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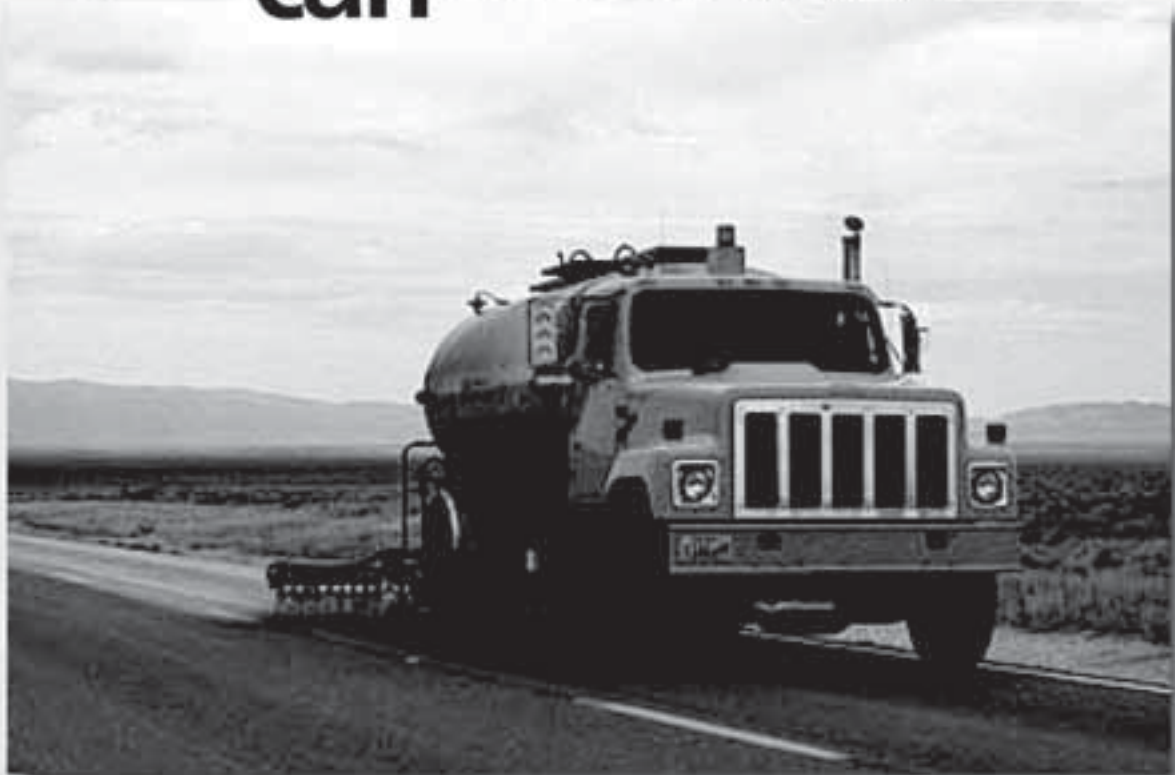
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EXECUTIVE DIRECTOR'S MESSAGE

TIME FOR A RAISE

BY BILLY NORRELL
ARBA EXECUTIVE DIRECTOR



ANOTHER YEAR has come and gone for the transportation construction industry. While we are optimistic about the future and continued opportunities for our members and their businesses, one theme remains consistent—the industry needs a raise. The last one was in 1992. Every other segment of government-supported activity has been increased. Why not transportation construction?

If you ask folks out in the state what their main gripe is when it comes to areas where government services could be improved, most answers will include too much traffic and too much congestion. Increasing capacity and relieving traffic and congestion is a main component of our Department of Transportation's function. However, simple system maintenance has overtaken the department, and capacity projects are becoming fewer and farther between. I just rode on I-85 to Atlanta, and the segment from mile marker 33 in Georgia to the city limits of Atlanta is completely under construction, adding additional lanes for ever-increasing traffic.

Costs for materials to build our roads and bridges have increased dramatically—more than 35 percent in the last three years. Oil is nearing \$100 per barrel. Road building is a petroleum-based industry. You better believe that because oil is at an all-time high our industry will be impacted by these increased prices. A direct result is a fewer number of projects. 257 projects were awarded in 2006-07. In 2002 there were 441 projects.

