



INTERSECTIONS

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Fall 2008



NORTH SHORE CONSTRUCTION

by Mustafa Lok, Project Manager

Nord Du Lac Retail Center

The North Shore Construction and North Shore Asphalt Divisions are putting their names to another mega-retail development project on the North Shore. When completed in the fall of 2009, Nord Du Lac will house more than 100 upscale stores in 1.5 million square feet. Barriere is building the asphalt roadways and a 5,000-vehicle parking lot.

Over 100,000 tons of limestone and 50,000 tons of asphalt will be on the ground at the end of this project.

If you want to check out all of the curb and gutter on the site, you will have to drive 17 miles!

One characteristic of retail developments is that they have very tight construction schedules, and Nord Du Lac is no different! During most of the

construction, there will be 3 to 4 Barriere crews working concurrently on the site. Our work will be finished by mid-summer of 2009.

During the construction, Barriere will utilize GPS surveying and grading equipment. This will enable us to increase productivity and help us finish the job on schedule. We have started using this equipment over a year ago, and this will be our second big job with GPS.

Colonial Pinnacle's Nord Du Lac Shopping and Retail Center will be a shopping hub on the North Shore, and we are very excited about being a part of it.



Aerial photo of the Nord Du Lac project, located on I-12, in Covington, LA - July 2008

Robert "Bob" McCraw, rough-grading the site.



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INTERSECTIONS

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AWARD-WINNING PROJECT

Barriere Construction's South Shore Asphalt division recently earned ABC's 2008 Excellence in Construction Gold Award in the Infrastructure-Heavy category for their Highway 23 Repaving Project, in Plaquemines Parish, Louisiana.

This project also captured a 2008 Award of Excellence from McGraw Hill/South Central Construction Magazine and the Greater New Orleans Business Roundtable 2008 Construction Award. The Highway 23 project was led by project manager and estimator, **Jim Breland**.

Twenty-seven years after paving Highway 23, Barriere Construction returned to this Plaquemines Parish roadway. In 1981, Barriere earned NAPA's top road-building honor, the prestigious Sheldon G. Hayes Award. This year's resurfacing bid called for 30,000 tons of asphalt, milling 1.5" off the existing roadway, resurfacing the travel lanes with a 2" binder course, and resurfacing the entire roadway and shoulders with an 1.5" asphalt wearing course. Known as inlaying, Barriere milled the asphalt roadway and paved the first lift of asphalt simultaneously, cutting the project to less than two-thirds of the allotted time, while minimizing loose rocks and drop-offs on the roadway. Using the inlaying process, resulted in a safer road and less



Four rollers achieved the excellent 94% compaction rate.

interruptions. Over 9,400 vehicles pass over the state highway each day, with 13% of that traffic from coming from large trucks. To ensure continued traffic flow, one full-size lane was kept open at all times in each direction during workdays.

Barriere Construction exceeded the standards with an international roughness index (IRI) of less than 65 and a compaction rate of 94% by using an innovative, four-roller method. A quality control specialist was in the field every day of the project, using a light-weight profilometer to check the smoothness and compaction rates of the roadway.

This year's repaving project does not qualify for the Hayes Award, because the award calls for 50,000 tons of asphalt and this project only used 30,000.





PRESIDENT'S MESSAGE

by George H. Wilson, Jr.

With all the problems that have arisen in the financial markets, and the Government's

response, it is clear that it will take some time for the economy to rebound. Louisiana, because of the continuing rebuilding from Hurricane Katrina, is likely to fare better than most states. The non-building construction/ infrastructure industry in Louisiana appears to be a good industry to weather the current downturn. The slowdown in commercial and residential construction has affected Louisiana as well, but we continue to have federally-financed infrastructure construction programs in our markets. These programs, for rebuilding bridges, levees, highways, and streets, will bring additional regional and national competitors to our markets. Because of this increased competition, we must continue to strive to be the safest, most productive company in the area. The efforts to eliminate waste on our jobs and keep our worksites safe and clean are taking root and making a difference in our performance. By building our work with greater efficiency and less waste, we will be more competitive, as well as more selective in our choice of jobs. By performing our work safely and efficiently, we are also creating value for our customers with savings in their capital budgets. One positive outcome of the economic downturn is lower commodity prices. Lower diesel, liquid asphalt, and cement prices help increase the miles of roadway to be repaired or rebuilt. The lowering of the extremely high price of asphalt will also make asphalt pavement a better value for our asphalt

