

THE ALABAMA ROADBUILDER

Summer 2011 • A publication of the Alabama Road Builders' Association



Building a Legacy Hall of Fame 2011



Gov. Robert Bentley Talks Priorities, Partnerships

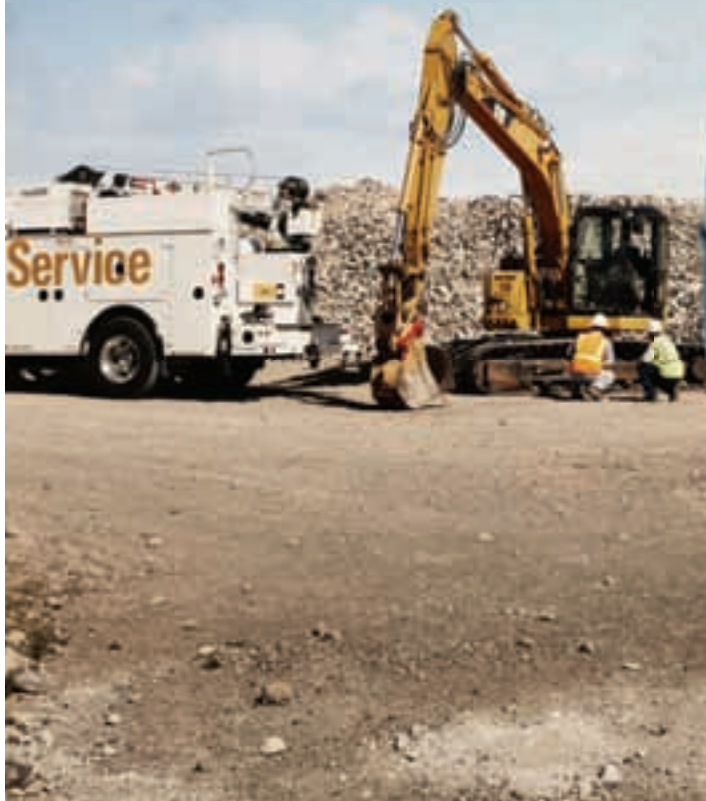
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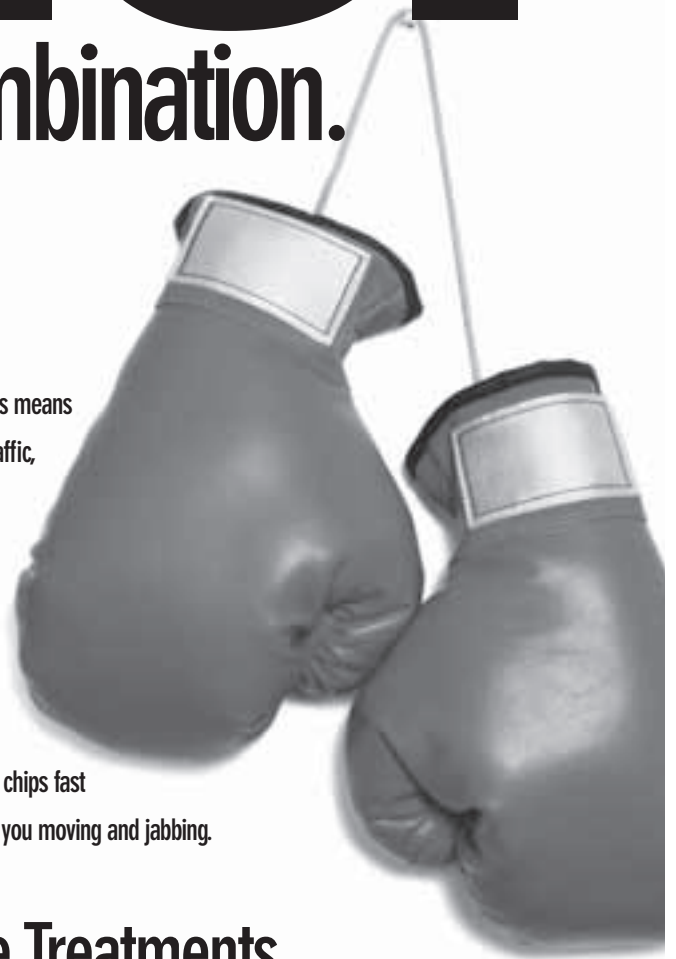
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Published for:
Alabama Road Builders' Association
630 Adams Avenue
Montgomery, AL 36104
(334) 832-4331
Fax: (334) 265-4931
www.alrba.org

STAFF

EXECUTIVE DIRECTOR
BILLY NORRELL
norrell@alrba.org

COMMUNICATION DIRECTORS
TERRI MITCHELL
terri@alrba.org

HAYLEY DRUMWRIGHT
hayley@alrba.org

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Naylor, LLC
5950 N.W. 1st Place
Gainesville, FL 32607
(352) 332-1252 or
(800) 369-6220
Fax: (352) 331-3525
www.naylor.com

PUBLISHER
Kathleen Gardner

EDITOR
Julie Ahlgren

PROJECT MANAGER
Katie Usher

PUBLICATION DIRECTOR
Katie Usher

ADVERTISING SALES
Carol Carter, Cherie Dubay, Philip Garner, Steve Hall, Susan Maracle, Rick Sauers, Mark Tumarkin, Matthew Yates

MARKETING ASSOCIATE
Kent Agramonte

ART DIRECTION Ravijot Singh

DESIGN LEAD Jatin Arora

LAYOUT & DESIGN Sunny Goel

ADVERTISING ART
Saraswati Adhikari

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EXECUTIVE DIRECTOR'S MESSAGE

ROAD FUNDING: TIME TO GET IT RIGHT

BY BILLY NORRELL
ARBA EXECUTIVE DIRECTOR



"TENS OF THOUSANDS OF bridges are structurally deficient or functionally obsolete. A third of the nation's highways are in poor or mediocre shape. Massively leaking water and sewage systems are creating health hazards and contaminating rivers and streams. Weakened and under-maintained levees and dams tower over communities and schools. And the power grid is increasingly maxed out, disrupting millions of lives and putting entire cities in the dark."

This statement is not describing a developing country. It was written to promote a History Channel television special dealing with the dire condition of America's infrastructure and the kinds of manmade disasters that could be just around the bend right here in Alabama.

Your association has advocated an increase in the state gasoline tax for the last 10 years. During that time, gasoline remained reasonably low compared to today's prices. As long as gasoline was less than \$2 or even \$2.50 per gallon, that would seem to be a goal that was politically achievable. But those days have come and gone. With gasoline at \$3.65 a gallon, the very mention of a tax increase to an elected official is greeted with chuckles and guffaws. While in the same breath, a question is asked about when the Alabama Department of Transportation would be starting project "so and so" in "whatever" county and what was taking them so long to get going.

