



INTERSECTIONS

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Summer 2006



HEAVY INDUSTRIAL **By Matt Shuler, Project Manager**

Entergy - Wesco Substation

Barriere's Heavy Industrial Division (HID) recently broke ground on a new substation for Entergy. Wesco Substation, located in Norco, is the largest Entergy project that Barriere has ever acquired. When completed, the substation will serve the power needs of the Shell Motiva refinery. The project includes site work, pile driving, concrete foundations, electrical conduit, and installation of the ground grid.

A significant portion of HID's resources have been dedicated to the successful execution of this important project. Presently, there are five Barriere crews working on this project, in addition to several key subcontractors, all under the watchful eye of Superintendent Bob Parker. Because of Barriere's long-standing relationship with Entergy, all of the foremen have a wealth of substation construction experience. This will be a key component to the success of this project as it progresses.

A.J. Cancellia and his crew are installing approximately 22,000 linear feet of new copper grounding that runs throughout the station limits. This involves trenching approximately 18" below the existing surface, laying copper wire, and backfilling. Grounding also involves making a series of welds that tie the entire grid together. A.J.'s crew is also laying corrugated metal pipe and concrete catch basins for the four new transformer pits. This work is in close proximity to a number of foundations and must be done carefully and with proper planning. Ultimately, the pit will be lined with a geosynthetic product and backfilled with limestone. Finally, this crew is also involved in the installation of electrical conduit throughout the new substation.

Bryce Vining and his small crew are executing most of the surveying on the project. This involves setting up all of the baselines for the concrete foundations and locating each and every pile to be driven on the job. Bryce's crew has also been charged with forming and pouring a new foundation for the major equipment enclosure. This 80' x 20' slab is pile supported and has a series of grade beams running through it. The equipment enclosure will be constructed atop this slab later in the project. Although HID specializes in foundation work, they recently completed another electrical equipment enclosure at the Houma Substation, which was met with extremely positive reviews.

Craig Babin and HID's newest foreman, Shane Mathes, have been in charge of a large crew assigned with the bulk of the

concrete foundation work. These two crews, along with the one led by Randy Sikes, have nearly 3,000 cubic yards of concrete foundations to form and pour in the next six months. These foundations will support the structural steel and electrical equipment for the new substation. Consequently, the tolerances on these foundations are extremely minimal and the experience of Barriere's foremen is absolutely essential to the quality of the finished product.

As this challenging project moves forward, there is one sure thing: the talented team of HID employees will continue to produce the type of quality construction that Entergy and many others in the industrial market have come to expect. This new project is a perfect example of why Barriere's Heavy Industrial Division continues to be a leader in construction services for the energy, chemical, and refining industries.



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430 Notre Dame Street
New Orleans, LA 70130

P.O. Box 2430
New Orleans, LA 70176

Phone: 504-581-PAVE (7283)
Fax: 504-581-2270
Email: info@barriere.com

Website: www.barriere.com

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Contributing Writers:

- Bart Breland
- Marina Gregorio
- Preston Ingalls
- David Mayer
- Millie Munsch
- Kimberly Murphy
- Matt Shuler
- Rina Tikia
- George Wilson

Proofreader:

Millie Munsch

Design & Layout:

Design the Planet
www.DesignThePlanet.com

SOUTH SHORE CONSTRUCTION

by Bart Breland

It has been a very busy and productive first quarter for Barriere's South Shore Construction employees. We are continuing work on two large projects, the LDOTD US 190 project in Covington, which is moving along as scheduled, as well as

pass on the cost savings to our customers while increasing our competitive edge.

The initiatives we have worked on since June of 2004 have proven to be invaluable and we look forward to continued positive results.

"...once again be ready and able to assist our local governments with clean up, levee and roadway repairs."

the Plaquemines Parish, La. 23 Corps of Engineers Levee Project. A large job for Jefferson Parish, on Destrehan Avenue in Harvey, and a DOTD project right across the Harvey Canal, on Peters Road, are major pieces of our current backlog. As the summer months roll through, we will continue our focus on adding to our backlog with several opportunities coming up that include local parish projects, Corps of Engineers, and the DOTD projects. Additionally, we continue to operate in the private market and have successfully completed two subdivision developments since the first of the year. We are excited about the opportunities that many developers are working on and the increase in this type of work, which is a great fit for our South Shore Construction Division crews.

