



# INTERSECTIONS

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Winter 2007



## NORTH SHORE CONSTRUCTION

by Doug Olson, Division Manager, and David Mayer, Manager of Business Development

Barriere's newest division, North Shore Construction (NSC), located in Hammond (Tangipahoa Parish), has had exciting and substantial development on two fronts.

First, under the leadership of Division Manager Doug Olson, this group has landed large heavy highway projects in both public and private works in concrete paving, excavation, and sand base installation items. This means that the division has begun building a \$7.7 million LDOTD project (Highway LA16 in the Denham Springs/Watson area), converting an existing two-lane to a new four-lane. Barriere's work includes 10,000 feet of new 24' wide roadway with 5' and 10' shoulders and new shoulders for the existing roadway. NSC will install 50,000 cubic yards of embankment and 35,000 tons of limestone! The work also includes 30,000 tons of Hot Mix Asphalt paving and 20,000 linear feet of curb and gutter.

The North Shore Construction Division is also building a 9,000 square yard concrete paved parking lot, 15,000 square yards of sand base, and a Con Span bridge at Salmen High in St. Tammany Parish.



Mustafa Lok signaling a "First" for his bid for Salmen High School, in the North Shore Construction Division.

We also recently completed some safe and sizeable concrete paving for the new additions to the Wal-Mart Distribution Center in Robert, Louisiana.

The second, and most important, development for our newest division is that there are no less than three new crews, specializing in drainage, earth work, and base building, as well as utility work, and that have joined the division!

Doug Olson and Division Project Manager Mustafa Lok, as well as Superintendent Kevin Greer, are preparing for the challenges of a greater capacity to build safe, heavy, civil work; new capabilities to bring competitive value to our customers; and the confirmation of the rock-solid history of Barriere Construction quality and integrity all along the I-12 corridor.

The North Shore Construction Division is located at 15052 Club Deluxe Road, in Hammond, Louisiana. The office phone is 985-318-1030. The division provides public and private work, specializing in site work, sub-base and base installation, aggregate and soil treatment application, dirt work, drainage, utilities, curb and gutter, and concrete and



asphalt paving. You will find us building parish and state public works, as well as residential subdivision developments, retail and commercial developments, large site packages, and concrete paving projects.

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## INTERSECTIONS

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# SOUTH SHORE ASPHALT

by Jim Breland, Estimator/Project Manager

## LA 3127 Asphalt Overlay

In mid-August 2007, Barriere Construction's Southshore Asphalt Division began work on the project of resurfacing LA 3127. The project limits were from the entrance of the Boutte Asphalt Plant to the St. Charles/St. John Parish line, which is 7.2 miles. The eastbound and westbound travel lanes were cold milled and overlaid with 1.5 inches of SUPERPAVE asphalt friction wearing course. The project consisted of approximately 1,200 square yards of 12-inch, full-depth, asphalt patching; 202,000 square yards of cold milling; and overlay of the travel lanes, embankment, and new striping.

Donnie Todd and Jeff Heitkemper's crews performed all of the full-depth asphalt patching in four working days. Jeff and his crew excavated the patches with the milling machine and Donnie and his crew installed the asphalt. The cold milling and asphalt overlaying operation was performed in a procedure we refer to as an inlay. Jeff and his milling crew, along with our subcontracted milling crew, Midwest Asphalt, cold-milled one lane at a time, with one machine following the other machine, cutting the remaining section of one lane. The asphalt crew, led by Foreman Tate Gisclair, installed the asphalt. The asphalt crew staggered their moving operation approximately 1,000 feet behind the milling operation. Each day, the asphalt crew would overlay the entire milled section of roadway. This led to a very safe, productive, and clean operation. This procedure eliminates dropoffs on the roadway and loose rocks, which helps reduce windshield claims that are common on milled surfaces. The plan was put in place by Superintendent James Fulton,

with help from Field Engineer Spencer Caruso, Tate Gisclair, and Jeff Heitkemper.

Approximately 21,750 tons of asphalt were laid in ten working days. Donnie Todd and Dave Patel, and their crews, completed the project by installing the embankment material and cleaning the job for final acceptance.

The execution and efficiency of an inlay project takes good planning and attention to detail. Thanks to James Fulton and all of the above-mentioned people for their great effort of planning and executing this operation.

The project was completed in mid-September, on time, and accepted by the LDOTD. We are very proud of this project and get to see our efforts every time we leave the driveway of the asphalt plant. We would also like to pay special thanks to our subcontractors, Traffic Solutions, Midwest Asphalt, Pavement Markings, and Kass Brothers Trucking, who helped us complete another quality project.

Barriere will receive 100% of the achievable SUPERPAVE asphalt bonus, which is dictated by specifications set forth by the LDOTD. The three phases that make up the criteria for the SUPERPAVE asphalt bonus are: consistent material samples from the asphalt plant, specified density of the asphalt installed, and smoothness of the asphalt laid. Thanks to all of the workers at the Boutte Asphalt Plant for their reliable consistency in delivering a quality material to the field operations. Thanks also to the field crews for their fantastic execution of their work. We look forward to more successful projects like this in the future.