Despite the pleas and approaches to Alabama governors and legislative leaders through the past three elections, opportunities have passed us by with regard to properly funding our road and bridge system in Alabama. With the November failure of Amendment Three, other efforts to try and secure additional road funding from non-traditional sources also seem like a lost cause. So what will we do? We will continue to inform our elected officials and the general public on the needs of a sustainable and affordable road system for all Alabamians.

You used to get elected promising to, and ultimately building, roads and developing all parts of Alabama. But now, it seems that the "T" word is used more as an albatross to hang

around an opponent's neck during a campaign. While every elected official wants a good road system in their district, it is becoming increasingly apparent that none of them want to pay for that system.

America's aging infrastructure cannot handle the number of people that we have now. With the population of the United States expected to hit 420 million by 2050, there are serious questions about how the national infrastructure is going to hold up under such a strain. Already the infrastructure in many areas of Alabama is beginning to resemble that of a third world nation.

State gasoline tax dollars (Alabama's gasoline tax rate is among the lowest in the nation) are dwindling thanks to increased fuel efficiency, changes in driving habits and the onset of hybrids and electric vehicles. National forecasters are no more optimistic as we enter our second year of extensions to the national transportation funding program. The last thing we want is to raise awareness of the dire situation of infrastructure funding through a Minneapolis-type bridge disaster here in Alabama.

In 2001, the American Society of Civil Engineers' national grade for America's infrastructure was D+. Nearly 10 years later, conditions continue to worsen with a national road grade of D-. Imagine if your child brought home the same poor grades month after month and year after year. You would certainly take immediate action. Yet American infrastructure is able to skate by with barely passing grades because the situation has *seemingly* not yet become dire.

Without proper, sustained financial support, Alabama's and America's infrastructure will continue to rust, decay and fall to pieces. Our parents, grandparents and great-grandparents invested a lot of time, energy and money into building up this great nation. Until the leadership of this state has the political courage to stand up for the infrastructure that is crumbling all around them – literally – then we will continue to lose lives and economic development opportunities to our neighbors as our roads and bridges fall apart before our very eyes. □





PRESIDENT'S MESSAGE

THANK YOU FOR YOUR INVOLVEMENT!



BY MICHAEL H. MCCARTNEY
ARBA PRESIDENT

For the past eight
months every
board meeting
has been packed
and every event
has been well
attended.

IN MY 30-PLUS YEARS of being actively involved in the Alabama construction industry, I have never seen a more challenging year than 2011! Alabama's General Fund is in piteous shape thereby necessitating a \$63.5 million "loan/donation" from the state's Road and Bridge Fund. Previous loans from the transportation funds now exceed \$400 million. On the national scene things look just as bleak for our industry. Politicians are still playing games trying to "look good" in front of their constituents while doing virtually nothing to solve any of the problems that they have created over the last several years.

All of the above leads me into giving you, our association members, associates and friends a heartfelt thank you for your support of ARBA and its officers and directors. For the past eight months every board meeting has been packed and every event has been well-attended—standing room only for the meeting with the new Alabama Department of Transportation director and the largest crowd ever at the Hall of Fame ceremony! I have received numerous calls of encouragement and from people willing to volunteer their time and services.

In an effort to "pay back and also to pay forward" to our members, we are doing several things to make our association more efficient and effective. We are fortunate to have a terrific staff, which includes Billy Norrell, Hayley Drumwright and Terry Mitchell. However, in order to maximize their strengths, we are currently working to improve several areas within the association.

Rewriting and updating the association's bylaws is one such area. Another area is the improvement and timeliness of ARBA's communication with the membership. ARBA needs to be able to respond to events happening in the legislature and ALDOT while at the same time keeping the membership abreast of these developments. Along this line, ARBA will host Board of Directors teleconferences in June and August. Our liaison committee has spawned another smaller committee, and along with ALDOT, will negotiate changes to force account specifications, claims and job close-out procedures. ALDOT has afforded ARBA this privilege that no other trade association can claim. Lastly, your Board of Directors has recently established District Advisory Committees (DACS) across the state in order to build a "grassroots" participation of our members and associates in the political process. The DACS will serve as advisors to the Road Pac Board and will promote ARBA's message to state lawmakers.

As you can see there is a lot going on in ARBA! I encourage you to participate in some way, whether it is to serve on association committees or boards or attend functions such as the ARBA Annual Convention. We have picked a great site where we can relax, plan and learn about our industry on a state and national level. I will promise you that your involvement in ARBA will be a win-win situation for you, your company and the association. Thank you for your commitment and service to ARBA and to the transportation industry! □



Building a Legacy

The Alabama Road Builders Hall of Fame was created in 2002 by the efforts of several visionary members of the Alabama Road Builders Association Board of Directors. Patterned largely after the state of Alabama Engineering Hall of Fame, our intent to honor the leaders and pioneers of Alabama's transportation construction industry has taken a giant leap toward this success with the installation of its ninth class in April 2011.

This special event once again took place at the Montgomery Country Club on April 13, 2011 and featured another class of families and a company that was, and many that still are today, the backbone of our industry and association from its infancy to the billion-dollar economic engine that helps drive our state's economy. 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 environment, while giving the individuals and their families an opportunity to reestablish relationships from long ago by visiting with industry friends at this special occasion.

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 and review photos from the past that had been made available for viewing from the Alabama Road Builders Association archives.

M. B. McCartney, chairman of the Hall of Fame Board of Directors, welcomed all those in attendance and gave a description of his vision for the Hall of Fame. He also thanked all the sponsors of the event for their generosity in making certain the ceremony would be a success. Next, he introduced Bob Lochamy, who served as emcee for the remainder of the ceremony. Bill Page then blessed the meal for all attendees.

The Hall of Fame Board of Directors worked during the latter part of 2002

and early 2003 to fashion a ceremony that was reflective of both the past history of the transportation construction industry in Alabama as well as those who had an instrumental part in the creation of the Alabama Road Builders Association. At the same time, the board also wanted to include several deserving honorees that could enjoy being a part of the actual ceremony as it was taking place.

"The transportation construction industry is delighted about the continued support of the Alabama Road Builders Hall of Fame," said Hall of Fame Board Chairman M. B. McCartney of Gadsden's McCartney Construction. "Individually and collectively, this industry makes significant contributions to the advancement of engineering and





technology, leading to an enhanced economic, cultural, and political future for the state and nation. Those honored will serve as symbols inspiring others to pursue rewarding and challenging careers in all transportation construction fields. This year's support from our industry shows how much they believe in this effort."

Selecting from a list of applicants that was solicited from the membership of the Alabama Road Builders Association and also by review of the Hall of Fame board, the board came up with the slate of honorees for the 2011 class of the Alabama Road Builders Hall of Fame.

THE HONOREES FOR THE
CLASS OF 2011 ARE:

Shirley C. Banks
Thomas J. Batey, Jr.
James L. Carden
Robert Maxwell Cumbee
John W. Overton, Jr. *
Hosea O. Weaver *
East Alabama Paving Co., Inc.
**Deceased*

Our thanks go out to the families of all the honorees for the class of 2011. We appreciate all their support and assistance as we prepared biographical information on each of the inductees in the class. The cooperation between the

families and our association staff was, as always, tremendous, and made the creation of this program a delight.

