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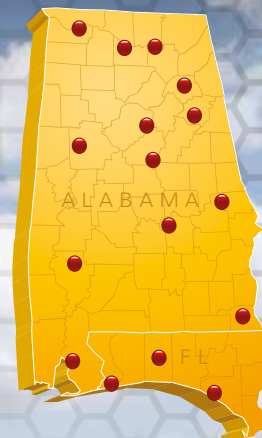
A Publication of the Alabama Road Builders Association

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Spring 2022



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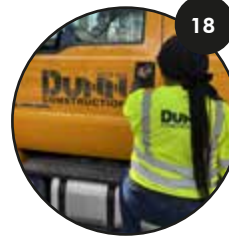
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JOHN (WHIT) WHITMAN
ARBA President

A MESSAGE FROM ARBA'S PRESIDENT

Over the last few months, this article has expanded on several issues affecting our industry. Namely, the passage of IJA, sales tax exemption, contractor liability, Design-Build projects and politics. These are the big-ticket items that grab our attention and seem to be the focal points of our discussions. Recently though, massive inflation has screamed to the forefront. Certainly in my days, I've never seen anything close to this.

For the contractor though, the critical issue is not so much moving forward, but trying to recover from projects that were awarded in the Summer / Fall of 2021 and possibly many more prior to that.

The asphalt contractors are generally protected by the "asphalt index", but most cities, counties and commercial projects choose not to participate. Other than that, there are no other avenues for recovering from unexpected price hikes. Thus, the bonded contractor must absorb the increases within existing unit prices. Unfortunately, this time around, the enormity of the situation is not sustainable. How can one be expected to absorb 50%-200% increases in less than 6 months? Is this just the price

of doing business? In my opinion, no. For the association, we look forward to ongoing discussions with ALDOT and other entities to discuss our options. Other states, such as Florida, Louisiana and Texas have instituted emergency programs to help the contractors. Hopefully by publication, there will have been some movement.

Where's the IJA Match? This is a common conversation that I hear within our industry. Does ALDOT have the capability to provide the matching funds required by the federal Infrastructure Investment and Jobs Act? Although Rebuild Alabama funds cannot be used for matching purposes, a major selling point was that RA would enable the existing road and bridge program to provide the necessary funds to match a new robust federal program.

Well, here it is, and I certainly hope that matching funds are available. To me, this should be a point of emphasis for the Joint Transportation Committee. Not matching is certainly not an option.

Over the years, I've learned that we all have the same issues. The names on the equipment might be different, but we are all faced with the same challenges. Labor, truck-

ing, material procurement, escalating prices, etc.. I could go on and on, but the most disappointing aspect is knowing that our industry is definitely on the uptick. Are we ready to meet the challenge? These are just some of the issues that keep you up at night. That's why we must stay focused on workforce development and promote our industry as having high-quality / high-paying jobs.

Enough of the negative, this is where the positive message begins. Roadbuilders adapt to problems everyday. That's what we do. As we traverse our 75th year, I can see us digging in and adapting to these conditions. In partnership with ALDOT, we are thinking outside the box and hope to address the unprecedented price escalation. The November elections will more than likely provide new leadership, and our association is preparing for a new legislative cycle in which several important issues will be on the table. Let's keep laying asphalt, building bridges, moving dirt, laying pipe (when you can get it), installing guardrail, striping roads, and putting up those blue "Rebuild Alabama" signs. ▲



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TOM LAYFIELD,
ARBA Executive Director

A MESSAGE FROM ARBA'S EXECUTIVE DIRECTOR

Executive Director Potpourri

PPrimary Election – Tuesday, May 24th is the day we all need to go re-elect those that supported Rebuild Alabama. There were 28 votes for Rebuild Alabama in the Alabama State Senate and all but three are running for reelection. In the State House, there were 83 yes votes and there are 14 not running for reelection.

Nevertheless, get out there and vote and help elect these friends that helped us.

Work force Development – The gravity of this issue continues to increase and the number of programs coming online to help recruit and train candidates does as well. The next year, ARBA will be immersed in ensuring member access to the programs up and running like the one at Jefferson State and Bishop State and those coming online here in Montgomery at Trenholm Tech and at Auburn University.

Material Costs – Today's business environment has produced some unprecedented price increases as well

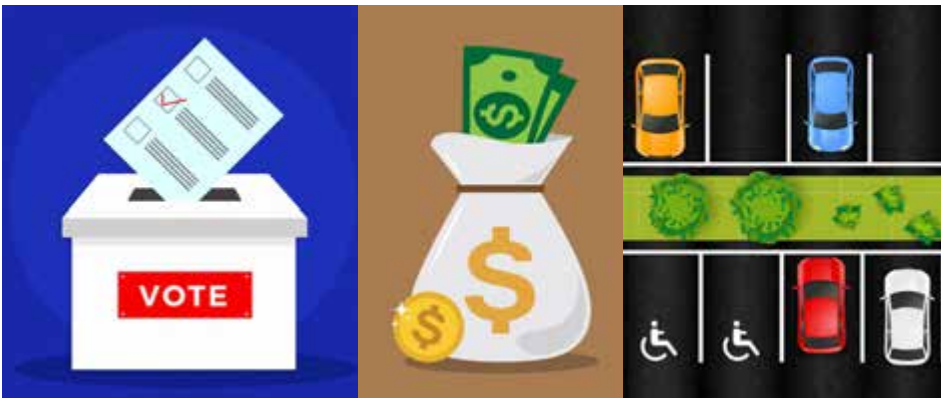
as material availability issues. The Association has been working with ALDOT on ways to address some of the most egregious issues. Inflation is a self-fulfilling prophecy and we all need to work together so that we all share in the pain produced and attempt to minimize the impacts on our jobs. Please email Tom Layfield – layfield@alrba.org - with your issues regarding material costs and availability.