# PRESIDENT'S MESSAGE

by **George Wilson**

Thanks to all employees who have made 2007 a safe and successful year.

Throughout the year, our employee count has been steady, at about 380, and we have been able to acquire sufficient work to keep a constant stream of jobs for our crews. As we strive to be the construction company employer of choice in our area, I am taking a different approach to my *President's Message* in this issue.

We have fielded some questions from a few of our employees, which I hope will provide some answers about Barriere and our plans for the future.

**Danny Donahoe**, Field Engineer, South Shore Construction Division

**Q:** Now that the Heavy Industrial Division has been consolidated into other divisions, what do you see as Barriere's role in heavy civil construction, in terms of plant work and large foundation work?

**A:** Barriere will continue to serve customers in the industrial market with asphalt paving work throughout the plants, and site work, including clearing and grading, embankment, base, and paving for lay down yards or plant expansions. We will also continue to do foundation work for customers such as Entergy and IMTT. We are exiting the pile driving and foundation work in petrochemical plants and most employees have accepted positions in other divisions. This change of focus is an outcome of some recent, long-term planning by the company leadership. From that planning, we decided to focus our people, equipment, and energy on two main areas of work: asphalt paving, and construction of site work and roads.

**Grant Cruseturner**, Project Manager, North Shore Asphalt Division

**Q:** What are the overall goals of the Safety Committee?

**A:** At our first meeting, the Safety Committee developed a Mission Statement, which is: "To develop and

promote a safe work environment for all the employees through education, job planning, communication, and safe work practices that support our zero incidents goal."

We truly believe that, with improved identification of hazards and good planning, training, and implementation of the plan to mitigate the hazards, we can achieve our goal of zero accidents in workers' compensation, auto, equipment, and general liability. We are using the TPR (Total Process Reliability--our equipment program) as a model for the Safety Committee. We have a good cross-section of Management on the Committee, which I am privileged to chair. The other Committee members are Paul Albrecht, Field Safety Manager; Tommy Huff, Foreman, South Shore Construction; Ben Tucker, Project Manager; Huey Whitman, Estimator/Project Manager, South Shore Asphalt; Bud Clay, Superintendent, North Shore Asphalt; and Steve Varnado, Consultant, Professional Safety Associates.

We have started with bi-weekly meetings to prioritize and address various safety policies and issues. We are also developing our safety metrics to track as we are compared with the industry and best in class of the industry. The Committee will be setting safety policies for the Company, and some decisions require top management approval. The Committee members will take new policies and ideas back to their divisions and, generally, elevate the importance of safety in all areas of the company. This will be a long-term effort that we expect to ripple throughout the company.

**M'Liss Krieger**, Asphalt Sales Coordinator, South Shore Asphalt Division

**Q:** What efforts are being taken by Barriere to rebuild New Orleans--both as a construction company and as good corporate citizens?

**A:** As a construction company, our major focus after the storm was on our employees--contacting each employee,

seeing what they needed, and helping them get assistance and pay. Our management and administrative groups pulled together, working out of the Louisiana Asphalt Pavement Association's office in Baton Rouge and later, in trailers powered by a generator in Boutte, with satellite phone and computer connections. We helped employees and their families find housing and get settled. As employees showed up in Boutte, Belle Chasse, and Covington for work, we quickly built our crews up to work on emergency and our regular work. Industry friends from AGC, ABC, CFMA, and a peer group sent clothes, household items, and furniture, and lent financial assistance to some 40 of our employees who had lost their homes in the storm. Many of us found strength and stability in returning to work and contributing to the rebuilding of our company and the area.

Our swift response to the situation was the main reason Barriere had 90% of our pre-storm work force return. Our employees' commitment to the Greater New Orleans area and Barriere has contributed greatly to the company's success. Not only do we have good jobs, but, when possible, we try to promote from within the company. Besides providing a place a place to work for yourself and your family, we provide a career in construction at Barriere, with opportunities for advancement. Construction is a people-business, and we realize that the future of the company is directly tied to our employees and our ability to attract, retain, motivate, and promote good people within the company.

If Management focuses on our people, and our people focus on our customers, then we are taking care of our most important constituents--our people and our customers.

My brothers, Peter and Bert, and I wish all our employees and their families a happy and prosperous New Year.

# SOUTH SHORE CONSTRUCTION

by Cathy Rooks

## Plaquemines Parish--West First Street Projects: Box Culvert & Drainage Culvert

Barriere is currently working on two projects on West First Street in Belle Chasse, with contracts for two more projects that we will build following completion of the Box and Drainage culvert projects. Our South Shore Construction crews started these first two projects, with combined project values of \$4.7 million, in August 2007; the next two to follow will be a combined value of \$2.4 million. Plaquemines Parish has been planning these projects for the last 8 years, with the goal of shifting the canal away from the residential area. Currently, both projects are progressing ahead of schedule. The project team of Ricky Dantin--Project Manager, Danny Cruse--Project Superintendent and Danny Donahoe--Project Field Engineer, has worked together, creating and providing a very detailed schedule for the foremen and crews to follow, which lays out in 60-minute intervals. All project foremen working on the job have been participating in the production evaluations and working on plans, together with the Project Team, to make the project flow efficiently and on schedule.