In addition to the support of our Alabama Road Builders Association membership, we would also like to thank the board of directors of the Alabama Road Builders Hall of Fame. Their dedication and commitment to see this project through, culminating in the ceremony described in this article, is a testament to the hard work and

dedication they showed as we met time and again to prepare this event.

We encourage all members of the transportation construction family and the Alabama Road Builders Association to actively participate in the support and continued success of this annual event. We ask that you provide potential candidates for this distinguished honor at the appropriate time so they too may be considered for induction in the Alabama Road Builders Hall of Fame.



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*Special Congratulations to
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Tom Batey for their induction
into the ARBA Hall of Fame!*

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SHIRLEY C. BANKS

Shirley Coburn Banks was born Nov. 2, 1945, in Dayton, Ohio. She attended Autauga County High School in Prattville and Massey Draughon Business School in Montgomery.

Shortly after her birth, her family moved back to Alabama to the family farm business located in White City in northern Autauga County. When she was 4 years old, her family moved to Prattville to begin construction of the new family business known as the Pratt-Mont Drive-In Theater.

In 1949, this theater business was where Banks' work ethics were forged. At this young age, she was given the duties of

transporting popcorn from one location to the other as well as making sure all the window speakers on the theater parking lot had no static or rattles in them and were in good operating condition.

She grew up working weekends and summers at the theater while also helping her brother-in law, Hubert Stewart, during income tax season at his CPA firm Kirkland & Stewart in Prattville. She later worked a short time for Bill Cleghorn with the Planning Board & Public Relations Division of the State of Alabama.

In 1965, she joined the staff and family of the Alabama Road Builders Association and remained there over 45 years until her retirement in 2010. During this time with ARBA, Banks set the bar for exemplary service to an organization. She never came to work with a frown and was a pleasure to talk with anytime she was asked a question. Above all, Banks was honest, kind and hardworking.

Banks managed her relationships with all the leaders within the industry with grace and style. She is a walking

encyclopedia of knowledge about the road building industry and about the history of almost every company that exists in this field. She coordinated countless events, conventions, officer installations and anything and everything that had to do with Alabama's road building industry.

Banks' dedication to Alabama's road building industry is unequalled and her presence will always be felt anytime you pay a visit to the Alabama Road Builders Association or attend one of its functions. Her commitment to loyalty and excellence is one that will be always remembered by every current and former member of ARBA.

Banks' parents were George and Leona Coburn. She has one sister, Ophelia Stewart (Hubert); one daughter, Micky Hill (Glenn) and one grandson, Hunter Hill. She is married to Lawrence Banks and together they have four children and six grandchildren. She is an active and longtime member of First Baptist Church in Prattville.

THOMAS J. BATEY JR.

Thomas Joseph Batey Jr. entered this world Aug. 25, 1936, to the proud parents, Florence Conyers Batey, an R.N. and Thomas Joseph Batey, Sr. He was raised in Nashville, Tenn. with his four brothers and two sisters. He graduated from Father Ryan High School June 1, 1954. He entered the U.S. Navy Aug. 15, 1955 and was discharged honorably Sept. 15, 1957.

On Sept. 16, 1957, Batey began college at Jacksonville State University. He graduated May 30, 1963 with a business degree and ended his Republic Steel career. He

worked a brief time at Casey Enterprises before finding his true passion for ground engaging tools and went to work for a supply company, where he worked 11 years mastering his trade.

Batey and his partner and cousin, Jimmy Sanders, started Batey and Sanders, Inc. July 1, 1977, selling ground engaging tools and road building supplies. Batey built the business to what it is today and has two locations. Batey and his wife, Beverly, have four daughters, three sons-in-law and four grandchildren. Batey has



always believed in customer service and answering the phone by the second ring—if you don't believe it, call!



JAMES L. CARDEN

James L. Carden was born in Birmingham Aug. 29, 1938. He is the son of Clyde and Fannie Carden. His father was employed in the asphalt paving business, requiring travel throughout the southeast in the early 1940s. Carden returned to Calera to attend high school, when his father took a job in South

America in 1949. He graduated from Calera High School in 1956.

After serving three years in the U.S. Marine Corps, he returned to Alabama to attend college at Alabama College. Then, in 1964, he earned his degree in Civil Engineering from the University of

continued on page 12

Alabama. While at Alabama, he served as president of the Student Chapter of the American Society of Civil Engineers.

After graduation, Carden was employed by the U.S. Army Corps of Engineers for two years. He returned to Calera in 1966 to join his father in starting Central Alabama Paving Company. As the company grew, it received its first state contract for paving in 1967. The

company grew into a regional contractor serving mainly Shelby, Chilton and Bibb counties. During this time he served on the board of directors of the Alabama Asphalt Association, being elected its President in 1978. Carden also served on the board of the Alabama Road Builders Association, being elected President in 1981. In 1992, Central Alabama Paving was sold to Dunn Construction Company. Since then, he has

been retired. He now serves on the Road Builders Hall of Fame board, the Calera Industrial board and is also past president of Shelby County Economic and Industrial Development Authority and currently serves on the board of directors.

Carden and his wife, Sabra, have two daughters, Debra Ingram (Rick) and Caryn DeOliveira (Jack) and two grandchildren Jake and Katie Ingram.

ROBERT MAXWELL CUMBEE

Robert Cumbee was born May 26, 1937 in Five Points. He graduated from Handley High School in Roanoke (Randolph County) in 1955. After graduating from high school, he entered Alabama Polytechnic Institute (which became Auburn University in 1960) to pursue a degree in civil engineering. Cumbee came from a road building background. His uncle and his grandfather were involved in county road and state road building. His background and his interest in the new interstate highway system led him to pursue his degree in civil engineering and to work for the next 50 years in the Alabama road building business for the same company – Newell Roadbuilders, Inc.

In order to obtain his degree, Cumbee needed to work. After enrolling in Auburn he began to work at the Lanett Textile Plant. He would work at the plant for a quarter and then go to school for a quarter. In 1959, Newell Roadbuilders, Inc. was working on an I-85 project in Chambers County. Cumbee introduced himself to the Newell crew on I-85 and the rest is history. He worked on the jobsite part-time, checking grade and assisting the foreman and then helped complete a job near Oneonta on I-59 before graduating from Auburn. In the spring of 1962, Cumbee

graduated and began working full-time for Newell Roadbuilders, Inc. He came to the office in Hope Hull to track job costs. In 1969, Cumbee held the position of Vice President, General Superintendent, and Chief Estimator. In the ensuing years, he became a stockholder in Newell Roadbuilders, Inc. and a partner in the equipment company, Newell Brothers Construction Company. With the introduction of the interstate highway system, Newell Roadbuilders, Inc. became what was considered one of the largest grading contractors in the Southeast, building several hundred miles of interstate highways and secondary roads in Alabama, Georgia and Florida totaling more than \$1 billion. These projects ranged in size from several hundred thousand dollars to more than \$60 million. Additionally, there have also been several private projects built, including the GE/Lexan Plant site in Burkville and the Hyundai Plant site in Montgomery.