South Shore Construction "SCORE" initiative teams have kicked back off and we currently have the following teams in action:

The Market Analysis Team, T.P.R. Team, Hiring/Retention Team, and the G.P.S. Team that is working on utilizing our recent purchase of new G.P.S. survey equipment and software to its full capacity. We are very excited about the new technology that is available and hope to

SCORE - South Shore Construction On the Road to Excellence

On the personnel side, Robert Mendoza, who was a Senior Project Manager with SSC for the last 6 years, resigned in April to take the position of Public Works Director with the City of New Orleans. We wish Robert well in his new position and know that he will be an asset to the Mayor's team in rebuilding the city.

Rene Duplantis was promoted to Project Manager to fill the vacancy, and is doing very well in his new role. Jerry Pignoli and Michael Freeman were both promoted to Foreman in the 1st quarter. Congratulations to each of these individuals for showing the initiative and ambition that contributed to their promotions. Congratulations are also in order to Fred Lyles and Jason Bergeron for successfully completing the "AGC Leadership in Construction Institute", held in Portland, Oregon, May 20 to May 24, 2006.

As we cautiously await the upcoming Hurricane Season, the SSC Division has put together a comprehensive Hurricane Preparedness Plan to insure that we will be ready to deal with what comes our way. Our crews have been informed of our communications tree and we have steps in place to protect our job sites and equipment. Barriere's South Shore Construction Division will once again be ready and able to assist our local governments with clean up, levee, and roadway repairs.

Let's all hope and pray for a calm hurricane season.



Bart Breland talks to his crew on the Port Sulphur Levee Project about the Hurricane Preparedness Plan.



PRESIDENT'S MESSAGE

by **George Wilson**

We are proud that Barriere is working to rebuild our levees for the Corps of Engineers

to help protect our area from future storms. In the past few months, we have begun a Mississippi River levee and road relocation project in Port Sulphur, hurricane protection projects for Lake Pontchartrain and Plaquemines Parish, and slope paving on Hayne Blvd. and France Road in New Orleans East. The Corps and many contractors have worked furiously to fix the major failures in the system before this hurricane season. The plans for a long-term solution to the area's flood protection needs still in the works, but Congress and the President seem committed to funding a comprehensive system that will take 10-15 years to complete.

From all indications, the Greater New Orleans area is at the start of the largest construction boom this area has seen or will ever see. The need for infrastructure improvements is leading to a greater appreciation for what Barriere and other contractors do, which is to build things that improve the quality of life. Currently, we have a record amount of work under contract. A few of the large jobs are I-10 in Slidell for the LDOTD; Livingston Parish '06 Capital Improvements; West Bank Levee Repairs P13 Port Sulphur; Destrehan Ave. for Jefferson Parish; and Wesco Improvements for Entergy. These contracts total approximately \$60,000,000.

Many national contractors will be starting operations which will lead to increased competition for competent people in all construction fields. The management of Barriere is committed to providing various opportunities to our employees, including our efforts to promote from within before we go outside the company to fill positions. Barriere is

also committed to being a safe and good place to work. Our commitment to safety is a core value and something we practice every day. We pay competitive wages and have an excellent benefits program. There are a lot of companies out there that are actively recruiting our employees. We want you to remember, before you consider another company which makes big promises about the future, please consider fully the big picture at Barriere. We have been in South Louisiana for more than 50 years and plan to be here for another 50 years, providing quality construction services to our customers in a safe, rewarding environment. We are here to stay.

Barriere will experience company growth that will come with the increased demand for construction work. In order to grow, we will need more competent employees in all positions. Please refer relatives and friends that you think would enjoy a career in construction. You will get a nice referral bonus and a relative/friend will get a good job.

We thank all the employees and their families that came to the Safety/Health Extravaganza at the Audubon Zoo on Saturday, April 29. A good time was had by all, especially Eugene Hampton, a 10-year operator with the South Shore Construction Division, who won the drawing for a new Ford F-150 pickup truck that he drove away. Those hourly paid employees that had no OSHA recordable incidents, no at-fault equipment/property damage, or third party liability claims for the year were eligible for the Ford F-150 drawing. The Annual Health and Safety Extravaganza is a tribute to the excellent safety record the employees achieve. The Audubon Zoo turned out to be a good place for the picnic and program, and we will be there again in years to come. Next year, we will resume our health screenings at the picnic, providing employees and their families with an

opportunity to check some important health measures.