The Box Culvert project consists of construction of a 10x10 double-barrel box culvert, 900 ft. in length, with 100-ft. transitions on both ends tying in to the drainage culvert project.

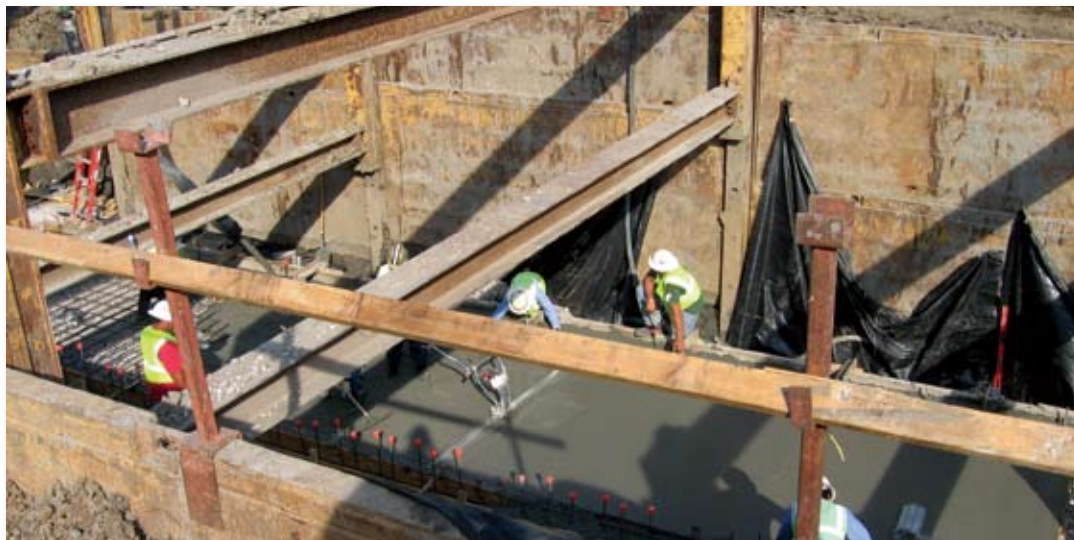
One day, crews install 51 ft. of slide rail, excavate for 48 ft. of bottom, install stone and fabric, and form and pour a box bottom; the next day, the box traveler is rolled into its new position on the new bottom, jacked up,



and spread out; walls are bolted on, and the walls and the top of the new box are poured as one unit. Shawn Rizzo's crew is performing the excavation, the installation of the slide rail system, and the installation of the bedding material under the culvert. Randy Sikes' crew is constructing and installing the form system, and pouring the concrete, with some finishing help from Robert Johnson's crew.

"The ability to create a team atmosphere and work as one team is critical to the success of this project," said Ricky Dantin.

Over at the slope job, Calvin McKeel is digging out about 200 ft. of canal a day and installing fabric and stone, and Robert Johnson's crew is forming for 2 days and pouring on the 3rd day, which consists of about 480 ft. of slope paving, 15.5 ft. wide. Keith Scott's crew and Noland Sharpe's crew have also worked on this project. "This is a new process for a lot of our guys, and Robert and Keith have done a good job tapping into the expertise of the individual crew members to get the new process flowing," said Freddy Lyles, Superintendent.



by Freddy Lyles, Superintendent

## West Esplanade Panel Replacement Projects

Southshore Construction crews recently wrapped up two concrete panel replacement projects on W. Esplanade, eastbound and westbound, for a combined value of \$5.5 million, for Jefferson Parish. Both projects consisted of saw-cutting old panels, removing the concrete and replacing with new concrete roadway, and installation of handicap ramps and curbs. Barriere installed a combined 37,000 square yards of 9" concrete on these two projects. Magnum performed the saw cutting, and the concrete was supplied by both Lafarge and Carlo Ditta. Our crews started working on the eastbound side first, in February 2007, and completed both projects over 50 days ahead of schedule. Our Project Manager on both projects, Mike Trainor, did a great job managing and scheduling these projects. Jaime Cabrera, Field Engineer, was also a big part of the success of these projects.

David McDaniel's crew and Todd Hountha's crew performed the concrete removal, excavation, and installation of the sand base. Concrete crews that installed the concrete panels were Keith Scott's crew, Noland Sharpe's crew, Robert Johnson's crew, and Randy Sikes' crew. George Hammond, Paul Albrecht, and Larry Beard also worked on the project and contributed to its success.

Lafarge and Ditta both did a great job following the schedule of pours and helped the project run smoothly. Our crews worked through some dog days in July and August, staying on schedule, and they all did a great job with flagging traffic and paying attention to safety. W. Esplanade is an extremely high-traffic roadway, and our crews did a great job maintaining a safe work zone. Jesse Vedros is also to thank for the success of this project, working as our Traffic Control Technician. Jesse maintained our signs and barricades daily and kept the job well marked and safe for the traveling public.

