

THE WHITFORD QUARTERLY

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SAFETY UPDATE This Quarter

115,632

Man Hours
 With

0

Lost Time
 Accident.

Keep up the
 good work!!!!

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THE L.C. WHITFORD FEATURE JOB

SR 120 Box Culvert in Cameron County, PA

By: Aaron Washburn

In 2015, PennDOT awarded an \$899 million dollar contract to Walsh Granite known as the Pennsylvania Rapid Bridges Replacement Project. The three-year project involves the replacement of over 600 structures throughout the entire state. That is an incredible amount of bridge work over a short period of time!

In addition to the Rapid Bridges project, PennDOT has continued to bid their typical share of new projects. The sudden influx of work has pushed contractors, suppliers, and precaster facilities to maximum capacity. In fact, for the first time that we can remember, we have seen box culvert projects with no bidders because all of the precast suppliers are too busy to take on new projects. L.C. Whitford has chosen to take this opportunity to become a Bulletin 15 approved box culvert manufacturer. We have made a significant investment in new culvert forms and spent many hours getting up to speed with the details of precasting box culverts.

In May L.C. Whitford was awarded a \$1,494,200 PENNDOT contract on SR 120 in Cameron County for the replacement of two box culverts. At the time of the bid, L.C. Whitford was the only contractor that was able to bid the culverts as being precast. Because all of the other precasters were fully booked, all of the other contractors were forced to bid the project using cast in place concrete, which is slower and more expensive.

On July 25, work began onsite, beefing up the shoulders, installing temporary supports inside of the box culvert and installing the sheet pile excavation supports at each site. The Phase One culvert sections were installed on back to back days on August 30 and 31. The Phase Two culvert sections are scheduled to be installed the first week of October, and the entire project will be completed in early November.



PRESIDENT’S CORNER - BRAD WHITFORD

It’s a strange thing with a 4-times-per-year newsletter to talk about the beginning of the construction season in one, and the end of the summer in the next. Notice that I didn’t say end of the construction season! As I mentioned before, we knew that our slow start for 2016, would result in an extremely busy second half of the year, and it is indeed.

The NY Division has been busy with several local projects, including five great projects in PA. We have been bidding tons of work for the Railroad Division, with projects in NY, PA, NJ & GA starting in the near future. We just received a contract for what will be the largest railroad project we have ever done. It is a retaining wall project for CSX in Woodbridge, VA. The GA Division continues to be a hotspot, and we are thrilled to have some great jobs going and an attractive backlog.

It’s a tough thing to do a year’s worth of work in six months, and I know we are running full throttle. I appreciate everyone’s hard work, and am happy to be able to say that we are having a very good year from a safety standpoint as well.

What’s that they say? Oh yeah. If it was easy, everyone would be doing it!

*Regards,
Brad*

MATERIALS COMPANY - DANIEL WHITFORD

The L.C. Whitford Materials Company is wrapping up an excellent production season. We have successfully completed projects including box culverts, New England bulb tees, North East Extreme tees, PA bulb tees, decked tees, box beams, various railroad precast concrete and also some precast abutments. At this time we are shipping product daily to various counties in both Pennsylvania and New York.

I am happy to announce that we are now an approved box culvert supplier for the state of Pennsylvania. We completed our first PENN-DOT box culvert job for L.C. Whitford Company’s job ECMS 105369 in Cameron County (Feature Job). This job consisted of 20 8’x6’6” box culvert sections and 4 flared inlet/outlet sections and the photos are below. Currently we have a handful of jobs to wrap up for this year and are building our backlog. We are anticipating a very busy season next year and look forward to another safe and productive season.



SAFETY UPDATE - DAVE SHIELDS

As I consider the 100th year of the L.C. Whitford Company, it strikes me that so many things have changed in the construction world over the last century. In the realm of safety technology and procedures, we have progressed from virtually no protection through the development of the hard hat, full body harnesses, and other Personal Protective Equipment that continue to improve worker health and safety. The creation of OSHA and inception of standardized training and work practices have made the construction worker’s environment much more safe and, due to lower illness and injury rates, more productive. Recent changes in the Silica, HazCom and Crane standards will be very challenging in the coming months, but I’m confident that we’ll handle them.

The bottom line, however, is the everyday habits and motivations of the individual worker. We’re fortunate to have a workforce that is dedicated to keeping each other safe and going home healthy every evening. Our success is evident in the fact that we have experienced only one lost time accident company-wide this year.

Congratulations go out to everyone involved, and let’s continue into our next century with an eye on Safety and a productive, healthy company.



EQUIPMENT COMPANY - BRUCE STRAIGHT



The Equipment Company has a new look. We just had a new awning installed on the front of the shop that showcases the LCW, Morbark and TimberPro logos. This really dresses up the building and helps direct customers to the right door for equipment parts and sales.

The Equipment Company participated in the New York State Woodsmen's Field Days in Boonville, New York and had a new Morbark 3800XL Tracked Wood Hog on display. This is the premier logging show for New York and primarily the Adirondack region and was a good opportunity to meet customers from that area.

We just took delivery of a new 2016 Morbark 3200 Tracked Wood Hog with a 765HP CAT engine. We will be demonstrating this machine to a couple of customers who process old pallets and construction demolition materials.

We recently sold a new Morbark M20R Track Chipper and several pieces of used equipment including a 2013 TimberPro TL735B Feller Buncher. The lumber business is finally starting to pick up again and we are hoping for a good fall season.