As hurricane season has begun, we are completing our plans for this storm season. Through the assistance and help of our employees, Barriere was able to bounce back quickly from the storm and provide jobs to our employees. We are taking the lessons we have learned from Katrina to help plan for the future. We hope and pray another major storm does not hit our area, but we will be better prepared should a storm threaten Southeast Louisiana. We have come up with an outline for the overall company, as well as specific plans for each division. We encourage each individual and their family to make plans as well.

We would like to thank all of our employees for the long hours of hard work each of you has put in this year; especially in these extremely hot summer months. We want to remind everyone to drink plenty of water out on the job sites to prevent overheating. We also recognize that many employees are living in temporary housing while working on their own homes or relatives' homes when they are not working with Barriere, and we commend these employees for their extra efforts. We will work together to build a better area that is safe, providing opportunities for work and advancement for all employees.

Safety Award Contestants try their luck at starting a brand new Ford F-150 at the Safety Extravaganza held at Audubon Zoo.



“We would like to thank all of our employees for the long hours of hard work each of you has put in this year; especially in these extremely hot summer months.”

NORTH SHORE ASPHALT by Kimberly Murphy

Barriere's North Shore Division recently completed a project for the Louisiana Air National Guard (LANG) at the Hammond Northshore Regional Airport. The project consisted of constructing a full depth asphalt aircraft parking area for ten Blackhawk helicopters, an asphalt area on which to place four buildings and four temporary hangers, and an asphalt parking lot. The cost of the project was approximately \$3.4 million dollars; we had to cut 76,000 sy of lime, and installed 33,500 tons of asphalt. The project was started on January 16, 2006, and we completed our portion of the work on April 4, 2006. After we completed our



“The Livingston Parish Capital Improvements consists of 341 different roads with 740,000 sy of soil cement stabilization, and 115,000 tons of 2” asphalt paving, for approximately 85 miles.

portion of work, the subcontractor assembled the modular buildings and hangars. The Louisiana National Guard is planning on bringing in helicopters by June 15.

The North Shore Division was recently awarded the Livingston Parish Capital Improvements Program for 2006 for \$18,379,000. This project consists of 341 different roads with 740,000 sy of soil cement stabilization, and 115,000 tons of 2” asphalt paving, for approximately 85 miles. The contract is for 296 calendar days. We started this project on May 8 and will

complete it by March 13, 2007. This year, we started in District 5, near Denham Springs, so during the summer we will be in the low-lying districts. Last year, we had great summer weather, and we are hoping we get a hot, dry summer again this year. By the rainy season, we should be in the upper part of the Parish, above Interstate-12. Our major challenge on this project is going to be trucking.

The North Shore Division will be working alongside the South Shore Asphalt Division this summer on the I-10 project.

We will be paving the base, binder, and wearing on the westbound lanes, while the South Shore Asphalt Division will be paving the eastbound lanes. Our project is about 58 paving days with 115,000 tons of asphalt within four phases. Our Hot Mix asphalt will be coming out of the Franklinton Plant while South Shore will be coming from Boutte. All the paving will take place at nighttime.

With the Livingston Parish project and the I-10 project going on simultaneously this summer, we will be working our Franklinton Plant day and night. During the daytime, we will be running 1,000 tons of asphalt to the Livingston Parish project and at night we will be running 3,000 tons of asphalt to the I-10 project. This will take a lot of communication between the foremen and the plant managers. With this plan, we are going to be producing 20,000 tons of asphalt each week.

While trying to schedule asphalt for the I-10 project at nighttime and Livingston Parish project in the daytime, we will also be fitting in the asphalt paving of the runway at the Hammond North Shore Regional Airport for Richard Price. This project has strict airport paving specifications and consists of 8,800 tons of asphalt. This project is currently on the schedule for mid-July.

This summer we have a lot of work ahead, with the I-10 and Livingston Parish project, and we are all excited and ready for the challenge.