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# NORTH SHORE ASPHALT

by Brian Kilgen, Project Manager

## North Shore Waves

As we celebrate the beginning of a new year with high expectations and goals, we can reflect back on the record-breaking year we had in 2007. The North Shore Asphalt Division was able to complete over \$48 million in revenue while completing the work safely and with high quality for thirty different customers. The Franklinton Asphalt Plant has proven to be our best investment, providing our crews with quality mix, not to mention numerous FOB sales to other customers.

Looking ahead to 2008, our backlog will have our crews working on several large projects in the first quarter of the year. After working in Livingston Parish for the last two-and-a-half years, we have moved on to finishing up three St. Tammany projects and starting on a \$4,844,000 project in Tangipahoa Parish. Also on the books are four DOTD projects: LA 434 in St. Tammany, \$2,065,000; LA 43 in Livingston, \$1,887,000; LA 63 in Livingston,

\$2,035,000; and LA 1042 in St. Helena, \$2,192,000. Other public jobs include Southeastern University and a project in Washington Parish. These jobs, along with the several small, private jobs currently on our backlog, will ensure that the momentum will continue into 2008.

Finally, the goal of our management team will be to continue to make the commitment to secure the resources and construct these jobs safely, with high quality, and at a competitive value for our customers, thus providing a reason for our employees to be proud of what they do every day.



*“The Franklinton Asphalt Plant has proven to be our best investment, providing our crews with quality mix, not to mention numerous FOB sales.”*

## North Shore Construction Pictures

It has been a great first year for the North Shore Construction Division, and we have not even finished a full 12 months. Below are photos taken at the Salmen High School project in Slidell, Louisiana.

(top left, clockwise) Getting ready for the concrete pour at the bridge foundation. Setting the first Con Span unit. Preparing to lift the last unit.



# LOUISIANA - A MODEL FOR STATES

an interview by HMAT (Hot Mix Asphalt Technologies Magazine)

Peter A. Wilson, North Shore Division President, was recently interviewed by Hot Mix Asphalt Technology Magazine. The following is a reprint of that article.

*For more than a decade, Louisiana contractors have contributed to a scholarship fund through the National Asphalt Pavement Association Research and Education Foundation (NAPAREF). Proceeds from the money invested through the fund have gone to pay for scholarships at Louisiana State University (LSU).*

*The scholarships, and courses in asphalt at the school, have promoted a greater understanding of the asphalt industry among engineers entering the work force.*

**HMAT:** How did you get involved in the scholarship program?

**Peter Wilson (Barriere Construction, Franklinton, La.):** “We started a scholarship program shortly after NAPA started its program, then later folded ours into NAPAREF. Our first scholarship was in the name of my father, George Wilson. Over the years we’ve given 24 recipients a total of about \$60,000.”

**HMAT:** What are the advantages of a scholarship program?

**Wilson:** “Often, we’ve funded five to six scholarships, and had a couple of the recipients come to work for us through a summer co-op program, and some have later become permanent employees. So, it’s been a great recruiting tool for us. Other students have gone on to work for the state DOT or elsewhere in the industry.”

**HMAT:** Are you looking at doing anything differently in the future?

**Wilson:** “In addition to the civil engineering scholarships, we’re adding scholarships in construction management. There’s more of an emphasis on construction management these days in the business world. So these scholarships will expose students in that field to the asphalt industry.”

**HMAT:** Why is it important for a state group like yours to be involved in a scholarship program?



**Don Weathers (Executive Director Louisiana Asphalt Pavement Association):** “We coordinate the program of seven to eight scholarships per year, which creates a feeder system for young engineers and construction managers to find places of influence in our industry. The scholarship program introduces these individuals to the hot-mix asphalt industry. For years, we have taken a back seat to others in the construction industry, so this is an important way to get the message out about the HMA industry and the important projects that we’re doing.”

**HMAT:** What else is included in the scholarship program?

**Weathers:** “We provide free textbooks to both the undergraduate and graduate students who take Dr. Mohammad’s asphalt classes at LSU. The book is valuable, not just as a textbook, and will be a resource that students can use later when they get jobs in the industry.”

**HMAT:** What are the plans for the future?

**Weathers:** “We have given scholarships to students at Louisiana Tech in the past, and hope to expand to other schools in the state with engineering programs.”

**HMAT:** How does the scholarship program work at LSU?

**Dr. Louay Mohammad, civil engineering professor and transportation faculty group coordinator at LSU:** “The first asphalt technology scholarships were offered at LSU in 1994 to encourage young men and women to choose hot-mix asphalt technology courses as a part of their undergraduate curriculum. Since then,

a total of 65 scholarships have been awarded to junior and senior students in civil engineering and construction management. The partnership between academia and industry has been vital in sustaining the offering of the asphalt technology course in our undergraduate curriculum.”

