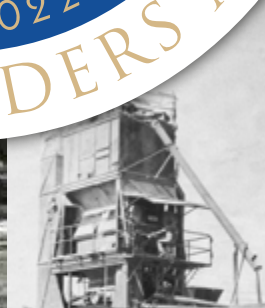


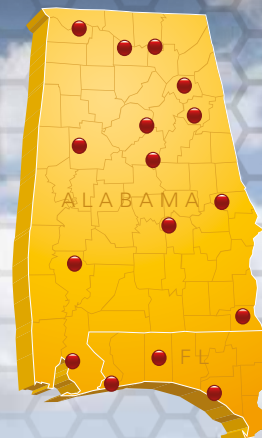
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**JOHN (WHIT) WHITMAN**  
ARBA President

# A MESSAGE FROM ARBA'S PRESIDENT

**S**ince our last publication, there has been historic activity on both the federal and state levels. From Washington, the 5-year Infrastructure Investment and Jobs Act (IIJA) was passed and signed into law. For Alabama, funding levels will increase roughly \$245 million/year, bringing our total federal contribution to nearly \$1.1 billion.

Additionally, \$360 million was earmarked for resuming construction of the Northern Beltline in Birmingham. In round numbers, \$130 million/year will be used for Core Programs such as resurfacing, IM maintenance and safety, \$45 million/year will go to the Bridge Program, and \$70 million/year to “Add-On’s” including \$16m for Electric Charging Stations, \$25m for Carbon Reduction and \$28m for Resiliency projects. I have a pretty good handle on the core programs and bridges, but what is going on with these add-on’s? Hopefully in the not too distant future, ALDOT will be able to report exactly where and how this \$70 million/year is going to be spent. Either way, the boost in funding will be a welcome addition to a program already straddled with over \$113 million/year of debt service.

Second, Alabama is moving forward with the 75+ mile / \$1 Billion West Alabama Highway Design Build Project. This will truly be a historic project for Alabama. The time frame alone will require earthwork and bridge construction on a scale we’ve never seen.

The intent is to finance construction with 100% state funds derived through a bond issue (similar to ATRP), and paid back with Rebuild Alabama funds. Initial debt service payments would be in the \$70 million/year range. I’m definitely not opposed to the project, but adding \$70 million to the existing \$113 million (above) pushes our annual debt service withdrawal to over \$180 million/year. To put into perspective, ALDOT’s 65% allocation of Rebuild Alabama funds is roughly \$216 million/year. I would say this is a concern moving forward, especially with the rumors of other Design-Build / Bond projects in the pipeline.

Speaking of Rebuild Alabama, the election year is finally upon us, and the critics are coming hard. Just as expected, we’re seeing statements such as “They caved to big business”, “Raised taxes on working families”, “Massive tax increases” and “We need conser-

vative leadership and to repeal the gas tax”. It is imperative that we continue to support the Rebuild Alabama supporters. They made the very difficult decision to make the right choice and we must stand beside them as they stood beside us. Please consider contributing to ROADPAC. It is our obligation to do so.

Thanks again to the members who enrolled in the initial rollout of the ARBA Health Insurance & Welfare Plan. It will only grow, and is truly an exceptional opportunity for our membership. Also, a huge welcome to our newest members, The Bridge Builders of Alabama and Brasfield & Gorrie !!!

We’re also looking forward to the Spring Golf Tournament in Gulf Shores / Orange Beach on Monday; April 25th. I’m sure many of you will make it a week-end trip to the beach. I appreciate Chairman Webb’s efforts putting this together.

Finally, we’re just a few short months away from the convention in Stowe, Vermont; June 27th - 30th. I hope you’ve been able to take a look at the property. If not, check out [www.sprucepeak.com](http://www.sprucepeak.com) or Stowe mountain webcam. The ARBA website - [www.alrba.org](http://www.alrba.org) - has registration details. ▲



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TOM LAYFIELD,  
ARBA Executive Director

# A MESSAGE FROM ARBA'S EXECUTIVE DIRECTOR

## Alabama Road Builders Association 2022 and Beyond

On February 6, 1947, our founding fathers adopted the Bylaws of the Association and on February 15th of that same year, the Alabama Road Builders Association was incorporated. Here's how it started:

*"The undersigned, M.R. Thomasson, E.J. Cobb, W.A. Walters and W.H. Haigler, Jr., all of Montgomery, Alabama, and John Moss (ARBA first President), William Dunn, Jr. and Clyde O. Mitchell, all of Birmingham, Alabama, and James A. Baird of Selma, Alabama, Quinn Flowers, of Dothan, Alabama, and J.P. McKee, of Jackson, Alabama, desiring to form themselves into a society for the promotion of public purposes, without pecuniary profit to the individuals, and to become incorporated under the provisions of section 150, Title 10, of the Code of Alabama of 1940, do hereby adopt the following Constitution, and Bylaws.*

So, Happy 75th Birthday to the Alabama Road Builders Association. May our storied tradition have another outstanding 75 years and beyond.

