



# INTERSECTIONS

Intersections is published by Barriere Construction Company, LLC

Fall 2009



## NORTH SHORE ASPHALT

by Brian Kilgen, Project Manager

### Slidell Municipal Airport--Runway 18-36 Pavement Rehabilitation

During the late spring, the City of Slidell took advantage of some of the first-issued stimulus monies available from the federal government. They decided to rehab the runway at their airport. We were successful with our bid and immediately began to plan for the best job that we could do.

Simultaneous with the awarding of the project, North Shore Asphalt implemented some of the ideas and practices, developed by Mike Casten and Jason Plattenberger of Construction Concepts, with a new committee called Process Improvement Team, or PIT, for short. This team decided to evaluate the paving of the Slidell Airport runway as its first project. Adding to the challenge of tighter airport specs and federal acceptance requirements, the asphalt crew scheduled to pave the runway was working under the leadership of an interim Foreman, who had been working at that capacity for only a couple of weeks, and a freshman Superintendent, who also had only a



couple of weeks under his belt as the lead supervisor. The PIT planned on filming all aspects of the paving operations, from the time employees began to arrive on the job until they left to go home. With film in hand and documented actions and milestones put to paper, the committee met on several occasions to formulate a presentation for the paving crew to review and learn the values of quality work and elimination of waste.

Prior to the paving, subcontractors completed the milling and crack sealing operations. With a paving plan in hand, the asphalt crew met early on the morning of Day 1 to determine the plan and goals, *Continued on the next page.*



[Left] The Slidell Airport Runway project is completed.  
[Top] Paving the runway.

## Table of Contents

- North Shore Asphalt Division\_ \_ \_ 1
- President's Message\_ \_ \_ \_ \_ 3
- In Memory of Stacy Press\_ \_ \_ \_ \_ 3
- North Shore Construction Division\_ 4
- South Shore Construction Division\_ 5
- South Shore Asphalt Division\_ \_ \_ 6
- Barriere Goes Back to School\_ \_ \_ 6
- South Shore Construction Division\_ 7
- Teaching Green\_ \_ \_ \_ \_ 7
- TRP Really Works at Ponder Pit\_ \_ \_ 8
- TPR Training Update\_ \_ \_ \_ \_ 8
- In Step With Margie Hunter\_ \_ \_ \_ 9
- Up the Ladder\_ \_ \_ \_ \_ 9
- Alcohol Use and Risks\_ \_ \_ \_ \_ 10
- Hanging Up Their Hardhats\_ \_ \_ 10
- Tax Tips\_ \_ \_ \_ \_ 11
- Another STEP\_ \_ \_ \_ \_ 12



## INTERSECTIONS

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not only for that day, but also what it would take to complete the job within budget, with exceptional quality, and, most importantly, with no negative safety issues. Although Day 1 started with an equipment breakdown, which set the plan back an hour, the crew was



Our Franklinton asphalt plant in the morning.

able to overcome and still finish the plan for the day. Day 2 also started a little slow. A personnel shortage led to a slight delay in starting, which put us further behind when it began to rain and shut the job down early. Two more days, again yielding to rain each day, were needed to complete the 5,600 tons of asphalt on the runway. Although an extra day was needed to complete the work, we were able to keep the budget in check, while still attaining the smoothness, roadway density, joint density, and slope desired to meet specifications. Unfortunately, it was not determined until the striping was laid out that we had not paved the minimum width in several areas. Although very disappointing, after completing a very good-looking job, we

repaired the edge of the runway in an acceptable manner. Not needing a real life example to review with the crew during the PIT presentation, we did utilize the opportunity to discuss and plan, to eliminate future mistakes as simple, but costly, as this one was.

Since the Slidell Airport Runway rehab job was completed, Marcus Jenkins and his crew have taken what they learned from evaluating the job and utilized their knowledge to become a second "Main Line" crew for North Shore Asphalt. Now, armed with qualified personnel and leadership, no job is too big or too small. In the near future, the NSA-PIT will select another crew and job to evaluate, in hopes of getting another positive return on another successful project.

Paving the Slidell Airport Runway.





# PRESIDENT'S MESSAGE

by Bertrand A. Wilson, President, South Shore Divisions

## Highway Funding in the Future

On September 1, 2009, I had the opportunity to represent Barriere, with other Louisiana construction company leaders, at a meeting in the office of Governor Bobby Jindal at the Governor's Mansion in Baton Rouge. We spoke directly to the Governor about our important position in the Louisiana economy and the importance of continued and increased funding for Louisiana's deteriorating highway and transportation infrastructure.

