postal delivery. In today's work environment, with more work being done by fewer people and an expectation of almost instant communication, paper-based systems are quickly becoming obsolete.

While ALDOT may not be the swiftest to adopt new technologies, I believe that a move toward electronic signatures and document delivery is inevitable. Through a combination of further development of our in-house estimate system (CAMMS) and initiatives involving document management and e-ticketing, ALDOT is moving forward toward a future where e-Construction will be the norm. The benefits of e-Construction are many, including increased accuracy, faster approvals, and improved document tracking. As you can see, these are things that benefit contractors as well as ALDOT. I also believe that as we move into e-Construction that our contractors will see increased transparency from ALDOT, as these technologies produce secure documents and a workflow that is accessible to all stakeholders on any mobile device or computer.

While it may be some time before we see a fully implemented e-Construction ALDOT program across the State, I wanted to share some of the work and progress that is being made in the e-Construction area at ALDOT.

CAMMS

First, we are continuing to enhance our existing construction and materials management system (CAMMS). In CAMMS we are developing solutions that will eliminate the need for paper-based estimates, diaries, field books and test reports.

DOCUMENT MANAGEMENT

While CAMMS does many things well, it was not designed to be a one-stop shop for e-Construction, so we are looking to pair it with a document management system that will make a more complete e-Construction solution. There are many good document management systems available in today's market. We have looked at many and narrowed our focus down to a few. One promising product is from a company called Procore, which we are currently implementing on several projects in our Mobile Area. Procore was recommended to us by some of our contractors and the feedback we have received has been positive from ALDOT employees and contractors alike.

E-TICKETING

We have partnered with the AAPA in forming a task force made up of contractors and ALDOT personnel to seek ways to encourage and facilitate e-ticketing in our asphalt program. ALDOT is working to find solutions that will enable us to get out of the paper ticket business.

These are just a few of the ways that ALDOT is working to enhance our construction program today through e-Construction. I expect e-Construction to play an even bigger part in the future of our program and I look forward to working with the Roadbuilders as we move toward this e-Construction future together. ▲



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Asphalt Value Proposition:

Data Driven Life-Cycle Cost Analyses

Knowing the Value at the End of Life: Salvage Value

“Life-cycle cost analysis (LCCA) is an evaluation technique applicable for the consideration of certain transportation decisions” (FHWA, 2002). This process includes the calculation of upfront development, capital and financing costs, discounted operating and maintenance costs, and end-of-life costs or the value associated with a specific asset or project (ASCE, 2014). To provide a reliable analysis of life-cycle costs, it is critical to ensure the right data and inputs are applied. While many states have databases of bid estimates for initial construction costing, the data to accurately estimate pavement maintenance and rehabilitation cycles, salvage value benefits, and end-of-life costs are more difficult to ascertain.

Recent guidance has been developed to aid roadway owners in applying a data-driven process to determine the true value of an asphalt pavement at the end of its life (Gu & Tran, 2019). It's estimated about one-third of state agencies currently consider the end-of-life of a pavement in their LCCA processes (SAPA, 2019); however, most agencies only look at the remaining service life of the last maintenance treatment not the salvage value (Gu & Tran, 2019). When considering pavement end of life

in LCCA, Federal Highway Administration (FHWA) supports two primary methods for calculating the value: salvage value (or value of materials that can be recycled) and remaining service life (the amount of life left in the pavement structure) (FHWA, 2002). This document will focus on salvage value.

Asphalt pavement's structure and materials provides a salvage value credit of \$622,184.

When considering salvage value, asphalt mixtures contain two recyclable ingredients: asphalt binder and aggregate. A recent study showed that the material components of an asphalt pavement have a salvage value of approximately \$25.10 per ton, because both the binder and aggregate can be reclaimed to make new asphalt mixtures. Not only can the old aggregate directly replace virgin aggregates, the asphalt binder can be reactivated to replace a portion of virgin binder (Gu & Tran, 2019). Concrete pavements consist primarily of portland cement powder, sand, water, and aggregate. Once the cement powder is used, it cannot be reactivated; the concrete material can only be processed for

use as an aggregate. Because of this, the salvage value of recycled concrete aggregate is about \$6.00 per ton (Gu & Tran, 2019). Despite this four-fold difference in value between reclaimed asphalt pavement and recycled concrete aggregate, current LCCA practices typically presume only a negligible difference in the salvage value between pavement materials, indicating a disconnect between LCCA practices and real-world experiences.