SOUTH SHORE ASPHALT by Marina Gregorio

The South Shore Asphalt Division has been busy – bidding and building. In April, we were the low bidder on the LDOTD project to reconstruct I-10 from the twin spans to the intersection with I-12. The \$24 million job started on May 30 and will be completed in December. Barriere is working 24 hours per day, six days a week to complete the work within the contract time. The project involves shoulder and drainage work, rubblizing the existing concrete roadway and laying a total of 265,000 tons of Hot Mix Asphalt. Matt Woods estimated the project and is also the project manager. Superintendent Gary Whittom is supervising the crews working the day shift and Superintendent Mitch Wicker is overseeing the night crews. A portion of the asphalt paving will laid by the North Shore Division.

Edmund Zeringue's and Donnie Todd's crews have been installing drainage on the shoulders while Jeff Heitkemper and the milling crew have been removing the shoulders. The Hot Mix Asphalt has been laid by Tate Gisclair and crew. Alex Morales is the field engineer and Julio Contreras has provided the necessary layout.

In May and June, our crews worked on Gen. Meyer Ave. in Algiers for the LDOTD. Jim Breland was the estimator and project manager for this mill and overlay project. Our field engineer, Grant Cruseturner, worked with Superintendent Jimmy Fulton to make sure that all of the work was done and properly accounted for. Jeff Heitkemper and the milling crew milled over 70,000 sy of asphalt. The Hot Mix Asphalt was installed by Darrin Heigle's crew. Patching and shoulder work was completed by Donnie Todd's crew.

Newly-promoted paving foreman, Jason Crittenden, and his crew have been working on various small projects. Some of the successful projects include the Sugarland Parkway extension after it was constructed by the South Shore Construction Division and reconstructing two basketball courts at

Newman School under the management of Marina Gregorio.

Down in Bayou Country, our crews have been very busy. In the second quarter of 2006, crews led by Sam Weaver and Dave Patel have prepped over 20 miles of roadway and cut more than 100,000 square yards of soil cement on seven LDOTD projects and two parish jobs. Darrin Heigle and his asphalt crew laid over 50,000 tons of Hot Mix Asphalt on these projects. Dawn D'Angelo was the estimator and project manger for the work and Eddie Clement was the superintendent.

This same team, aided by Jeff Heitkemper and the milling crew, are reconstructing the track at South Terrebonne High School. The existing surface was milled, the base was stabilized with soil cement, and a layer of stone was added. The asphalt surface was laid within the 1/8" tolerance required by the specifications.

The Boutte Plant will produce over 90,000 tons of asphalt in June, which will set a company record. This high tonnage is a result of constant maintenance and planning by Plant Foreman Ray Duffel and Superintendent Kevin Ervin. With the production of this Hot Mix Asphalt, the Quality Control Department has been working hard. John Victory has been providing the necessary asphalt mix designs as well as the test reports for mix we have laid. Mike Bittner works nights to test the mix as it is produced for the night work on I-10. Coordinating our quality control efforts with the field crews should yield several good bonus payments from the LDOTD.

Our division also is working with and training two summer interns, Leanne Bagley and Mark Evan, both students at LSU. Their hard work in keeping track of quantities and ordering materials contributes to our daily success. At the same time, they have the opportunity to decide if the construction industry and Barriere Construction, in particular, is the career path they want to follow.



SAFETY AND HEALTH EXTRAVAGANZA

by Millie Munsch

BARRIERE'S 17TH ANNUAL SAFETY AND HEALTH EXTRAVAGANZA/PICNIC was held on Saturday, April 29, 2006, at the Audubon Zoo's Corporate Picnic Pavilion. Over 800 people (employees and families) attended. This year's picnic was a tremendous success. The day was bright and sunny, and everyone seemed eager to relax and have some fun after eight months of turmoil following Hurricane Katrina. This year's theme was very appropriate: "Barriere—Safely Rebuilding our Home."

Peter Wilson gave the invocation and asked everyone to remember those who had been affected by Hurricane Katrina. Peter, along with George Wilson and Bert Wilson, discussed the many positive things Barriere has done for its employees since the hurricane. George Wilson announced the kickoff of the 2006 United Way Campaign, which was postponed due to the hurricane.