“The slowdown in commercial and residential construction has affected Louisiana as well, but we continue to have federally-financed infrastructure construction programs in our markets”

customers. In 2008, because some of our asphalt paving work for parishes and private owners did not have price escalations for asphalt cement and fuels in the contracts, our earnings were down. We expect the backlog for work to be adequate, heading into 2009, and we will be adding additional work as it comes on the market. We were the low bidder on our first “submerged roads” job in the state letting at the end of September. “Submerged Roads” is a 100% federally-financed program to repair roads damaged by Hurricane Katrina and the cleanup afterward.

Barriere is a merit shop company, and we are proud to have such a dedicated cadre of safety-conscious employees in our ranks. Our employees have the initiative and productivity, and they are rewarded with continued opportunities for employment and advancement. We recognize the abilities and contributions of each individual, and we have a pay structure range that depends on skill level. Over fifty employees have been promoted to a different level in the past year because of their performance and opportunities for us to grow our business.

Barriere maintains an excellent benefits program for our employees, which

includes paid vacation and holidays, a safety and attendance bonus for hourly field employees, health/dental/ vision insurance for employees and their dependents, life insurance for employees and their dependents, short-term disability insurance, a health care spending account, an employee assistance program, and a 401(k) plan. Barriere maintains an open door policy in our relations with our employees. Barriere's management strives to provide opportunities for our employees for continued good wages and benefits, and to be the employer of choice in the construction industry in the markets where we compete.

UP THE LADDER...

MOVING UP!

James Breland, Division Manager - North Shore Asphalt Division

Daniel Donahoe, Project Manager/ Estimator - South Shore Asphalt Division

William Carpenter, Field Engineer - South Shore Construction Division

Shayne Mathes, Superintendent - South Shore Construction Division

WELCOME TO THE CREW!

Jules Saunee, IV, Field Engineer, South Shore Construction Division

Jason Latiolais, Field Engineer - North Shore Asphalt Division

Cesar Fonseca, Foreman - South Shore Construction Division

WELCOME BACK!

Matthew Wilson, Field Engineer, South Shore Construction Division

Patrick Klamon, TPR Coordinator - Equipment Division



Ben Tucker [left] & Bert Wilson admiring the work of the new concrete slip-form paving machine on Tidewater Road in Venice, LA.

South Shore Construction recently broke ground on a new project for IMTT in St. Rose. IMTT is in the process of expanding their tank terminal through the addition of 16 new liquid storage tanks on a 35-acre site off of River Road. David McDaniel and his earthwork crew are clearing the site, importing river sand fill, and installing a limestone pad that the tanks will sit upon. Underground drainage throughout the site is also being installed at this time. Structural crews, led by Foremen Junior Ballard and Craig Babin, are forming and pouring the large diameter, ring wall foundations. Upon completion of the pouring operation, the tank ring walls will be filled with compacted structural fill of two types, prior to erection of the tank shell. Barriere will enclose the entire battery of tanks with a series of drive-able earthen levees, and the project will be completed in early 2009.

Tommy Huff and Todd Hountha, with their crews, have been rebuilding levees in Plaquemines Parish since Hurricane Gustav hit a few months ago. Barriere crews were first responders for the levee breach work and were the low bidders for two contracts to completely and permanently rebuild the levees in two locations: two breaches at Pointe Celeste, and the one breach at Pointe-a-la-Hache. Todd Hountha's crew has started work again on Tidewater Road, in Venice, which was severely damaged by



Aerial photo of the Point Celeste levee breach repairs project.

Hurricanes Gustav and Ike. Keith Scott and crew are continuing the slipform paving that they had started before the storms.