Alabama Construction Recruitment Institute (ACRI) – Thanks to Amber Kinney with Dunn Construction for completing one three-year term as the ARBA Representative on the ACRI Board and for agreeing to be reappointed by Speaker McCutcheon for another term. ACRI is funded through contractor license fees and serves as the industry recruitment arm for our workforce needs. Their Go Build Alabama campaign is designed to educate our high school kids and others on the value of learning a trade and enhance their perception of

construction jobs, and inspire them to consider building a career in the skilled trades industry.

Alabama 811 – Thank you to Trent Newell with Newell Roadbuilders for accepting the appointment to serve in the ARBA Board position on the Alabama811 Board of Directors. Alabama 811 works closely with utilities in the state of Alabama to prevent damage to underground facilities.

ARBA Parking Lot Paved – Thank you to Wiregrass Construction who generously donated the asphalt to repave the ARBA parking lot and to Mel Monk with AAPA who handled quality control. ▲



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ROCKS ACT IS LAW OF THE LAND

(ORIGINALLY PRINTED IN THE STONE, SAND GRAVEL & REVIEW)

Austin Bone, NSSGA Director of Government Affairs



The historic Infrastructure Investment and Jobs Act (IIJA) will provide the aggregates industry with tremendous opportunity to supply and build a vast array of projects across the country. Funding for federal highways alone increased 30 percent, providing five-year certainty for road projects. In addition, the historic legislation included a new pot of federal dollars, \$550 billion, to build water projects, bridges, ports, airports, transit, rail, energy and other infrastructure, supporting thousands of new construction projects in all 50 states.

Clearly, the investment laid out by IIJA, which was championed by the industry in Washington, will significantly increase demand for our products. However, this is occurring at a time when we are facing increased scrutiny from all levels of government and the general public over the development and continued operation of our facilities. Those who do not understand our business believe mining is harmful for

the environment and for one's health and think it should be eliminated. They often do not want to look at or live near an active quarry. We know as an industry we must continue to educate communities and promote better planning to protect quarries and pits.

Tucked away on page 180 of the 1,039-page IIJA is the legislation what we know as the ROCKS Act (Rebuilding Our Communities by Keeping Aggregates Sustainable). This bill was championed by Rep. Greg Stanton (AZ), Rep. Troy Balderson (OH), Sen. Mark Kelly (AZ) and Sen. Rob Portman (OH). When President Biden signed IIJA into law on November 15, 2021, he also signed the ROCKS Act into law. This legislation is the first attempt to ensure project planners, from the federal government to local entities, are working to keep aggregates facilities active and allow for smoother permitting, while delivering critical infrastructure. We must acknowledge the work of the industry to help craft, and advo-



cate for the ROCKS Act. In a legislative session over 7,000 bills are introduced but only 6 percent become law. This was a key design by our Founding Fathers to ensure only the best legislative ideas make it to the President's desk.

Over two years, two Legislative and Policy fly-ins, thousands of meetings, grassroots letters and shoe leather lobbying, the joint efforts of the industry to drive support of the ROCKS Act paid off. The legislation received bipartisan support from key members of the committees that set transportation policy in Congress and was included in both the House and Senate Surface Transportation reauthorization packages. That is a testament to our relationships and advocacy efforts as only a handful of policies can be found in both bills. The bipartisan group of lawmakers who drafted IIJA pulled policies from the previously worked on highway reauthorizations setting up its inclusion in the final infrastructure law.

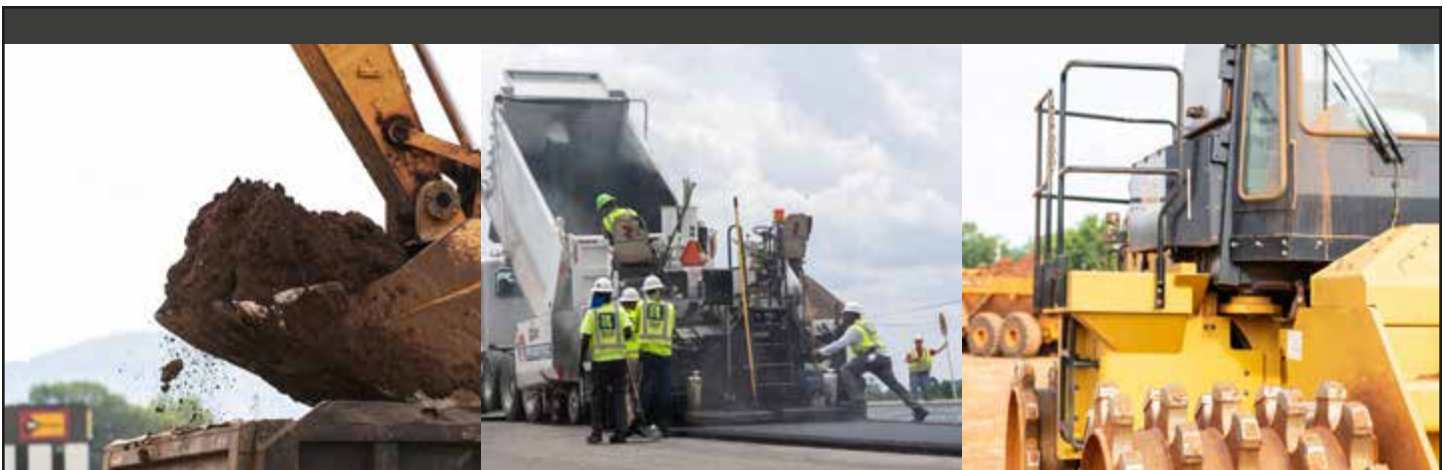
The path the ROCKS Act took through Congress over two years is a great example of how lawmaking takes multiple twists and turns and is not as simple as "School House Rock" makes it seem. It is critical to have the right sponsors, opportunities, support and timing to get a standalone bill into a large package that can move through both chambers,

or as folks inside the beltway call it, "the last train leaving the station."