**HMAT:** What kind of results have you seen from the program?

**Dr. Mohammad:** “Very positive. We have provided a trained workforce in HMA technology that benefited the individuals who chose careers in the public or private sector. Our students have obtained jobs with DOTs, contractors, consultants, materials suppliers, and elsewhere in the industry. One of the scholarship recipients went on to get a law degree and decided to specialize in construction law after taking the class.”

**HMAT:** Why is it important to have a professor involved in the scholarship program?

**Dr. Mohammad:** “It is important to have a faculty that have a teaching and research interest in this area at the university to “champion” this program and ensure its success, through the regular offering of the course work. Furthermore, students will have the opportunity to obtain additional training by participating in the faculty on-going research projects.”

The NAPAREF program, together with affiliated scholarship programs sponsored by NAPA members, has awarded more than 1,300 scholarships at 50 universities around the country. The scholarships have exceeded \$3.2 million.

# BARRIERE'S WELLNESS PROGRAM - 2007 REPORT

Congratulations on a successful new beginning to the Barriere Construction wellness program, "Health Watch." At Sterling Wellness Solutions, we are excited about the increased program participation at Barriere and the positive attitude among the wellness participants. It has been a pleasure working with everyone, and we look forward to continuing our efforts toward building a healthier workforce at Barriere Construction.

Sterling and Barriere met recently to review the group analysis report, identifying the needs within the group of participants. Below are the highlights:

**Weight Management** - 89% are above their recommended weight range.

Weight control is a commonly reported need among Sterling Wellness clients. By losing or preventing excess weight, risk for heart problems, cancer risk, hypertension, diabetes, and other serious health problems can be prevented.

**Better Nutrition** - 78% showed a need for making nutritional changes.

*"Regular exercise is a positive lifestyle practice that helps prevent many serious health problems."*

Good nutrition is a positive step toward preventing heart disease, cancer, obesity, osteoporosis, and improving general health and resistance to disease.

**Cancer Risk Reduction** - 77% have a higher cancer risk.

Individuals falling in this category could make lifestyle changes to significantly reduce their cancer risk. The National Cancer Institute has stated that most premature deaths from cancer could be prevented by lifestyle changes (such as increasing activity levels and improving nutrition) and regular preventive exams.

**Coronary Risk Reduction** - 72% have a moderate to high coronary risk.

These individuals are high risk due to existing disease, current symptoms, or multiple (two or more) risk factors.

**Improving Fitness** - 68% showed a need for improving fitness levels.

Regular exercise is a positive lifestyle practice that helps prevent many serious health problems: heart disease, stroke, diabetes, obesity, hypertension, and osteoporosis. It also helps ease tension and generally builds energy, self-worth, and motivation for other healthy practices, such as not smoking and better nutrition.

The report also indicated that 31% participants had cholesterol over recommended levels and 26% had elevated blood pressure levels (140/90 and above). Reducing cholesterol and blood pressure is a proven effective way to reduce risk for cardiovascular disease and increase longevity.

We encourage you to continue to learn more about how to reduce your risk factors and manage healthier lifestyles through our online health resources. Our website offers several resources, including the following:

- Online Wellness Center
- Wellness Library
- Health Resources page – lists several websites where you can find health information regarding your specific risk factors.

Our goals during the next year are to address the above topics with education, including payroll stuffers, e-mails, high-risk telephone consultations, onsite seminars, etc. We welcome your feedback and comments. Below is our contact information:

**Sterling Wellness Solutions**  
210 West Mill Street  
Crowley, LA 70526  
(800) 838-0337  
(337) 783-7848 fax  
www.sterling-wellness.com

Our in-house nurse, Liz, is also available at the above number if you need information regarding your health concerns. Thank you again for all of your wellness efforts, and we look forward to assisting your health management needs.

Sincerely,  
**Claire Kelbaugh, President**  
Sterling Wellness Solutions



Don't forget to get checked out at our annual Health and Safety Extravaganza. Save money on your health insurance and live a better life.

# SCHOLARSHIPS FUEL INTEREST IN ASPHALT by Mary Naquin

Many of you may already be aware that Barriere hosts a **Summer Internship Program**. What you may not be aware of is how successful the program has been. As the new Program Coordinator for Barriere's Summer Internship Program, I would like to take a few moments to tell you about the program, its objectives, and the success that we have had.

The Summer Internship Program began approximately ten years ago. Cathy Rooks, Strategic Implementation Facilitator in the South Shore Construction Division, began working with the program in 1999. Cathy was instrumental in making the program the success that it is today. In 2005, I began working with Cathy, as she prepared for the 2006 Summer Program. I quickly realized that I was being groomed to become the next Program Coordinator. I accepted the challenge and am learning everything I can from Cathy, who has proven to be a great teacher and mentor.