Jason Bergeron and Craig Clark, with their crews, have been continuing the drainage work on Robert E. Lee Blvd. for the City of New Orleans, and Steve Navarre has been working on the Huey P. Long project, on several different items of utility work. Randy Sikes and crew have started another project for Entergy, and several of our concrete crews are working in St. Bernard Parish on panel replacement work: Cesar Fonseca and crew, and Jerry Pigniolo and crew.

Robert Johnson and Noland Sharpe have been working on the Plaquemines Parish concrete maintenance contract, and are working to finish up the concrete paving on the Transcontinental project for Jefferson Parish. Shawn Rizzo and crew are also working on the Transcontinental project, completing the drainage work and building the new turn lanes.

Calvin McKeel's crew, and Craig Clark, with his crew, have been working on the Canadian Railroad Project, performing drainage and base work. We are using our GPS equipment on this project, along with nine other SSC projects at this time. Our survey team: Larry Beard, Billy Beard, Leigh Dooley, and Brandon Smith, have been incorporating our GPS technology in their survey work, and our foremen and operators are using the GPS equipment on our machines, as well. Steve Short, Field Engineer/GPS Data Manager, has done a great job, working with our teams to utilize the GPS technology.



Overview of the IMTT tank terminal expansion.

SOUTH SHORE ASPHALT

by Huey Whitman, Project Manager

Working with multiple crew teams, South Shore Asphalt recently completed the \$968,000 France Road Parkway Marshalling Yard, for the Port of New Orleans, in 12 working days. The truck parking lot was over 30 years old and had been heavily damaged by floodwater from Hurricane Katrina. Barriere was the contractor who built the original lot. In fact, James Fulton, Project Superintendent, was an asphalt laborer on the original crew.

The scope of the project consisted of 2,700 SY of 21" full depth patching, 6,700 tons of asphalt overlay, and 49,000 SY of asphalt milling. Spencer Caruso was the field engineer and coordinated the numerous activities taking place on the site simultaneously.

Dave Patel and crew (Roland Darby, Michael Batiste, Sr., Brian Lee, Alejandro Luna, Jermaine Mead, Gregory Ross, and Kenneth Treichler) completed the patching items and assisted in others.

Jeff Heitkemper's crew (Irvin Hunter, Isaac Jimcoily, Jr., Brad Rodrigue, Dearl Rudisaile, Jr., Ronald Ting, and Steven Crawford) performed the asphalt milling.

Tate Gisclair's crew (Henry Dumas, Christian Garrison, Willie Hargrave, Jr., Willie Jackson, III, Benjamin Beverly, Brandon Beverly, Albert Sims, III, Ricky

Photos of France Road Parkway Marshalling Yard — before, during, and after asphalt work.

Stipe, Leroy Ussin, Jr., John Wilson, Lynn Campbell, Theron Campbell, and Travis Campbell) laid the asphalt mix.

Brad Clulee and crew (Clem Bazor, Edwin Johnson, Wycliff McPherson, Kevin Marshall, Brandon Scott, and Devin Butler) handled the RAP backhaul and the paving preparation work.

Julio Contreras and Michael Bittner did the surveying and layout, and Sam Hester watched over the field quality assurance duties.

Lonnie Jackson's crew (Sim Leydecker, Atha Hale, and Michael Hale) did the final clean up.

Thanks to a huge team effort, the project was built safely, on time, and under budget.

Isaac Jimcoily, Jr., doing clean-up to minimize road hazards.



As the holidays and the cooler winter months approach, North Shore Asphalt looks forward to wrapping up several projects that have kept our prep and paving crews busy throughout the summer and fall. Just like everyone else, our management team has been able to painstakingly schedule and plan around the sweltering heat, hurricanes, heavy rains, droughts, economic uncertainty, and slipping schedules by general contractors in our quest to reach our divisional goals and milestones set forth earlier this year.

