

THE WHITFORD QUARTERLY

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THE L.C. WHITFORD FEATURE JOB

I-86 over Tributary to Cohocton River, Bath, NY

By: Paul Sisco



On February 6, 2020, L.C. Whitford Co., Inc. submitted the low bid for a culvert replacement just west of the Savona exit on I86 for just over 2.3 million beating out the next closest bidder by only \$6,827.85 (great bid, Aaron).

The job consists of removing the existing triple pipe culvert and replacing with a 24'x8' x 143' four sided box with cutoff walls and wing walls. The unique part of this project is the fact that we decided to make the culvert ourselves in house. This was met with a multitude of issues, but in the end, our material company delivered some of the best-looking and easy fitting boxes most of us have ever seen.

Another first is the use of our new GPS system that we bought for our equipment. There was a lot of effort put in to get it here and installed in time but we managed to get it done. There were also challenges to get the model produced and installed on the equipment but we were also able to overcome them. It was installed on our new Cat 325 and our Cat 308 excavator. The installation of this hardware allowed us to excavate to our pay limits without over excavating and grade to elevation with only one pass. The use of this equipment made a skeptical operator not want to ever do another job without it.

The Materials Company's job of making the boxes and the awesome efforts of our operators in using the GPS along with the hard work of James O'Brien and his crew helped to make this job a great success. This was a true team effort from the bottom to the top.



**SAFETY
 UPDATE
 This Quarter**

870,943

**Man Hours
 With
 0**

**Lost Time
 Accident.**

**Keep up the
 good work!!!!**

MATERIALS COMPANY - LARRY CRAST

Earlier this year we received an order from Ramsey Constructors for four (4) Type 36F NEXT beams for a job on Main Street Fishers, Town of Victor in Ontario County. The beams were 77' long and weighed over 55 tons each. They were erected on June 26th using two cranes and LCW's 80' slider beam. The pictures below show the beams being erected. They first set the slider beam over the span, then the delivery trucks backed each beam over the slider allowing the two cranes to move the beams into place. The Type F NEXT beam has a thin 4" top flange which serves as the formwork for a traditional cast in place deck. The beams were delivered on schedule and the erection went smoothly.



EQUIPMENT COMPANY - BRUCE STRAIGHT

The Equipment Company has had another excellent Quarter. We delivered a new TimberPro TF840D Forwarder, a TimberPro TL735D with a QuadCo 5660 Harvesting Head, and a new Morbark 6400XT Tracked Horizontal Grinder. We also sold (2) used TimberPro Forwarders, (2) used TimberPro Track Machines with Harvesting Heads, and a used Morbark 4600XL Tracked Grinder. The used Construction Equipment sales have also been good. We have sold a total of eight (8) used Excavators, a John Deere Dozer, a Bomag Roller and a CAT Skid Steer.

The Parts and Service Departments are also staying very busy taking care of all our customer's needs.

Roadside Service



TimberPro TF840D



Used Morbark 4600XL



PRESIDENT'S CORNER - BRAD WHITFORD

So, I guess you could say that 2020 has been an unusual year! Despite the difficulties associated with Covid, we have been very fortunate to be able to continue our work (for the most part). As most of you know, we have had more heavy highway work in New York this year by far as compared to the last several years. Along with those, we will have completed at least five projects for PENNDOT.

The railroad division has completed or will have completed several impressive projects this year in NJ, PA, OH, WV, IN, MI and a counter-weight cable replacement project in Virginia. It is featured in the railroad section of this newsletter.

We are looking to pick up work in Georgia, but have completed several successful projects including six sound wall repair projects that went extremely well. The materials company produced a couple of box culverts this season and despite the learning curve, we were able to put out the best looking product on the market. Equipment company sales have been brisk with several deals still in the works.

Thanks to everyone or helping us to work through this strange year.

*Regards,
Brad*

GEORGIA UPDATE - KARL YOUNG

Project #19048 – Bridge Rehab on I-85 over Piedmont Rd

All work is now complete. In addition to some structural repairs under the bridge, we ended the project completing nearly 75,000 SY of polymer overlay and 7,000 LF of bridge joint seals on the I-85 bridge over Piedmont Rd just north of Atlanta, GA.

Project #20021 – Bridge Rehab on Torras Causeway over Back River

We completed all work installing rip rap, bridge joint sealing, epoxy pressure injection and concrete removal. Our crews worked hard removing sections of concrete diaphragms with small chipping hammers in the South Georgia August heat near Jacksonville, FL. Due to the proximity of concrete bridge beams, only handheld tools were allowed for the work. A special thank you to the entire crew for working through the heat, gnats, and difficult removal process!