Of course, we must also recognize the importance of ROCKPAC, our industry's only federal election campaign account. It is essential to building relationships and providing us the opportunity to engage with lawmakers to discuss our industry priorities, like the ROCKS Act. ROCKPAC and our advocacy efforts were critical tools to get the ROCKS Act across the finish line.

Now our attention turns to implementing the ROCKS Act and completing the work laid out under the text of the IIJA. NSSGA is engaged with the U.S Department of Transportation and key members of Congress to plan and establish the ROCKS Act working group. A critical component of our efforts will be utilizing the great work that has been done at the state level by Arizona and Minnesota, specifically, to promote aggregates development and protection. NSSGA has already been engaged with Congress and the DOT on implementing the ROCKS Act.

NSSGA looks forward to the opportunity the ROCKS Act gives our industry to promote your businesses and ensure the industry is able to keep supplying and building our nation's infrastructure. ▲



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ARTBA'S ADVOCACY WORK CONTINUES

By Ward Nye

The Infrastructure Investment and Jobs Act (IIJA) is the law of the land. So, what comes next?

The simple answer: a lot and there is plenty to do. Central to my agenda as American Road & Transportation Builders Association (ARTBA) chairman is partnering with state chapter affiliates such as the Alabama Road Builders Association (ARBA) and the transportation construction community to ensure the IIJA's annual investment levels and positive policy reforms are achieved.

As the calendar turned after the IIJA's passage, Congress still needed to appropriate funds to match the law's investment levels. As he has for years, Sen. Richard Shelby (R-Ala.) helped lead this process. At ARTBA's urging, Congress finished their FY2022 work in March, adding to the IIJA funding for transportation projects. This year's federal highway program will total \$69.4 billion, a historic 43% increase over FY2021.

On the policy side, ARTBA began the year with a letter to U.S. Secretary of Transportation Pete Buttigieg to articulate the industry's key principles for the IIJA's implementation. They include:

- Pursuing the common ground policies and deliverables that enabled the IIJA's bipartisan congressional approval;
- Maintaining federal/state partnerships for the distribution and oversight of transportation funds;
- Ensuring state agencies have the flexibility to address their own unique transportation challenges;
- Protecting the safety of workers and other roadway users during project construction, renovation, and maintenance;
- Maintaining the delicate balance of the negotiated policy priorities intended by the law's authors; and
- Highlighting the impacts of transportation improvements to hold practitioners accountable and keep the public informed about the IIJA's daily, real-world benefits.

Additionally, we face challenges relating to the supply chain, inflation, and the workforce. While we know these



impediments exist throughout the economy, ARTBA is collaborating with federal officials, industry allies and our own members to advance policies and information to mitigate their effects.

In March, ARTBA launched an interactive National Materials Dashboard to show cost trends for key inputs and commodities used by the transportation construction industry. This resource, which can be found in the Economics section of artba.org, will help ensure all partners on transportation construction projects – both public and private – better understand the extent of recent materials cost spikes.

The dashboard is a product of the ARTBA Construction Forum's work group on materials costs and availability, which has met regularly for several months to raise awareness of these market forces, share strategies for addressing problems and advocate for equitable solutions between public owners and contractors.

Finally, various politicians around the country – most of whom are on the ballot this fall – have proposed suspending federal or state gas taxes due to soaring prices at the pump. ARTBA research has found that state gas tax adjustments have limited impacts on pump prices. Further, such adjustments establish a bad precedent for this key source of transportation improvement investment. We have worked closely with state affiliates like ARBA to push back on the suspension of gas taxes and will continue to do so.

I look forward to seeing many of you at ARBA's Annual Convention in Stowe, Vermont, from June 28-30. We'll have plenty to discuss, including the issues noted here.

For now, know that ARTBA's 2022 focus is clear: we will relentlessly pursue the proper implementation of the IIJA to ensure the American people fully experience the beneficial outcomes of this generational investment in our transportation network. ▲

Ward Nye is chairman and CEO of Martin Marietta and ARTBA's 2022 chairman.



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Alabama's 2021 Work Zone Crash & Fatality Numbers Are In

By Matt Leverette – State Construction Engineer

In 2021, Alabama had 17 people die in work zone crashes, down from 19 fatalities the year before. The total number of work zone crashes in 2021 was 2,349 representing a slight decrease from the previous year and the lowest total in the past six years. While this is certainly good news, we still have much more work to do on the safety front.

On August 30, 2021, ALDOT maintenance employee Brandon Barber was hit and killed by a driver as he worked along State Route 191. Brandon was 33 years old and newly married. Then on September 9, 2021, Todd Jackson, a former ALDOT employee, was hit and killed while working as a consultant on a resurfacing project along I-59/20 near Bessemer. The driver that hit Todd Jackson was arrested and charged with driving under the influence of alcohol and reckless murder.