Special guests of the day were introduced. They included Joe Harrison and Preston Torrance, from Wellport, who were on hand to explain our new wellness program to the group. George noted that many companies in the area have increased health insurance costs while decreasing benefits. However, despite the fact that Barriere also had an increase, this increase was not passed on to Barriere employees. Also on hand was Jim Pate, with Habitat for Humanity, who came to talk about Habitat's partnership with Barriere to construct a Habitat House.

The recipient of the 2005/2006 Betty A. Wilson Scholarship was announced. Ashley E. Breland, daughter of Jim and Lisa Breland, was selected. Jim is an Estimator/Project Manager with South Shore Asphalt. Ashley attended Belle Chasse High School and graduated in the top ten percent of her class. She is currently a student at the University of Southern Mississippi and is pursuing a degree in nursing. She plans to specialize in neo-natal care.

The highlight of the day was the giveaway of a new Ford F-150 pickup truck as the Safety Grand Prize. The winner of the truck was Eugene Hampton, an equipment operator for

Eugene Hampton won the Safety Grand Prize, a brand new Ford F-150!



the South Shore Construction Division. Five names were drawn from all eligible employees--those field hourly employees who worked the past year (March to March) with no OSHA recordable accidents, no liability claims where the employee's action caused bodily injury, property damage to a third party, and/or caused an equipment damage accident. Each of these five employees—Wilson Jones (North Shore), Johnell Washington (South Shore Construction), Jason Forest (South Shore Construction), Ronald Ting (South Shore Asphalt), and Eugene Hampton (South Shore Construction), received a key, only one of which would actually turn the ignition and start the engine. The excitement in the air was palpable! One by one, the guys tried their keys, as everyone held their collective breath. Wilson's key didn't work! Johnell's key didn't work! Jason and Ronald's keys didn't work! By process of elimination, this left Eugene holding the winning key, as the crowd cheered! What a happy man Eugene was that day, grinning from ear to ear, as he maneuvered his truck out of the picnic area, tooting the horn as he drove away!

A drawing for the Safety Second Prize of \$1,000 was held, for those employees who have worked for Barriere for at least six consecutive months prior to the picnic, and, therefore, were not eligible to be included in the pickup truck drawing. Tommy Bailey (South Shore Construction) was the lucky

winner of the \$1,000. A color television, which is donated every year by Willis of Louisiana for the safety drawing, was won by Steven Domangue (South Shore Asphalt).

The Safe Driver's Incentive Program is designed to reinforce our goal of Zero Accidents. It will progressively award Barriere drivers who drive safely each year, up to a maximum of \$2,500. The Incentive Program is open to any Barriere driver that operates or is assigned to regularly drive a lowboy, tanker truck, tack truck, fuel truck, mechanic truck, or service truck. The following drivers received recognition and cash awards: Anthony Marrero, Anthony Verrett, Brian Ishee, Earl Thomas, Fred Jones, Gary Hawthorn, George Biglane, Harold Moore, Herbert Turner, Horace Washington, James Bradley, James Newman, Jason Crittenden, Jesse Vedros, Leroy Ussin, Lynn Campbell, Malcolm Peters, Marcus Jenkins, Nolan Sharpe, Ryan Betz, Tommy Bailey, Wayne Plaisance, Wilfred Jackson, and Willie Hampton.

Following the program, Barriere's employees, families, and guests enjoyed a picnic lunch, consisting of hamburgers, hot dogs and chili, baked beans, potato salad, water and soft drinks, cookies, and ice cream. Events of the day included door prize drawings, face painting, crafts for the children, volleyball, horseshoes, tetherball, and admission to the Zoo.

Thanks to the following vendors for their generous donations of door

prizes for our picnic: F.A. Richard and Associates, Industrial Welding, Augie Leopold Advertising Specialties, Louisiana Machinery, Office Depot, RSC/Prime, Red Wing Shoes, Southern Professional Printing, and Willis of Louisiana. Thanks also to Barriere's staff of volunteers, who kept the day's activities running smoothly. A lot of time and effort is involved in putting together this event each year, and we couldn't do it without each of you!



Audubon Zoo served as a great host for the day's food, fun, and Barriere family.