I encourage you to contact your state elected officials and ask them to support efforts to index Alabama's fuel taxes to the cost of the materials that go into building them. Your Alabama Road Builders As-

sociation will once again introduce legislation that will take the cost of road building material increases and factor them into a formula that will keep Alabama's gasoline and motor fuel tax rates current and provide much needed resources for the needs of our state and its citizens. These inflationary adjustments would eliminate the long-running gasoline tax increase debates between the industry and the Legislature.

We will do our best to educate the members of the Legislature about the needs of the transportation construction program throughout the state and win support of our legislation in the process. Our department does a tremendous job with the resources it has, but it can only do so much. Washington will be fresh off a new presidential election when the federal highway bill begins reauthorization talk in 2009. Word is they will be planning to bring significant resources to the national program in the wake of the Minnesota bridge tragedy. Alabama needs to be prepared to take advantage of those federal dollars by having a state program in place that can match available resources—especially if the federal pot is growing larger.

Speaker of the House, Seth Hammett, said it best: "We're going to have to do a better job of funding our Department of Transportation."

I have often stated that I have the best job in the association business because all elected officials want a quality road system in their district. Now it is time for them to prove how badly they want to keep that system in place. A quality road system takes resources to expand and maintain. Let's hope the Legislature has the political courage to do the right thing and support our efforts to provide all Alabamians with the best road system available. There are no free rides. □

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PRESIDENT'S MESSAGE

PREPARING FOR THE FUTURE

BY GREG ABRAMSON
ARBA PRESIDENT



AS YOUR NEW PRESIDENT for 2007–08, I want to thank you for your continued support of our organization. With the enactment of the new dues structure for contractor percentage dues and associate dues, your association will be prepared to provide you with the service and support you have come to know and expect for more than 60 years. In addition, it will allow ARBA to prepare for the future by establishing a sound fiscal foundation for your association. I cannot express my thanks enough for the work Tim Mullendore performed on this initiative during his year as association president. I also thank you, the membership, for showing your loyalty in supporting such a change in structure. We exist because of you and for you. Never forget that.

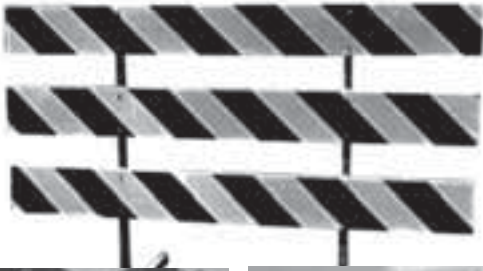
In preparation for a busy year, we are meeting with legislative leaders throughout the state to discuss the need for increasing the state's support for infrastructure. Meetings with leaders in both the House and Senate have taken place and will continue leading up to the February legislative session. Our industry is the economic engine for Alabama. We provide jobs, recruit and attract industry, improve quality of life for our citizens, and save lives. When you see one of your local officials, please remind them that our industry has not had a "raise" in more than 15 years, and it is time that such an adjustment was made to keep up with the increasing price of building roads in Alabama.

Membership growth in ARBA continues to be a focus for us as we desire to represent the entire industry as a whole so as to speak with one unified voice. If you work with a certain contractor who you know is not a member of our association, tell them about what we do and why they should be on our team. Tell them how we fight to protect and increase our highway revenues in the halls of the Legislature year after year; how we work to elect pro-transportation officials to the Legislature who will help promote and protect our program; how we offer the industry the opportunity for face-to-face interaction with ALDOT and governmental leaders; how we serve the industry with an ARBA representative on the Claims Appeal Board to settle disputes between the contractor and the department; and how we provide information throughout every phase in the highway letting process from the day the list of projects are announced to the day they are completed. These are just a few of the things we do at ARBA for our members. Member services are what we are here for, and we want the entire industry to be a part of our team.

If you think of any other ideas that would help improve our association and industry, we welcome your thoughts and input. ARBA exists to serve you. Please help us work to make it the best it can be. Thank you for your continued support of our industry and your association. □

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FROM THE ALABAMA DEPARTMENT OF TRANSPORTATION

DELIVERING ON OUR PROMISE

BY JOE MCINNES
TRANSPORTATION DIRECTOR, ALDOT



AN ORGANIZATION'S MISSION is the promise it makes. Previously in this space, I have written about the Alabama Department of Transportation's mission to provide a safe and efficient transportation network. I believe we fulfill that mission remarkably well, based on the available levels of state and federal funds.