After Hurricanes Katrina and Rita, Louisiana received a large influx of Federal dollars for infrastructure rebuilding of roads, levees, and buildings. These funds will soon be depleted, as will the Federal Stimulus Package dollars that Louisiana was allocated. Next year, our State will return to Pre-Katrina levels in Highway funding.

Our purpose of meeting with the Governor was to find out his plans for funding our industry for the future, and to work together with him to increase highway funding in the coming years for Louisiana.

While the Governor was aware that the Gas Tax (the primary source of funding for the LA DOTD) has not been increased since 1991 and that inflation has eroded its buying power significantly, he was unwilling at this time to support an effort to increase the gas tax or even index the tax to cover the costs of inflation. The result of this to the citizens of Louisiana and to us, the people employed in transportation infrastructure construction, is a reduction in annual spending from over \$1 billion per year to an estimate of approximately \$600 million in 2010 and beyond. This reduction in spending will reduce LA DOTD budget dollars, construction projects, and, ultimately, construction jobs.

Ben Tucker [left] with Bert Wilson, reviewing the work by the new Terex Slipform Paver on the Tidewater Road repaving project, in Venice, LA.



Barriere has invested extensive time and money through an initiative, Driving Louisiana Forward ([www.drivinglouisianaforward.org](http://www.drivinglouisianaforward.org)), to inform the public and our elected officials of the importance of continued investment in our construction workers and the roads we all work hard to maintain. We will continue to work with the Legislature and the Governor to seek out revenue opportunities to fund highway construction and preservation projects.

Your contributions of providing quality work and materials, always being safe, and managing our work to be on time and on budget will continue to give the Barriere Team the winning edge, as we compete for the Highway funds available in the future.

*“We will continue to work with the Legislature and the Governor to seek out revenue opportunities to fund highway construction and preservation projects.”*

## IN MEMORY OF...

Mr. Stacy Cameron Press, Sr., an employee of Barriere Construction Co., L.L.C., for 14 years, passed away on September 12, 2009, after a brief illness.

Stacy worked as a Heavy Equipment Operator in Barriere's South Shore Asphalt Division. He is survived by his father, Reynard Simon, who has been an employee of Barriere since 1976; his wife,

Melissa Gilbert-Press; and seven children and eight grandchildren, in addition to several sisters and brothers. One of Stacy's brothers (Reynard Press) is also employed by Barriere.

Stacy was a good man and a dedicated employee who will be sadly missed by his family and many friends.



# NORTH SHORE CONSTRUCTION

by Jason Latiolais, Field Engineer

## US 61 Marathon Petroleum Access Improvements

Over the last couple of years, Marathon Petroleum Company has been expanding the size of their refinery in Garyville, LA, to meet the nation's growing demand for gasoline. With the influx of new employees working on the expansion, the need arose for improvements to US 61, the main artery for entering and exiting the refinery. The project would consist of the following improvements: (1) US 61's shoulders would be widened, to incorporate the construction of three new turn lanes at American Spirit Avenue, Marathon Avenue, and Terre Haute Road. (2) New subsurface drainage would be included on the north and south sides of US 61. The new drainage would include jack and bored 42" and 48" steel piping underneath US 61 at two locations. (3) A new signal at Marathon Avenue would tie into existing signalization along US 61.

Barriere's North Shore Construction Division was awarded the US 61 Marathon Petroleum Access Improvements, in Garyville, in early May of 2009. Marathon Petroleum Company's main vision for the project was to provide its employees and subcontractors with a safe and reliable way to access its facility. Upon being awarded the project, Barriere's management team set out to complete the project quickly, efficiently, and safely, while providing the quality expected from Barriere.

Barriere crews arrived on site in late June and began setting up operations under the management team of Sean Wilson (Project Manager), Jim Thompson (Superintendent), Jason Latiolais (Field Engineer), A.J. Cancellia (Foreman), and Eddie Cook (Foreman). Before the shoulder widening and turn lanes could be constructed, subgrade drainage operations had to be completed. A.J. and Eddie's crews began drainage operations in early July. A.J.'s crew was responsible for laying 2,700 LF of 15", 18", 24", and 36" reinforced concrete arch pipe. Eddie's crew was responsible for installing several pipe extensions and building numerous junction boxes and headwalls. During Barriere's drainage operations, Directional Road Boring, Inc., mobilized at the site to begin jack and boring operations for the triple-barrel 42" and 48" steel pipe boring at two separate locations on site. After braving daily summer showers, Directional Road Boring completed the 42" steel boring location in mid-August and is currently working on the 48" boring.

