

THE WHITFORD QUARTERLY

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SAFETY UPDATE This Quarter

164,780

Man Hours
 With

1

Lost Time
 Accident.

Keep up the
 good work!!!!

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THE L.C. WHITFORD FEATURE JOB

Bridge Rehabilitation on I-95 over Little Satilla River

By: Karl Young

We are in the midst of rehabilitating the I-95 Bridge over Little Satilla River near Brunswick, GA. The project was awarded by the Georgia Department of Transportation on October 30, 2015 and has a September 30, 2016 completion date. It is a prototype bridge pile Cathodic Protection project for GDOT. Despite many various challenges the project is going well, on time and on budget.

The bridge deck polymer overlay and steel bridge beam painting work was completed in May. On the top side of the bridge only the joint sealing work remains, which will be completed in September. The majority of contract items are structural concrete repairs to the columns and footers located in the brackish water and salt marsh of the Little Satilla River. There are a variety of locations receiving concrete patching and epoxy pressure injection repairs. Most of the work consists of encasing 102 concrete columns with Cathodic Protection Integral Pile Jackets.

Existing concrete bridge piles (columns) are weakened by daily tidal water elevation changes in any coastal region. The salt water combined with exposure to air expedites the corrosion of reinforcing steel in the column. The cathodic protection jackets are installed to cover the exposed sections of the concrete piles between low and high tide in order to extend the life of the columns. On this particular bridge, the concrete piles are 24" square and the encasement dimension is 28" square.

The first step in constructing the jacket system is to make all reinforcing steel in the concrete pile continuous, meaning all steel connected in a circuit for continuous electrical flow. Sections of concrete pile are removed in order to expose all reinforcing steel strands of the pile. The reinforcing steel is tested and connections are made, where needed, so all steel is continuous on the circuit. A connection is then made to the reinforcing steel and wires run to the electrical box installed above the jacket. The next step is to install the jacket and bulk zinc anode. A bottom form is secured around the pile at the base elevation to support the jacket. A 50-lb. bulk zinc anode is then bolted 2' below the jacket bottom elevation and the wiring run to the electrical box above the top of jacket. The 11' 8" tall jackets are shipped in two sections, each weighing over 150 lbs. These two sections are stitched together with

stainless steel screws once set in place on the bottom form. The specially designed jackets are lined with a mesh zinc anode on the inner face of the fiberglass shell. Wires connecting the mesh zinc anode are run to the electrical box above the top of the jacket. The jackets are braced and grout is poured to fill the void between the concrete pile and fiberglass outer shell of the jacket. Once the grout is cured the bracing and bottom form are removed.

The wiring from the reinforcing steel, the bulk zinc anode, and the mesh zinc anode are then connected in the electrical box above the jacket. This connection allows the zinc to sacrifice an electron in order to slow the corrosion of the reinforcing steel in the pile. We've been informed that this cathodic protection system should prolong the life of the columns an additional 40+ years.

We are currently finished with the first 30 jackets. This first phase was very difficult to construct in the salty marsh/muck of the river. We are now installing the remaining jackets in 12'-25' water depths with assistance of professional divers. We anticipate completion of the project on time in September.

(Continued on page 4)



PRESIDENT’S CORNER - BRAD WHITFORD

I am excited about our 2016 construction season, but as all of you know, it has been a bit of an oddball! For the NY Division, the first half of the year was a slow start to say the least. The situation was exacerbated by the fact that Spring arrived around the 1st of March, and it sure felt like we should be back to work. That said, the 2nd half of the year will surely prove to be a barn burner!

We have several local projects that will be starting within the next two months. The materials company was the exception to the late start and has already produced and shipped far more precast than at this time last year. Though we currently have a relatively short list of railroad projects, we are expecting that to change drastically very soon. We are bidding lots of work.

The Georgia Division is on fire! Last year was the highest volume we have ever had, and Karl Young and crew are following it up with another big year. It definitely feels good to have things popping in Georgia again.