The election year is upon us. As I write, we are in the final week of qualifying of a very important election for the Association and the entire Rebuild Alabama coalition. As we have already seen, there will be candidates for office that will use an incumbents' support of Rebuild Alabama in their negative attack ads. From Governor Ivey, who now has six primary opponents, to all 23 state senators and 64

house members who supported the effort and are running for reelection, we need to be there. The best thing that can happen is for us to reelect every single one of those who supported our effort taking that issue off the table when another such effort comes around again. We owe it to them.

And, the way we help elect our friends is through RoadPAC, which the Association started back in the 70s for this very reason. RoadPAC contributions, by law, are voluntary though strongly encouraged. There are no do-overs in these elections.

### ELECTION OUTLOOK

So far, it looks like there are 5 GOP incumbents in the state senate with primary opposition and just 1 Democrat senator. In the House, there are 8 Republican incumbents with primary opposition and 5 Democrat incumbents meaning it seems to be a relatively light year as far as contested legislative elections. This could change with a few days of qualifying left. Most of them are not very competitive in the general election.

Our redrawn U.S Congressional map was thrown out in federal court this week putting a 911-issue at the feet of the state legislature and state parties. The federal court agreed with Democratic plaintiffs that one minority drawn district representing 14-percent of the state's population is insufficient considering the minority population of Alabama is closer to

27-percent. This was not unforeseen as Reapportionment Chairman, Rep. Chris Pringle (R-Mobile), had already drawn a map for this scenario. While the new map, when adopted, will have two majority minority districts, the two districts will be close to 50-percent minority as opposed to the one 65-percent minority, which could make them both very competitive.

President John Whitman's article touched on a number of highlights from new members, 2022 Annual Convention, golf tournaments, etc. so I'll just say on behalf of Terri, Lexie and myself, here's to a good year and cheers to our 75th Anniversary! ▲

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# MEET NSSGA IN NASHVILLE

## MUSIC CITY HOSTS NSSGA'S ANNUAL CONVENTION AND AGG1 ACADEMY & EXPO

Jen Dugas, NSSGA Vice President of Membership and Events



### *Annual Convention*

The National Stone, Sand & Gravel Association (NSSGA) is looking forward to reuniting for our Annual Convention at the Omni Nashville on March 27-30. This will be the first time our association has met for this event in two years – and there's so much in store. Committees will meet, old and new friends will greet and many will be listening to great music on the street!

NSSGA is committed to providing quality programming with key takeaways for the 2022 Annual Convention, and the priorities that drive this association will provide the backdrop for your Nashville journey. Straight out of the gate, we will have panel presentations on topics like Sustainability and Workforce Development. We will highlight the opportunities and challenges that await, while providing insights and

unique perspectives to each topic. The importance of Community Relations will be another dynamic topic at Annual Convention. We will look into how each of our members can build better partnerships and proactively foster community support. Additionally, special programming for our Small Producers will round out the content for this year's Annual Convention.

Back by popular demand is the CEO Roundtable – a panel of NSSGA company CEOs brought together to discuss important issues surrounding their businesses, including talent development, company culture, business development and work/life balance. You won't want to miss this candid and authentic all-star general session.

NSSGA's Annual Convention wouldn't be complete without our ROCKPAC Donor Appreciation event. This





must-attend event of the year will take place on Tuesday, March 29 at the Omni.

## AGG1 Academy & Expo

If the sold out AGG1 tradeshow floor (which happened in record time) is any indication, this year's event is going to be one to remember. Returning to in-person events is exciting enough and being in Nashville makes it that much better!

As always, NSSGA's #1 priority is the health and safety of our members and guests, and we will ensure this event is as safe as possible!

From the education front, we have a stellar line-up of industry experts to deliver our AGG1 Academy. Not only will these sessions be live in Nashville, NSSGA listened to our member's feedback and will record all sessions. This on-demand content will be available for purchase when you are registering for the event. We are delivering on our promise to bring NSSGA to you, wherever you are!