Cumbee was on the board of directors of Alabama Road Builders Association from 1983 to 1987, serving as ARBA president in 1987 and again on the board in 1988. He was elected to Alabama Department of Transportation's Claims Appeal Board in 1997 to represent the Alabama road building contractors – a



position that he currently holds. Cumbee serves on the board for ARBA's Ed and Charlotte Rogers Scholarship Fund, which provides civil engineering scholarships to students who will attend Auburn University or the University of Alabama. He also serves on the board of the Alabama Road Builders Hall of Fame.

In 1957, he married his high school sweetheart – Sherry Cauthen. They have two children – Lisa and Angie – and four grandchildren. For the past 35 years Cumbee and his wife have been members of Frazer Memorial United Methodist Church, where he has served on both the finance committee and the board of stewards.

Cumbee is an avid golfer. His family is especially important to him, and it goes without saying, he and his entire family are loyal WAR EAGLE fans!



JOHN W. OVERTON JR.

John William Overton Jr., or "Big O," as friends and family knew him, was born in Wedowee March 20, 1913. It seems he was destined to have some involvement with road building in Alabama. His father John Sr. was one of the chief figures at the Good Roads Congress. As a member of the Alabama

State Senate, his father acquired the title of "the apostle of good roads," by initiating the "Good Roads" movement in Alabama at a time when automobiles were coming into greater use.

Overton attended Alabama Polytechnic Institute in Auburn, was a member of Pi Kappa Alpha Fraternity

and had a lifelong devotion to the school. After graduating from Auburn in 1935, he briefly worked for the Farmers Home Administration until Turner Insurance and Bonding Company hired him. In the 1940s, Overton purchased the company from Tilghman Turner's widow and quickly established the agency as one of the premiere surety operations in the United States.

Turner Insurance and Bonding Company, Inc. represented many noted surety companies, including USF&G, Travelers, Fireman's Fund and CNA. The agency became the largest insurance and bond producer with USF&G, due largely to Overton's commitment to the business and his close relationship with USF&G's management. This strong relationship with both his contractor clients and the companies he represented, helped Overton to "corner" a significant amount of business in the state. At one time, Overton and his agency provided bonds and insurance for approximately 80 percent of the Alabama contractors.

For years, the Turner office was always open on Thursday night before highway lettings. During this time, those road builders and bridge contractors in need of bid bonds could meet with surety company personnel. Overton always oversaw these meetings and thus made sure that the contractor was well taken care of. This was his specialty—personal contact with his clients. This was what made him so successful—his genuineness and an excellent staff that allowed Big O to do what he loved best, being with his clients and friends.

Overton also realized the importance of being on good terms with owners that included the Alabama Highway Department, the U.S. Corps of Engineers and other government agencies. From these relationships he was able to employ people such as ex-highway director Guerry Pruett. His reputation in his field was above reproach.

Overton was also very big on personal relationships and considered his handshake as his word. He enjoyed hunting and golf and was an avid bridge player. Clients never turned down an invitation to hunt with him in his "horse drawn hunting wagon." Big O walking through

the Whitley Hotel with a turkey over his shoulder was legendary. On many occasions, he had his contractors and surety together to enjoy these activities.

He and his wife, Vesta Walker Overton, were a very generous couple. Beneficiaries of this generosity include, but were not limited to, the American Diabetes Association and Auburn University, where they were instrumental in the building of the Pi Kappa Alpha fraternity house. The couple also had a great love for their

dogs and were strong supporters of the Montgomery Humane Society. In 1993, money was pledged from John Overton's estate toward the purchase of the land and a new building. The current shelter on John Overton Drive is a testament to this devotion. Support was also given to the Auburn Small Animal Clinic. The John W. Overton Auditorium on Auburn's campus was named for him in honor and appreciation of his generosity.

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Overton was prominent in Montgomery civic affairs and served his alma mater on the Auburn University Board of Trustees from 1959 to 1971 after being appointed by then Gov. John Patterson. As well as his love for Auburn, he loved politics

and was present at the inauguration of Presidents John F. Kennedy and Lyndon B. Johnson. Turner was always a member of the Alabama Road Builders and John and Vesta Overton attended nearly all of the annual conventions.

Overton's motto for his agency was, "A dollars worth of service for every premium dollar," and that motto still stands today. His integrity and love of what he did made him more than worthy of the title, "Big O." John William Overton was the epitome of a "true Southern gentleman."

HOSEA O. WEAVER

Hosea O. Weaver was born June 19, 1917, in Conecuh County (specifically four miles behind the Castleberry post office). After the untimely death of his father, Weaver quit school in the seventh grade in order to support his mother and four sisters.

In 1938, at the age of 21, Weaver's first job in the roadbuilding industry was a truck driver with W.L. Cobb Construction. He worked with several different construction companies in order to further his knowledge of the roadbuilding industry. Through hard work and initiative, he was promoted up through the ranks without the benefit of formal education. One of the companies Weaver worked with was J.S. Walton & Company, where he developed a close friendship with Jack and Norman Walton Sr., which lasted for the rest of their lives.

He began Hosea O. Weaver and Company in 1952 with one used bulldozer. He operated the bulldozer all day, building fish ponds and small roads. He performed maintenance on it at night so that it would be ready for the next morning. In 1955, Weaver was awarded his first bonded project in Mobile County, Crystal Springs Road. Up until this time, Weaver had done his own operating – bookkeeping, payrolls, everything. In 1957, Weaver was awarded his first state project, grading, drainage and paving Zirlott Road in Mobile County.

In 1957, Weaver took in a partner, his brother-in-law, Joe H. Morris and renamed the company, Weaver and Morris Construction Co., Inc. The company continued to prosper and built hundreds of city, county, state and private roads. In 1969, Morris died. Weaver purchased his shares of stocks from his estate and renamed the company H.O. Weaver Construction Co., Inc.

In 1973, after working with their father for several years, Weaver helped his sons, Paul and Calvin Weaver, start their own company naming it Hosea O. Weaver and Sons, Inc. Both continued to run under separate ownership, with Hosea O. Weaver helping and advising his sons in their business at every opportunity.

In 1985, Hosea O. Weaver sold H.O. Weaver Construction Co., Inc. to Paul and Calvin Weaver and it was merged with Hosea O. Weaver and Sons, Inc. Hosea O. Weaver continued to stay active in the business consulting and advising up until 2001.

His business philosophy was to pay attention to detail and learn from others, avoiding costly mistakes and constantly trying to improve his business in the process.

As a tribute to his achievements in the highway construction industry, the bridge located in Semmes on U.S. 98 over the ICG Railroad was named the "Hosea O. Weaver Bridge" by the State Legislature.