Please take care of yourselves and your coworkers as our season kicks into high-gear.

Regards,
Brad

MATERIALS COMPANY - DANIEL WHITFORD

The L. C. Whitford Materials Company is in full production. At this time, we are producing PENNDOT bulb tee beams that are 114.7’ ft long by 71.25” high that weigh 64.2 tons. As of June 22 we have poured 150 beams. This team has really hit their stride making at least eight pours a week and as high as 11.

We have added a new steerable trailer to our fleet which will allow us to deliver more beams at a time of greater length. We have completed all of the 30 beams for Mekis Construction’s six span job in Venango County. They will take five beams a day on three consecutive days and then another five beams a day for three consecutive days a week later.



The first week of July we will begin delivering the first of 16 Deck Bulb Tees for Nichols Long Moore Construction’s job on the State Route 400 in the Town of West Seneca. Our new Box Culvert forms arrived on June 22.

We will begin our first PENNDOT box culvert job for LCW Company’s State Route 120 in Cameron County in July. We will be developing a new production area for our venture into box culvert production. Quality people producing a quality product!

SAFETY UPDATE - DAVE SHIELDS

I’m very pleased to announce that we are now equipped with AEDs (Automated External Defibrillators) at the Shop, the Penn Dot building on Bolivar Road and the Main Street office. We purchased the AEDs and had a preliminary First Aid/CPR class on June 23 at the shop lunch room. The class was well attended, and we’ll be having at least a couple more in the near future.

Although they are not meant to “cure” any medical condition, and proper professional follow-up is needed, these devices give a huge advantage to a cardiac event victim by re-starting the heart’s normal rhythm and re-establishing proper blood flow to the brain and other vital organs. Please let me know if you’re interested in attending future First Aid/CPR courses. We’ll establish a list and do them when we can get 12 students to fill up each course.

Photos of the class and our employees practicing CPR.



EQUIPMENT COMPANY - BRUCE STRAIGHT

The Equipment Company received the surprising news that the manufacturer of its primary line of equipment, Morbark, had been sold. The following is from Morbark's official press releases:

"Morbark, LLC, announced that an affiliate of Stellex Capital Management has acquired the company. The acquisition is focused on providing growth capital and resources to significantly expand the company in the future.

The stock purchase is a strong fit for the new owners with a portfolio focus of identifying companies with solid market and product presence that can benefit from growth capital and aggressive management and operating strategies.

"Our acquisition of Morbark is a great fit for us. We believe the Company is well positioned to grow in the coming years, and we are confident that the capital and resources we bring will fuel that growth," said David Waxman, Principal of Stellex.

He continued, "Morbark is exactly the type of company we look to invest in – strong history, market presence, products, and an outstanding workforce. In addition, we believe with the right investment and resources they represent a significant growth opportunity in the coming years."

Lon Morey, Morbark Chief Executive Officer and son of the Founder, said, "Though always difficult to leave a family business, we felt this was the right time with the right Investor who can build on the legacy my father started and I have spent my entire life dedicated to. We are confident that the Stellex group will be able to take Morbark to the next level of excellence and growth. We are excited for the Company and its employees and the future envisioned for them."

Morbark, LLC, announced that its Board of Directors has appointed Dan Ruskin as Chief Executive Officer effective immediately. The announcement coincides with the recent sale of Morbark to Stellex Capital Management."

This news and all of the changes at Morbark made us decide to make a visit to the factory in Winn, MI and meet the new

management team and take a tour of the factory. We had a great trip and a very enjoyable meeting with the new C.E.O., Dan Ruskin. He shared with us his plans to add some new products and to greatly increase sales and market share. We toured the factory and were very impressed with the entire operation. The next few years should prove to be a very exciting time to be a Morbark dealer.