Four important tracks, which include several legal sessions, are the backbone of this year's academy:

- Operations & Production
- Safety & Health
- Environment & Sustainability
- Business & People Management

Other can't miss highlights include our first-ever M&S Reception which will be held on Tuesday, March 29 at the Music City Center, where we will welcome our new members and connect with our industry partners. Our Young Leaders Luncheon will take place on Wednesday, March 30, also at the Music City Center.

There's so much to look forward to and celebrate in 2022. We look forward to welcoming you, your colleagues and our NSSGA members to Nashville! ▲



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# NEW INFRASTRUCTURE LAW MOVES ALABAMA FORWARD

By Dave Bauer, ARTBA President & CEO



Dave Bauer

At a White House ceremony attended by both Republicans and Democrats, President Joseph R. Biden Nov. 15 signed into law the most significant federal transportation infrastructure investment measure since creation of the Interstate Highway System in 1956.

It's a moment worthy of celebration. Sadly, political cudgels are being swung at the 13 House Republicans who dared to vote for

the bill's final passage.

These members have been accused of abandoning their party, subjected to primary challenges next year, and threatened with the possible loss of future chairmanships if Republicans take control of the House in 2022. It's a disturbing illustration of the current state of American politics.

Lost in this theater of the political absurd is that the landmark Infrastructure Investment and Jobs Act (IIJA) represents truly sound public policy that will benefit all Americans.

For the construction industry, the cornerstone of the \$1 trillion IIJA is \$450 billion in surface transportation investments and a five-year reauthorization of these critical programs. In year one, highway and public transit investment will increase 38 percent and 73 percent, respectively.

Nearly 90 percent of the law's federal highway funds will be distributed annually to states via existing formulas. The remaining resources will largely be controlled by the U.S. Department of Transportation for specific federal responsibilities and a series of discretionary grant programs.

**In Alabama, the IIJA will provide almost \$6 billion in state formula funds for highway, bridge, and transit investment over the next five years, beginning with a 29 percent funding increase in FY 2022, according to a September 2021 report by global forecasting leader IHS Markit.**

I'll make one other contextual observation. From fiscal year FY 2016 to FY 2026 (the last year of the IIJA), federal highway investment will have increased from \$42 billion to \$72 billion annually, or 70 percent. That's an extraordinary

achievement for the transportation construction community.

The IIJA also features industry-championed reforms to speed up project delivery, offers new opportunities for private sector project financing where appropriate, facilitates enhanced worker safety, and bolsters investment in research and education programs.

But arguably more important is what the IIJA means for transportation system users. The IHS Markit study also finds:

- The combined \$153.7 billion in new highway, bridge, and public transit investment under the IIJA will add \$488 billion to U.S. GDP by 2027.
- As federal highway and public transit investment spurs economic growth, the additional funding mandated by the law will support more than 250,000 new jobs by 2025. Over half of these positions will be outside of the construction sector.
- More economic activity means federal, state, and local tax revenues will increase more than \$160 billion.
- Personal disposable income will increase by \$69 billion by 2027, or an average of more than \$500 per household.

These findings herald a boom of infrastructure projects that will improve personal mobility, strengthen U.S. global competitiveness, increase the movement goods and services, and make our roads, bridges, and public transit systems safer for everyone.

So, the IIJA is finally the law of the land. Now what?

The answer: there is plenty to do. It's the collective responsibility of national organizations like ARTBA and transportation construction professionals to help ensure Congress appropriates the law's annual investment levels in each of the next five years, and that the positive policy reforms are implemented as intended.

Politics today is rife with distortions and broadsides that masquerade as solutions. Anyone looking for public policy perfection will simply not find it.

Yet in making the IIJA a reality, members of both political parties and President Biden have given America a major catalyst for economic growth and renaissance. Whether we realize that promise is now up to us.

Where the transportation construction industry is concerned, I know we are up to the challenge. ▲

Dave Bauer is president and CEO of the American Road & Transportation Builders Association, based in Washington, D.C.





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# ALDOT Spotlight on Specifications

By Matt Leverette – State Construction Engineer

Let me introduce you to John Lucas. John has been with ALDOT for over 30 years and has served as the Specifications Engineer in the Construction Bureau for the last 10 years. A few of you may know John, but it is likely that most of you have never had the occasion to meet John because he is one of the many ALDOT employees who perform very important work in what might be called “behind the scenes”. While you may not have met John, every one of you have certainly seen his work. As the Specifications Engineer, John is responsible for developing and maintaining the standard specifications and special provisions for all ALDOT contract proposals as well as maintaining the master list of ALDOT’s unique pay items.