Crews have been able to complete a couple of LDOTD jobs, including LA 41, in St. Tammany, and LA 1036, in Livingston. Soon to be completed is the LA 16 project, in Livingston, that we are paving for North Shore Construction. Several St. Tammany projects have been completed or are close to completion. The overlaying of thirty roads began in late October and will be completed by the end of November. We are a subcontractor on two large St. Tammany projects, including the I-12 Interchange, for Richard Price, and LA 21 Widening, for Gilmore and Son. I-12 will be completed by the end of the year, while LA 21 plans to keep us working until next spring.

Although the private sector has seen a decrease in development, we have been able to acquire about 6,500 tons of asphalt and some soil cement work at Heart of the Forest Subdivision, in Tangipahoa, and Lakeshore Estates, in St. Tammany.

With the backlog work shared by North Shore Construction at the Colonial



[Above and below] Purple wild flowers flank the newly-laid asphalt roadways in Livingston Parish along LA 43, as part of the DOTD projects.

Pinnacle Development, in Covington, and The Summit Development, with Richard Price in Slidell, our late winter and early spring will be busy. This work along with the proposed lettings from DOTD and the private sector in the next couple of months will allow our North Shore Asphalt teams to focus on planning, safety, quality, and customer

satisfaction. to continue at the high level to which we have grown accustomed.

“Several St. Tammany projects have been completed or are close to completion. The overlaying of thirty roads began in late October and will be completed by the end of November.”



MAN & MACHINE WORKING AS ONE

by David Mayer, Manager of Business Development

Who: Barriere Construction has a Steering Committee that is responsible for leadership and direction in the safe and efficient utilization of construction machinery and plant equipment.

The committee, which meets monthly, is led by Bert Wilson, President of Barriere's two South Shore Divisions, and Ben Tucker, Equipment Manager, in addition to Ray Duffel, Rick Crochet, James Fulton, David LeBreton, Patrick Smith, Brett Todd, and Jim Thompson, all with Barriere Construction, and Dave Conzelmann and Michael Banker, with Louisiana Machinery.

What: The committee's focus is Total Process Reliability, or TPR. This is a Barriere program, which has gained national recognition and won awards from the Association of Equipment Management Professionals (AEMP). According to Ben Tucker, TPR motivates our people to do the right thing in our use and care for machinery and equipment. TPR provides our people with the training and skills to not only properly operate heavy equipment, but to maintain it, perform preventative maintenance, and identify risks and warning signs of wear or damage. These inspections and maintenance items are performed every day by our equipment operators and field personnel; they positively impact Barriere's uptime, our work process reliability, and our capacity to build heavy construction projects with the predictability and reliability to which our customers are accustomed.

The results of our commitment to this TPR system are remarkable. Barriere tracks our machinery usage very closely; this keeps us competitive and very efficient. Our uptime on our equipment has reached 96%, which is virtually unheard of. A customer of Barriere sees us working on his project; not on our equipment.

When: The TPR Steering Committee meets once a month. At these sessions, the spreadsheets are flying! Every committee member is looking for trends and indications of improvements. They seek to identify which of our people has participated in training sessions, which division has completed the reporting requirements, and where things are lagging behind. Total Process Reliability requires full dedication and participation from all levels, and the weekly reports are the key to its success.

How: Our use of TPR factors is important. Because we track both rolling stock and plant equipment, Barriere's uptime in construction machinery is just as important as our hot mix asphalt plants' uptime. In fact, uptime is now included in our annual employee evaluations, including training hours earned and machinery utilization. Daily and weekly inspections, breakdown rates, safety incidents, and maintenance costs have become part of our evaluation process. TPR accountability is spread across all levels at Barriere, from top to bottom. We even factor rental equipment into our TPR program at Barriere.



"Success With Accountability & Teamwork"

Why: The expense for top-of-the-line, heavy machinery is great, and TPR allows Barriere to provide construction to our customers using safe, first-rate machinery. In order to stay competitive, and on the leading edge of quality construction practices, Barriere needs to continually renew its fleet.