Many of you have followed how the Department has applied the principles of safety, need vs. want, and the potential for economic development in making management decisions during the past five years. That approach, as well as demanding efficiency and accountability, has helped us achieve things that we can all be proud of in the industry we share.

We have moved beyond the costly Reynolds discrimination lawsuit, ending a decades-long drain on taxpayer funds that might have otherwise increased construction and maintenance spending by \$300 million over the life of the suit. Positive changes to our hiring, promotion and training programs did result, and now that we are free from cumbersome court orders, further improvements will be realized in our ability to adequately staff the Department.

In November, we opened a 26-mile stretch of Corridor X. It's the second major stretch of Future Interstate 22 to be opened in the past two years, and it represents opening half of the 96 mile route during the past five years. The new year will see the remainder of Corridor X under construction, and we will push to connect this new interstate to I-65 by 2011.

During summer of 2007, we celebrated opening Alabama 157 as a four-lane highway from Cullman to the Shoals. Just a year ago, we completed the final portion of the four-laning of U.S. 280. And we are making remarkable progress on four-laning the final 16 miles of U.S. 431 in Russell County.

More and more, we are looking at ways to make Alabama's rural highways safer. One of the main tools in those efforts is the addition of about \$50 million to our resurfacing budget to add two feet of lane width to rural highways in conjunction with resurfacing projects.

We believe this program will save lives the same as our interstate median barrier program, which has cut interstate crossover crash fatalities by 75 percent.

But in public service, we are judged by how well we deliver on our mission. While we are getting laudable results, we face numerous challenges. Paramount among them is the struggle to meet our construction and maintenance needs with our current levels of state and federal funds. It remains a continual balancing act between the need for new capacity and to maintain our existing transportation network, and we make tough decisions based on priorities every day. Some of our decisions are not popular, especially when worthwhile projects are forced to wait.

The past five years have focused a lot on efficiency and accountability, but the future will see a more specific focus on the environmental commitment that comes with our promise to the public. Emerging problems in Mobile regarding the U.S. 98 project are a source of great disappointment to me. We have been working since September to return that project to compliance with our environmental permits, fixing problems that—for a number of reasons—never should have occurred.

You may recall that we added stormwater runoff inspectors in each division just a few years ago. Our inspection process will remain a priority, with a clear expectation that ALDOT's inspectors should be the first and last line of defense against erosion and sediment on construction projects—not outside regulators or inspectors. Chief Engineer Don Vaughn and other central office staff members have conducted meetings with construction personnel from each division, and let there be no question that I expect ALDOT and our contractors to view our commitment to environmental stewardship as a promise.

In the future, we must fulfill our mission in a way that ensures we deliver what we promise ... a safe, efficient transportation network that is built and maintained with an unquestioned commitment to environmental stewardship. I know I can count on you to help keep that promise. □



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Highway to a National Vision



With its roads in dire conditions, the U.S. needs a 21st century transportation bill to upgrade and expand roads for the safety of the nation.

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



The Interstate 35W bridge collapse in Minneapolis in early August sounded alarms about the current state of our nation's infrastructure, making clear what many in our industry have been saying for years—our nation's roads and bridges do not take care of themselves and require constant care and investment.

It sounds like the kind of thing we might read about in a developing country. But, as Minnesota Sen. Amy Klobuchar said, "Bridges in America should not be falling down."

This just two years after Congress passed a \$286 billion transportation bill—\$90 billion short of what many believed was needed to maintain the nation's aging roads, bridges and transit systems. And money wasn't the only thing lacking. Also missing was a broad and bold strategic transportation vision for our future.

It has been a half-century since President Dwight Eisenhower led the legislative drive to finance and build the U.S. Interstate Highway System that paved the way for the economic expansion, prosperity and unified country we take for granted today. Without the Interstate network, our modern economy could hardly function—and our mobility and security would be seriously compromised.

Much of our highway and transit infrastructure is more than a half-century old. It not only needs fixing, but it also needs to be upgraded with innovative new materials and construction technologies, and expanded to meet this

century's population and economic and environmental needs.