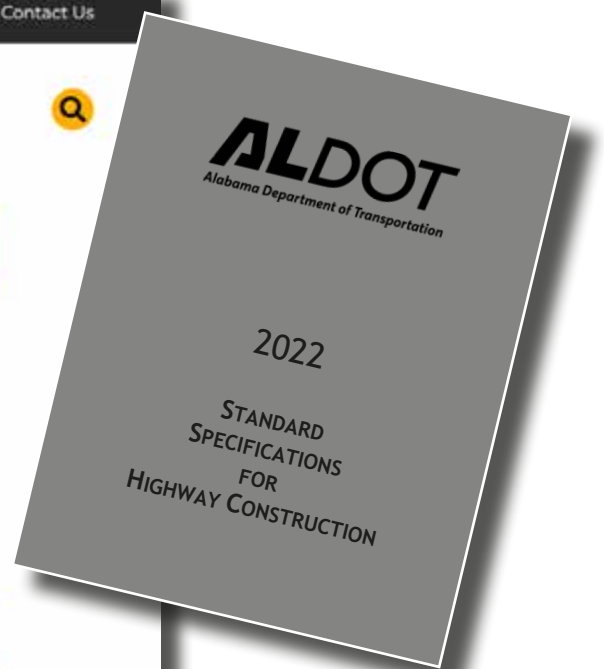
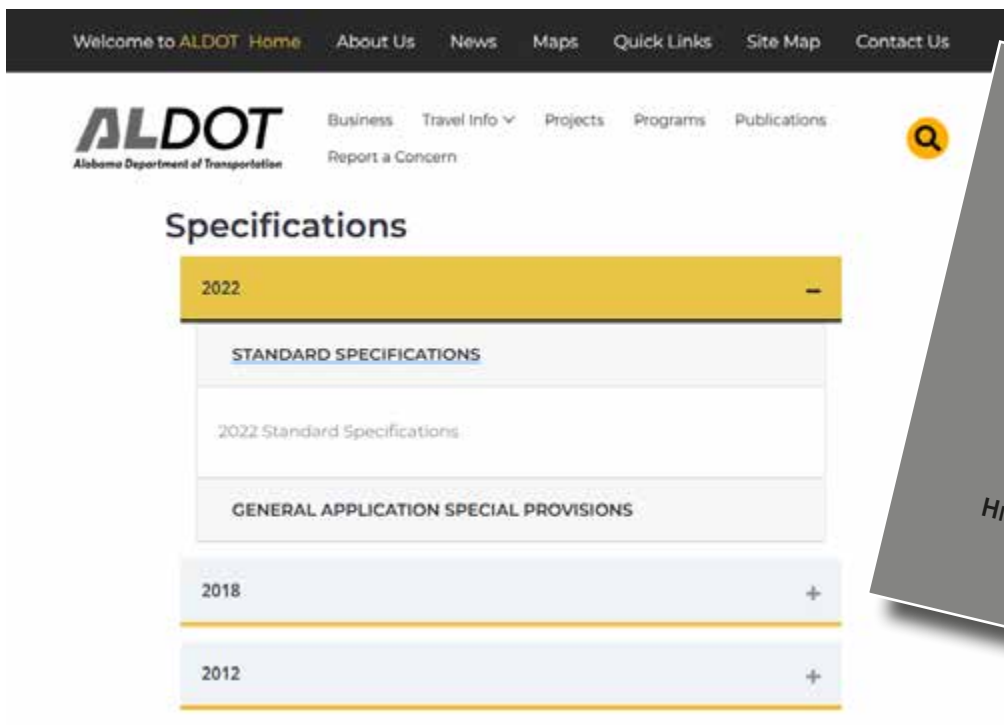
The specifications and special provisions are essential parts of ALDOT’s contracts. Our work could not be done without them.

## A New 2022 Spec Book

John has just completed a 2022 edition of our Standard Specifications. The new book will apply to projects beginning with the January 2022 highway letting. The 2022 Standard Specifications are currently available at: <https://www.dot.state.al.us/publications/Construction/Specifications.html>

Printed copies will be available in the coming weeks.

The 2022 book will be the seventeenth Standard Specifications book added to the Construction Bureau bookshelf. There were also two supplements to the 1964 book that were published in 1969 and 1973, which I did not count as separate books. I am not sure when our first Standard Specifications were published, but the 1939 book is the oldest in our library. Much has changed since 1939 and our Standard Specifications have certainly changed as well. I thought that I would share one example with you from the 1939 book.