Service Awards were given out to the following individuals, commemorating their years of employment with Barriere:



30 Years: Willie Hampton, Melvin Porter, Dearl Rudisaile, Sr., and Reynard Simon.



10 Years: Eugene Hampton, Leroy Harrell, Jeff Heitkemper, Edward Rogers, Rickey Steptoe, Brett Todd, and Aaron Turner.



25 Years: Diane Larroquette, Lionel Stevenson, Robert Williams, and Bertrand Wilson.

20 Years: John Brent Wilson



5 Years: Paul Albrecht, Craig Babin, Jason Bergeron, Ryan Betz, Philip Bouchon, James Bradley, Drew Brignac, Darrian Buckhalter, Traci Daigs, Ralph Graves, Matthew Harmon, David Hernaez, George Hopkins, Jesse Ladner, Joseph Maggio, Angel Mendoza, Randell Sikes, Howell Williams, and Sean Wilson.



15 Years: Loretta Casey, Ernest Otkins, and Michael Seal.



3 Years: Efren Acevedo, Brad Caillouet, Craig Clark, Ricky Dantin, Burkley Duncan, Michael Freeman, Rudy Friloux, Tommy Huff, Holly Judge, Thomas Lanata, Fred Leffingwell, Victor Manzano, Scottie Martin, Troy Rogers, Ellis Sevin III, Jimmy Tate, Mark Turner, and Horace Washington.

THE SUBDIVISION DEVELOPERS' EDGE: ASPHALT PAVING

by David Mayer

Civil Engineers and Developers from St. Tammany, Tangipahoa, and the surrounding North Shore parishes gathered together for a 5-hour seminar sponsored by Barriere's North Shore Division in Covington, La. and the Louisiana Asphalt Pavement Association. The infrastructure conference, well attended by leading engineering firms and developers, was of keen interest due to the increased demand for affordable housing on north shore of Lake Pontchartrain. Barriere Construction Co., Senior Vice-President and North Shore Division Manager, Peter Wilson opened the conference with three items. First, a Post Katrina update about our company. Second, the vital role all of our employees play in our success and stability each day, and, finally, Mr. Wilson described the significant new investment for the North Shore Division: the Astec Asphalt Plant recently purchased, erected, and currently supplying our crews with best, Louisiana made, and most durable paving product, Hot Mix Asphalt.

Gary Fitts, with the Asphalt Institute, Jay Winford, of Prairie Contractors, Inc., from the Opelousas area, and Chris Abadie, with LDOTD, Baton Rouge, spoke about recent trends, developments, and improvements in asphalt and asphalt pavements. Interesting changes in testing procedures, specifications, and job-mix formulas were discussed. Each of these gentlemen impressed the group with their enthusiasm for quality pavements, and the resolute knowledge that their product, Hot Mix Asphalt, was the best choice for developers seeking value,

on-time completions, and projects at or below budget.

Barriere Construction Co.'s Fred Leffingwell and our Quality Control Manager, John Victory, also took the podium. Fred wowed the crowd with great stories on lessons learned about the challenges of soil treatments in South Louisiana. As seen in the photo, Fred carries two kinds of boots: short ones for regular lime treatment and soil cement projects, and tall ones for . . . when it gets deeper!!!

John Victory did an excellent job of communicating the importance of staying current with LDOTD specifications. He also reminded the attendees about the value the owner gains by using RAP (Recycled Asphalt Pavement) in their Hot Mix Asphalt paving work. We saw projections by John that the recycling of milled asphalt can save the developer significant dollars over the use of virgin materials only.

The Louisiana Asphalt Pavement Association Executive Director, Don Weathers, did the lion's share of the work in arranging this seminar; he included certificates for the attendees confirming the credit hours for continuing education requirements.

If you would like to be included in future Barriere Construction Seminars, please e-mail David Mayer at davidm@barriere.com. We will be pleased to invite you to the next one.



Fred Leffingwell with his boots, Gary Fitts from the Asphalt Institute, and Chris Abadie with LDOTD.

“Fred carries two kinds of boots: short ones for regular lime treatment and soil cement projects, and tall ones for. . . when it gets deeper!!!”