Upon completion of the majority of the subgrade drainage operations, the focus



Limestone installation on the westbound side of US 61.

was shifted to completing the shoulder widening and turn lane work on US 61. The decision was made to complete the shoulder widening and turn lane base work in three separate weekends, to avoid affecting the daily flow of traffic in and out of the refinery. Prior to excavation activities, milling crews would mill the existing asphalt on the shoulder and stabilize the soil cement subbase. Barriere's Southshore Asphalt Division would work nights during the week to pave the areas that were completed over the weekend. With a plan in place and high goals to meet, Barriere began stone base operations on the weekend of August 15-16.

Barriere's two base crews, headed by A.J. Cancellia and Nick Couch, were given the goal of excavating and installing 5,000 tons of limestone for the weekend. A.J.'s crew would excavate the shoulder and install the 10" limestone base on the westbound side of US 61, while Nick's crew would excavate and install the base on the eastbound turn lanes at Marathon Avenue and Terre Haute Road. Remi Brown, operating the excavator, and Greg Tatum, operating the dozer, began the excavation of the 10' shoulder about one hour before the limestone was to be delivered, to allow room for the limestone installation work. Timmy Ballance, Jason Barado, and Marley Graves followed the excavation operation meticulously,

*Continued on the next page.*

Jason Barado and Marley Graves, checking grade on the westbound side of US 61.



# SOUTH SHORE CONSTRUCTION

by Cathy Rooks,  
Strategic Implementation Facilitator

## Harvey Boulevard Extension – Wall Boulevard to Engineers Road

In January of this year, South Shore Construction started the \$11.2 million Harvey Blvd. Extension project. This state project literally bridges two parishes, Jefferson Parish and Plaquemines Parish, providing another much-needed traffic route between the two parishes.

The scope of the project includes work on Engineers Road, where we have added turn lanes and traffic signalization that tie in to the new road (Harvey

Blvd. Extension), which includes new construction of drainage, base, asphalt, and curb and gutter. The roads lead to the two new 200' bridges that cross Bayou Barataria to the Jefferson Parish side of the new, extended Harvey Blvd. All of the bridge work is being constructed by our subcontractor, Shavers Whittle. On the Jefferson Parish side, we continued the new road construction, which also included drainage, base, asphalt, and curb and gutter. Also in the scope of the project was the reconstruction of Wall Blvd., where it meets Harvey Blvd., the entrance to the Stonebridge subdivision, and Whisper Lane, including traffic signalization.

Craig “Weeble” Clark and his crew performed some of the drainage work on the project,



Aerial views of the Harvey Blvd. extension uniting Plaquemines & Jefferson Parishes.

## “Construction of drainage, base, asphalt, and curb and gutter.”

as well as our subcontractor, J-Star Construction. Gilbert Construction was another subcontractor on the project, which provided pipe and drainage structures. Calvin McKeel and his crew performed the excavation of the roadway and the installation of the base. Noland Sharpe and his crew installed the curb and gutter; our South Shore Asphalt crews will perform the paving; and subcontractor, Jack Harper Electric, is contracted to construct the street lighting and signalization. Project Manager Ricky Dantin’s team on the project included Danny Cruse, Eric Stansbury, and Leigh Dooley.

Photo by Aero Photo - 4000 - 16<sup>th</sup> St., N.  
St. Petersburg, FL 33703  
(727) 520-8181, [www.aerophoto.com](http://www.aerophoto.com).

## Continued From Page 4

checking the grade and rolling out base fabric. Once the excavation was far enough ahead, Elliot Lanaux began directing trucks, loaded with limestone, to their proper unloading areas. Bob McGraw was given the task of roughing-in the 10” of limestone base, while trying to maintain a steady flow of trucks in and out of the site. A.J.’s crew was able to excavate more than 2,600 feet of shoulder and install 3,800 tons of limestone that weekend. Nick’s crew was able to excavate more than 1,500 feet from two turn lanes and install more than 1,500 tons of stone in only a day and a half of work. Both crews exceeded expectations and their goal of 5,000 tons of limestone.

Utilizing the resources from three separate divisions, the US 61 Marathon Petroleum Access Improvements Project is more than 70% complete. Most importantly, with the shared vision of our team and Marathon’s

representatives, Brandon DuMontier and Richard Beckemeyer, the US 61 project has, to date, been incident-free. Barriere would like to thank the following companies for their roles in the success of this project: KCK Trucking, for promising and delivering all of our trucking needs,

and Vulcan Materials, for their willingness to open the plant on weekends and keep it open as late as we needed.