There are many on-going initiatives that are trying to address this life and death issue of work zone safety. Programs like the National Work Zone Awareness Program (NWZA), the Alabama Struck-By Alliance, and Drive Safe Alabama all strive to raise public awareness and change driver behavior. ALDOT and Industry Associations team up each year to promote the National Work Zone Awareness Week, which this year was April 11-15. During this week there are numerous events around the State aimed at educating motorists about work zones and the need to pay attention to work zone devices and posted speed limits. Besides raising awareness, other efforts have been made to curb bad behavior on the part of motorists, such as increasing the fines for any moving violation committed in a construction zone when workers are present.

As you can see, there is a great deal of effort being made to raise public awareness and influence positive change to driving behavior, but we must also address the issues and changes needed on the part of our industry regarding work zone safety. There are certainly efforts being made regarding safety on the part of ALDOT and contractors. Some of those efforts may sometimes be easy to overlook. For example, in 2020 we updated the sheeting requirements for signs and in 2021 we updated the sheeting requirements for cones, drums,

Year	Fatal Work Zone Crashes	Total Work Zone Crashes
2016	18	2,962
2017	26	3,158
2018	27	3,810
2019	16	3,126
2020	19	2,378
2021	17	2,349

and barricades. In the Construction Bureau we also perform annual work zone reviews aimed at ensuring that our staff is up to date on work zone related policy. On the contractor's side, one thing that stands out to me is how many construction companies now employ full time safety coordinators.

We are all making efforts to bring attention to the issue of work zone safety, but I believe that there is still more to be done. Programs, policies, and organizations are great, but if we don't implement the things that we learn in the field then it is all for naught. Here are some things that come to my mind that needs our attention:

- All Contractor personnel must be trained in accordance with Item 740.03(a)7 of the Standard Specifications, which basically says they must be trained appropriate to their job responsibilities. While the specification applies to the contractor, we at ALDOT must also make sure that our inspectors receive the proper training as well. Things like where to park a vehicle and where to stand as they are inspecting the work must be taught and emphasized.
- All projects must be staffed with Contractor personnel

who are knowledgeable about work zone deployment and maintenance as specified in Item 740.03(a)1 of the Standard Specifications.

- Contractors should drive through their work zones frequently and make corrections as needed rather than relying solely on project personnel to conduct daily reviews and provide a list of deficiencies.
- Contractors are expected to furnish work zone devices that are clean, free of damage, in proper position, and visible at night so that motorists can understand what actions are expected of them.
- Covering and un-covering signs as needed (reduced speed signing especially) is critical, so motorists are not taught to ignore the signs.

ALDOT and our industry partners have made great efforts to improve work zone safety in our State. I believe that those efforts are paying off, but I still believe that we can do better. Each injury and fatality number represents many lives that are forever changed. I know that you and your industry understand that better than most because you risk your lives everyday to build the infrastructure that we all need. Let's continue to push for public awareness and positive changes in driver behavior, but let's also work together to make sure that our work zones are safe for both the traveling public and the men and women working in those work zones. ▲

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National Work Zone Awareness Week Recap

This year's National Work Zone Awareness Week (NWZAW), observed April 11-15, was themed "Work Zones are a Sign to Slow Down". NWZAW is an annual campaign held at the start of construction season that encourages safe driving through highway work zones. The public awareness campaign was launched 22 years ago to encourage drivers to use extra caution in work zones and understand they play a role in keeping motorists and roadway workers safe.

Recent statistics from the National Highway Traffic Safety Administration, the U.S. Department of Labor, and the Alabama Department of Transportation for work zones are as follows:

	2018	2019	2020	2021
National Fatal Crashes:	673	765	774	*
National Total Work Zone Fatalities:	757	845	857	*
Highway Workers Killed in WZ Crashes:	124	135	117	*
Alabama Work Zone Crashes:	3806	3134	2378	2349
Alabama Work Zone Fatalities:	28	19	19	17
Alabama Highway Workers Killed in WZ Crashes:	NA	3	2	2

* 2021 data is not available

Over the last decade, there has been an alarming increase nationally in work zone crashes and fatalities, reaching record highs in 2019 and 2020. Because of this disturbing trend, Senator Gerald Allen lead for a change in state law in 2021 for fines for all traffic violations in work zones instead of just speeding. Since that change to the construction zone law was made, we have seen a small decline in work zone crashes and fatalities. We need that downward trend continue.

These statistics, even with slight decline with the change in state law, demonstrate the importance of NWZAW and spreading the message that everyone has a role in getting roadway workers home safely. The best means for emphasizing this critical need is to observe work zone speeds and eliminate distractions, such as cell phones, when driving through work zones.

Stressing the importance of being aware of surroundings in work zones, Skip Powe, Principal with Smith Seckman Reid, Inc. (SSR), "Construction and maintenance workers risk their lives each day on behalf of the public in order to build and maintain the roads and bridges we all need for our daily activities. They are real people. These men and women are husbands and wives, fathers and mothers, sons and daughters, and friends and co-workers. They are little league coaches, team moms, Sunday school teachers, high school buddies... who, like everyone else, simply want to go home to their families each day when the shift is over. Their families need them, just like yours need you. Thus, ARBA, AGC, and AAPA urge motorists to be aware of our workers

and give them the respect you would give your family members if they were working out there because these people are part of our family. We are tired of losing our family due to the carelessness and inattention to those who don't realize the impact of their driving decisions."

On behalf of the construction industry, Skip served as NWZAW spokesman for the Alabama Road Builders Association (ARBA), Associated General Contractors of America Alabama Chapter (AGC Alabama), and the Alabama Asphalt Pavement Association (AAPA). In addition, Morris King of Vulcan Materials Company (VMC) and his dog, Millie, spearheaded the message by the Mobile Section of AGC Alabama. Millie, a Labrador Retriever service dog, is somewhat of a local celebrity as she's been the subject of books about her therapy care for those in need. AGC Alabama recruited Morris and Millie to bring attention to motorists and workers to the importance of NWZAW and has tagged Millie as their "Work Zone Safety Dog".