HEALTH WATCH

by Rina Tikia, Tikia Consulting

Employee Assistance

In a world of high stress, post-Katrina, and dealing with the personal lives of our employees, we strive to find simple, yet tangible ways to make things easier. Should you experience any frustrations over finding providers, seeking treatment, and understanding your benefits, please call us so that we can better guide you and reduce or alleviate any anxiety you may be experiencing.

generic drugs. Choosing generics is an excellent way to save money.

Same Quality

Generic Drugs are widely recognized as quality medications. You can expect the same clinical results as brand name drugs.

Lower Cost

On average, a generic drug costs 50% less than the equivalent brand name drug.



active ingredients as their comparable brand name drugs, which have years of testing and clinical research behind them.

Why Do Generic Drugs Cost Less?

Generic drugs tend to cost less than brand name drugs because the companies that make them do not have to recover the costs of research and development.

Is There A Generic Drug Available For My Condition?

Most likely, there is. Generic versions are available for many commonly prescribed medications. In fact, almost 45% of prescriptions are now filled with generic drugs.

A Good Choice

You should always ask if a generic version is available for your prescription. Remember...when you use a generic drug, you get the same quality as the brand name drug...at a lower cost!!!

“The US FDA must review and approve generic drugs before they are made available to the public.”

Remember...Barriere offers a great **Employee Assistance Program (EAP)** to our employees through West Jefferson General Hospital and we want you to take advantage of this program. Symptoms such as depression, stress, anxiety, and financial burdens should not be taken lightly. Call and talk to a counselor, who will assist you in determining how to best provide you with support.

Generic Drugs

If you would like to lower your prescription drug costs, consider using

Talk to Your Doctor

The next time your doctor writes you a prescription, ask if a generic is available to help you save money.

Talk to Your Pharmacist

When you take your prescription to the drug store, tell your pharmacist you would like a generic drug.

Are Generic Drugs Safe?

Yes. The US Food and Drug Administration (FDA) must review and approve generic drugs before they are made available to the public. Plus, generic drugs must have the same

Barriere Employee Assistance Program

What is the Employee Assistance Program?

The Employee Assistance Program (EAP) is a confidential program that provides professional assistance to help employees and their family members address personal problems that might affect their personal lives and/or job performance. This is a voluntary program that encourages individuals to seek assistance on their own. Participation in the EAP will not jeopardize your job. In fact, use of the EAP may be looked upon as favorable, for taking the initiative to address problems early. Overall, the EAP can assist with enhancing the work climate of an organization and promoting the health and well-being of employees.

What kinds of problems are appropriate for the EAP?

The program will provide assistance for any problem that might affect an individual's personal well-being. Problems may include, but are not limited to:

- Emotional problems
- Family or Marital problems
- Alcohol or Drug problems
- Gambling problems
- Work relationship issues
- Difficulties managing stress
- Legal problems
- Financial problems
- Domestic violence
- Difficulties with divorce

For more information about the EAP or to schedule an appointment:

West Jefferson Medical Center
Hospital and Health System
Behavioral Medicine Center –
Employee Assistance Program
229 Bellemeade Boulevard
Gretna, LA 70056
504-391-2440 or
1-800-764-9592

AN OVERVIEW OF TOTAL PROCESS RELIABILITY (TPR)

by Preston Ingalls, TBR Strategies LLC

In many situations, our equipment doesn't perform the way it was designed to perform. Due to excessive dirt and grit, the parts and components wear out, or we use the wrong types of lubrication, or improperly lubricate the equipment. This causes the equipment to perform poorly or break down at the most inopportune times. As a result, we experience delays in production, our equipment costs us more to operate, and we become less competitive. To counter this problem, Barriere implemented Total Process Reliability (TPR) in 2000.

Total Process Reliability's development sprang from Total Productive Maintenance (TPM). TPM began with a Japanese engineer named Seiichi Nakajima. Nakajima began studying American preventive maintenance in the 1950s and spent the next 20 years refining his ideas and developing Total Productive Maintenance. Even though Nakajima is credited with TPM's development, its major components were originated in the United States. TPM was introduced to the US in the mid-1980s. Total Process Reliability is the next generation after TPM in that it uses more modern tools like Lean Manufacturing concepts, Six Sigma elements, and Breakthrough Strategy.