A review of Alabama Department of Transportation (ALDOT) LCCA practices found that the state uses a 28-year analysis period and assigns no salvage value (West et al., 2013). To study how considering salvage value would impact ALDOT's LCCA outcomes, reviewers determined the remaining service life, residual value, and removal costs and then calculated the net present value for both an asphalt and concrete pavement. The analysis period allowed for two rehabilitation cycles for the asphalt pavement, that did not need to be removed at the end of the performance period. The concrete pavement needed removal and replacement at the end of the performance period. Applying a data-driven salvage value approach to ALDOT's typical assumptions and LCCA procedure, the study determined that the asphalt pavement's structure and materials provided a salvage value credit of \$622,184 at the end of the performance period (West, et al., 2013). Conversely, the concrete pavement had a deficit value of \$74,112 at the end of its life because the concrete pavement structure could not be rehabilitated in a cost-effective manner, requiring the agency to spend money removing the old pavement (West, et al., 2013). The net difference

of almost \$700,000 is not typically captured in agency LCCA processes but makes up more than 30% of the total life-cycle costs associated with the project.

Using a data-driven salvage value approach helps state agencies demonstrate fiscal responsibility to taxpayers and lawmakers, and it provides agencies with an opportunity to ensure responsible use of resources. When properly designed and constructed, asphalt pavements are easily renewable fixed assets that serve the agency and communities into perpetuity.

Recommendations:

1. Review state agency's LCCA process to understand if salvage value is incorporated into current processes.
2. Conduct an internal study to understand how incorporating the salvage value concepts would impact agency LCCA practices.



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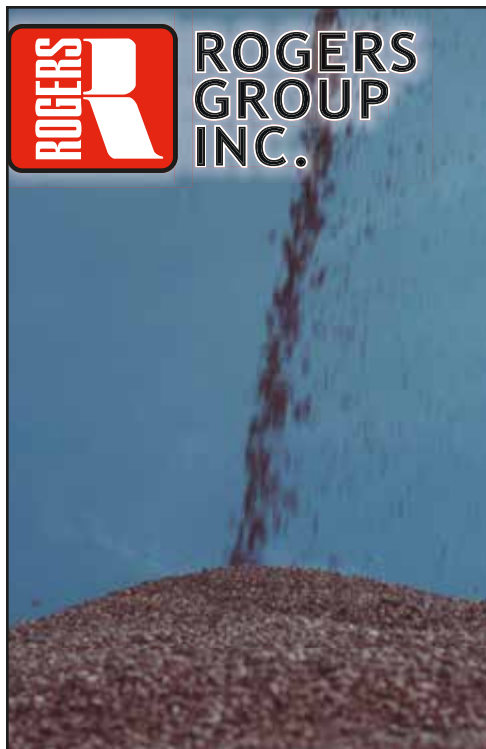
ARBA MEMBERS HARD AT WORK

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ALABAMA ROAD BUILDERS ASSOCIATION

OFFICER INSTALLATION LUNCHEON

ARBA Installs Officers and Directors for 2021-2022

The annual President's luncheon and officer installation was held September 30, 2021 at Montgomery Country Club. It was attended by dignitaries as well as ALDOT personnel. Outgoing President Jeff Webb introduced Past Presidents and special guest speaker Bill Poole, State Finance Director.

The officers and directors for 2021-2022 are as follows:



PRESIDENT – JOHN WHITMAN

John (Whit) Whitman is Vice-President of Operations for Mobile Asphalt Company, LLC and Chairman of R.J. Billingsley, Inc.

Whit is entering his 27th year with MAC. His career began in 1995 as weigh-master of the Bay Minette Asphalt Plant. Since that time, Whit has worked in all other facets of the business including Quality Control, dispatch,

road crews, estimating and administration

Whit is a graduate of UMS-Wright Preparatory School (Class of '91) and the University of Alabama (Class of '95 - Business Management).

His is a past president of the Mobile County Road Builders Association, Current Vice-President of the Baldwin County Road Builders Association, and current Treasurer of the AGC-Mobile Section. He has served as MAC's representative on the ARBA board since 2014.