Here is the schedule of liquidated damages from 1939:

### 1939 Schedule of Liquidated Damages

<i>Contract Bid Price</i>	<i>Amount of LD's per day</i>
<i>\$10,000 and less</i>	<i>\$10</i>
<i>More than \$10,000 and less than \$25,000</i>	<i>\$15</i>
<i>\$25,000 and less than \$50,000</i>	<i>\$20</i>
<i>\$50,000 and less than \$100,000</i>	<i>\$25</i>
<i>\$100,000 and less than \$200,000</i>	<i>\$35</i>
<i>\$200,000 and less than \$500,000</i>	<i>\$50</i>
<i>\$500,000 or more</i>	<i>\$75</i>

### A New Tool Under Development for Receiving Contractor Input

Contractors and the construction industry have always played an important role in developing our Standard Specifications. Before proposed changes are implemented, the draft specifications are submitted for industry review. ALDOT recognizes that contractors and other construction industry partners have an important perspective when it comes to our specifications. Your practical, real world experience in construction offers valuable insights that cannot be obtained anywhere else. As I am sure that you know, we don't implement every change proposed by our contractors, but I can tell

you that every comment received from our industry partners is given much consideration.

One new tool that is currently under development in the Construction Bureau is a web-based form that will allow proposed changes to existing specifications to be submitted through the ALDOT website. The form will be located on our Construction Bureau site alongside the 2022 Standard Specifications and Special Provisions. Once implemented, the form can be filled out and submitted on-line and will go directly to John and other ALDOT personnel for review and further handling. This new form will make the process of gaining input from contractors and other industry partners more effective and efficient.

I don't know if you have noticed, but we have yet to let a single project under our new 2022 Standard Specifications and we already have six general application special provisions, with more already in the works, but that is the nature of our specifications. Many of those changes are the direct result of comments received from ARBA and the construction industry. So, if you would like to propose changes to a specification, look for the web-based form to be available soon, or in the meantime contact John Lucas or myself in the Construction Bureau. ▲



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## Asphalt Value Proposition:

# Pavement Smoothness

## Specifying Smoothness for Cost Savings

### **When asked, highway agency leaders report that their No. 1 challenge is funding**

(Edelman Berland, 2013). As federal funding for infrastructure investment continues to remain inadequate compared to the need, many agencies are looking to prioritize pavement performance, life-cycle cost analysis (LCCA), and pavement durability in their decision-making processes. Simply put, agencies want to ensure they get the most pavement life possible from each precious dollar of public money.

One data point commonly used to measure performance for both asphalt and concrete pavements is smoothness. Smoother pavements provide a quieter, more comfortable ride for drivers, and smoothness is a key factor in ensuring road user satisfaction (FHWA, 2002). Research has consistently shown that pavement smoothness has a significant influence on vehicle fuel economy for trucks and passenger cars (Willis et al., 2015), yielding as much as a 4.5% improvement in fuel economy (Sime et al., 2000). Beyond improved vehicle fuel economy, pavements that are smoother from the start require less maintenance, saving road owners \$1,295 annually for every lane-mile resurfaced (McGhee & Gillespie, 2006). One reason asphalt is the pavement of choice for engineers is the level of smoothness it provides. In fact, nearly 80 percent of pavement engineers and state highway agency officials say that

asphalt provides the smoothest pavement (Edelman Berland, 2013). Building high-quality smooth asphalt pavements positively impacts the bottom lines of both transportation agencies and the driving public.

Nearly 70% of state agencies' LCCA processes reportedly do not account for the use of materials or practices that increase pavement service life (SAPA, 2019). However, the Virginia Department of Transportation (VDOT) has studied the economic advantages of specifying and constructing smoother pavements (McGhee & Gillespie, 2006) and used the data gained to validate maintenance and rehabilitation cycles to account for the impact of smoothness on service life and vehicle operations.

**Nearly 80 percent of pavement engineers and state highway agency officials say that asphalt provides the smoothest pavement.**

In 1996, VDOT implemented the Special Provision for Rideability to incentivize the construction of smoother asphalt pavements. Projects in the incentive program showed an average increase in material cost of \$1.03 per ton of asphalt mixture. However, VDOT observed that these pavements were on average 8.9 in/mile smoother at initial construction. Over time, this increase in initial smoothness equates to an increase of seven years of functional life compared



to pavements built outside the provision (McGhee & Gillespie, 2006). In short, the smoother pavements take seven years longer to reach a level of roughness that requires remediation.