It was a full week of activities for Skip, Morris, and Millie. All engagements sought to increase the public's awareness of NWZAW, emphasize the human element for the many men and women who risk their lives daily to build and maintain Alabama's roadway, and educate the public on how to be a safer driver. Some of these events included:

- Capitol Kickoff Press Conference in Montgomery with Senator Gerald Allen, ALDOT, ALEA, ARBA, AGC, and the family of Brandon Barber, who was killed in a 2021 work zone

- FM Talk 106.5 Midday Mobile with Sean Sullivan
- Mobile press conference with ALDOT, ALEA, ARBA, and AGC
- Mobile Press Conference and Dedication of SR-158 Bridge over Seabury Creek to Marshall J. Walton, son of Johnny and Kathy Walton, with Rep. Shane Stringer, ALDOT, ALEA, ARBA, and AGC
- Bessemer press conference with ALDOT, Jefferson County, ARBA, and AGC. ARBA and AGC Member Keith Dillard of Alabama Guardrail also spoke during the Bessemer press conference.
- Links to these events and news stories can be found on the ARBA Facebook page.

Finally, each day of the week had a point of emphasis to focus on communicating this year's message. Those days included:

- April 11th – Work Zone Safety Training Day: companies were encouraged to pause during the workday for safety demonstrations and/or discussions about safety policies and other prevention steps such as Tool Box Talks and Safety Meetings to make their employees aware of the importance of driving safely and undistracted through work zones and being alert and safe while working.
- April 13th – Wear Orange Day: all roadway safety professionals across the country were encouraged to wear orange to proudly show their support of work zone safety. This was an important time to show support of the roadway safety industry, especially to the families of victims who lost their lives in work zones. Individuals and companies were encouraged to post photos of Go Orange Day activities on social media using the hashtags #NWZAW, #WorkZoneSafety, and #Orange4Safety.
- April 14th – Social media storm: everyone was asked to share messages about work zone safety and use hashtags #NWZAW and #WorkZoneSafety throughout social media.
- April 15th – Moment of Silence: this is new for 2022, and companies were asked to pause and remember the people who lost their lives in a work zone incident. Some of those we have lost in AL over last 7 years:
 - Marshall Walton, John G. Walton Construction
 - Jake Smith, ALDOT
 - Leo Fournier, ALDOT
 - Clay Crutcher, John G. Walton Construction
 - Cartis Wayne Leive, Good Hope Contracting
 - Sammy S. Blankenship, Dunn Construction
 - Terry Smith, C&H Construction
 - Keith Edwards, Vulcan Materials Company



- Brandon Barber, ALDOT
- Todd Jackson, Neel-Schaffer

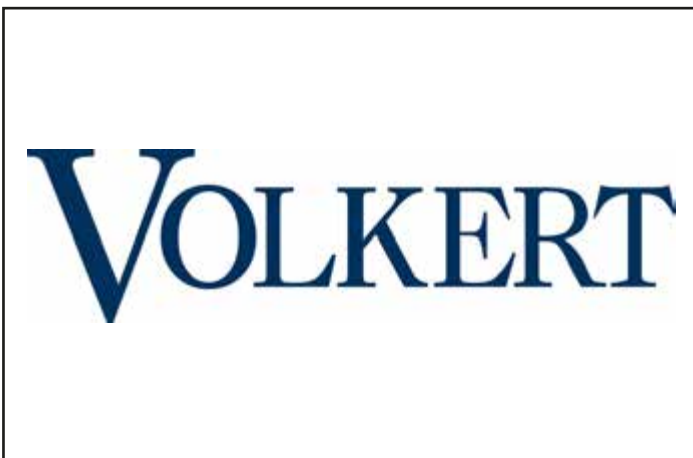
As we move through the year, the industry needs to continue communicate this message beyond one week in April. To help with that effort, AGC has filmed a Work Zone Safety PSA to communicate the dangers of distracted driving and the need for work zone safety. It can be viewed at <https://www.youtube.com/watch?v=M106naFEMco&t=7s>. Please watch and share with your employees and on your social media platforms.

NWZAW was formed by the American Traffic Safety Services Association (ATSSA), the American Association of

State Highway and Transportation Officials (AASHTO), and the Federal Highway Administration (FHWA). The partnership has expanded through the years to include many other national industry associations. In Alabama, NWZAW is coordinated by the Alabama Struck By Alliance, which is led by the Mobile Section of AGC Alabama and includes 19 industry associations such as ARBA, AAPA, ALDOT, and the Alabama County Commissioners Association. ▲

Written by: Skip Powe, P.E.

Skip is Principal for SSR's expansion into Alabama and is based out of Auburn. He has a passion for construction efficiencies and safety and is a national proponent for e-Construction, especially e-Ticketing.





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Speed of Construction

Quantifying Construction Costs

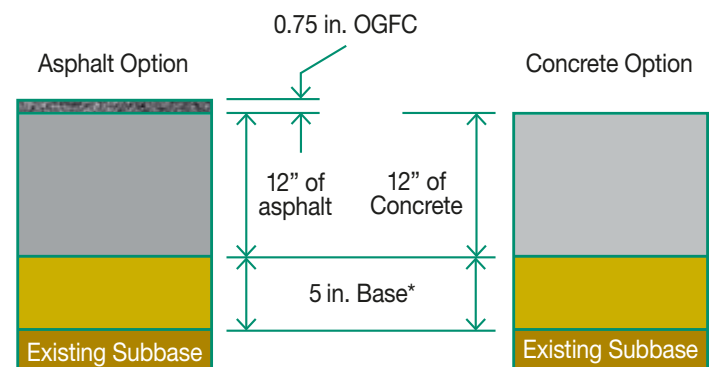
With the option of nighttime construction, and without the lengthy curing time typical of concrete (Poole, 2005), asphalt pavements offer the flexibility needed to handle all levels of traffic and can be constructed or maintained quickly with minimal disruption to travelers.