Whit currently lives in Mobile and is married (Amy) with two children (Thomas and Ryann)

VICE PRESIDENT – FRANK MURPHREE

President of Murphree Bridge Corporation of Troy, Alabama. Born September 29, 1969, in Columbus, Georgia.

He has three years college co-op experience with McDevitt-Street Bovis, Atlanta, Georgia as assistant project engineer and estimator two years with Phillips-Batson Cook Joint-Venture, Columbus, Georgia as project manager / engineer. Employed with Murphree Bridge Corporation in 1995 as project superintendent and later assumed responsibilities of chief estimator as well as Vice President and Corporation Secretary. Became president of the corporation in January 2006.

Frank and his wife Elizabeth have been married 27 years and have two sons Hunter and Cason. They are active members of First United Methodist Church of Troy

TREASURER – BRANDON OWENS

Brandon Owens graduated from Auburn University with a Bachelor's degree in Civil Engineering. He has over 20 years of experience in the heavy highway construction and site work industry and has worked for Wiregrass Construction Company for 15 years. He has advanced within the organization through the years to his current position, Vice President of Operations. He has developed a strong expertise in operations, scheduling, negotiations, and customer relations. Brandon plays a key role in

the growth strategy of the company and the implementation of new acquisitions.

In the community, he has served on the junior board for the United Cerebral Palsy (UCP) of Birmingham for 3 years.

Brandon and his spouse Katie Beth have two children and are active members of Trinity United Methodist Church of Homewood where they live

SECRETARY – RICKY TANT

John Ricky Tant was born June 25, 1953, in Columbus, Georgia and grew up in Phenix City, Alabama. He graduated from Central High School in 1972 and began his first year at Columbus Technical College with a focus in Architecture. After a career reevaluation, he finished his remaining two years in Highway Engineering.

He began his career in 1972 with Soil Conservation Service in Columbus, Georgia as an inspector on the construction of a concrete channel on Lindsey Creek. In 1974, after working several years in engineering, he organized the first Engineering Department for the city of Phenix City. In 1979, he began work with East Alabama Paving Company, Inc., in Opelika, Alabama as an Estimator and Project Manager. In 1986, he became Vice President and currently serves as Senior Vice President. He has also served as Past President of the Alabama Asphalt Pavement Association in 2001 and 2020.

He and his wife Alicia reside in Auburn and have two daughters and five grandchildren. ▲



2021-2022 BOARD OF DIRECTORS

KEITH ANDREWS

Ikaros, LLC; Tuscaloosa

BRETT ARMSTRONG

Wiregrass Construction Co, Inc.; Montgomery

JOHN BOYD

Batey & Sanders, Inc.; Gadsden

SONNY BUNN

ST Bunn Construction Co., Inc.; Tuscaloosa

ROMAN CLAYTON

C&H Construction Services, Inc.; Daphne

JAY CORLEY

H&L Construction, Inc.; Troy

EVANS DUNN

Dunn Construction Co., Inc., Birmingham

CRAIG FLEMING

Dunn Construction Co., Inc., Birmingham

TIM GARRETT

Vulcan Materials Co.; Birmingham

KELLY HARRINGTON

Martin Marietta; Birmingham

MARK INGRAM

Gary Ingram Grading & Paving, Inc.; Dadeville

CHRIS JONES

Ozark Striping Co., Inc.; Ozark

KACY MIMS

The Bridge Builders of Alabama, LLC; Pelham

CHRIS NEWELL

Newell Roadbuilders, Inc.; Hope Hull

TRENT NEWELL

Newell Roadbuilders, Inc.; Hope Hull

ALLEN PAYTON

Chilton Contractors, Inc.; Clanton

DAVID REED

Whitaker Contracting Corp.; Guntersville

WHIT REED

Whitaker Contracting Corp.; Guntersville

JON STEVENS

Rogers Group, Inc.; Columbia, TN

DAN STRACENER

Tractor & Equipment Co. Inc.; Birmingham

MIKE TERRELL

Scott Bridge Co., Inc.; Opelika

BRET THORNTON

Midsouth Paving, Inc.; Birmingham

JOHNNY WALTON

John G. Walton Construction Co., Inc.; Mobile

MICHAEL WEAVER

H.O. Weaver & Sons, Inc.; Mobile

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J M Wood Auction Co., Inc.