Barriere, in partnership with its subcontractors, strives to provide its customers with safe, efficient, and quality projects, now and in the future.



Greg Tatum, excavating the westbound shoulder of US 61.

# SOUTH SHORE ASPHALT

by Michael Vornkahl,  
Field Engineer

## Washington Avenue – Submerged Roads Project

This summer, work began on Washington Avenue, in New Orleans, as part of the Submerged Roads Program. There were two particularly interesting items of work contained in the job. The first item of interest was the resetting of existing stone curb, and the second was patching through a layer of brick. Both work items involved processes that Barriere does not often encounter.

Construction on Washington Ave. began with patching. The road consists of a 14" top layer of asphalt, followed by a 4" layer of brick, and, then, an 8" bottom layer of concrete. Each layer could not be hauled to the same place. Therefore, extra steps had to be taken to excavate each patch. Saw-cutting the edges of patches through 26" of material meant we had to call in Forby, the only construction company around with a saw big enough to cut that deep. The saw has a 5' diameter wheel, with milling teeth around the edge, and makes a 4"- wide cut. Once the edges of the patches had been cut, we removed the asphalt from the top and hauled it back to the Boutte Plant for recycling. Once the asphalt was gone, the layer of bricks was exposed, allowing us to remove them. Next, we broke the bottom concrete layer and hauled it off. After all the material was removed, we placed geotextile fabric in the excavations, followed by 14" of Mexican limestone, and, finally, 12" of asphalt. The patching, which met all depth and density requirements perfectly,

was the combined effort of Dave Patel and Sam Weaver's crews. The job was supervised by Andrew Wilson and Michael Vornkahl, Field Engineers, and managed by Dawn D'Angelo.

Following patching, reconstruction of the stone curb, which was made of granite blocks measuring 7 to 10' long, 4" wide, and 18" deep, began. The first step in resetting the stones was removing them, so we saw-cut the edge of the road along the face of the curb. (The saw-cut edge of the road was later used as a form for the concrete base.) Next, we removed the stones with mini-excavators and dug a 24"-wide by 24"-deep trench underneath. Once the stones were out of the way, we installed an 8" Mexican limestone base, set reinforcing steel bars, and poured 6" of concrete, to act as a base for the stone curb. After the base was set, the curb pieces could be maneuvered into place. The stones weighed between 1,000 to 1,500 pounds each, so we used the mini-excavators, with slings, to handle the blocks. The excavator would hold a stone in place while two guys placed shims underneath to get the curb to the right height. Once the height was set, blocks and kickers were positioned on both faces of the curb to hold it up. Then concrete was poured around the granite curb to permanently hold it in place. Sam Weaver's crew and Dave Patel's crew had to pour 75' of finished curb a day in order to make budget. This was quite a request, considering no one on either crew had reset



[Top] Blocks and kickers are positioned on both sides of the stone curb, in preparation for the concrete pour. [Above] Stones are set using mini-excavators, with slings to handle the blocks.

curb this way before. However, under the guidance of Eddie Clement, Superintendent, the crews were often pouring over 300' of finished curb a day.

## BARRIERE GOES BACK TO SCHOOL

When we think of the different seasons of the year, Fall brings to mind leaves changing colors, crisp breezes, football, and children returning to school. For the children, going back to school means new friends, new teachers, and new school supplies. For Barriere, going back to school means Fall Career Fairs, as we begin scouting talent for our 2010 Summer Internship Program.

Traditionally, we select students pursuing degrees in Civil Engineering or Construction Management to work as Field Engineers each summer. For 2010, however, we will also be seeking students

pursuing degrees in Occupational Health and Safety, to work alongside our Safety Director, Paul Albrecht.

In September and October, we will attend Career Fairs at several southeastern Louisiana colleges and universities including LSU in Baton Rouge, SLU in Hammond, and UNO in New Orleans. Our program is open to all sophomores, juniors, and seniors, and we are currently accepting résumés and letters of application for our 2010 Summer Internship Program. Help us spread the word: Barriere is going back to school! And we're looking for the best of the best to join us in Summer 2010.

by Mary Naquin,  
Internship Program Coordinator



Résumés can be sent to: [maryn@barriere.com](mailto:maryn@barriere.com) or faxed to 504-569-3289.

Check out our internship website at [www.barriereinterns.com](http://www.barriereinterns.com) for more information.