The overall goal of the program is to recruit the best of the best Civil Engineering and/or Construction Management graduates each year for full-time positions with Barriere. The program also seeks to create a remarkable and unparalleled learning experience for students, so they will think enthusiastically about the highway/heavy construction industry. Each summer, we strive to ensure that students experience the benefits of working for a 21st century construction company, where they can gain valuable hands-on experience, working directly with Project Managers in the office and Field Engineers, Superintendents, and Foremen in the field. We sincerely hope that our efforts will create a pipeline for the best of the best to join Barriere upon graduation and keep Barriere supervisors in touch with the new generation of workers by providing a superior group of candidates to preview each year.

We begin our efforts, usually in the fall, by sending program information to all the local and statewide colleges and universities. We send flyers and brochures

and ask the Department Heads and/or Career Services offices to post these in their departments and around campus in conspicuous places so that students will see them. We also send this information out to various organizations such as the American Society of Civil Engineers (ASCE), the National Association of Women in Construction (NAWIC), the National Asphalt Pavement Association (NAPA), and Associated Builders and Contractors (ABC), just to name a few, so that they can help spread the word to their members.

Each fall and spring, the schools host career fairs and we try to attend as many as possible. This gives us the opportunity to speak directly with students and gather résumés. Students can also submit their résumés via e-mail or snail mail. We also post our program information on the Barriere website, as well as on various school websites.

Submitted résumés are screened to see if the candidates meet our program criteria, and interviews are then scheduled. Finally, we host an intern day each year, in early spring, so that Project Managers and Field Engineers from each division can meet and interview the candidates. Selected candidates are notified as quickly as possible, and the summer fun begins!

As you can see, it takes quite a bit of coordination and cooperation to get the job done. So, have our efforts been successful? You bet they have! Here is a list of the exceptional talent, currently employed with us, that came to Barriere by way of the Summer Internship Program:

- **Brad Leckert**, Project Manager, South Shore Construction Division. Brad interned in 1998. He graduated from LSU, with a Bachelor's degree in Civil Engineering.
- **Grant Cruseturner**, Project Manager, North Shore Asphalt Division. Grant interned with us for two consecutive years, in 2002 and 2003. He graduated from Tulane University, with a Bachelor's degree in Civil Engineering.



2007 Interns from left to right: John Boatman, Andrea Falcon, Alex Lewis, Laura Beach, Michael Center, Noelia Granja, and Michael Vornkahl.

- **Rene Duplantis**, Project Manager, South Shore Construction Division. Rene interned in 2003. He graduated from LSU with a Bachelor's degree in Construction Management.
- **Daniel Donahoe**, Field Engineer, South Shore Construction Division. Daniel was an intern in 2005. He graduated from UNO, with a Bachelor's degree in Civil Engineering.
- **Philip Crow**, Field Engineer, Heavy Industrial Division. Philip interned in 2006 and started full time with Barriere after his graduation this past August from LSU with a Bachelor's degree in Civil Engineering.

Our 2007 program has been equally successful. We received approximately 40 résumés for our 2007 program. We interviewed 20 of these candidates at LSU's Construction Recruitment Day in February and invited five of those candidates to our Intern Day in March, where we interviewed an additional ten candidates. From all these résumés and interviews, we selected eight interns for our summer program. Two of them continued part-time after the summer program ended, and one was offered a full-time position with Barriere upon graduation.

The South Shore Construction Division hosted three interns:

**Michael Center** is a life-long resident of New Orleans and is returning to LSU

this fall as a senior, pursuing a major in Civil Engineering with a minor in either Structural or Hurricane Engineering. Michael plans to help fix the levees in New Orleans and the surrounding areas after graduation. During his internship with Barriere, Michael worked under the supervision of Ricky Dantin. Michael said his internship with Barriere encouraged him to “pursue a career in the [road] construction business.”

**Andrea Falcon** is from La Moore, California and currently resides in Harvey. She is a senior at UNO, majoring in Civil Engineering. She is also a member of the American Society of Civil Engineers (ASCE) and her career goal is to serve the community. Andrea worked under the supervision of Brad Leckert.

**Noelia Granja** was born in Diriamba, Nicaragua. She has a Student Visa and is currently a senior at UNO, pursuing a degree in Civil and Environmental Engineering. Noelia is also currently doing volunteer work on a Water Supply System project in Nicaragua with the Engineers without Borders program. Noelia plans to use her degree to continue to serve her community. Noelia also worked with Ricky Dantin this past summer and has continued on part-time with Barriere. Noelia describes the highlights of her internship experience as “working in a friendly, professional environment” and “developing in a short period, academic and practical skills”.

The North Shore Construction Division hosted two interns:

**John Boatman** is a senior at LSU, majoring in Construction Management. His previous work experience includes an internship as a project manager at Triton Mechanical Contractors, L.L.C. in New Orleans. John worked under the



supervision of Mustafa Lok this past summer and hopes to someday own his own construction company. John sums up his internship with Barriere as encouraging and states, “I have gained knowledge and confidence in this field.”

**Alex Lewis** is also a senior at LSU, pursuing a degree in Construction Management. In 2005, Alex interned with Mapp Construction and, along with John Boatman, was also supervised by Mustafa Lok this past summer. He hopes to become successful in the construction industry. When asked to describe his internship experience, Alex says, “I had a great time – would definitely recommend it!”