BRONZE SPONSORS

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ANNOUNCING THE CREATION OF **The James M. “Jim” Webb Associate Member Meritorious Award**



The Alabama Road Builders Association has always had a number of individuals and/or companies that have devoted substantial time and effort along with personal and corporate resources to the betterment of this Association knowing they will likely never serve on the Board nor be voted into the ARBA Hall of Fame. These are individuals/corporations who attend all our events, are dependable and generous sponsors, and have walked the corridors with us in Montgomery or Washington, DC. They are personally active in contributing to campaigns, championing our causes, contributing to RoadPAC and/or candidates we support.



L-R: Jim Webb and Jeff Webb

These unsung heroes are visible in so many ways yet fly below the radar of recognition. This award is a testament to their outstanding service, commitment, and contributions to our success.

Jim Webb’s nearly fifty years of engagement within our Association began with his several decades of employment with Brown Pipe Company, which later became Sherman Concrete Pipe Company. He further had a seven-year tenure with Thompson Engineering. For the last decade, he has been with Alabama Pipe and Universal Precast. During his fifty years of membership with ARBA, he has served on or chaired numerous committees. Jim’s involvement as a sponsor, legislative champion, generous campaign contributor, and personal engagement within our Association embodies what this award is established to acknowledge and recognize.

ARBA Immediate Past President, Jeff Webb, presented this award to Jim Webb, to honor him for fifty years of service to this industry and Association. The inaugural class of the Jim Webb Award included Tractor & Equipment Company, Inc., accepted by Dan Stracener, along with Thompson Tractor Company, Inc., which was accepted by Charlie Stevens.

Congratulations and Thank You to Jim Webb and these two outstanding companies for their tremendous service to this Association and our members. ▲



L-R: Jeff Webb, Ozark Striping Co. Inc. and Dan Stracener of Tractor & Equipment Company, Inc.

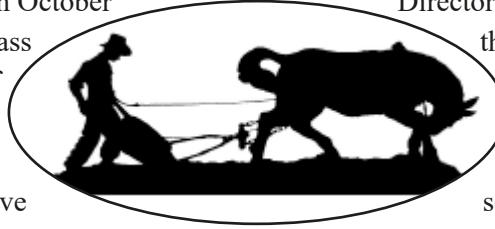


L-R: Charlie Stevens for Thompson Tractor Company, Inc. and Jeff Webb, Ozark Striping Co. Inc.

ALABAMA ROAD BUILDERS ASSOCIATION HALL OF FAME 2021 CEREMONY

This special event was once again held in Montgomery at the Montgomery Country Club on October 27, 2021 and featured another class of individuals that are the backbone of our industry and association. The intent of the Hall of Fame is to remember and honor all those individuals who have been instrumental in the establishment of today's transportation construction industry.

The ballroom of the Montgomery Country Club was packed to capacity with special guests for the momentous event. An opening reception allowed all those present to mingle about and see friends from the past.



Mr. Chris Newell, Chairman of the Hall of Fame Board of Directors, welcomed all those in attendance and thanked all the sponsors of the event for their generosity in making certain the ceremony would be a success. He next introduced Mr. Jim Waitzman, who served as emcee for the remainder of the ceremony. Mr. Lee Gross then blessed the meal that had been served to the attendees.

Those honored will serve as symbols inspiring others to pursue rewarding and challenging careers in all transportation construction fields. ▲



Gregory Thomas Abramson

Following his graduation from The University of Alabama at Birmingham in 1977, Greg joined his father, Billy, and brother, Alan, at Abramson and Sons, a company founded by his father and grandfather. Greg's career in the road building industry spanned the next 43 years.

His company, Abramson LLC, performed all kinds of miscellaneous concrete work on transportation projects in Alabama, Mississippi, Florida, Tennessee, and Virginia. Greg was instrumental in bringing slip-form technology for constructing concrete curb, gutter, bridge rails, and barrier wall to Alabama.

Greg was committed to the promotion of the road building industry in Alabama. He was president of The Alabama Road Builders Association in 2008 and was a long standing member of the Alabama Road Builders Association Board of Directors. He served on multiple Alabama Road Builders Association committees throughout the years and participated in legislative efforts resulting in highway revenue increases.

Greg was admired by his peers, competitors, clients, partners and suppliers for his work ethic, humility, loyalty, generosity, kindness, and ability to bring a sense of fairness to any situation. That reputation continues today as Abramson LLC celebrates its 66th year of business.