Project #20022 – Signs and Striping in District Three

This GDOT project located between Columbus and Macon in the central western portion of the State. We are replacing signs and roadway striping at 51 railroad crossings. The striping work is near completion and the signs should be completed shortly. All work should be finished by the end of October.

Project #20050 – Bridge Rehabilitation over L&N RR & Etowah River

We were one of three contractors selected by GDOT to bid on this emergency scour repair project located in Canton, GA. Fortunately, we were awarded the project in early June. The Etowah River eroded all soil from underneath the Bent #8 concrete footer of the southbound ramp from SR 5 to I-575 SB. Approximately 10' of the steel piles were exposed from the bottom of footer to the stream bed. In the same area nearly 500 linear feet of riverbank was eroded away which posed a risk to an active railroad track owned by Louisiana and North West Railroad Company.

First, we stabilized the bridge column by driving sheets in a horseshoe pattern around the footer and sealing the void under the footer with concrete. To prevent future erosion along the riverbank we removed trees, terraced the bank, and installed Type 1 Rip Rap. The rip rap placed around the sheet piles was grouted in place for added protection. In all, we placed over 5,000 Tons of rock. After beginning work in June, we finished the project ahead of schedule in early August.

Project #20060 – Signs and Striping in District Seven

This is a new GDOT project located around Atlanta, GA. We are replacing signs and roadway striping at 27 intersections. In addition, we will be constructing concrete curb and median at most of the locations. The overall intent is to implement countermeasures for wrong way driving. The concrete median and striping work will begin momentarily, and the signs will be installed the first quarter of 2021. All work should be complete by the end of April.

Project #20061 – Signs and Striping in South Georgia

This is a new GDOT project located in the I-75 corridor between Tifton and Valdosta, GA. We are replacing signs and roadway striping at 6 intersections. Like project #20060, the overall intent is to implement countermeasures for wrong way driving. The concrete median and striping work will begin here in October and the signs will be installed this year. All work should be complete by the end of December.

Project #20063 – Signs for Ameris Bank Amphitheatre

We recently constructed venue signs on GA 400 for the Ameris Bank Amphitheatre located near our Alpharetta office.



EEO UPDATE - KAREN BAILOR

As a reminder... Equal Employment Opportunity, Affirmative Action, and Diversity & Inclusion are integral factors in LCW's commitment of creating equality in the workforce. Please see below for further information about these items.

Equal Employment Opportunity: an employer cannot use certain characteristics as reasons to hire or reject candidates or make other employment decisions based upon protected classes such as age, race, creed, color, national origin, sexual orientation, military status, gender identity or expression, sex, disability, predisposing genetic characteristics, familial status, marital status, or domestic violence victim status.

Affirmative action plans: conscious, proactive pursuit of gender balance and diversity in an organization by supporting protected groups who are traditionally discriminated against.

Diversity & Inclusion: Diversity is the understanding, accepting, and valuing differences between people of different races, ethnicities, genders, ages, religions, disabilities, and sexual orientation as well as differences in education, personalities, skill sets, experiences, and knowledge bases. When applied properly, inclusion can make everyone feel included and supported in the workforce.

LCW prohibits discrimination of any kind and will avoid the denial of employment or growth opportunity to any person based on discrimination. LCW recognizes and assumes its responsibility to comply with the status, rules, and regulations pertaining to equal employment opportunity.

If you have any questions or concerns, please contact your immediate supervisor or Karen Bailor, Human Resources/Benefits Administrator at (585) 593-3601, ext. 124.

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

Visit us on the web:
lcwhitford.com

Building Since 1916

FINAL THOUGHT

"When someone tells me "no," it doesn't mean I can't do it, it simply means I can't do it with them."

~Karen E. Quinones Miller

RECENT CONTRACTS AWARDED

Georgia

- GADOT– Sign upgrades Clayton, Cobb, Dekalb & Fulton counties.
- GADOT– Sign upgrades Dougherty, Lowndes & Tift counties.
- GADOT– Sound wall repair- District 7.

Michigan

- Norfolk Southern - South Counterweight Link Pin Rehabilitation, Detroit.

New York

- Cattaraugus County DPW– Markhams Salt Storage Building.
- NYS DOT - D264281 Region 6 upstate west debris removal, City of Jamestown - bridge demolition.
- NYS&W RR - Stone Arch masonry repair, Jamesville, NY.

Virginia

- Dominion Remington Substation new construction.
- Dominion - Rappahannock Shunts 1&2 new construction.
- Dominion - Tx4 new construction.

West Virginia

- Norfolk Southern– Superstructure replacement, Shenandoah Jct.