TPR serves our customers, our people, and Barriere. The customer gets top-of-the-line, high production, state-of-the-art machinery on his project; our people get to operate the same equipment in the safest, newest, condition; and Barriere can sell and/or trade in the machinery for top dollar after three years or so, because Barriere machinery is maintained better than any other comparably-used machinery and equipment on the market. Used machinery dealers beat a path to our door, knowing that a piece from Barriere's machinery fleet is a quality piece, with an excellent maintenance record.

Daniel Allain and Herbert Russell push stone with bulldozers to level the foundation of the Nord Du Lac project in Covington, LA on I-12. [see Page 1].



TAX TIPS

by Charles W. Cassreino, Jr., CPA, Director of Tax

Hello. My name is Charlie Cassreino, and I have been the Director of Tax at Barriere since June 1st of this year. Prior to that, I was with the CPA firm of Postlethwaite & Netterville, where I spent most of my time working in income tax and other related areas.

The purpose of this column will be to highlight some items that may help you to reduce your personal income taxes.

Road Home Relief

If you received a Road Home grant, and if you took a casualty deduction on your return, all or part of the grant would be subject to tax in the year you received the grant. This could cost you substantial tax dollars, because you will likely be taxed at a higher rate than the rate used to calculate the benefit of the casualty deduction. For instance, a married couple with taxable income of \$75,000, before deducting a \$75,000 casualty loss, would have had a tax benefit of approximately \$11,598 from the casualty deduction. However, if they received a Road Home grant of \$75,000 in 2008, assuming that their taxable income without the grant would have been \$75,000, they would pay an additional \$19,395 in tax on their 2008 return. This is \$7,797 more than the tax benefit received from the deduction.

A few months ago, Congress passed a bill that would eliminate this "tax penalty" for receiving the Road Home money. If you took a hurricane casualty deduction on your 2004 or 2005 return, you can amend that return and reduce the casualty

deduction by the amount of the Road Home grant. The tax can then be repaid without interest. You would then not need to report the grant on your return for the year in which you received the Road Home grant.

First-Time Home Buyers

If you never owned a home, or haven't owned one for the past three years, the government is offering what amounts to an interest-free loan, if you buy a home between April 8, 2008, and July 1, 2009. The "loan" is being given in the form of an income tax credit of 10% of the purchase price, up to \$7,500.

The credit is fully refundable, meaning it will be paid out to eligible taxpayers, even if they owe no tax or the credit is more than the tax that they owe. But, remember, it is really a loan and needs to be repaid. This is done by adding one-fifteenth of the credit amount to your tax liability beginning in 2010. You may need to adjust your withholding beginning in 2010 to make sure you are not under-withheld.

You cannot take the credit if any of the following apply to you:

- Your income exceeds the phase-out range, which is \$170,000 for joint filers and \$95,000 for all others.
- The credit is available only for the purchase of a principal residence. Vacation homes and rental property do not qualify.
- You buy the home from a close relative.

- You sell the home or cease to use it as your main home before the end of the year.
- The home is financed by tax-exempt mortgage revenue bonds.

You can claim the credit by filing Form 5405 with your income tax return.

Real Estate Tax Deduction

For 2008 and 2009, even if you don't itemize, you can deduct all or a portion of your real estate tax. The deduction is limited to \$1,000 for joint returns and \$500 for singles. This provision originally applied to 2008 only, but was extended to 2009 in the bank bailout bill just passed by Congress.

Credit for Day Camp

Many working parents must arrange for care of their children under 13 years of age during the summer vacation period. A popular solution—with a tax benefit—is a day camp program.

The cost of day camp can count as an expense towards the Child and Dependent Care Credit. Expenses for overnight camps do not qualify. Complete Form 2441 to calculate and claim the credit on your income tax return.

I hope that this information will benefit you and help to reduce your income tax.

If you have any questions, please contact me at (504) 569-3131.

In Memory of...

by Millie Munsch, Administrative Assistant

Mr. Melvin Porter, Sr., an employee of Barriere Construction Co., L.L.C., for 40 years as a Heavy Equipment Operator, passed away on September 12, 2008, in Houston, TX, after a brief illness. Mr. Porter retired from Barriere on April 2, 2008, and was recognized for his many years of service at our Annual Health and Safety Extravaganza that same month.