Hosea O. Weaver was an active member in the Abba Temple Shrine, Abba Temple Mounted Patrol, Mobile County Sheriff's Posse, Mystic Strippers Society and the Tennessee Walking Horse Breeders and Exhibitors Association. He was also a founding member of the Mobile County Road Builders Association.

Hosea O. Weaver's biggest hobby was Tennessee Walking Horses. His daughter, Nanci, won the 1989 World Walking Horse Championship at the Tennessee Walking Horse Celebration in Shelbyville, Tenn. on "Prides Grand Slam" which Hosea O. Weaver owned. He was voted into Mobile County Horseman's Association Hall of Fame in the 1990s.



Hosea O. Weaver loved people and always wanted to be with his friends and family. He had no enemies because he was honest, sharing, truthful, unselfish, giving and huge capacity for forgetting and forgiving. He would give the shirt off his back to help someone in need.

Hosea O. Weaver was married for more than 60 years to Corine Ellis Weaver and has seven children, 13 grandchildren and 6 great grandchildren. He passed away in 2005.

He is highly respected by his peers and made great contributions to our industry and possessed all the attributes necessary to be selected into the Alabama Road Builders Hall of Fame.

Some of Hosea O. Weaver's projects include:

- Clear, grade and drain I-65, from U.S. 90 to I-10, at the zero mile marker.
- Widen, base, drainage and paving on several sections of U.S. 59 from Stapleton to Gulf Shores over several years.
- Widen and pave several sections of U.S. 98 from the Mississippi line to Semmes Base and pave I-65, from U.S. 43 to Mobile Tensaw River Bridge in Mobile.
- Bridge and approaches over Big Creek on U.S. 98 in Mobile.
- Bridge and approaches over the ICG Railroad in Semmes.



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East Alabama Paving Company, Inc. has successfully completed three reconstruction projects for the National Center for Asphalt Technology Test Track, Auburn University and is currently involved in ongoing projects. These projects consisted of many different test sections, utilizing materials and new designs from states all over the country.

East Alabama Paving's desire for excellence has been evident by the

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continued on page 17

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- U.S. 280 – New Construction and resurfacing consisting of nine projects (65 miles) from Phenix City to east of Alexander City.
- U.S. 431 – Resurfacing and slope correction consisting of five projects (45 miles) from Opelika to Roanoke.
- Wal-Mart Distribution Center Roads, drive and trucking parking areas, Opelika.
- Primary Paving Contractor for KIA Motor Company, West Point, Ga.
- National Center for Asphalt Technology, Test Track Reconstruction, three projects.

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Stretching Every Dollar



Gov. Robert Bentley seeks ways to address transportation construction during lean times

BY NICK SOHN

When the November elections swept Republicans into office across the nation, many politicians promised a new era of fiscal discipline to combat nightmarish budget shortfalls. But when it came time to actually make painful cuts and risk alienating core constituents, many lawmakers chose to punt — not Gov. Robert Bentley.

On March 31, Bentley announced he was cutting most non-education agencies in the state's General Fund budget by 15 percent on a prorated basis through the end of the fiscal year Oct. 1. He worked with the state Legislature to protect some vital areas such as Medicaid, prisons and the Ethics Commission, but the state's education budget was slashed 3 percent.

Bentley said the reductions were necessary because the education budget had a \$165 million shortfall and the General Fund budget for non-education agencies was \$110 million short. Though Bentley acknowledged that budget cuts would result in job losses, he said there was no other choice since the state constitution prohibits deficit spending. After his announcement, the state court system and agriculture department announced layoffs because of the cuts.

Bentley also warned about lean budgets in the near future. The budget he proposed for the new fiscal year would cut many state agencies by an additional 30 percent and erase funding for many museums and historical attractions. He said the 2012 budget would include a one-time-only infusion of \$267 million

from the Alabama Trust Fund, and without that money in 2013, that year's budget could see even steeper cuts.

Alabamians had already seen the state tighten its belt, as Bentley's predecessor, Gov. Bob Riley, cut last year's General Fund budget by 10 percent and education budget by 9.5 percent.

A strong highway infrastructure is helping spur economic development across this state and will remain an important part of what drives our economy.

The budget cuts don't affect all agencies equally. For example, the Alabama Department of Transportation gets most of its revenue from the state gas tax, not the General Fund budget. But in these lean times, it's clear that for any transportation project to get the green light, it will have to be considered truly vital to the state.

Bentley recently took the time to answer questions from *The Alabama Roadbuilder* and called for a partnership between his administration and the Alabama Road Builders Association in identifying the state's transportation priorities.

The Alabama Roadbuilder: What are your thoughts on Alabama's transportation construction program?

Bentley: I believe it is a necessity for Alabama to have good highway system because it's critical not only to our mobility and quality of life, but also in creating and sustaining jobs. Our transportation industry produces jobs directly through engineering, construction and maintenance, but indirectly



through suppliers and those companies and entities that support the consultants and prime contractors. A strong highway infrastructure is helping spur economic development across this state and will remain an important part of what drives our economy. We need to continue seeking ways to use our transportation program to help Alabama's economy.

AR: How do you intend to address the funding deficiencies that exist in the industry?

Bentley: It's no secret that we're facing a difficult time. Alabama is heavily dependent on federal funding for transportation. We're already facing a critical shortage in federal funds and state funds, too for that matter. If the anticipated reduction in federal funding takes place with a new highway funding act, our stream of state funding will become even more important. It leaves Alabama where we've been for several years, and that's to use the available funds as wisely as possible. We'll continue to mine the Department of Transportation's operation for maximum efficiency and we'll make decisions based on needs and top priorities.

AR: What do you think is the appropriate role for the industry and ARBA with the state of Alabama?

Bentley: First of all, we're all working toward the goal of providing safe, efficient highways for all the people of Alabama. In that regard, we're partners with the Alabama Road Builders Association and it is a relationship in which we rely on each other. Road/bridge building and maintenance is the biggest source of business for ARBA's member companies and we couldn't fulfill the state's transportation-related missions without ARBA and its members. It's a partnership in every sense of the word and we benefit when we all work together.

AR: How will the industry progress with such poor long-range planning and funding from Washington?

Bentley: The current state and federal funding situation is requiring the Alabama Department of Transportation to continuously review transportation projects and make revisions to the overall program. More work will be required to stretch and limit dwindling funds and the idea that every part of Alabama is entitled to what it contributes in gasoline tax is proving itself as folly because we have an 11,000-mile network of state, U.S. and interstate highways that need attention in addition to new capacity needs. We'll have to work harder to balance new and emerging needs with maintaining the system already in place. New Director John R. Cooper testified before Congress recently, and he made it clear that it would help to see a reduction in the number of funding categories that divide up our federal funding. A simplification and streamlining of

that federal funding process would give us more discretion and latitude with federal funds, rather than causing us to struggle because some federal fund balances are earmarked and can't be used where greater priorities might exist.

AR: What are your thoughts on alternative financing options such as tolling, bonding, etc.?