# SOUTH SHORE CONSTRUCTION

by David Mayer, Manager of Business Development

## South Shore Construction to Receive Excellence in Construction Award

Congratulations to Ricky Dantin and the South Shore Construction Division! Their project, "Reconstruction of Tidewater Road, Highway 23, to the Coast Guard Station, Venice, Louisiana," has been awarded a **2009 ABC Pelican Chapter Award of Excellence**, given by Associated Builders and Contractors. Entering and winning a Pelican Chapter award is a first for Barriere! Thanks to you, Ricky, and to the South Shore Construction Division, for competing!

All participating ABC contractors, suppliers, and industry professionals will be recognized at ABC's Excellence in Construction Awards Program, to be held in Baton Rouge in January of next year, in conjunction with the Pelican Chapter's Installation and Awards Banquet.

More great news for Barriere and our South Shore Construction Division: Ricky Dantin also snagged the **Best Project Award for us in the Greater New Orleans Business Roundtable Annual Competition and Award of Excellence for Transportation in their Louisiana's Best of 2009 Awards, sponsored by McGraw Hill South Central Construction magazine.** This contest lauds Safety, Productivity,



Hurricane Gustav washed much of the limestone embankment underneath the recently-poured road. Barriere reclaimed 80% of the 10,000 tons of limestone washed into the marsh.

Efficiency, and Innovation, all in service to the Louisiana Petro-Chem Industries. Again, congratulations on a job well done for all three awards!



[Top] On the left is the original height of the Tidewater Road pavement and on the right is the temporary detour road, elevated 2' above the original height. The final design was 3' higher. [Above] Barriere constructed conflict structures, requiring the installation of a split metal casing installed around the 12" A/C water to protect its integrity.

## TEACHING GREEN

Harry Hurst Middle School teacher, Carla Murphy, is once again working with Doug Olson, of Barriere Construction Co., L.L.C., to show students how easy it can be to "go green". According to Mr. Olson, Barriere prints a lot of plans to bid on projects. If Barriere is not chosen to build the project, then the plans become waste. Rather than discard the used plan paper, Mr. Olson gives the paper to Ms. Murphy. Ms. Murphy's students then use the reverse side of the plan paper for various chart activities and poster projects. Eighth grade pre-algebra classes recently used the reverse side of the plan paper to create

and illustrate word problems, which were then solved using algebraic equations. Later in the year, the pre-algebra classes will utilize the drafting side of the plan paper when studying the concept of scale drawings. Students estimated that re-using 1,000 sheets of plan paper saves the school approximately \$750!

Carla Murphy  
Special Education Inclusion Teacher  
Harry Hurst Middle School  
Destrehan, Louisiana

This article was featured in the *Times-Picayune* on October 4, 2009.

by Carla Murphy, Special Education Inclusion Teacher, Harry Hurst Middle School



Students from Ms. Murphy's eighth grade pre-algebra class at Harry Hurst Middle School.

# TPR REALLY WORKS AT PONDER PIT!

by **Joey Marceaux,**  
Officer Manager and Dispatcher

It may sound like a cliché, but it's not. The crew at the Ponder Gravel Pit know **FIRSTHAND** how well Barriere's TPR Program works.

Total Process Reliability is part of the Pit's daily routine. Every morning, our operators fill out a daily equipment report. This report is a total checklist for the equipment. If there is a problem with a piece of equipment, Brett Todd is notified, and the repair plan is put into action. Either the part will be ordered and delivered the next day, or a CAT serviceman will be on site that evening to work on the machine.

Having a daily report is critical, because it is required by M.S.H.A., the Mine

Safety and Health Administration. I am **PROUD** to announce that, after two major inspections, the Ponder Gravel Pit has had **ZERO** citations! M.S.H.A. Inspector, John Ramirez, was very impressed with the equipment. He said that, in his memory, this was the first pit he had been to where **ALL** of the equipment was in **PERFECT** condition--proof positive that out TPR plan **REALLY** works!

It's the Ponder Gravel Pit **TEAM** that makes this program a success! Congratulations to the Ponder Crew for continually doing a great job!