Terry Jackson Bunn

Terry Bunn began working for his father in the asphalt construction business at a young age. Terry started, as his father would say, "just being in the way." He then progressed to a shovel man, and later an equipment operator. During his summer break from school, Terry helped his father run their asphalt plant. The work ethic he developed alongside his father and brother laid the foundation that helped him guide his industry to new levels of service.

After graduating from The University of West Alabama, Terry naturally gravitated toward the material side of the business. Terry had a lot of hands-on experience during this time. He used to laughingly say, "we would run it all day and work on it all night." When Terry and his brother, ST Bunn, Jr. (Sonny), purchased the business from their father in 1981, he made his sons promise the quality of their work would always meet the standard that he had set before them. Keeping that promise to their father was the driving force that grew their business to become not only one of the biggest but also one of the best construction firms in the region. As West Alabama grew so did the business. Paving crews were added and then additional plants were needed. The business was eventually increased from a local one plant operation to five plants located throughout West Alabama by acquisitions and expansions.

As the number of asphalt plants increased, so did the need for asphalt materials. The brothers realized good quality sand and gravel was getting hard to find and they saw the need for opening a rock quarry. Terry was instrumental in establishing Bunn Brothers Materials. The first quarry was an old, abandoned quarry that Terry found in Berry, Alabama. After establishing this quarry, Terry evaluated different locations in Tuscaloosa County for a second quarry. After years of multiple quarries in different locations, Terry settled on two quarries in strategic locations that benefitted the footprint of ST Bunn Construction Company. Terry gave his time to promote the road building industry. He believed a good relationship with his customers was important to be successful and worked hard to accomplish this, especially with the Alabama Department of Transportation. Terry served as Vice President of ST Bunn Construction Company and President of Bunn Brothers Materials. He was a past President of the Alabama Road Builders Association and served on the Board of Directors. He was a past President of the Alabama Asphalt Association and member of its board. Terry was also a member of The University of Alabama's President Cabinet, Alabama Trust Fund, Samford Board of Trustees, and a former deacon of First Baptist Church Tuscaloosa. In addition, he was a member and former Chairman of The University of West Alabama Board of Trustees, where a scholarship in his name has been established.

The impact of Terry Bunn's life stretches far beyond his success. He was defined by his trademark mustache, infectious smile and his calm demeanor when solving difficult problems or bidding jobs. Terry loved his time with his family, wife Kay and two sons, T.J. and Kane. Terry hunted and fished all over the world and often took his family with him. However, one of his greatest joys was seeing his two sons working in the business and teaching them as his father taught him.





Donald Ray Jordan

Donald Ray Jordan (D.R.) was born on December 4th, 1944 in Brunswick, GA to Hack and Alma Jordan.

D.R. grew up in Ozark, AL and graduated from Carroll High School where he was President of the student body. Active in the Boy Scouts of America, he was an Eagle Scout and received the Silver Beaver Award as well as the God and Country Award.

He continued his education at Marion Military Institute and The University of Alabama where he received a business degree and was named Outstanding Graduating Senior from the National Alumni Association in 1967.

After college he joined the Alabama National Guard and served as a 1st Lieutenant in the 131st Armour Tank Battalion. He began his construction career in 1967 by joining the family business, Jordan Pile Driving, Inc. in Ozark.

In 1976, much of Jordan Pile Driving's work shifted to marine related projects and D.R. opened a second branch in Mobile, AL. Jordan Pile Driving obtained a subcontract with Brown & Root to begin construction on the I-10 "Bayway" east of downtown Mobile and the I-65 river crossing bridge north of Mobile that included 220 cofferdams.

As the business grew, D.R. was involved in many of the pile driving projects in all 67 counties of Alabama. Notable projects he was involved in include the five mile I-165 connector linking I-65 in Prichard with downtown Mobile; the Cochrane-Africatown Bridge and the Perdido Pass bridge in Orange Beach.

Jordan Pile Driving was credited with the remarkable return to service in just seven days and nights of the Bayou Canot Bridge on the Mobile River Delta after the tragic Amtrak derailment in 1994.