A Gallup Poll released Aug. 7 found 57 percent of Americans believe the Minneapolis bridge collapse is indicative of serious problems in the nation's transportation system, and 73 percent say they would support Congress spending more than \$100 billion rebuilding our bridges.

Recent federal reports indicate 26 percent of the nation's nearly 600,000 bridges need repair. Traveling across our aging infrastructure are increasing numbers of frustrated commuters and truckers hauling growing volumes of freight. A study by the Texas Transportation Institute has found traffic gridlock costs the U.S. economy more than \$65 billion each year in lost productivity and wasted motor fuel. Gridlock also adds tons of unnecessary greenhouse gas emissions and makes our goal of energy independence even tougher. There is a greater toll, however, and early this month we bore the greatest of all costs: the loss of human lives.

The Minneapolis event underscores the need for investing in a well-designed and balanced transportation system. We need and deserve a system that not only invests in reconstructing, repairing and maintaining aging highways and transit network but also invests in intelligent transportation systems that facilitate efficient and safe movement of goods and people.

Today's federal highway program is neither structured nor financed to meet America's transportation needs for this century. Federal and state budgets are short the billions of dollars required to maintain and improve the infrastructure we have. It is time for a bold, bipartisan plan to change that.

To start, it is essential to close the \$20 billion annual federal shortfall in funds needed just to maintain the status quo—protecting past infrastructure investments through existing highway and transit programs. At the top of this list is rehabilitation of the existing Interstate highway and bridge system. This is a fundamental government responsibility. Investments now can help avoid catastrophic bridge and road failures in the future. This can and should be done by increasing the federal gas tax, which is a dedicated user fee.

But we also need a plan to meet future needs. It is time to fast-track a new, long-term strategic capital investment program restructuring the federal transportation program into two parts.

1. It is important to separate trucks from passenger traffic on the existing Interstate system. This would add capacity and safer, more efficient roads for everyone.

2. New "Critical Commerce Corridors" must be established across states and across transportation modes, based on a new strategy: creating modern con-

nections of ports, airports, waterways and railways, adding state-of-the-art freight transfer centers and rail hubs.

The "Critical Commerce Corridors" program would dramatically improve economically vital freight movement and help move people during national emergencies and natural disasters.

This initiative would be financed by dedicated freight-related user fees. It could help maintain safety on our nation's roadways and provide future capacity for a growing nation.

China, India and the European Union—each now fighting tooth and nail to overtake the U.S. as the world's economic superpower—not only have well-thought out and nationally financed strategic transportation development plans but are aggressively implementing them.

Since the mid-1990s, China has built 25,000 miles of new, multi-lane highways and has announced plans for 52,000 miles of modern expressways by 2020—more than the 46,000-mile U.S. Interstate system.

The size and scope of our transportation system present real challenges. But we can address them. Today, we are united nationwide as never before. We must build on this legacy.

From the completion of the Transcontinental Railroad in 1869 to the first astronaut landing on the moon in 1969, we have been inventive and persistent in tackling transportation challenges to serve a growing nation. This century demands a similar commitment to repairing our national infrastructure.

For the sake of safety and global competitiveness, the U.S. must focus on pushing through in 2009 a real 21st-century transportation bill—one that will be the envy of the world, not the bane of millions of American drivers and businesses.

It is time we come together as a nation and make our critical infrastructure a national priority of which we can proud—not just another dent in the armor of a fading 20th century giant. □

Peter Ruane is president and chief executive officer of the American Road & Transportation Builders Association.

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ARBA Installs Officers for 2007–2008



THE 2007 ANNUAL LUNCHEON on September 28, 2007, was a special event with friends and guests gathered together. The seated luncheon, held at the Capital City Club and complete with an address from ALDOT's Tony Harris, attracted more than 200 guests and dignitaries. ARBA invited many special guests, as well as ALDOT employees, to join them in the luxurious ballroom for the luncheon. The tremendous crowd was a shining example of the hard work and respect that is shared by those in transportation construction and those that are responsible for the daily operations of the Department of Transportation. We are thankful for them and appreciate the participation and dedication that is shown by all.

Master of ceremonies, Tim Mullendore, ran the show as outgoing ARBA president. He introduced the guests from the DOT as well as ARBA's past presidents and specially invited guests. Lastly, Mullendore announced the new officers and members of the Board of Directors for the Alabama Road Builders Association.