TPR is a process to improve equipment efficiency by enrolling the entire organization in asset management. The TPR philosophy differs from traditional maintenance in that traditional maintenance generally places the burden of maintenance on the maintenance

department or service personnel. The intent for this original arrangement was to provide specialized skills and knowledge to a select few who would assume the responsibility of equipment upkeep. However, it often did not engage operations personnel, management, supervision or other support departments in that task.

Implementation obstacles are identified and means are developed to address them.

The Steering Council is responsible for providing oversight of the TPR process, developing a common vision and mission for maintenance and reliability, developing supportive goals and metrics (KPIs) to measure those goals, ensuring proper

“TPR is a process to improve equipment efficiency by enrolling the entire organization in asset management.”

As we removed operations from the responsibility to maintain their equipment, breakdowns went up. TPR engages operations in asset management.

The TPR philosophy is reflected in five major focuses...

1. Improving equipment uptime and reliability;
2. Sharing equipment maintenance responsibilities with the operator—Frontline Maintenance (Basic Care);
3. Engaging people in improvement teams;
4. Improving skills and knowledge of operators and mechanics; and
5. Improving how equipment is designed, produced, and installed.

Part of the process is to charter a TPR Steering Council to focus support and direction for the TPR process and to engage leadership in the process. At this point, the group sets the vision, mission, goals, and metrics for the process.

alignment between TPR and business goals, and ensuring adequate resources are available.

At the next phase, the Council develops a plan of action from strategic and tactical implementation steps. Steps are listed, resources identified, and dates agreed upon. Pilot equipment is also selected.

Steps include educational sessions, training events, team identification to work on specific issues, and Focus Teams and Breakthrough Teams, chartered to work on recurring problems. Equipment Improvement Team Workshops (EITW) is conducted on critical equipment to restore it to design limits and to gain ownership and knowledge of the equipment. Specific areas of maintenance practices and systems are targeted and addressed through Focus Teams. Breakthrough Teams are chartered for 45-60 days to work on specific “laser sharp” issues.

As a result of Barriere's initial TPR efforts, it was able to reduce the cost of equipment maintenance and purchase newer and more reliable equipment. Barriere was also recognized by the construction industry for its efforts when it won the 2004 Fleet Master's Award for fleet excellence

We are dusting off our TPR efforts and re-forming Steering Councils to refocus our efforts. Our success depends on each and every Barriere employee. Let's bring back this process that worked well for us before.





430 Notre Dame Street
New Orleans, LA 70130

P.O. Box 2430
New Orleans, LA 70176

www.barriere.com

Emergency Preparations

In preparation for the upcoming hurricane season, as well as any emergencies, our computer servers and systems have been replicated in Dallas, which means that our webpage, accounting software, and email access will be up and running, after only a two-hour downtime.

In addition, each division will have specific instructions for you to maintain communications in the event of an evacuation and or any other emergency. The Barriere webpage (www.barriere.com) will post any additional necessary communications, but your primary source will be the toll-free number for your division,

listed below, which will be active in the event of any emergency. In addition, you will be able to leave messages at these toll-free numbers for your division team.

Key Phone Numbers

South Shore Asphalt
(866) 627-6733

North Shore Asphalt
(866) 627-6879

South Shore Construction
(866) 627-6734

Heavy Industrial
(866) 628-3326

New Orleans/Administration
(866) 376-9799

We also recommend that your team/ crew share personal information in order to ensure that communication can be made, no matter what the circumstances.

Look for updates and information online at www.barriere.com.



In Memory of...

Mr. David Lee Todd, an employee of Barriere Construction for 41 years as a Superintendent, passed away June 21, 2006, after a brief illness. Mr. Todd is survived by two sons, Donald-also a Barriere employee, in the South Shore Asphalt Division, for the past 46 years--and Rickey, five grandchildren, and six great-grandchildren. In addition, two of Mr. Todd's grandsons, Chris and Brett, work in the South Shore Asphalt Division. Mr. Todd was a member of the Masonic Order – Washington Lodge F&AM #159, New Orleans Scottish Rite Consistory, and Jerusalem Shrine Temple. Mr. Todd will be greatly missed.