He is survived by his wife, Orelia, nine children (five sons and four daughters), nineteen grandchildren, twenty-one great-grandchildren, and one great-great-grandchild. Mr. Porter was a member of Mount Pilgrim Baptist Church, in Harvey, LA, where he served as an Usher. Mr. Porter will be sadly missed by his family and many friends.



BOUTTE ASPHALT PLANT

by Bryan Lobrano, Assistant Plant Manager

The lights are shining brightly at the Boutte Asphalt Plant. It's been a decade since Barriere purchased one of our state's largest asphalt plants; the big, red, six-silo mixing facility has produced more Hot Mix in the last ten years than any other Barriere-operated plant in our sixty years of business, building roads in South Louisiana.

High production has made the first half of the year a great one for the entire South Shore Asphalt Division. What makes this so amazing is that the

“The big, red, six-silo mixing facility has produced more Hot Mix in the last ten years than any other Barriere-operated plant in our sixty years of business.”

plant is already ten years old. Special thanks to Ray Duffel, along with his crew, who handle the day-to-day operations of the Boutte Asphalt Plant; they strive to make safety, quality, and production their focus, as they produce Louisiana-made Hot Mix Asphalt each day.

Anyone who's been around the asphalt plants knows there are many moving parts. There are plenty of electric motors, sheaves, rollers and bearings, material moving on conveyors, large dump trucks, and heavy equipment; not to mention the powerful burner for heating and drying the aggregates, and its flame, which shoots into the mixing drum. These variables, among others, act in unison to deliver what Barriere knows best: Hot and Cold Mix Asphalt.



South Shore Asphalt Division's six-silo mixing facility, in Boutte, Louisiana.

This leads us to quality. As many of us know, the asphalt industry has changed over the years, from the way it's made, to the way it's laid. Barriere has always prided itself on seeking out and using the latest quality-enhancing measures to assure the best Hot and Cold Mix possible. This year alone, the Boutte Asphalt Plant has added polymer blending units, dual RAP bins, and even a fractionating plant. The fractionating plant will allow Barriere to make different gradations, or sizes, of RAP. This is needed, due to the ever-increasing possibility of higher RAP percentages going into Hot Mix Asphalt. The ability to put the asphalt back into the road it paved will not only assure quality, but will also enhance Barriere's environmental "green" initiatives.

After safety and quality is production. The Boutte Asphalt Plant is, indeed, a prime example on how a safe, reliable, consistent, well-oiled machine can produce the output expected. Thanks to the leadership of Kevin Ervin, our Plant Operations Manager, Ray Duffel, and the rest of the plant staff, we can feel sure we will get what we expect for many years to come: Barriere's primary products: safety and quality, not to mention... HOT MIX ASPHALT!!!

When you add a core group of individuals to this procedure, safety becomes top priority. As with any moving parts, things tend to wear out. For Ray to accomplish what he did this year, a daily dose of safety protocols were set in place. Since safety is the Number One priority at Barriere, as a whole, the plant has to be maintained in top form. Not one ton would be mixed and produced if it were deemed unsafe.



GREAT NEWS FOR ALL MEDICAL PLAN PARTICIPANTS !!!

by Mary Naquin, Human Resources Assistant

On August 1, 2008, Barriere Construction Company introduced a change to our current prescription drug program!

Wal-Mart, Sam's Club, Target, and Kroger Pharmacies currently offer approximately 400+ generic prescription drugs for \$4.00 each for a 30-day supply and \$10.00 each for a 90-day supply. When you purchase your generic prescriptions at any of these retailers, WEB-TPA will reimburse your payment of \$4 or \$10, resulting in certain prescriptions at no cost to you!

You can obtain a current list of generic prescription drugs on the following websites:

- Wal-Mart & Sam's Club - www.walmart.com
- Target - www.target.com
- Kroger - www.kroger.com

Wal-Mart, Sam's Club, Target, and Kroger are always adding new prescriptions to their lists, so you should check their websites regularly for updates.