**Beau Bowman, Chris Mizell, and Charles Simmons** fill out the "Daily Equipment Reports".

On a lighter note, I would like to congratulate Kevin Ervin and the H/R Department. With the new evaluation process, they **FINALLY** got Jerry Millette to use a **COMPUTER!!!**



# TPR TRAINING UPDATE

by **Patrick Klamann,** TPR Coordinator

TPR is a process to improve machine reliability and efficiency by involving all employees in the care, purchase, and improvement of our equipment. Some of the core requirements are operator care, training, planning, scheduling, and 5-S (Sort, Set in Order, Shine, Standardize and Sustain). These are just a few of the processes taught during a CLAIRE Workshop. So far this year, we have had 10 CLAIRE (Clean, Lubricate, Adjust, Inspect Repair, and Eliminate) workshops, and 17 basic operator training classes, that covered Operator Inspection Forms, Rollers, Rubber Tire Backhoes, Brooms, Pavers, Material Transfer Vehicles, Distributors, and Rock Drills, for a total of 4,324.5 training hours, or 10.5 hours per employee.

Manufacturers continue to improve their equipment to be more efficient and safer to operate. With this in mind, training is an ongoing process, and we need to stay committed to improving our skills. All Caterpillar equipment being delivered to job sites have operator's manuals and Barriere's equipment standards attached. These manuals and standards are excellent learning tools and should be read often to improve our skills. The machine operator's manual contains Safety, Product Information, Operation, Maintenance, and Reference Information

and is considered the "best source of machine information" by James Kincaid, Louisiana Machinery's Equipment trainer. With employees being our most valuable asset, the common-sense thing to do is to train our employees.

Future Training: CLAIRE Workshops, with machine-specific training, operator training, and small tools.

## Rock Drill Training

With today's stiff competition, tight schedules, and dwindling profits, equipment failures could cripple a schedule or a job. Rock drills fall under the category of critical equipment for concrete crews.

Alan Stone, with Minnich Rock Drills, instructed South Shore Construction crews on how to improve a drill's life and efficiency with proper adjustments (loose bolts and proper bushings), lubrication (proper oil), and techniques on how to



From left: Fred Lyles, Robert Johnson, Alan Stone (Minnich Drills), Nolan Sharp, Shayne Mathes, Andrew Berry, Phil Crow, Wilfred Jackson, and Zack Ballard.

remove stuck bits. The use of proper safety equipment was also stressed. The noise level of a drill could reach 180 decibels, requiring hearing protection not just for the operators but for crew members being too close. Fred Lyles stated, since the training, crews are having fewer problems with their Minnich concrete drills.

## Benefits of Training

| Individual             | Company                                |
|------------------------|--|
| Pride                  | Improvements In Operational Efficiency |
| Professionalism        | Improvements In Reliability            |
| More Abilities         | Improvements In Quality                |
| More Marketable        | Lower Operating Costs                  |
| Safer Work Environment | Increased Equipment Life Span          |

# IN STEP WITH MARGIE HUNTER...

by Millie Munsch, Administrative Assistant

This past January, Ms. Margie Hunter celebrated the 32nd anniversary of her employment at Barriere Construction, working as the company's receptionist since January 17, 1977. I recently sat down with Ms. Margie to talk about her life and her career.

**MM:** Tell me about yourself,

Ms. Margie—where were you born, where did you go to school, etc.?

**MH:** I was born in Daytona Beach, Florida. I was one of eight children; I had four sisters and three brothers. I attended Harris High School. After graduation, I went to Bethune-Cookman College, in Daytona Beach, for two years. I then moved to New Orleans to further my education, where I attended Delgado Community College.

**MM:** How did you come to work for Barriere?

**MH:** My first job was with a dentist in the Maison Blanche Building, on Canal Street. I was there for 11 years, until the dentist died. I then saw an ad in the newspaper where Barriere needed a receptionist, so I responded to the ad. There were actually two companies at that time—Barriere Construction and Wilson Contracting. Wilson was union; Barriere was non-union.

**MM:** Who interviewed you? Who hired you? To whom did you report?

**MH:** I was interviewed by several people before I was finally hired by Mr. Douglas Maulden, to whom I primarily reported. Mr. Maulden was over everyone. After he left, Mrs. Betty Wilson took over the company until her three sons were old enough to run it by themselves. I was very happy working for Mrs. Wilson... she was a very good leader. When I first started working for the company, we had to dress professionally every day, and all the ladies had to wear stockings. Also, if you were a lady, you could not wear pants to work, unless it was a pantsuit.

**MM:** How large was the company when you started here?

**MH:** It was probably between 100 and 150 people. We only had two superintendents at that time: Mr. David Todd and Mr. James Breland, Sr.

**MM:** What were your job responsibilities?

**MH:** My job consisted of receptionist duties, preparing trucker payroll, and signing and stuffing checks. I would also assist Ms. Jean Delaney, who was the Human Resources Manager at the time and handled the company payroll. When Jean was out, I performed her duties.