Incoming President Greg Abramson was the next to speak, and he, following his acceptance of the position, wrapped things up by presenting Mullendore with a plaque and framed photo for his office. The officers for the association for the coming 2007-2008 year are as follows:

PRESIDENT – GREG ABRAMSON

Mr. Abramson was born February 12, 1957, in Florence, Ala., and attended Pinson Valley High School, Jefferson State Junior College and University of Alabama at Birmingham.

Mr. Abramson is Manager of Abramson LLC in Birmingham, Ala. He worked for Abramson & Sons, Inc. during summer vacations while attending school. Greg started

full-time employment in 1977 in various positions up to vice president. After the sale of Abramson & Sons, Inc. in 1982, Greg and Alan Abramson formed Abramson Partnership, later to become Abramson LLC. The company works throughout Alabama and surrounding states. They build culverts and do miscellaneous concrete work. They also do median barriers and bridge railing. Greg is active in all phases of the business from bidding to general supervision of projects.

Mr. Abramson is a member of The Church at Brookhills. Greg and his wife, Cindy, are the parents of two daughters. He has served on the ALDOT Liaison Committee and is a member of the ARBA Board of Directors. His hobbies include hunting and fishing.

VICE PRESIDENT – ST (SONNY) BUNN, JR.

Mr. Bunn was born on April 18, 1948, in Tuscaloosa, Ala. He attended Holt High School and graduated with a B.S. in Civil Engineering from the University of Alabama.

Mr. Bunn and his brother, who had been working for their father from as early age, purchased the business from ST Bunn, Sr. in 1981. He has held positions from equipment operator to paving superintendent. Mr. Bunn serves as president of ST Bunn Construction Co., Inc. in Tuscaloosa, Ala.

Sonny also serves on the Board of Directors of AmSouth Bank, the Leadership Board for the College of Engineering at The University of Alabama, and is a past president of the Alabama Asphalt Pavement Association. He has two children.

TREASURER – SHERMAN SUITTS

Mr. Suitts was born July 15, 1951, in Haleyville, Ala. After majoring in political science at the University of Alabama

and earning a J.D. Degree from Birmingham School of Law, Sherman was admitted into the Alabama State Bar in 1977.

Sherman is Vice President of Sales and Business Development in the Southern and Gulf Coast Division of Vulcan Materials Company. Vulcan has employed him for 27 years. His responsibilities at Vulcan have included labor attorney, human resources director, and general manager of sales, operations and highway construction.

Sherman has served on several non-profit and industry related boards of directors, on the Vestavia Hills Board of Education and City Council, and has been appointed by four Alabama governors to education and business-related councils.

Sherman and his wife, Donna Kay, have two daughters, Jill and Julie, a son, Justin, and a granddaughter, Claire.

SECRETARY – MICHAEL H. McCARTNEY, II

Mr. McCartney is Vice President of Operations, McCartney Construction

Company, Inc. and Calhoun Asphalt Company, Inc. in Gadsden, Ala. Born September 27, 1956, in Lee County, Ala., he attended Baylor High School in Chattanooga, Tenn., and graduated in 1979 with a B.S. in Business Administration from Auburn University.

Mr. McCartney has worked for McCartney Construction Company, Inc. since 1970 and has served the company in every capacity from laborer to his present position.

Mr. McCartney is a member of the Rainbow Presbyterian Church of Gadsden. He is a member of the Gadsden Quarterback Club and the Etowah County Auburn Club. Mr. McCartney has served on the Alabama Road Builders Board of Directors since 2000, served as President of the Alabama Asphalt Pavement Association in 1999, and currently serves on the Board of Directors of that association. He serves as a director of the TRIP board and is a member of the NCAT Applications Steering Committee. He is the father of two daughters, Frances and Natalie, and one son, Bailey. □

ARBA OFFICERS AND DIRECTORS FOR 2007-2008

- President: Greg Abramson, Abramson LLC
- Vice President: S T (Sonny) Bunn, S T Bunn Construction Co., Inc.
- Treasurer: Sherman Suits, Vulcan Materials Co.
- Secretary: Michael H. McCartney, II McCartney Construction Co., Inc.