As he settled in Mobile, D.R. became active in community affairs, including serving as a director on the board of Regions Bank for the Mobile/Baldwin area, the Mobile Area Chamber of Commerce and the Seaman's Foundation. He is a long-time member of The University of Alabama President's Cabinet. Jordan served as President of two national organizations, the Pile Driving Contractors Association and the Deep Foundations Institute. He also served as President of the Alabama Road Builders Association. Jordan Pile Driving was recognized as Alabama's Small Business of the year in 1994 in recognition of his company's success and his contributions to the industry and his community.

D.R. is a member of the Spring Hill Baptist Church. Since retirement in 2017, D.R. enjoys spending time with his family including children Don, Katie and Tessa and grandchildren Jordan Clair, Millie, Anna and Will. He also never misses an Alabama football game.

D.R. will be the first person to tell you that the success of Jordan Pile Driving is a result of the people who work with us. Many of our employees have been with us over 30 years. 2021 represents Jordan's 75th year in business.





Donald W. Vaughn

Donald W. "Don" Vaughn was born August 19th, 1948 and has lived in Montgomery since 1963 with his wife, Becki. They have two children, Lindy and Russell, and five loving grandchildren.

Don graduated from Auburn University in 1971 with a Civil Engineering degree, though he started working with the Alabama Highway Department in 1966 in a statewide location survey party. He continued working during summer months and between quarters while attending Auburn.

Upon graduation, Don began full time work with the Highway Department in the Engineering Education Training Program as a Graduate Civil Engineer. He held several different positions through the years, including Interstate Bureau Environmental Engineer, the Location Engineer, the Chief of Office Engineer Bureau, and was eventually appointed Chief Engineer of the Transportation Department, by Governor Bob Riley, in July of 2005.

Don is a Registered Professional Engineer in the State of Alabama and also holds several other notable achievements including being selected as a 2013 Inductee of the Alabama Engineering Hall of Fame and recipient of the Auburn Outstanding Civil Engineer Alumnus award in 2009.

Vaughn's professional activities are extensive due to his love and dedication to the field. He currently serves on the Alabama Board of Professional Engineers and Land Surveyors Licensing Board, and the Advisory Board of the Civil, Construction & Environmental Engineering (CCEE) Department at the University of Alabama in Birmingham. He has previously served on several other boards throughout the state including the AASHTO Traffic Safety Committee, the AASHTO US Route Numbering Committee, the Civil Engineering Industry Liaison Council at Auburn University, and the Alabama Enterprise Zone Advisory council, just to mention a few.

Don is a member of Church of the Ascension where he is an Usher, member of the Finance and Stewardship Committee, and Driving Ministry. He is Head of Planning for mature member outside activities and was also elected to the Vestry in 2011. While it's no secret Don loves the great state of Alabama, it is obvious he has great pride for our country as well. He is a retired Commander in the U.S. Naval Reserves Civil Engineer Corps.

Throughout his career, Don was committed to excellence in transportation and made an enormous impact in the lives of his fellow Alabamians. His career accomplishments are only a small tribute to his abilities as an engineer and as a leader.







THE BRIDGE BUILDERS OF ALABAMA



The Bridge Builders of Alabama, LLC is a bridge building construction company whose central office is in Pelham, AL. In addition to building bridges, we offer a variety of services including drilled shafts, pile driving, site clearing, shoring, pole foundations, and crane rental. We also have a fully staffed mechanical shop/material yard located in Randolph, AL. Our primary goal is to deliver quality projects that improve interstate and local commerce in the Southeast, mainly within the state of Alabama.

The Bridge Builders of Alabama, LLC is owned by President Kacy Mims and Secretary/Treasurer Cody Corley. Mims brings over 35 years of experience in the bridge building business with many years shadowing his father Keith “Tack” Mims and uncle Kelly Mims, who together owned and operated Alabama Bridge Builders, Inc. Keith “Tack” Mims, an Alabama Roadbuilders Construction Hall of Fame member, still serves as an operations consultant to The Bridge Builders of Alabama, LLC to this day at age 77. The lessons passed down from generation to generation in the Mims family are invaluable to the success we have achieved to this day. Corley, an Auburn graduate with a degree in Building Science, also brings a unique skillset and expertise to the company. In 2019, he was inducted into the Alabama AGC’s “Top 40 under 40” class. With a combined 50 years of experience between the two, the duo has left no stone unturned in the industry and work tirelessly to ensure our projects are completed with quality and efficiency.