To calculate the Special Provision's impact on pavement life and costs, VDOT used a conservative functional life extension of two years. Because of this, VDOT estimates incentivizing smoothness saves the agency about \$1.3 million annually and that widespread use of the provision across its entire network could save the state an additional 15% on annual maintenance and rehabilitation costs. In fact, VDOT has used its smoothness findings, along with analysis other data tracked in the commonwealth's pavement management system, to adjust its LCCA service life periods. By using a 12-year maintenance schedule, VDOT extends pavement life and saves twice the amount it spends to incentivize pavement smoothness (McGhee & Gillespie, 2006).

Optimization of maintenance cycles based on a pavement's smoothness over time, such as VDOT has done, is an example of using performance data to inform a state agency's decision-making process. The same data can and should be used to determine LCCA inputs. DOTs may find that maintenance is needed less frequently when smoothness incentives are used, reducing the pavement's cost of ownership over its service life. By collecting and analyzing pavement ride data and applying a reliable, data-driven management strategy, agencies can better make decisions that save taxpayers money.

## Recommendations:

1. Review your agency's LCCA process to determine if it accounts for materials and practices that increase pavement service life.
2. Review your agency's smoothness incentives. If none are used, conduct a local study on smoothness, service life, and long-term financial implications.
3. Collect, analyze, and retain pavement smoothness values. At a minimum, smoothness data should be collected at completion of initial construction, before and after any maintenance, then again at the end of service life.



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# ARBA MEMBERS HARD AT WORK

ARBA members showed up for work everyday to maintain and improve the Alabama transportation system to aid in the safe and efficient transport of goods throughout the state.

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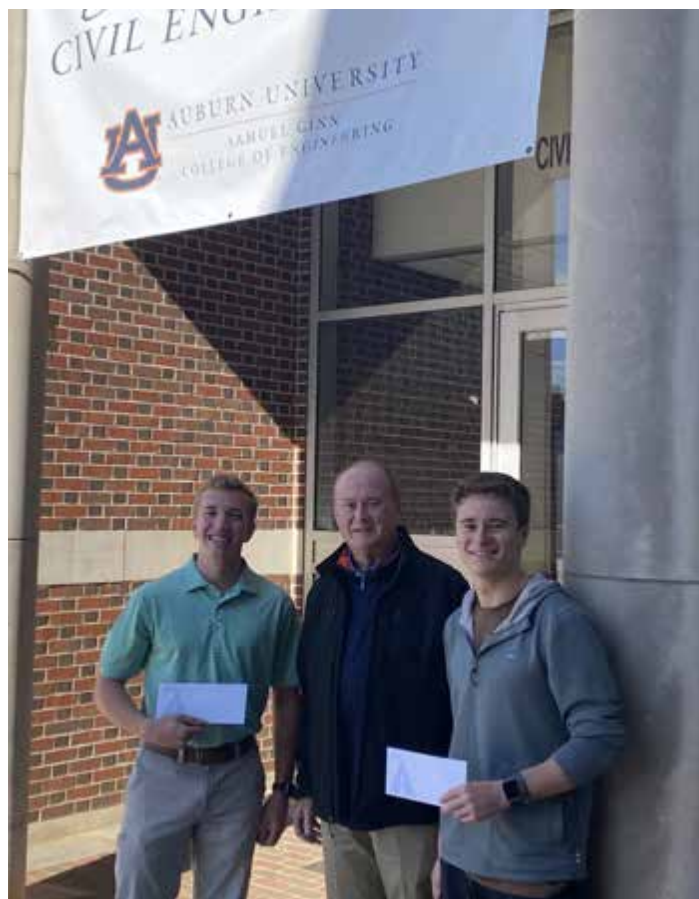
# THE CHARLOTTE & ED RODGERS SCHOLARSHIP FUND

The Charlotte & Ed Rodgers Scholarship Fund was established by the Alabama Road Builders Association in 1978 to promote excellence in Alabama's transportation construction industry. Since its inception, the fund annually awards grants to students with exceptional pre-engineering academic standards. Thanks to the generosity of the Rodgers family, this trust was set up for the sole purpose of enhancing the field of civil engineering across the state of Alabama. Students at all accredited Alabama engineering schools may apply for the scholarship once they have completed their freshman year, have a satisfactory grade point average, and are in good standing with the university.