Bentley: I believe we have to consider the concept of tolling and other alternative funding concepts. In some cases, it might be a question of toll road or no road. It's something we must consider to see if it's feasible. For instance, we're exploring toll-funded construction on U.S. 280 in Birmingham and for a recreational and evacuation route in Baldwin County.

Promoting our transportation network is part of what makes Alabama a good location to bring new industry and to expand existing industry.

AR: How do you intend to use your position to ensure that Alabama's citizens enjoy the prosperity of a healthy road and bridge system, a robust economy and that the industry thrives under your leadership?

Bentley: I will work to provide a safe, efficient transportation network, to strike the proper balance between maintaining existing infrastructure and meeting emerging needs for new projects and additional capacity. Promoting our transportation network is part of what makes Alabama a good location to bring new industry and to expand existing industry.

AR: What do you think about indexing the current gasoline tax rate?

Bentley: Alabama has not seen any change in the funding source for transportation since 1992, and that nickel increase in the state gasoline tax was long ago absorbed by construction and consumer inflation. With the cost of gasoline so high, it is a challenge for Alabamians to afford gas. Any additional cost to gasoline puts an extra burden on them.

AR: What can the ARBA do to help you in your efforts as governor?

Bentley: I want ARBA to serve as a source of information and input about the industry. I want us to work together on making Alabama better, specifically in terms of Alabama's vast network of roads and bridges. We're partners in providing for personal and commercial mobility and accountable investments on worthwhile highway projects, jobs and economic development. □

Let's Get the Reauthorization Ball Rolling



BY PETE RUANE, PRESIDENT AND CEO, AMERICAN ROAD & TRANSPORTATION BUILDERS ASSOCIATION

The national deficit debate and at least four other major items have consumed the political calendar and adversely affected our ability to achieve our main legislative goal:

- The 11th hour agreement in April to avert a government shutdown over the FY 2011 budget.
- The FY 2012 House budget resolution blueprint approved April 15 along party lines that assumes significant cuts in total federal transportation spending from current year levels.
- A looming battle and vote on whether to raise the federal government debt ceiling.
- Action later this year by both the House and Senate on their respective FY 2012 appropriations bills.

It's pretty clear that Congress and the president are focused on addressing one central issue in 2011: the appropriate role of the federal government when it comes to spending decisions.

COMPLEX POLITICAL ENVIRONMENT

It is in this complex acrimonious environment that the reauthorization of the highway and transit programs is being considered. However, it does NOT mean that a good, six-year bill can't still be done.

On the plus side, President Barack Obama and the chairs of the authorizing committees in both the House and Senate are all publicly committed to moving legislation in 2011. The American people remain concerned about the fragile economic recovery and the need to create jobs and improve our competitive position strengthen the case for a major bill.

In the early part of 2011, ARTBA senior staff and elected officers fanned out across the country delivering speeches at industry and business group meetings and talked with the news media about the importance of congressional action. ARTBA's state chapters have also been doing their part with outreach to new and current members of Congress.

As I write this column in late April, it's now time for the transportation construction industry and its allies to focus on doing everything in their power to help move the legislation out of committee in either the House or the Senate so that it can be scheduled for a floor vote.

While we obviously care about the investment levels and policy provisions in these bills, we should not expect to agree with every aspect of them at the outset. Nor should we let those concerns preclude our engaging in a debate about how best to address the nation's transportation challenges. The priority is to get the legislative process started.

WHAT YOU CAN DO

Our industry obviously does not control the congressional agenda in either the House or the Senate. We do not control the House T&I or Senate EPW committee's agenda or schedules, either. But, there are several specific things that both you—and ARTBA—can and MUST do to get Congress to act.

First, meet face-to-face with your members of Congress to press for action and explain to them how transportation investment benefits their district and supports jobs. There are more than 100

new members of Congress, and most of them know little about the highway/transit program. We must educate them.

Second, invite your two senators and representative to visit your headquarters or a project job site during the congressional recesses, which are scheduled nearly every month between now and September. Explain to them how uncertainty over passage of a multi-year bill impacts your business decisions—such as hiring and equipment purchasing. ARTBA's Mobilize Grassroots Action Guide, found on the homepage of www.artba.org, has all the tools you need to have a successful meeting.

"TRANSPORTATION MAKES AMERICA WORK CAMPAIGN"

To complement your efforts, ARTBA, under the "Transportation Makes America Work Campaign" umbrella, is moving out on a series of major initiatives from April to September, including:

The Public Health Costs of Traffic Congestion: A Health Risk Assessment

More than three years ago, ARTBA senior staff went to Cambridge, Mass., to meet with leading researchers from the Harvard School of Public Health's Harvard Center for Risk Analysis and discuss development of a first-of-its-kind study to quantify the public health implications of growing traffic congestion in America. The study is now complete and the central finding is eye-opening: exposure to additional fine particulate matter emissions that can be traced back to traffic congestion in the nation's 83 largest urban areas caused more than 2,200 U.S. premature deaths in 2010. The related public health cost is conservatively estimated at \$18 billion.

The study is scheduled to be released to the news media under the Transportation Construction Coalition (TCC) banner in mid-May and distributed to the Congress right before the TCC's May 24-25 Washington Legislative Fly-In.

Ads

ARTBA and the American Public Transportation Association are working together to develop and place radio and online ads that feature excerpts from transportation-related speeches by Presidents Ronald Reagan and Bill Clinton. The goal is to make the point that infrastructure investment is a constitutionally-grounded core function of the federal government.

ARTBA is also working with the TCC to create ads underscoring the job creation impacts of transportation investment and outlining the Harvard study findings.

"Transportation 101" Briefing Materials

The association has prepared briefing books that educate all new members of Congress about how the federal highway/transit programs work and provides economic data that is customized for their state/district.

Online Resource

ARTBA's new website, www.transportationcreatesjobs.org, has a "treasure trove" of national and state data on the economic and job creation impacts of transportation investment that you can share with members of Congress and national/local media.

Videos

One new bridge has been receiving a lot of national attention from the news media, and for a change, it's been universally positive! Of course, I am referring to the Hoover Dam Bypass that connects Arizona and Nevada. The project was completed

on time and on budget, solved mobility and freight bottleneck challenges and addressed security needs. ARTBA has produced a one-and-a-half minute video that touts the bridge's achievements and delivers the message that many other similar improvement projects are ready-to-go across the country if Congress would just take action on a long-term transportation bill. ARTBA is distributing the video to Congress and the news media, and it's also on the association's YouTube page. Other similar videos will also be developed.

Despite the polarized legislative landscape and other obstacles in our path, ARTBA remains cautiously optimistic.

P3 White Paper

ARTBA commissioned internationally respected journalist William Reinhardt, owner and editor of "Public Works Financing" newsletter since 1988, to put his observations of the U.S. public-private partnership (P3) transportation market over the past two decades in writing.

The goal was simple: to provide executives in our industry, P3 partners, educators and government officials with a credible, third-party assessment of how far the U.S. P3 market has come and where it stands today. Reinhardt identified lessons learned, offered a forecast for the future and put forth recommendations for what could be done to advance the P3 market further in this country. This excellent resource will be published in May and distributed nationally and locally.