We have assembled a highly capable and experienced workforce of Project Managers, Supervisors, Safety Managers, Operators, and Mechanics; rounded out by an incredible administrative staff at our central office. This team has tackled many obstacles and difficult situations over the years and serve as the glue that ties each project together. Our Safety Team coordinates with job supervisors on-site daily to make certain each worker has access to necessary PPE and site-specific knowledge to limit their risk factor on

the job as much as possible. As a partner of the Alabama Associated General Contractors, we strive to keep our job-sites safe and clean, and we are dedicated to building each bridge with integrity and accuracy. From a simple bridge patching to multi-million dollar interstate projects, there’s no job too complex that this team can’t handle.

We are equipped to serve as the prime contractor for any bridge construction project and we offer competitive pricing for sub-contract work as well. We own all of our cranes and most of our equipment/heavy machinery, allowing us to be flexible in the scheduling and coordination of simultaneous ongoing projects. Our mechanics have fully suited service trucks that allow us to make on-site repairs and help maintain the pace of work.

The need for bridge repair and road maintenance in the state is apparent. According to The Road Information Program’s (TRIP) data released in 2019, there are around 980,228 daily vehicle crossings on structurally deficient bridges in Alabama each day. However, one of the most important areas of concern continues to be accommodating our interstate and highway systems to meet our growing state population. Under capacity interstate roads can create major congestion and head-aches, as well as delay the supply chain of any freight travelling. The state population has grown by 1.5 million people since I-65 and I-85 were completed in the early 1970’s, but only certain sections of the interstates have been widened since then. As the demand for bridge maintenance/replacement rises, The Bridge Builders of Alabama LLC will continue to work steadily and unwavering to any challenges that lie ahead. ▲

<https://artbabridgereport.org/state/profile/AL> 2019 report with pricing updated March, 2021
Source: Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on March 11, 2021.
Note that specific conditions on bridges may have changed as a result of recent work or updated inspections. Capacity interstate system

HEARD ALONG THE HIGHWAY



ARBA 2022 ANNUAL CONVENTION JUNE 27-30, 2022

THE LODGE AT SPRUCE PEAK | STOWE, VT

This year's annual ARBA convention we will be headed to Stowe, Vermont to the Lodge at Spruce Peak. Stowe is a town in Lamoille County, Vermont, United States. It is nicknamed "The Ski Capital of the East" and is home to Stowe Mountain Resort, a ski facility with terrain on Mount Mansfield and Spruce Peak. It's a captivating place that

epitomizes the New England experience all year round with a pristine golf course

Stowe is a year-round, outdoorsy destination. Hiking, mountain biking and rock climbing are the spring and summer's main activities. Must-visit trails include Stowe Recreation Path and those found at Moss Glen Falls.



65TH ANNUAL TRANSPORTATION CONFERENCE FEBRUARY 9-10, 2022 MONTGOMERY RENAISSANCE HOTEL & CONFERENCE CENTER

2022 TENTATIVE HIGHWAY LETTING SCHEDULE

JANUARY 28, 2022

FEBRUARY 25, 2022

MARCH 25, 2022

APRIL 29, 2022

MAY 27, 2022

JUNE 24, 2022

JULY 29, 2022

AUGUST 26, 2022

SEPTEMBER 30, 2022

NOVEMBER 4, 2022

DECEMBER 2, 2022

WELCOME NEW MEMBERS

Morris Builders, LLC

Bulls Construction Group.

Encypro Corp.

FirstGuard, LLC

UPCOMING EVENTS

LEGISLATURE BEGINS JANUARY 11, 2022

NAPA CONVENTION
JANUARY 23-26, 2022
SCOTTSDALE, AZ

65TH ANNUAL TRANSPORTATION
CONFERENCE
FEBRUARY 9-10, 2022
MONTGOMERY RENAISSANCE HOTEL & CONFERENCE CENTER

ARTBA CONVENTION
MARCH 27-30, 2022
NASHVILLE, TN

ALABAMA AGC
JUNE 16-19, 2022
SANDESTIN, FL

ARBA CONVENTION
JUNE 27-30, 2022
THE LODGE AT SPRUCE PEAK | STOWE, VT

AAPA CONVENTION
MAY 19-22, 2022
SONESTA RESORTS | O HILTON HEAD ISLAND



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ARBA/AAPA *Holiday Reception*

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the Marriott Prattville Hotel &
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5:00 p.m. - 7:00 p.m.



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