NEWLY ELECTED DIRECTORS (TWO-YEAR TERM)

- Bob Dawson, R.R. Dawson Bridge Co., LLC
- Keith (Tack) Mims, Alabama Bridge Builders, Inc.
- John G. Walton, John G. Walton Construction Co.
- Charles E. Watts, Charles E. Watts, Inc.

THOSE CONTINUING TO SERVE (ONE-YEAR REMAINING)

- Randy Billingsley, Mobile Asphalt Co., Inc.
- Lee Gross, Ozark Striping Co., Inc.
- Chris Newell, Newell Road Builders
- Norman Walton, J.S. Walton & Co.

ASSOCIATE MEMBER DIRECTOR (ONE-YEAR REMAINING)

- Paul B. Scott, Jr., Turner Insurance & Bonding Co.

ASSOCIATE MEMBER DIRECTOR APPOINTED BY 2007-2008 PRESIDENT (TWO-YEAR TERM)

- J.W. (Jim) Waitzman, Jr., Tractor & Equipment Co., Inc.

IMMEDIATE PAST PRESIDENT

- Tim Mullendore, APAC-Southeast, Inc.

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- Keith Andrews, RaCON, Inc., Tuscaloosa
- Terry Bunn, S T Bunn Construction Co., Inc., Tuscaloosa
- Randy Butler, Rogers Group, Inc., Tuscumbia
- Craig Fleming, Dunn Construction Co., Inc., Birmingham
- John Fuller, East Alabama Paving Co., Inc., Opelika
- John Harper, Wiregrass Const. Co., Inc., Arifton
- Mitchell Harris, H&L Construction, Inc., Troy
- Ron Jackson, Jackson Paving & Construction, Inc., Guntersville
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- Johnny E. Murphy, III, Hosea O. Weaver & Sons, Inc., Mobile
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Executive Director Norrell Elected ARTBA CSE Chairman

Alabama Road Builders Association (ARBA) Executive Director Billy Norrell was elected 2007–2008 chairman of the American Road & Transportation Builders Association (ARTBA) Council of State Executives (CSE) during ARTBA's recent national convention held in Fort Lauderdale, Fla.



The ARTBA CSE is comprised of chief staff executives from each of the association's 33 affiliated chapters. The council meets and communicates throughout the year to share information on national and state transportation policy and best practices for state association management. Norrell, a 10-year member of the CSE, will also serve on the ARTBA Executive Committee and Board of Directors and represent ARTBA's state chapters in meetings with federal and state officials.

"Billy Norrell has been a strong advocate for increased transportation investment in Alabama," ARTBA President and CEO Pete Ruane said. "As chairman of the Council of State Executives, he will no doubt be an effective voice at the federal level in helping ARTBA educate Congress about the need to increase highway/transit investment in order to remain competitive in today's global economy."

Norrell is active on the board of the Alabama Council of Association Executives, the Business Associations' Tax Coalition, the Alabama Civil Justice Reform Committee, Senator Jeff Sessions' (R-Ala.) Transportation Advisory Council and the University Transportation Center for Alabama's Advisory Council. He also serves on the Alabama Commission on Infrastructure, selected by the

Speaker of the Alabama House of Representatives Seth Hammett (D-Andalusia) to address statewide transportation issues.

Prior to joining ARBA, Norrell served as associate director of governmental affairs for Auburn University, and as Senior Legislative Assistant to Rep. Sonny Callahan (R-Ala.) and Rep. William L. Dickinson (R-Ala.) for more than four years in Washington, D.C.

Norrell graduated from Auburn University in 1990 with a degree in public relations. He and his wife Stephanie have three sons, George, William and Walton.

ARBA, founded in 1947 and based in Montgomery, is the only association that exclusively represents the collective interests of all sectors of Alabama's transportation construction industry. Alabama's transportation construction industry generates more than \$1 billion in economic activity annually and provides employment for more than 36,598 Alabamians.

Founded in 1902, ARTBA is the U.S. transportation construction industry's consensus voice in the nation's capital. The association includes more than 5,000 private and public sector members from all 50 states. □

The logo for Southeast Materials features a stylized mountain range within a triangular frame. Below the mountains, the text "SOUTHEAST MATERIALS" is written in a bold, sans-serif font. Underneath this, a horizontal bar contains the text "Crushed Stone ♦ Granite ♦ Rip Rap ♦ Sand ♦ Gravel". At the bottom of the logo, the address and contact information are listed: "12 Office Park Circle, Suite 213 ♦ Birmingham, Alabama 35223" and "Tel.: (877) 871-1206 ♦ Fax: (205) 871-1247".