Coalition Activities

ARTBA continues to devote substantial financial and staff resources to advance the shared policy goals of the U.S. Chamber of Commerce-led Americans for Transportation Mobility (ATM) and the TCC. This included several April media events and billboard ads in Ohio that helped the media and key members of Congress better understand the state's transportation needs.

GET THE BALL ROLLING

Despite the polarized legislative landscape and other obstacles in our path, ARTBA remains cautiously optimistic. With our continued efforts in Washington and your grassroots involvement, I believe we can convey to Congress the economic and political urgency of taking timely action.

Let's get the reauthorization ball rolling and make our industry's presence felt in every congressional and district office during the next five months! □

Reprinted with permission by the American Road & Transportation Builders Association (ARTBA). The preceding article was first featured in the March-April Issue of "Transportation Builder" magazine. Founded in 1902, ARTBA is the consensus voice of the transportation construction industry on the federal level. ARTBA is ARTBA's exclusive affiliate in the state. For more information, visit www.artba.org.

Burnett Civil Contracting, LLC

Burnett Civil Contracting's road to success was started with a borrowed pickup truck and a determination to succeed.

The business began in 2004 when Owen Burnett started Burnett Civil Contracting, LLC. Owen has a B.S. in business management from Alabama State University and an M.B.A. from Troy University. His education from Alabama State University was instrumental in helping pave the way to a thriving business in grading, drainage, site preparation and concrete services. He is a qualified prime contractor for the state of Alabama, where he builds highways and roads with contracts throughout the state. The company also does work in Georgia and Florida.

Burnett Civil Contracting, LLC is one of the few minority businesses in civil contracting in the state. The company is located in Montgomery, but also has an office in Peachtree City, Ga. They are a certified Disadvantaged Business Enterprise (DBE) by ALDOT, GDOT, MDOT, SCDOT, NCDOT, TDOT, Birmingham Airport Authority, the city of Atlanta and Fulton County and DeKalb County in Georgia.

Along with owning a flourishing business, Owen finds time to be active in community activities. In 2009, he received the Point of Light Award from the Montgomery Chamber of Commerce. The award recognizes a minority or female small-business owner for outstanding professional achievement and contributions to the community. He is an active member of the chamber as well as Alpha Kappa Psi Professional Business Fraternity and Alabama Road Builders' Association. □



ADEM Issues General Permit for Construction

BY VERNON H. ("CHIP") CROCKETT, P.E.

The Alabama Department of Environmental Management has completed the process for developing its Construction General Permit, which became effective on April 1, 2011. The permit is designed to protect water quality from the negative impacts associated with construction activities that result in an area of land disturbance equal to or exceeding one acre in size.

The Construction General Permit will, overtime, take the place of a permit-by-rule program that has been implemented by ADEM for almost 10 years. Efforts under the new Construction General Permit are expected to increase efficiencies for both the ADEM and the regulated community, which is crucial in today's economic climate.

Under the Construction General Permit, construction site operators will be required to implement appropriate and effective means to control erosion and minimize the release of sediment and other pollutants from their projects. The permit requires the implementation of a comprehensive Construction Best Management Practices Plan designed and certified by a qualified professional.

In addition to these and other long-standing requirements of the former permit-by-rule program, the new Construction General Permit incorporates new requirements for turbidity monitoring. Turbidity is one measurement of the amount of particulate material that is suspended in water. While the permit does not place a limit of the amount of turbidity a construction project can release,

priority construction sites disturbing more than 10 acres will be required to monitor and record the amount of turbidity in their runoff. Priority construction sites are those operating in sensitive watersheds that may already be impaired by heavy construction or urbanization.

New construction sites, as well as existing construction sites that have not renewed their expired registration notices, are subject to the new Construction General Permit and must submit a Notice of Intent (NOI) to obtain permit coverage. The new Construction General Permit and all associated forms will be available on the ADEM website at www.adem.alabama.gov. □

Environmental Management—Water Division. He can be reached at (334) 271-7974, by fax at 279-3051 and email at vhc@adem.state.al.us.

Vernon H. ("Chip") Crockett, P.E. is chief of the Stormwater Management Branch for the Alabama Department of

ARBA's New Insurance Partner

ARBA joins with Penn National Insurance for an exclusive property-casualty insurance program

Beginning October 1, 2010, members of Alabama Road Builders Association, at the invitation of ABC-Alabama, will have access to an exclusive Property and Casualty Insurance Program through Penn National Insurance.

EARN MONEY BY BUYING INSURANCE?

It's true, with this members-only exclusive insurance program. All members of ARBA are eligible for the program, subject to individual risk characteristics, loss experience and underwriting guidelines. This exclusive

insurance program offers competitive pricing, large group buying power, information and services to help reduce losses, and enhanced coverage endorsements on auto, general liability, property and businessowners.

Large group buying power is available because this insurance program potentially offers monetary dividends back to each individual member based on the size and profitability of all those members enrolled in the program. Eligible lines of insurance are: businessowners, commercial auto, crime, commercial fire, general liability, glass, inland marine and artisan contractor policies. Penn National Insurance will assist ARBA in educating and training their members on various loss exposures and cost containment measures.

Penn National Insurance ranks in the top 10 percent out of more than 1,000 U.S. property-casualty insurance groups (based on net premiums written) with more than \$550 million in written premium. They have been writing business in Alabama for more than 60 years with approximately \$60 million in current premiums. Their regional structure allows them to respond to ARBA members' needs state-by-state, and even county-by-county. Their underwriters and claims adjusters are close to our members, ready to serve you when you need them most.

Your Alabama Road Builders Association is composed of individuals and firms committed to the betterment of the industry in which they make a living. Penn National Insurance looks forward to partnering with the individuals and firms of ARBA to help strengthen the construction industry of Alabama.

If you are already insured with Penn National Insurance and a current member of ARBA, please tell your insurance agent that you are interested in enrolling in the program. If you are insured with Penn National Insurance but not a member of ARBA, please contact ARBA at 800-239-5828 or www.alrba.org to explore membership opportunities. If you are a member of ARBA but not insured through Penn National Insurance, please contact one of their independent agents located throughout Alabama to learn more about this money-saving program. A list of agencies can be found at www.pennnationalinsurance.com in the Agent Finder section. This insurance program is only available to members of the Alabama Road Builders Association through Penn National Insurance agents.

Responsible Being responsible isn't something we take lightly. It's actually the motivating force behind everything we do. Our goal is to provide quality products, every delivery, every day, and to faithfully strengthen the relationships we have with the people and communities where our facilities are located.

Committed We're especially committed to providing our employees with a safe work environment and our safety record ranks among the best in our industry. We also go to great lengths to protect our nation's natural resources. Working closely with the Wildlife Habitat Council, we've helped many of our properties become certified wildlife habitats.