The South Shore Asphalt Division hosted **Michael Vornkahl**. Michael is a resident of Baton Rouge, LA, where his is currently attending LSU in pursuit of a degree in Construction Management, with a minor in Business Administration. He is a member of the Construction Student Association (CSA), and received an Honesty and Integrity award from his local Masonic Lodge. Michael worked with Jim Breland and Marina Gregorio this summer. In his evaluation of the program, Michael stated, “I always wanted to do building construction. I had no idea how much I would enjoy highway construction. Now I want to work at Barriere!” And he shall! Michael has been offered a full-time position as a Field Engineer with Barriere upon his graduation in December. He plans to accept this offer and will be starting in January.

The North Shore Asphalt Division hosted **Laura Beach**, who currently is attending LSU and also is pursuing a degree in Construction Management. Laura is a member of CSA and Sigma Lambda Chi — the International Honor Society for Leaders in Construction. Laura worked with Grant Cruseturner this summer and says that the most valuable aspect of her internship with Barriere was the “hands-on training and observation that was offered in the field”. She plans to tell all her friends and classmates about Barriere’s Internship program. Laura is also continuing to work with us part-time.



And finally, the Heavy Industrial Division hosted **Brian Spear**. Brian is a senior at LSU, pursuing a Business Management degree with a minor in Construction Management. Due to a prior commitment to attend classes out of the country, Brian was only able to spend about half of the summer with us and worked under the supervision of Jeremy Vuljoin. Brian stated that he enjoyed and appreciated the learning experience his internship provided, in “a type of construction that I was not familiar with.”

As you can see, the Summer Internship Program is a useful and successful recruiting tool for Barriere and brings us a diverse group of students. Not only does the program provide these students with the valuable hands-on experience they cannot get in the classroom, it has also proven to be a powerful recruiting tool, helping us find the brightest young talent to bring fresh and innovative new ideas to Barriere, as we strive to maintain our professional relationships with customers and the public as a leader in the highway, heavy industrial, and civil construction industry.

Please help us spread the word about our Summer Internship Program. We are now accepting résumés and letters of application for our 2008 Summer Program. If you know any college sophomores, juniors, or seniors pursuing degrees in Civil Engineering and/or Construction Management, please let them know that they can e-mail their résumés to me at [maryn@barriere.com](mailto:maryn@barriere.com), or they can mail them to Barriere Construction Co., L.L.C., Intern Program 2008, One Galleria Blvd., Suite 1650, Metairie, LA 70001. For more information, call 504-581-7283 and ask for me, **Mary Naquin**.

# HABITAT HOUSE COMPLETED

by David Mayer, Manager of Business Development

In early September of 2007, on a cool, clear morning, a small crowd of excited and very proud people gathered on Mazant Street, in the Upper Ninth Ward of New Orleans, near the Industrial Canal. Among hurricane-damaged sites, mixed with devastation and blight, but brightened by rebuilders and returners, there stands a newly-built structure, freshly painted, fenced, with new sidewalks. It is the Habitat/Barriere Construction home of Lionel Thomas and his family.

The attention was on Mr. Thomas and his family at the symbolic passing of the keys by Habitat's Executive Director, Jim Pate, and Bert Wilson, Barriere's Senior Vice-President and South Shore Asphalt Division Manager.

Bert Wilson extended best wishes to the Thomas family from all of the Barriere employees who volunteered their weekend time in the construction of the new home. The volunteer effort of our employees, as well as the donation of funds by Barriere Construction, has been a very positive and rewarding experience for our company and the Thomas family.

Here is a letter from Mr. Lionel Thomas to all of us. Thanks to all who participated.

"My name is Lionel Thomas. I am a 49-year-old, Afro-American male. I am one of 5 siblings; I have 2 brothers and 2 sisters. I was born in New Orleans, LA, on June 26, 1957. I grew up in Marrero, LA. I graduated from West Jefferson High School in 1975. Then, I attended Southern



(top) Lionel Thomas and family.  
(left) Lionel Thomas, a new home owner!



University New Orleans from 1975-1980. I started a family in 1980 with Ms. Linda Lewis, who is the mother of 5 children. I am the father of 4 sons and 1 daughter: Lionel Lewis 17, Lynell Lewis 19, Darnell Lewis 16, Terrell Lewis 14, and Ronell Lewis 1 1/2 years old. I have worked in New Orleans and the Metro Area since the age of 18. I have worked in the social services field since 1984. I am currently with New Orleans Volunteers of America. My companion and I have never been able to afford a home. After Hurricane Katrina, circumstances have become even more challenging-- leading to family separation, loss of personal property, monetary consistency, housing, etc. Sometimes seeming overwhelming, it has been my lifelong dream to someday house my family in a home, of which I could be the owner.

I feel fortunate to be a partner with New Orleans Habitat. This may enable my family to be homeowners. May God bless this organization. Thanks ever so much for the continued support."