In order to take advantage of Barriere's offer, please do the following:

- Pay for your prescription with cash, credit card, or check.
- Retain the receipt and submit to WEB-TPA, using the "Prescription Drug Claim Form".

NOTE: If you have multiple prescriptions, some of which are not on the discount list(s), please present your medical I.D. card when having your prescription filled.

If you are a participant in the Health Care Spending Account Program, you should not use your Bank of America debit card to purchase the \$4 or \$10 generic prescriptions through this program, since you will be reimbursed 100% through WEB-TPA after submitting a claim.

For more information on this fantastic offer, or to obtain a generic prescription



Prescription Drug Claim Form

Please tape your receipts here. **Do not staple!** If you have additional receipts, tape them on a separate piece of paper.

Tape receipt for Prescription 1 here.
Receipts must contain the following information:

- Date prescription filled.
- Name and address of pharmacy.
- Doctor's name or ID number.
- NDC number (drug number).
- Name of drug and strength.
- Quantity and days' supply.
- Prescription number (Rx number).
- Amount paid.

Tape receipt for Prescription 2 here.
Receipts must contain the following information:

- Date prescription filled.
- Name and address of pharmacy.
- Doctor's name or ID number.
- NDC number (drug number).
- Name of drug and strength.
- Quantity and days' supply.
- Prescription number (Rx number).
- Amount paid.

Direct Reimbursement Claim Instructions

Read carefully before completing this form.

1. Do **NOT** present your prescription ID card at the participating retail pharmacy for any \$4 generics.
2. You must complete a **separate** claim form for **each pharmacy** used and for **each patient**.
3. **Be sure your receipts are complete.** In order for your request to be processed, all receipts must contain the information listed above. Your pharmacist can provide the necessary information, if it is not itemized on your claim or bill.
4. Return the completed form and receipt(s) to:

WEB-TPA
P.O. Box 99906
Grapevine, TX 76099-9706
Phone: (877) 593-2872
Fax: (469) 417-1960

** Any person, who knowingly and with intent to defraud any insurance company or other person, files an application for insurance or statement of claim containing any materially false information or conceals, for the purpose of misleading, information concerning any fact material thereto, commits a fraudulent insurance act, which is a crime and subjects such person to criminal and civil penalties.

list and a WEB-TPA Prescription Drug Claim Form (*see picture*), call Mary Naquin, in Human Resources, at 504-569-3130.

WEIGHT MANAGEMENT TIPS

by Marie Beechy, RN

There has been a time in everyone's life when they have stepped on the scale and thought, "I need to lose a few pounds." Many people struggle with their weight on a daily basis. With the holidays fast approaching, it would seem that we could all use a few weight management tips:

1) Eat a good breakfast. Studies have shown that people who eat a healthy breakfast are able to control their weight better. Eating some fruit, whole grains, and protein each morning will give you the energy boost you need, as well as jump-start your metabolism.

2) Stop eating about three hours before you go to sleep. Your metabolism slows down as the day progresses. Eating a large dinner shortly before bedtime means you are holding on to those calories instead of burning them up.

3) Eat lots of fiber. Fruits, vegetables, and whole grains are very important in

managing your weight. These energy-dense foods allow you to feel fuller longer and decrease your urge to snack.

4) Watch what you drink. Alcohol, soft drinks, and energy drinks often have lots of "empty calories." These drinks do not help you feel full, but they do carry a high-calorie content. Choose water as often as possible.

5) Exercise often. Exercise burns calories and boosts your metabolism. You should try to work out at least three times a week for thirty minutes each time. If your schedule permits, work out more often.

For more weight-loss tips and health information go to www.sterling-wellness.com and access their wellness center.

The username is "sterling" and the password is "wellness." Feel free to call me at 985-510-0759 or e-mail me at mbeechy@sterling-wellness.com with any additional questions.