A Great Day to Play



Fall Golf Tournament 2007

Upon completion of the day's rounds, everyone gathered back at the clubhouse for a steak dinner and the awarding of the golf prizes. Six flights competed for prizes with three places in each flight receiving a gift certificate to the Arrowhead pro shop for each team member. Awards were also presented to the closest to the pin winners on the par threes, as well as two longest drive contests. The first flight team low gross winners at 55 under were Jeff Webb, Rusty Baynes, John Lorentson and Terry McDuffie. Congratulations to this great team and all the others for their participation.

Everyone stayed late into the evening as the Arrowhead staff and tournament team members entertained the ALDOT and ARBA guests with libations and appetizers. The event was one that will not soon be forgotten and one that will be tough to duplicate. We plan to have another great event this spring, so make your plans now to join us in early May 2008 for the Spring Fling golf and fishing rodeo as we return to the Gulf Coast. Special thanks go out to Shirley McGowen Banks and Terri Mitchell. Thank you for all your help throughout the day! □

On a beautiful October day, the Alabama Road Builders Association gathered at The Arrowhead Golf and Country Club to host its annual fall golf tournament for its members and guests. Another full-capacity crowd played the challenging course in the afternoon and finished the day with a great turnout at the awards ceremony and dinner that evening. Guests, legislators and Alabama Department of Transportation employees were everywhere and proved to make this tournament another tremendously successful event. The day began with golfers preparing for their 12:30 p.m. tee time by warming up on the range and then having a lunch at the clubhouse.




Congratulations to the winners John Lorentson, Rusty Baynes, Terry McDuffie and Jeff Webb.





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For more information call ARBA at 334-832-4331.

ARBA 2008 CALENDAR OF EVENTS

January 18, 2008
ALDOT Highway Letting

January 18, 2008
Legislative Issues Meeting
ARBA

February 1, 2008
Board of Directors Meeting
ARBA

February 5, 2008
Regular Legislative Session Begins

February 29, 2008
ALDOT Highway Letting

March 10-14, 2008
ConExpo/ConAgg
ARTBA Spring Meeting, Las Vegas

March 17-21, 2008
Alabama Legislature Spring Break

March 28, 2008
ALDOT Highway Letting

April 9, 2008
ARB Hall of Fame Ceremony
Montgomery Country Club

April 25, 2008
ALDOT Highway Letting

April 28, 2008
Board of Directors Meeting
ARBA

May 1-4, 2008
AAPA Convention
Sandestin Beach Hilton

May 8-9, 2008
Spring Fling Golf & Fishing Outing
Gulf Shores

May 19, 2008
Legislature Adjourns
Sine Die

May 30, 2008
ALDOT Highway Letting

June 4-8, 2008
ARBA Annual Convention
Los Cabos, Mexico
Hilton Resort & Spa

June 27, 2008
ALDOT Highway Letting

July 15, 2008
Board of Directors Meeting
ARBA

July 25, 2008
ALDOT Highway Letting

August 29, 2008
ALDOT Highway Letting

September 26, 2008
Board of Directors Meeting
ARBA – 10 a.m.

September 26, 2008
ALDOT Highway Letting

September 26, 2008
ARBA Annual Luncheon
Capital City Club

November 7, 2008
ALDOT Highway Letting

December 5, 2008
ALDOT Highway Letting

December 11, 2008
ARBA/AAPA Holiday Reception
Embassy Suites, Montgomery

December 12, 2008
Board of Directors Meeting
ARBA

December 12, 2008
AAPA Luncheon (Tentative)
Embassy Suites, Montgomery



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In 1967 Roy Jackson passed away and left the business to his two sons, Berlun and Doyle Jackson, who owned and operated the company for more than 25 years. Jackson Paving and Construction is now owned and operated by Roy Jackson's grandsons, Mitchell and Ron Jackson. They do highway construction and paving for the Department of Transportation as well as site work, paving and other construction services for private contractors. Jackson Paving and Construction has grown to four locations and employs more than 125 people in the Northeast Alabama area.