## Barriere – Already Green!

Did you know Barriere Construction Company is one of the area's largest recyclers? Barriere recycles thousands of tons of asphalt and concrete in the course of rehabilitating and rebuilding roads and parking lots in our community. All this is more economical and environmentally

friendly by not adding to our landfills and not pulling more non-renewable sources to create new asphalt.

Barriere's corporate office, in Metairie, is also working on ways to make the office greener. If you have any suggestions, please let us know.



# BARRIERE DEVELOPS A NEW SAFETY COMMITTEE

## Members of the Safety Committee:

George Wilson, *Chairman*  
Paul Albrecht  
Ben Tucker  
Huey Whitman  
Bud Clay  
Tommy Huff  
Steve Varnado, *Consultant w/ PSA*

## Barriere Safety Committee

### Mission Statement:

The mission of the Barriere Safety Committee is to develop and promote a safe work environment for all employees through education, job planning, communication, and safe work practices that support our zero incidents goal.

### Committee Description and Activities:

The committee is made of a variety of supervisors from each division and level. This variety ensures that we make

decisions based on our current procedures and how well they work in the field. The committee discusses recent incidents, Safety Alerts, and how we can prevent future occurrences.

The safety activities of the committee will include, but are not limited to, the following:

- Identify unsafe work practices and conditions and suggest appropriate remedies.
- Review accident/incident reports. Types of incidents, causes, and trends shall be identified and appropriate corrective action suggested.
- Assist in the development and implementation of effective Safety Alerts.
- Encourage feedback from all individuals with regard to safety-related



ideas, problems, and solutions.

- Provide support and serve as a resource in the development, implementation, and maintenance of a comprehensive health safety and environmental program.
- Develop written programs to ensure compliance with OSHA safety regulations and best practices in our industry.

## ROAD MYTHS: THE REAL STORY From Liberty Mutual Insurance Company's Liberty Lines, Fall 2007 issue

### Think you know the ins and outs of safe driving? You might be surprised.

What's the safest time of day to drive? Is summer better than winter? A new study shows that in many cases, the answers are not what you might think. In a major U.S. road risk analysis, researchers at Carnegie Mellon University debunked commonly-held perceptions about road safety.

**Myth:** Women are the worst drivers.

**Fact:** Actually, men have a 77 percent higher risk of dying in a car accident than women, based on miles driven. Compared to women, men take more driving risks, and they speed more and drink and drive more.



**Myth:** The morning commute is a bad time to drive.

**Fact:** The number of fatalities is actually lower during this time, possibly because clogged streets prevent speeding, drivers are rested, and few drunk drivers are on the road.

**Myth:** Driving in winter is riskier than summer.

**Fact:** There are fewer fatalities per miles driven in winter, possibly because people drive more slowly.

**Myth:** A child pedestrian is more likely than an adult pedestrian to be killed by a car.

**Fact:** A middle-age male pedestrian is four times as likely as an elementary school student to be killed by a car on any given trip. Alcohol use and late hours may be contributing factors.

Some of the findings surprised even researchers, who said the results warrant more study and stressed that traffic safety isn't just a matter of luck. Age, gender,



and day of the week all play a role. In a joint project with the AAA Foundation for Traffic Safety, the researchers have created a website that allows you to calculate your highway risks in a variety of ways, including day and time of the week you travel and the type of vehicle you drive. Visit [www.AAAfoundation.org/TrafficStats](http://www.AAAfoundation.org/TrafficStats) for details.



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## Health Care Choices and Costs

by Brian J. Cooney, Vice President/C.F.O.

The health care industry in New Orleans has radically changed since Katrina. There are fewer hospitals, fewer beds, and fewer physicians.

Because the number of hospitals has decreased and the remaining hospitals continue to consolidate, we are seeing dramatic increases in the costs for outpatient and inpatient services. In addition, physician and office visit costs continue upward.

We have kept the physicians' office co-pay structure affordable, as well as the prescription plan, to encourage its use. Just like preventative maintenance on our equipment, it is extremely important that you and your family use the preventative medicine portion (Wellness Benefit) of the health plan. Diagnosing an illness early, or preventing a serious illness, cannot only save you and the

plan money, but more importantly, improve your quality of life.

Choosing the right physician for you and your family can be a challenge; however, it is critical to obtain the best medical care possible. When you choose your primary care physician, make sure you feel comfortable-- that they answer your questions and that you feel free asking your questions.

Unlike many plans, we don't have a gatekeeper. You and your family members can go directly to a specialist, without needing a referral. This is a plus, since you can manage your care with as little red tape as possible.

Our health care plan does not renew until May 1, 2008, but we are now actively reviewing all of its components, in order to offer the best plan possible. However, we must



all take active responsibility-- not only for our health, but also for our choice of physicians and health care facilities. Check with your family, friends, and co-workers to get recommendations. Make sure you are getting the best care, and then follow the doctor's instructions and take your prescriptions as directed. By taking charge of your health and your health care choices, you will save money, and also improve your chances for a healthy life.

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