A portion of the proceeds from the ARBA golf tournaments fund the scholarship program. The success of this program is a source of pride for the Alabama Road Builders Association.

Alabama Road Builders Association is proud to announce the recipients of this year's grants. We are extremely proud of these students and all of our applicants.

This year's recipients are Ryan Schmidt and Daniel Presley from Auburn University and Abigail Hall, Rachel Bengert and James Garner from the University of Alabama. ▲



Auburn University:  
L to R: Ryan Schmidt, Mike Terrell, Daniel Presley



University of Alabama:  
L-R: Keith Andrews, Abigail Hall, Rachel Bengert, Sonny Bunn



University of Alabama:  
L-R: Senator Gerald Allen, James Garner, Sonny Bunn, Keith Andrews

**IF YOU WOULD LIKE ADDITIONAL INFORMATION ON THIS PROGRAM, PLEASE CONTACT THE ARBA OFFICE AT (334) 832-4331 OR EMAIL [TERRI@ALRBA.ORG](mailto:TERRI@ALRBA.ORG).**



ARBA/AAPA

# HOLIDAY RECEPTION

DECEMBER 9, 2021

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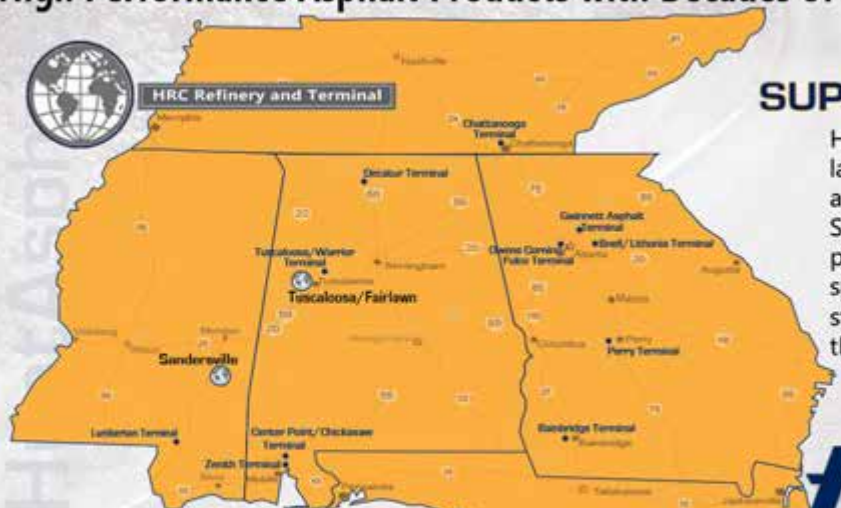


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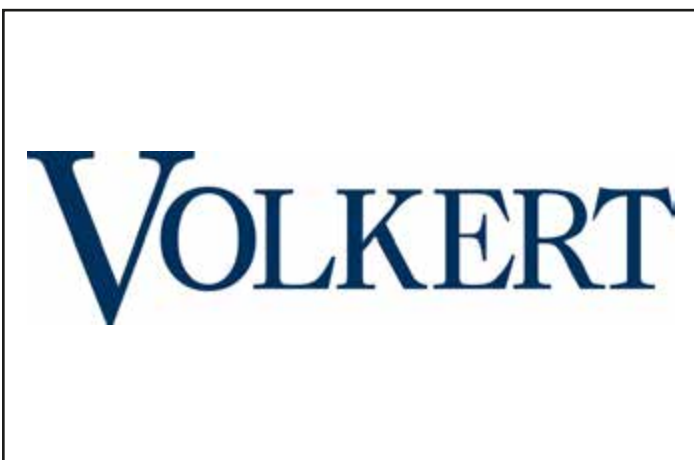
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# ALABAMA TRANSPORTATION CONFERENCE 2022







## ***MORRIS BUILDERS, LLC***

**M**orris Builders, LLC, a minority-owned business, was organized in August of 2005 as a residential building company, redeveloping older communities in the Prattville, Alabama area. In 2007 MBLLC expanded its services to rebar reinforcing installation and project management services. MBLLC a State of Alabama MBE certified company, a DBE/FTA certified company in Alabama, Georgia, Florida, Mississippi and Tennessee with the Department of Transportation, with over 10 years of DOT work experience. We are licensed with the State of Alabama Home Builders Licensure Board and the State of Alabama Licensure Board for General Contractors. MBLLC is a member of the Prattville Area Chamber of Commerce, Montgomery Area Chamber of Commerce, Alabama Home Builders Association, Associated Builders and Contractors (ABC), Associated General Contractors of America (AGC), United States Minority Contractors Association (USMCA), Black Chamber of Commerce, Alabama Road Builders Association (ARBA), and The Business Council of Alabama.