Neighbor As a good neighbor, we help build stronger communities. Each year thousands of students learn about geology and earth science in our "open air classrooms". We support local education projects across the country, from adopt-a-school programs to adult literacy efforts. We sponsor scholarships, fund libraries and parks and build playgrounds, nature trails, fish ponds and butterfly gardens.

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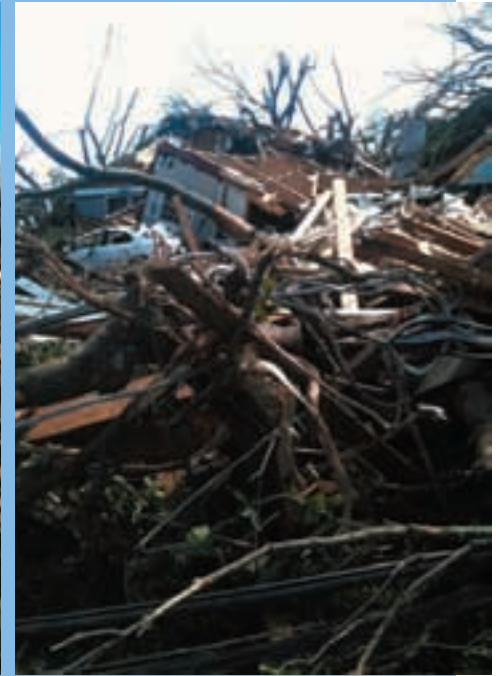
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ARBA FALL GOLF TOURNAMENT— OCT. 10, 2011 ARROWHEAD COUNTRY CLUB

Another great golf event is planned for this fall. Last fall, more than 200 golfers and guests joined ARBA for this fun event and we expect another tremendous crowd this year. Mark your calendars today and be on the lookout for information about this fall tournament. We will continue to play a scramble. Prizes will be awarded to all the winning teams. Make your plans to join us!

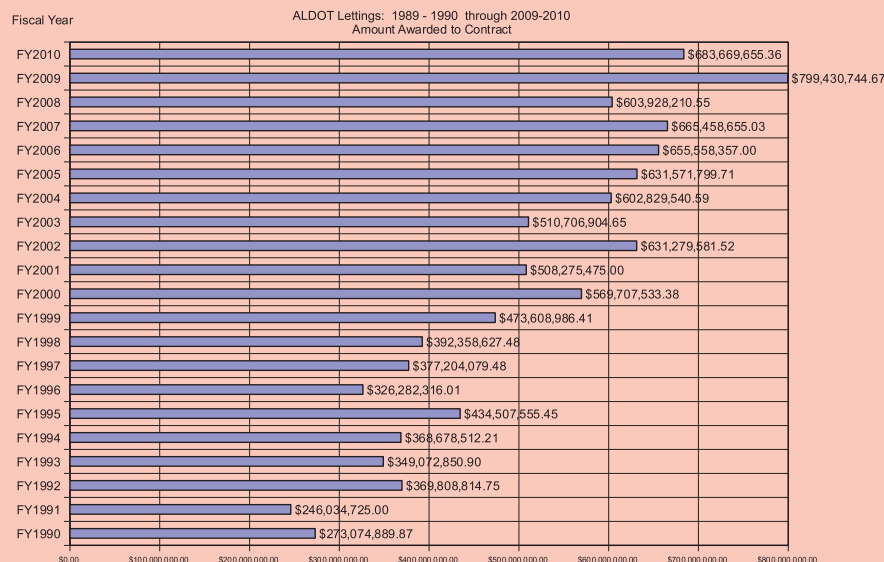
ARBA MEMBERS WORK TO HELP ALABAMA RECOVER FROM DEADLY APRIL 27 TORNADOES



These pictures were sent in by ARBA member Terry Bunn from Tuscaloosa. They represent just a portion of the overwhelming damage that was visible in north Alabama after the devastating

weather that struck on April 27. Look for a full feature in a future issue on the efforts of ARBA members as they work to help all parts of Alabama recover from this tragedy.

ANNUAL LETTING AMOUNTS



PRESIDENT'S LUNCHEON AND ANNUAL MEETING

The annual meeting and president's luncheon is scheduled for Friday, Sept. 30, 2011, at the Renaissance in Montgomery. Make plans today to join us for this always festive tradition as we honor our outgoing president, Michael McCartney, and welcome incoming president Keith Andrews and his board of directors.

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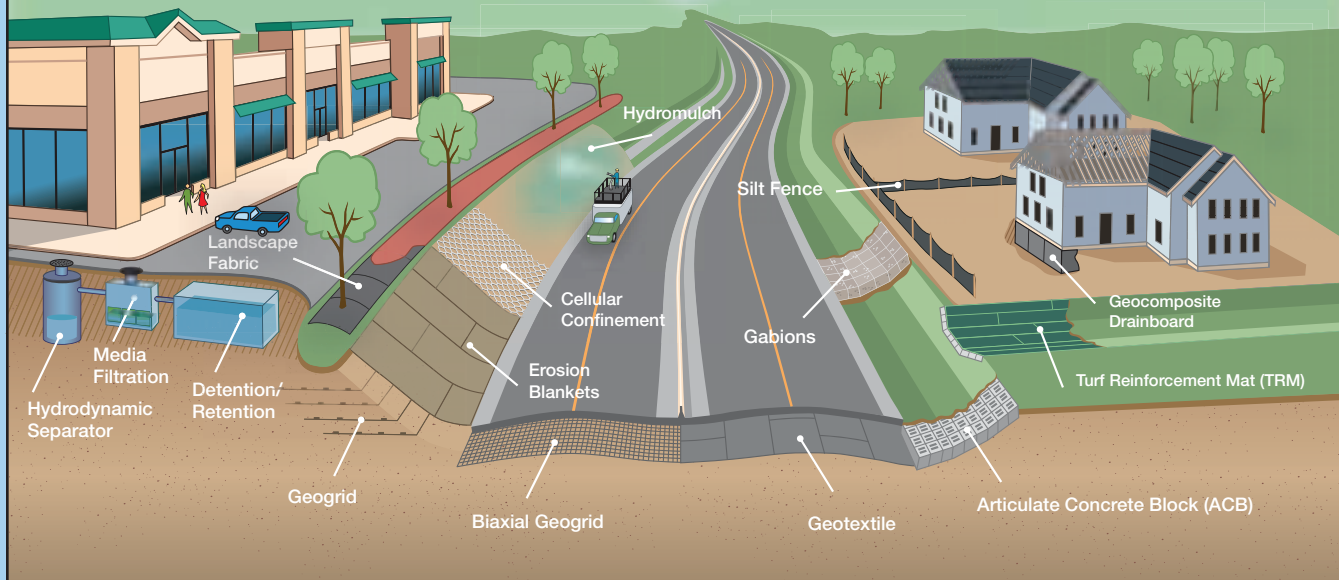


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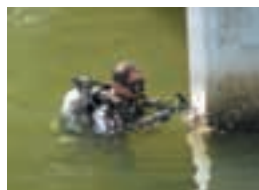
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