In fact, new or newly rehabilitated asphalt pavement can be opened to traffic as soon as it has been compacted and cooled. There is no question of waiting for days or weeks, with traffic being detoured or squeezed. Simply put, the fastest choice in pavement construction is asphalt.

The interchange of I-10, I-12, and I-59 east in Slidell, Louisiana, northeast of New Orleans and constructed in 2016, presents a very compelling case for asphalt's speed of construction when rehabilitating a roadway. Each of these interstate roadways is a critical storm evacuation route that must be opened within 48 hours of a tropical storm entering the Gulf of Mexico during hurricane season. Speed of construction was of the utmost importance for this project due to lateral confinement prohibiting the placement of barricades in the work zone. The mainline roadways of all three interstate highways and six ramps were impacted by this project and the Louisiana Department of Transportation and Development's (LADOTD)

primary traffic control concern was to avoid lane closures during peak travel hours. A list of lane closure restrictions required contractors to complete work on time, including restrictions on weekdays and weekends when no lane closures are allowed for certain segments, and others in which single lane closures are allowed. Concurrent lane closures on adjacent sections are allowed only in instances where traffic control dictates the prevention of hazardous yield conditions.

Both a concrete and an asphalt pavement section were designed by LADOTD. The alternative structural designs for the pavement are shown in Figure 1. Both of the LADOTD alternatives were remove and replace options.



*Base may be either unstabilized granular, cement stabilized, or asphalt stabilized

Figure 1. Design Alternatives for Louisiana Interchange (Lambert & Savoie, 2012).

“**The proposed time to construct for the asphalt bid was almost half (56%) that of the shortest concrete project (360 days versus 675 days), equating to a time cost savings of \$4.2 million.**”

The LADOTD published the “Apparent Bid Results” for this project in January 2015. The agency had estimated construction cost of approximately \$40,757,000 with 700 days as the maximum construction time and a calculated user delay cost of \$15,000 per day. The time cost for each of the five bids is presented in Table 1. Note that the second lowest overall bidder had the lowest construction cost but about 1.9 times the construction time – this made the difference between the two bidders. All the concrete bids had construction times between 640 and 700 days, resulting in about \$10,000,000 in user delay costs, almost double that of the asphalt alternative. The proposed time to construct for the asphalt bid was almost half (56%) that of the shortest concrete project (360 days versus 675 days), equating to a time cost savings of \$4.2 million.

Rank	Construction Bid, \$	Proposed Time, days	Time Cost, \$	Total Bid, \$
1 (asphalt)	39,888,687	360	5,400,000	45,288,687
2 (concrete)	37,473,810	675	10,125,000	47,598,810
3 (asphalt)	47,524,942	699	10,485,000	58,009,942
4 (concrete)	53,532,280	640	9,600,000	63,132,280
5 (concrete)	59,918,761	700	10,500,000	70,418,761

Table 1. Comparison of Bids for Louisiana Interchange.

Barriere Construction Co. LLC performs both asphalt and concrete pavement construction in Louisiana. Their choice of bidding the asphalt alternative was based on the flexibility and speed of construction that asphalt offers. Furthermore, asphalt allowed the

construction in the critical “fast” zones to take place quickly, allowing the remaining construction to take place behind hard barriers, making the work zone safer for motorists and workers. When asked why the asphalt alternative was bid at a lower work time than the concrete alternatives, Barriere representatives speculated that constructability issues associated with the size of concrete paving operations requiring more space and the timing of construction activities to account for such factors as curing may have played a critical role.

By quantifying the impacts of time costs on the local community, state agencies can gain a more holistic view of the total economic impact of a construction project. This analysis helps the agency make an informed decision surrounding the economic and construction costs associated with large pavement projects.

Recommendations:

1. Owners should quantify the time costs of construction operations during the pavement type selection process or lowest responsive bidder analysis.
2. Owners should consider pavement type selection for work zone safety impacts in critical “fast” zones.



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Poole, T.S. (2005). *Guide for Curing of Portland Cement Concrete Pavements*. Report FHWA-RD-02-099. Federal Highway Administration, McLean, Virginia.

Lambert, J.R., and R. Savoie (March 20, 2012) S.P. NO. H.003107, F.A.P. NO. H003107, French Branch Bridge – West Pearl River Bridge, St. Tammany Parish, Routes I-10, I-12, & I-59. Letter to Mr. Hector Santiago, P.E. Federal Highway Administration, Baton Rouge, LA.

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Free, Rapid Skills for Success Training will Help Fill Need for Road Builders



Hiring skilled workers in Alabama is key to growing the state's economy in the coming years. A large portion of those workers will need to be hired by the state's road building companies, but skilled workers are in short supply.

To quickly help Alabama's businesses and industries meet the need for skilled workers, the Alabama Community College System (ACCS) is offering rapid training for workers in the state's highest-demand industries, including road building. The program is called Skills for Success and it's free-of-charge to trainees thanks, in part, to \$10 million in funding from the Legislature for the ACCS Innovation Center.

Skills for Success training offers short-term classes that students can start online and finish with an in-person lab in a regional ACCS location. Once students complete the training, they are job-ready and are awarded a credential and an opportunity to earn more certifications at their local community college.