Margie Hunter has been answering the phones at Barriere for 32 years!

**MM:** How has your job changed over the years, due to the growth of the company, changes in technology, etc.?

**MH:** Back then, we only had radios to communicate with the field. Now, we have computers, email, and cell phones. We have grown in people and locations. Besides the main office, I answer the phones for all four divisions, in addition to the plants and the Ponder Pit.

**MM:** With the fourth generation of Wilsons now coming into the business, what do you think it will be like working for them down the road?

**MH:** I think it will be easier, because they are like my grandchildren; I practically raised them. They are all very nice and very intelligent children, and they treat me with respect.

**MM:** What do you like most about working for Barriere?

**MH:** I like the people, I like to keep busy, and I plan to continue working until God is ready to take me.

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*“When I first started working for the company, we had to dress professionally every day, and all the ladies had to wear stockings.”*

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## UP THE LADDER...

### MOVING UP!

**Marcus Jenkins** - Foreman, North Shore Asphalt

**Chad Morales** - Foreman, South Shore Asphalt

**Andrew Wilson** - Intern Field Clerk, South Shore Asphalt

**Todd Hountha** - Superintendent, South Shore Construction

**Shawn Rizzo** - Surveyor, South Shore Construction

### WELCOME BACK!

**George Cooper** - Lt. Operator, North Shore Asphalt

**Steven Davis** - Craftsman III, North Shore Asphalt

**Earl Bacchus Jr.** - Craftsman III, South Shore Construction

**Timothy Brooks** - Craftsman I, South Shore Construction

**Corey Hollingsworth** - Lt. Operator, South Shore Construction

**Brian Davis** - Operator I, South Shore Asphalt

**Troy Rogers** - Operator I, South Shore Asphalt

**Ricky Sauce** - Operator I, South Shore Asphalt

**Anthony Verret** - Operator II, South Shore Asphalt

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# ALCOHOL USE — CONSIDER THE RISKS

by Marie Beechy, RN,  
with Sterling Wellness

Most adults have a drink every once in a while with no ill effects. Social drinking is seen as relaxing and fashionable. However, there are also serious risks to consider.

In the United States, an estimated 75,000 people die prematurely each year from alcohol abuse. An estimated 14 million Americans abuse or are dependent on alcohol. That's one in 13 adults. One in ten adult males is a "heavy drinker" who is at higher risk for alcohol-related problems.

Excess drinking can cause liver damage (cirrhosis), pancreatitis, heart disease, high blood pressure, and brain damage. It is also responsible for a high percentage of all accidents, especially car crashes, and is associated with some cancers (including cancers of the breast, stomach, pancreas, mouth, and esophagus). Heavy drinkers are more likely than nondrinkers to commit suicide and engage in violent actions. The damage done to families and relationships is harder to measure but just as real.

For these reasons, many people have decided that the safest course is not to drink. For those who choose to drink, national guidelines for alcohol use state,

"If you choose to drink alcoholic beverages, do so in moderation, with meals, and when consumption does not put you or others at risk." Drinking in moderation means consuming no more than 1 drink per day if you are a woman, or 2 drinks per day if you are a man. Drinking in moderation also means not drinking every day.

## *Some People Should Not Drink at All*

Drinking can create serious health risks for some people. If you are in one of these categories, please do not take even one drink:

- Women who are pregnant or trying to conceive.
- Children and adolescents.
- Individuals who plan to drive or operate machinery.



- Anyone taking medication; prescription or over-the-counter.
- Those who cannot restrict drinking to a moderate level.
- Those wishing not to have their judgment impaired.
- If you or someone you care about has a problem controlling drinking, get professional help. See an alcohol dependency counselor, join a 12-step program, talk with your pastor, or ask your doctor for assistance.

Information taken from  
[www.sterling-wellness.com/owc](http://www.sterling-wellness.com/owc).

## HANGING UP THEIR HARDHATS

Congratulations are in order for three of our long-time, loyal, dedicated employees, who recently retired from Barriere:

**Mr. Henry Dumas** – Henry began working for Barriere in May of 1973. He retired in August of this year, after marking 36 years of service to our company. Henry worked as an Operator in the South Shore Asphalt Division.

A retirement party for Henry was held on September 2, 2009, at the South Shore Asphalt office, in Boutte.



South Shore President Bert Wilson presents a service plaque to Mr. Dumas.

Mitch Wicker (standing), poses with Henry Dumas at his retirement party, celebrating his 36 years of service.