As a family-owned business, the manager of Morris Builders, LLC is Jimmy Morris, Jr. Jimmy has worked in the construction industry for over 15 years and received the 40under40 distinction in commercial construction from the Associated General Contractors of America (AGC). Justin Morris is the company's Field Operations Manager. Justin coordinates all construction, ensuring the timeliness of projects and their budgetary requirements. Justin also upholds OSHA safety and environmental policies and procedures. Jamye Morris is the Director of Procurement and Preconstruction as well as the Safety Manager. Jamye ensures all bids are completed and helps develop relationships with potential trade partners. Jamye is vital in making sure each project is set up for success. Cassandra Morris is the company's Office Manager. She makes sure the day-to-day operations of Morris Builders, LLC are completed efficiently.

MBLLC's management and employees participate in various community activities regularly. It is an important



part of our business culture to consistently support our community whether it be through Chamber activities, supporting local charities or volunteering to serve on committees to share our views and knowledge base.

Morris Builders, LLC differentiates itself from other businesses because we provide high quality service that results in repeat business, provide reliability and timeliness with completion of work and possess expertise in many various areas of work. We excel in commercial and residential new construction and remodeling, project management and rebar installation/reinforcement.

Morris Builders, LLC provides rebar installation and reinforcement for commercial, industrial, heavy civil and highway construction projects. As a rebar leader in the Southeast, every MBLLC project offers complete reinforcing services combining rebar installation with a team of estimators, detailers and project managers to give each project total quality to ensure project success.

A few of our recent projects and trade partnerships include the I-285 & SR 400 Reconstruction Project in Atlanta, GA; the FBI Complex at Redstone Arsenal in Huntsville, AL; the Starbelt Facebook Project in Huntsville, AL, the Blackwater Bridge Construction in Baker, FL, the memorial to the Peace and Justice Museum in Montgomery,



AL and the James Hardie Plant in Prattville, AL. Our trade partners include, but are not limited to: Ferrovial Construction, F&W Construction Company, Hensel Phelps, Dunn Building Company, BH Craig Construction Company, Holder Construction, Kiewit Corporation, Doster Construction Company, Brasfield & Gorrie and Scott Bridge Company.

For commercial projects, Morris Builders, LLC uses specialized project management techniques to oversee planning, design and construction of projects while managing all details from start to finish. Each project's time, cost and quality are closely monitored and managed to ensure the project's success.

Morris Builders, LLC also prides itself as an employer who provides ongoing training for employees so we can stay on the cutting edge of innovation and advancements. Numerous construction training programs are completed by MBLLC management and staff. We utilize integrated technology to streamline field operations and processes. MBLLC also maintains a superior safety rating largely due to our in-house safety training and ongoing safety program.

Morris Builders, LLC is in the business of building for the future with professionalism, honesty and integrity. Your project is our project! ▲





# HEARD ALONG THE HIGHWAY



## ARBA 2022 ANNUAL CONVENTION JUNE 27-30, 2022

### THE LODGE AT SPRUCE PEAK | STOWE, VT

We are headed to The Lodge at Spruce Peak in Stowe, VT, June 27-30, for our annual convention this year! Stowe is a quaint little town in Lamoille County and is nicknamed "The Ski Capital of the East" and is packed with an abundance of outdoor activities to enjoy year-round. The Lodge at Spruce Peak is a captivating place that epitomizes the New

England experience, no matter the month, and includes a pristine golf course. Hiking, mountain biking, and rock climbing are the spring and summer's main activities.

We hope to see you this June at the Lodge for a week full of fellowship with our ARBA family!



# 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

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# UPCOMING EVENTS

**NRMCA CONVENTION | MARCH 15-18, 2022**  
SAN ANTONIA, TX

**ARTBA CONVENTION | MARCH 27-30, 2022**  
NASHVILLE, TN

**ARBA SPRING GOLF TOURNAMENT**  
**APRIL 21, 2022**  
GULF SHORES

**AAPA CONVENTION | MAY 19-22, 2022**  
HILTON HEAD ISLAND

**ALABAMA AGC CONVENTION**  
**JUNE 16-19, 2022**  
SANDESTIN, FL

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

**AASHTO CONVENTION**  
**OCTOBER 18-24, 2022**  
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