Morbark Factory



RAILROAD UPDATE - CHUCK MONTANYE

Norfolk Southern's Portageville Bridge

On July 01, 1851 the Erie Railroad Company began construction on a 820 feet long and 245 feet high wooden railroad bridge over the Genesee River in what is now known as Letchworth Park. At the time it was the longest and highest wooden bridge in the world. On May 06, 1875 the bridge was declared a total loss after it was destroyed by fire. The bridge was quickly replaced by a wrought iron bridge the same year opening for traffic on July 31, 1875. (I would guess a few less regulations at that time). Although it has had many repairs and modifications this 141 year old bridge is still in use today. Several of the construction projects on this structure were performed by LCW.

Norfolk Southern has contracted to American Bridge Co. the project to demolish the old "Erie High Bridge" and replace it with a new rainbow truss adjacent to it. This has an estimated contract amount of \$71 million. This work is scheduled for completion in early 2018.

Repairs are still needed to the old structure to keep it operating as safely as feasible until it gets replaced. The L.C. Whitford Co. is currently working on this project (perhaps the last repair) to keep it together. Our contract requires flame shortening 14 eye bars, repairing five concrete pedestals and performing several other steel repairs on the old bridge. Tim Mattison is our project superintendent and

his work on it is currently underway. At 250 feet above the waterfalls it is beautiful and scary at the same time. Good Luck Tim.



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Building Since 1916

FINAL THOUGHT

“Attitude is a choice. What you think you can do, whether positive or negative, confidence or scared, will most likely happen.”

~Pat Summitt

RECENT CONTRACTS AWARDED

Georgia Jobs

- GADOT-Signing upgrades District 3.
- GADOT-Signing upgrades I16/SR404, I75/SR401.
- Fulton County Riverside Drive roundabout.

New York Jobs

- City of Elmira - East Water Street bridge rehab.
- Norfolk Southern - Bridge repairs, Waverly, NY.

Pennsylvania Jobs

- PADOT-ECMS 105369 - SR 120 Box Culvert.
- PADOT-ECMS 82038 - SR 244 Bridge Deck, Genesee, PA.
- Hawbaker subcontract - PA DOT/ECMS 97719 SR 287 Tioga County.
- Norfolk Southern Georges Creek Br, New Geneva, PA.
- Walsh Granit JV 85 - Box culvert, Potter County, PA.
- Walsh Granite JV 83 -Box culvert, Potter County, PA.

FEATURE JOB (CONTINUED FROM PAGE 1)

There have been many challenges on this project. Access to the bridge is a two mile boat ride from the nearest boat ramp. The tide fluctuates the river water elevation 6'-7' every 12 hours. Crews are working off boats and small barges. There are various environmental restrictions/concerns including wetlands, manatees, various sea turtles, sturgeons, storks and swallows. The reptiles, insects, and summer heat make things even more uncomfortable. Marty Watson and crew are doing an excellent job battling these elements and performing a job

very well done. Earlier this year they had good practice in the cooler months, without so many critters, on GDOT's first ever Cathodic Protection Pile Jacket project (LCW Project #15045). Now I'm sure they are looking forward to fall and cooler temperatures. We are proud to be contracting with GDOT and performing so well on these prototype projects. Keep up the great work, men!



CHUCK'S CHUCKLE

THE LION TAMER

The ringmaster for the circus was looking for a new lion tamer. Two people applied for the position, a man named Dave and a woman named Jackie. The ringmaster asked “Okay which of you two wants to go into the big cage armed with only a whip and a chair?”

Jackie bravely piped up, “I will.” The ringmaster opened the big cage and Jackie went inside. The lion was fierce and making terrifying growls at her. Jackie tried to quiet the lion but didn't have any luck. Suddenly she threw off her clothes and the lion came over to her and gave her a great big lick across her body with his big tongue. Then the lion laid down on the floor and purred like a kitten.

The ringmaster was really impressed, he said to Dave, “Can you do that?” Dave replied “I don't know, but if you get that lion out of there I will give it a try.”

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