James Quinn, posing with his plaque and cake.



Henry Dumas with Donnie Todd [left] have 86 years of paving between the two of them!!!



# TAX TIPS

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

**ALERT: Some identity thieves are sending out emails, which appear to be from the IRS. If you receive one of these emails, do not respond to it and delete it immediately. The IRS does not send notices or request information via email.**

Now that the kids are back in school, you should start thinking about deductions for tuition and fees, which may be available to you on your 2009 returns:

## Louisiana -

For 2009, you can deduct 50%, but not more than \$5,000, of the following expenses per child:

- Tuition, curricula, uniforms, textbooks, and supplies, if the child attends a non-public elementary or secondary school. The school must be a qualified tax-exempt organization, under section 501(c)(3) of the Internal Revenue Code, which most private schools are.
- Textbooks and curricula necessary for home-schooling.
- Purchases of uniforms, textbooks, curricula, and supplies, if the child attends a public school.

## Federal -

All of the federal credits or deductions are for post-secondary (college) education.

## American Opportunity Credit

For tuition and certain college expenses paid for the first four years of post-secondary education. The maximum credit is \$2,500 per child and is reduced or eliminated if your income is more than \$80,000 for a single taxpayer or \$160,000 for a married couple filing a joint return.

If your child pays for his or her own tuition and expenses, he or she will need to claim the credit. You cannot claim the credit unless you actually pay the costs.

## Lifetime Learning Credit

This credit is available if your child has already exceeded the four-year limitation in the American Opportunity Credit. The maximum amount of this credit is \$2,000.

Again, if your child pays for his or her own tuition and expenses, he or she will need to claim the credit. You cannot claim the credit unless you actually pay the costs.

## Tuition and Fees Deduction

This may be beneficial if you cannot take either of the above-mentioned credits. The deduction is limited to \$4,000 per student.

## Student Loan Interest Deduction

Generally, only interest paid on the mortgage for your home is deductible on your return. One of the few exceptions is student loan interest. This is a deduction of up to \$2,500 and is taken against adjusted gross income, which means you may be able to deduct it, even if you don't itemize.

## Other Education Deductions

Other potential deductions for education expenses include the following:

- Business Deduction for Work-Related Education;
- Qualifying Work-Related Education;
- Education Required by Employer or by Law;
- Education to Maintain or Improve Skills.

Go to the IRS website ([www.irs.gov](http://www.irs.gov)) and download Publication 970 for a more-detailed explanation of these benefits. The version on the website is for 2008, but it should be revised shortly for 2009.

## Mr. James Quinn -

James began his career with Barriere in February of 1972, marking 37 years at Barriere.

He worked as a Cement Finisher in the South Shore Construction Division. James was given a retirement party at the South Shore Construction office, in Belle Chasse, on September 24, 2009.



The Wilson Family presents James Quinn with a plaque, commemorating his 37 years of service.



[Top] Calvin with Marina Gregorio, [Below] Michael Bacchus, Keith Scott, & Calvin.



Calvin with co-workers.



Calvin McKeel with the Wilson Family.

**Mr. Calvin McKeel** - Calvin started at Barriere on March 24, 1975. He recently retired, after 34 years of employment with our company. Calvin most recently served as a Foreman in the South Shore Construction Division. A retirement party was held for Calvin on October 1, 2009, at the South Shore Construction office, in Belle Chasse.





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## ANOTHER STEP

by David Mayer, Manager of Business Development

Once again, Barriere Construction Co., as a leader in Roadway Construction and Asphalt and Concrete Paving Safety, received an ABC Platinum STEP Award, this time from ABC's Pelican Chapter.

Barriere has been awarded their eighth consecutive Platinum Level - Safety Training and Evaluation Process (STEP) Award from ABC since 2001. The Platinum STEP award is the highest-level safety award given by ABC (Associated Builders and Contractors).

In order to earn the Platinum Level STEP Award, Barriere had to earn the Gold Award first and continue to have incidence rates, DART rates, and EMRs significantly below the national averages.

The Safety Training Evaluation Process (STEP) is a benchmarking tool that helps ABC members improve their safety and training programs. The STEP program provides the resources needed to measure a company's safety program's progress each



year and determine how it compares to the practices of other ABC members.

*Thanks and recognition goes to the 470 employees of Barriere Construction!!!*

Paul Albrecht (right), Barriere Safety Director, brings home the honor from the Industrial Contractor Council Quarterly Breakfast in Baton Rouge, in October of 2009.