"Every Alabamian deserves an opportunity to succeed in the state's economy. It's not always that someone needs two years at the community college to make them have the skills viable for the labor market, so we have found a way to expedite the training so we can move people more rapidly into the market," said Jimmy H. Baker, Chancellor of the



Skills for Success

Alabama Community College System.

By developing this rapid training with Alabama's business and industry groups, Skills for Success ensures the training and credentials are aligned with the jobs employers say they need to fill right away. The Alabama Road Builders Association was proud to be involved in developing this customized training with the ACCS.

Building and repairing Alabama's infrastructure is driving new demand for heavy equipment operators. That's why one of the Skills for Success courses for certified Heavy Equipment Operators for horizontal construction projects. Students completing this course will know how to safely maneuver machines by becoming familiar with digging plans, as well as machine capabilities and limitations. They

will also learn how to inspect and adjust cables, accessories and other mechanisms to prevent malfunctions or damage, and be knowledgeable of federal and state regulations for operating and communicating while working heavy equipment.

“In order to stack the courses with skills required for construction jobs, we partnered with construction companies who hire individuals that complete the training. This ensures program completers are job ready on day one and have mastered the competencies intended for work. We are very thankful for partnerships like the one we have with Tom Layfield and The Alabama Road Builders Association. They have helped us get the training right and get Alabamians the jobs they desire,” said Mara Harrison, Executive Director of the ACCS Innovation Center.

The Alabama Construction Workforce Alliance (ACWA) is also contributing to this initiative by facilitating input and recourses from industry partners and through various workforce development grants awarded by the Alabama Department of Transportation (ALDOT) and the Federal Highway Administration (FHWA).

That includes a Mobile Training Classroom with training simulators, internet connectivity and mobile

devices; the creation of a collaborative network of construction training providers across the state to share critical training resources; and the preparation of various locations to deliver in-person training.

One such location is the Pike Road Agriculture, Recreation and Performing Arts Park. The Town has developed a classroom facility to assist in community programming and economic development. The classroom and the accompanying demonstration field will provide a unique setting for the heavy equipment training.

“The Town of Pike Road is pleased to see the evolution of the Agriculture, Recreation and Performing Arts Park as a multi-use facility,” said Pike Road Mayor Gordon Stone. “As we continue to expand our economic development footprint, working with the workforce training teams through the Alabama Community College System is a great opportunity. We believe this is the first step of many that will benefit our town, region and state.”

For more information on upcoming trainings or for answers to frequently asked questions, visit innovation.accs.edu. ▲





Go Build Alabama Be More. Go Build.

Our Mission

The Go Build Alabama campaign aims to educate young people and others on the value of learning a trade, eliminate their misconceptions about construction jobs, and inspire them to consider building a career in the skilled trades industry. Go Build Alabama provides better opportunities for construction tradespeople and training opportunities for highly skilled employees, enhancing economic development for Alabama and the nation.

Our New Approach

Go Build Alabama implemented a new, data-driven approach to the campaign focused on integrating its public relations and marketing efforts with a lead-generation strategy to create a more seamless approach to recruiting students and career changers into the skilled trades.

Candidate Recruitment

Informed by research-backed audience personas and powered by highly targeted digital advertisements, a comprehensive email marketing and applicant tracking system, and a robust reporting dashboard, the Go Build Alabama campaign has created a new approach to increase the number of high-quality candidates into the skilled trades recruitment funnel. By focusing on four stages of the recruitment funnel – including awareness, education, conversion, and retention – Go Build Alabama is creating career clarity and providing actionable steps for candidates to take towards starting their journeys into high-demand construction careers.



GO BUILD

Industry Collaboration

Identifying partnerships with existing public agencies and private organizations that will enhance the work of both programs is always a priority for the Go Build Alabama program. Currently the Go Build Alabama has partnerships with the Alabama Department of Labor, the Alabama Department of Transportation, and works closely with training program throughout the state.

In partnering with ADOL, the organizations have worked together to create campaign resources to help increase the usage of the Alabama Career Center System for both job seekers and employers seeking new job candidates. This ongoing program has been very successful with a combination of digital, radio, and TV resources.

“The partnership with Go Build Alabama has been extremely beneficial for ADOL in helping us get the word out about the valuable free services we provide to the citizens of Alabama. It’s helped us increase our reach, which results



in more Alabamians being assisted with workforce services. We are proud to partner with Go Build Alabama."

- Secretary Fitzgerald Washington, ADOL

Go Build Alabama is partnering with ALDOT to help promote safe driving in Alabama. Go Build Alabama works hand-in-hand with the ALDOT Drive Safe Alabama program to provide safe driving facts, tips, and other information across social media platforms. Additionally, extra emphasis is added to safe driving around construction work zones.

Go Build Alabama works with construction training programs throughout the state from secondary programs to post-secondary programs at community colleges and industry apprenticeships. Also, the program works directly with organizations that have received funding from the Alabama Construction Industry Craft Training Board (CICT) grant program to support their marketing efforts by creating re-

cruitment collateral and promoting available courses through social media and email newsletters.

Our New Look

Using audience research, Go Build Alabama refreshed its visual identity and messaging to resonate with and encourage action among its target audiences. This new look has carried over to the Go Build Alabama website, that also received an update to provide new tools and enhance the user experience.