GEORGIA UPDATE - KARL YOUNG

GDOT SR 72 Bridge over Savannah River

This GDOT contract is to perform bridge repairs at two locations in northeast Georgia. The SR 72 Bridge over the Savannah River is 2,038 feet long connecting Georgia and South Carolina. In general, the work consists of heat straightening, structural steel repairs, bridge jacking with disc bearing replacements, new deck drain systems, modular expansion joints, approach slabs, polymer overlay, and bridge painting. This bridge location makes up approximately 80% of the contract value.

We first did the structural steel repairs and heat straightening work, per the original plan documents, in March of this year. When performing the work we discovered additional needed repairs; GDOT agreed to a sizable change order to the contract. These additional steel repairs will be complete by mid-October.

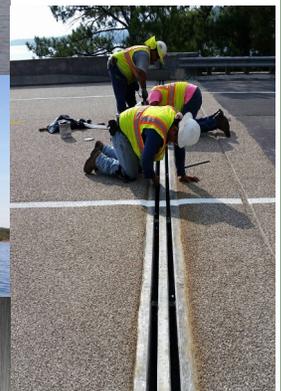
The jacking of this bridge at the hinge joints was more complex than typical. The spans are large, heavy and the hinge joints are located approximately 50' from the nearest pier cap. By adding several stiffeners and plates, essentially creating our own jacking platform, we were able to devise a unique way of raising each of the 350 kips hinge joint locations. It took weeks of preparation, but only a few days to jack the bridge and replace the disc bearings. Job very well done by Joe Howland and crew!

This summer we also constructed four new modular joints, replaced the approach slab on the Georgia side of the bridge, and laid the polymer overlay. We will paint the underside of the bridge starting mid-October and then complete work with construction of the sixteen deck drain systems.

The second bridge in the contract is SR 77 over Cedar Creek. This bridge is also near the South Carolina border just south of Lake Hartwell. Work on this bridge consists of bridge jacking, replacing edge beams, latex modified concrete overlay, rip rap, and bridge

painting. We will detour the bridge for 30 days starting on October 17. All work will be completed within the 30 day outage.

If all goes as planned, we will be 100% complete with both bridges by Thanksgiving.



The L.C. Whitford Co., Inc.

164 North Main Street
PO Box 663
Wellsville, NY 14895

Phone: 585-593-3601
Fax: 585-593-1876
E-mail: lcwco@lcwhitford.com



Building Since 1916

FINAL THOUGHT

“The ladder of success is best climbed by stepping on the rungs of opportunity.”

~Ayn Rand

RECENT CONTRACTS AWARDED

Georgia Jobs

- Norfolk Southern-Steel repairs, Conley, GA.
- GADOT-Sign upgrades I20/SR402. I16/SR404, I75/SR401.
- Pittman Sub-Sound wall, Augusta, GA.

New Jersey Jobs

- Norfolk Southern-Super structure replacement, Sayreville, NJ.
- Norfolk Southern-Bridge repairs, Hillsborough, NJ.

New York Jobs

- Norfolk Southern-Concrete structures, Waverly, NY.
- Chautauqua County-Bridge rehab 887.
- Norfolk Southern-Retaining wall repair, Lansing NY.

Pennsylvania Jobs

- Norfolk Southern-Concrete sub-structure repair, Wormleysburg, PA.
- Norfolk Southern-Abutment replacement, Lehighon, PA
- Susquehanna Valley-Sub-Waterproofing ECMS 82734, Bradford, County
- SEPTA-Concourse rehab-AP construction

Virginia Jobs

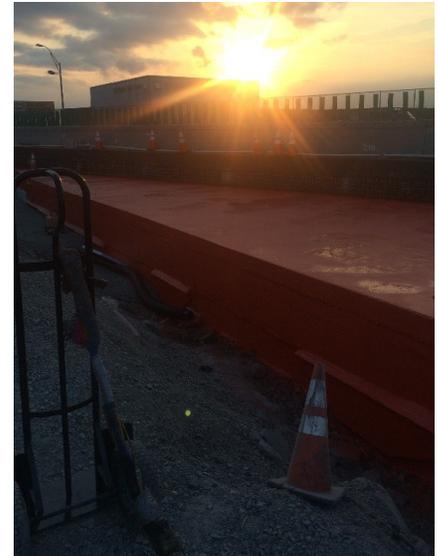
- CSX-Retaining walls, Woodbridge, VA

OTHER LCW NEWS - JUSTIN FILLHART

It’s hard to believe that it has been four years since LCW purchased our first Polyurea unit. Since that time, we have evolved into the foremost experts in the area on spray applied elastomeric waterproofing and containments.

From railroad bridges, to DOT projects, to secondary containments for compressor stations, to sanitary/waste water pump stations, and even culvert relining; we have tackled almost any issue that our customers have been able throw at us. The durability and versatility of our products easily add value and time savings to not only our own projects, but also other customers.

In the last year, LCW has successfully installed our systems in 6 different states, has expanded our manpower to 6 certified applicators and has purchased a second poly rig that gives us even more options to complete any projects with greater complexity. The state DOT’s have requested LCW to present some of our past successes during some upcoming training sessions and conventions. Below are a couple of photos from jobs completed this past year as well as our first polyrig.



CHUCK’S CHUCKLE

My Kids Don’t Know What I Do

I’ve been working on my PhD in engineering for the past five years, but my kids don’t necessarily see that as work.

As we were driving past Walmart one day, my son spotted a “Now Hiring” sign and suggested that I could get a job there.

Hoping to make a point, I asked, “Do you think they’re looking for an engineer?”

“Oh, sure,” he said. “They’ll hire anybody.”

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