TRUCK GIVEAWAY FOR HOURLY EMPLOYEES

Safety is a key part of Barriere's Mission Statement and Core Values, and management is totally committed to providing and maintaining the safest possible working environment for all of our company's employees. Once again, in 2009, as a safety incentive, Barriere will award a brand-new pickup truck to one of our hourly field employees.

The rules of the safety incentive program are as follows:

- All field hourly employees will be eligible to win a Ford F-150 pick up truck, to be awarded at the annual company picnic. In order to be eligible to win the truck, employees must have worked the past year (March to March) with NO OSHA Recordable Accidents, and no auto or other liability claims where your action caused bodily injury or property damage to a third party and/or caused an equipment damage accident. All field employees who have worked from March 1, 2008, through March 1, 2009, will be eligible to win.

In order to be eligible for the drawing, you must be in attendance at the company picnic.

If you are the winner of the truck, Barriere

will pay any income tax due and will issue a Form 1099. You will only be responsible for obtaining the required insurance.

- Any new field hourly employee who has worked for Barriere for at least six consecutive months prior to the picnic (March 1, 2009), while not eligible for the pickup truck, will be eligible to win \$1,000. In order to be eligible to win, you must be in attendance at the company picnic.

Safety is our most important core value and an integral part of our company's culture. It is the commitment of every Barriere



employee to provide and maintain the safest possible working environment for our employees and the general public. Full and active daily participation and involvement in our safety efforts is expected and required. Project safety performance clearly demonstrates this commitment, and the operational discipline needed to safely execute each project. Nothing we do is so urgent or important that we compromise this commitment to safe work practices.

By continuing our safety incentive program, we hope to communicate to each of you the importance of safety at Barriere.

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To win this year's Ford F-150, you have to be at the Health & Safety Extravaganza in the spring! You never know; William Adams didn't know he'd be going home with a brand-new truck this past April.



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Staying the Course in Times of Market Turmoil by 401(k) Advisors

The recent turmoil on Wall Street has left the markets in a state of crisis, adversely affecting some of the industry's largest financial stalwarts. As the credit crunch and liquidity crisis begins its second year, the U.S. Government made it clear that the support it had given to other firms, such as Bear Stearns, Fannie Mae, and Freddie Mac, may be fleeting. Lehman Brothers, in a bid to win the Government's support to stay afloat, failed, and, on Monday, September 15, 2008, it filed for Chapter 7 bankruptcy. Accordingly, September 15 saw the largest, one-day point drop for the U.S. market since September 11, 2001. Tuesday, September 16, saw a change of events, when the U.S. Government decided to rescue AIG, suggesting that, maybe, this firm was "too big to fail." Other financial institutions may face similar situations, if they are not successful in raising additional capital, or being acquired by a partner with capital sufficient to withstand the current environment. Leveraged

positions, built up over the past ten years, are now in trouble, amid a poor housing market and lack of liquidity, and the current de-leveraging phase has, is, and will be very painful.

The current environment has not only been challenging for financial institutions and investment managers trying to navigate the turbulent markets, but also for plan participants, who rely on their retirement plan(s) for their retirement savings. The prudent course of action for plan participants is to review your investment strategy. What is your risk tolerance? When will you retire? When will you need this money?

Evaluating one's own situation, diversification among asset classes, and having the right mix and high enough default rates is recommended, and leads to the positive action a participant can make.

Bailing out of the markets and your 401(k) is the wrong action, which can be detrimental to your future, long-run

retirement savings. Timing the market has proved to be futile, and, with current market conditions as they are, there is no clear direction as to where we are headed and for how long. With losses now over 20% from the market's peak last October, we are technically in a "bear" market. The good news is that, as the bear market draws on, it gives participants time to "get in" while markets are low.

The U.S. market, in particular, is dynamic and resilient in moving on from crisis after crisis throughout history. While the Great Depression may be too long ago for most of us to remember, it wasn't long ago we endured September 11 and the "dot-com" bubble. The implications surrounding the current turmoil should call on plan participants to focus on what they should otherwise be doing on a regular basis: Be mindful of the situation, but diligent about your investment strategy. Participants need to act in their own best interests while Wall Street recovers from yet another crisis.