They are committed to providing the highest quality services to the Alabama Department of Transportation, municipal, commercial, industrial and residential customers. They also do work for engineering and design firms, architects, general contractors, and developers.

They offer a wide variety of products and services. Not only do they offer hot-mix asphalt but their state-certified quarry produces sand and sandstone. Their services include the highest quality base and paving, excavating, site clearing and site preparation.

As with all industry, the road building and construction industry is a fast-paced, quickly advancing industry. Computer controls and satellite guidance systems have proven to be major contributors in these advances. Jackson Paving is a leader in making use of these technologies for better production and a better quality product for their customers.

Along with technology advances comes the need for the highest quality, best trained employees to use those advances. Schooling and in-house training help to make Jackson Paving's employees some of the best in the industry. □

ALABAMA DEPARTMENT OF TRANSPORTATION TENTATIVE LETTING SCHEDULE 2008

Highway Construction Lettings are normally held on the second Friday of January, the last Friday of the months February through September, and the first Friday of November and December, with no letting scheduled in the month of October. Listed below are the tentative letting dates for 2008. These letting dates are subject to change, but will be confirmed approximately four (4) weeks prior to these dates:

- | | |
|-------------------|--------------------|
| January 18, 2008 | June 27, 2008 |
| February 29, 2008 | July 25, 2008 |
| March 28, 2008 | August 29, 2008 |
| April 25, 2008 | September 26, 2008 |
| May 30, 2008 | November 7, 2008 |
| | December 5, 2008 |



ALABAMA DEPARTMENT OF TRANSPORTATION ENGINEERING CONFERENCE; FEBRUARY 20-21, 2008

The Alabama Department of Transportation Annual Engineering Conference, once again returns to the campus of Auburn University on February 20-21, 2008. Your Alabama Road Builders Association will be part of the events, greeting conference participants on both days, as well as the entire planning of the conference. Please join the staff of Auburn University and the Samuel Ginn College of Engineering and the Auburn University Engineering Extension Service as they put together another quality event for Alabama's transportation construction industry.



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HALL OF FAME 2008 CLASS



You should have already received your Hall of Fame application packets for the 2008 class. Please take the time to review the information and determine if you know anyone worthy of being included in our next class. The industry pioneers who are included in this exclusive fraternity are unique individuals who have dedicated their lives to the transportation construction industry. We hope to continue this new ARBA tradition by preparing a class of special individuals and creating a foundation that this program can thrive on for many years to come. Please call the ARBA office if you need any information on this program or if you have questions.



ARBA SPRING FLING: MAY 8-9, 2008 AT ORANGE BEACH, ALABAMA

The annual Spring Fling golf and fishing tournament is set once again for May 2008. Make your plans today to be a part of this exciting activity. Join ARBA friends and ALDOT guests as we participate in a two-day fishing rodeo and a golf tournament event. Watch your mailings for registration forms that will be coming soon!



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Your 2007-2008 ARBA Membership Directory should be arriving any day now. For those who would like to purchase additional directories, please call Terri Mitchell in the ARBA office at 800-239-5828. They may be purchased by ARBA members for \$10 each. Thank you to all the advertising sponsors who help make this directory the industry standard for transportation construction in Alabama.



**BUDDY BERRY JOINS
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Construction equipment veteran Buddy Berry is the newest addition to the J.M. Wood Auction Family. Buddy will be joining Richard Wood on the East Coast sales team to help better serve J.M. Wood's rapidly growing customer base along the Atlantic Seaboard.

Buddy served the last 18 years as used-equipment manager for one of the largest new equipment distributors in North America and one of the largest rental companies in the Carolinas.

"We are very excited about Buddy coming on board with us," said Bryant Wood, vice president of J.M. Wood Auction. "Buddy has an unblemished reputation in the construction equipment business, and an unbelievable knowledge of machinery."

J.M. Wood Auction was started in 1973 in Montgomery, Ala., and expanded its operation to include Columbia, S.C., in 2001. Since making the jump to South Carolina, J.M. Wood has experienced phenomenal growth.

"We have been very pleased with the South Carolina auctions," says East Coast sales manager Richard Wood. "The response from the local contractors has been very encouraging. We have exceeded projections every year since we have been here, and we look forward to continued growth and giving our customers the best service in the auction industry."

J.M. Wood Auction conducts many major auctions per year at its South Carolina and Alabama locations.



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