Our Progress

Since launching the lead-generation campaign, Go Build Alabama has built a database containing more than 5000 contacts who are interested in pursuing a career in the skilled trades. Go Build Alabama's Outreach Coordinators communicate closely with these individuals to connect them with training and job opportunities across the state. ▲

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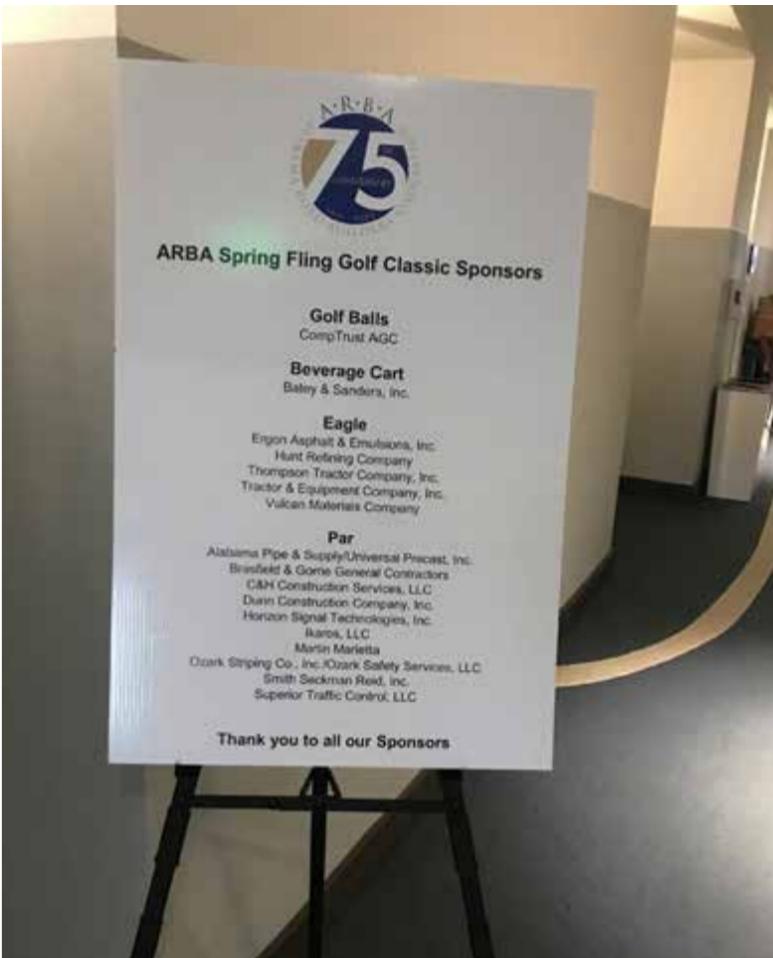
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We're Alabama Road Builders

Founded in 1964, Brasfield & Gorrie brings more than a half-century of experience to our projects. We've called Alabama home since our beginning, and 58 years later, we continue to do our part to ensure that the state remains Alabama the beautiful.

Our recent road projects include:

**Highway 231
Emergency Bridge
Construction:** This

project in Lacey Springs included the construction of two bridges to support northbound and

southbound traffic over an area where a landslide damaged the roadway. The bridges offer enough clearance to allow stormwater to move beneath them without impacting the structure. Our team adopted an extremely aggressive schedule and completed the bridges two months early. The project received an ABC Alabama Excellence in Construction award, an AGC BuildSouth award and an ENR Southeast Regional Best award.

I-59/20 Widening Skyland to McFarland Boulevard: This widened 4 miles of I-59/I-20 and replaced and widened bridges over Skyland Boulevard and McFarland Boulevard in Tuscaloosa. The McFarland Boulevard bridge is a 255-foot suspended arch bridge; the Skyland Boulevard bridge is a 350-foot four-span bridge. A new single-point urban interchange at McFarland Boulevard combined two intersections into a single intersection to improve efficiency and safety.

Highway 150 Bridge Replacement Over Shades Creek and CSX: This project widened and improved the

intersection at Highway 150 near Ross Bridge Parkway in Hoover and replaced two existing bridges over Shades Creek and CSX Railroad with a single 941-foot-long, 90-foot-wide bridge. The scope of work also included significant grading, drainage, and sanitary sewer packages. Brasfield & Gorrie self-performed all traffic control, H-pile driving, bridge concrete, prestressed concrete girder erection, and bridge demolition. The project received an ABC Excellence in Construction award and an AGC BuildSouth award.

We Build More than Roads and Bridges— We Build People

At Brasfield & Gorrie, we work daily to build diversity in our workforce, increase collaboration with minority partners, and promote a culture that embraces new ideas and strengthens communities. Our diversity and inclusion efforts are focused on key areas: recruitment; disadvantaged

business enterprises (DBE) and minority- and women-owned business enterprise (MWBE) engagement; and education and leadership. As our efforts in these areas continue to gain momentum, we've made significant progress on our commitment to continuously increase our

collaboration with MWDBE firms. Through our supplier inclusion strategy, which focuses on providing MWDBE firms with mentorship and access to business opportunities through our projects and corporate actions, we are building diverse relationships and engaging with firms that are adding value to our work.

Why is building diverse relationships important? "It's pretty simple: it's smart and the right thing to do," according to Jim Gorrie, our CEO. At Brasfield & Gorrie, we also believe that diversity facilitates creativity and innovation, resulting in successful projects.

Stronger Together

Building strong communities is also a key part of our culture and purpose. We pride ourselves on giving back to the communities where we live and work, and we do so in a wide variety of ways.

2021 Highlights:

- Supported more than 350 not-for-profit organizations

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with monetary donations, in-kind services, and volunteer projects

- Contributed more than \$750,000 in charitable donations via payroll deductions from 730+ employees
- Donated \$34,000 to organizations in honor of 245 employees with 10+ years of service! ▲



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

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



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THE LODGE AT SPRUCE PEAK | STOWE, VT

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