The L.C. Whitford Co., Inc.
is an Equal Opportunity Employer

RAILROAD UPDATE - CHUCK MONTANYE & DAVE FAULKNER

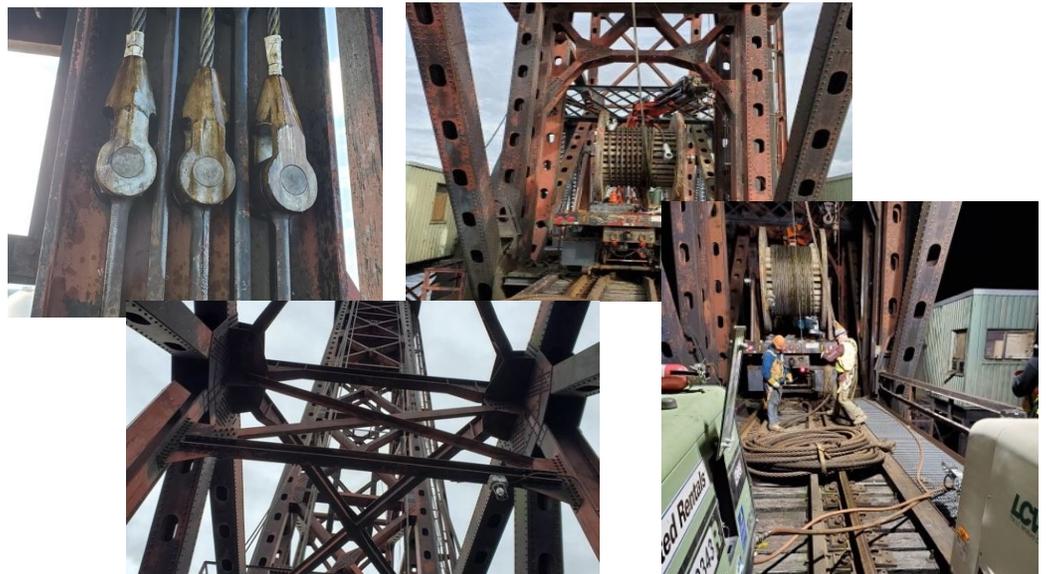
One of the good things regarding bidding and building railroad projects is the diversity of the work. Some projects may be similar, however every project is different. Changing the counterweight cables on this bridge is a prime example. Although we have done this procedure a few times in the past, it doesn't happen often.

Our Norfolk Southern project in Chesapeake Virginia on bridge V-6.80 (originally built in 1968 which replaced an earlier structure) included replacing stringers, replacing pony bents, replacing pier caps, posting of piles, replacing sash bracing as well as replacing the counterweight ropes. The lift bridge crosses the Elizabeth River and the bridge had to be fastened in the down position to accommodate the cable replacements. Therefore, to complete the work we had to have the waterway closed to marine traffic. This involved Coast Guard permits which can be very frustrating at times. One of our outages was canceled, which cost us time on the project.

We replaced a total of forty counterweight ropes. Each rope was 178 feet long and had a diameter of 1-7/8 inches. The new cables weighed over 1,600 pounds each and had to be hoisted over 178 feet above the structure to connect to the counterweight. The ropes arrived three to a spool, with the spools being approximately 6 feet in diameter and five feet deep.

The counterweight ropes were replaced one at a time. An existing rope would be disconnected and lowered down. A new rope would be connected to the cable that lowered the old down and hoisted back up and then connected to the counterweight. The only way to get to the top of the counterweight was climbing a ladder that was alongside the counterweight tower. We believe no unnecessary trips were made.

Dean, Rob, and their crews worked long hours and completed the job safely and on time. Thanks for another job well done.



CHUCK'S CHUCKLE

TRUE STORY

In 1977 my first wife and I decided to drive from Pennsylvania to Phoenix Arizona for a vacation with my wife's parents. We were determined to drive non-stop. Dad and I drove. We made it to Springfield Missouri and we were dead tired at a little after 10:00 pm, so we changed our plan and started looking for a motel. We saw a billboard for a motel (forgot the name) for \$12 per night. We knew it was a flea bag place even in 1977 but we were exhausted.

After checking in and heading to our rooms dad stated "this is the kind of place they rent out the same room three times in one night." My wife asked "what does that mean?" I piped up "I'll tell you later." Our room was awful. The television was locked to the table and the room smelled like Bengay. We had agreed we would leave at 6 o'clock in the morning.

I fell asleep as soon as I hit the bed. What seemed like only a few minutes later a loud knocking was at our door. Dad said "get up, we are late it's 6:30 already." I said "Wow, I feel like I just went to sleep." Dad replied "not me, I'm ready to go." I answered "I need a shower to wake up."

As I came out of the bathroom Mom and Dad were laughing. Mom said "you can go back to bed son, your father in law had his watch on backwards. It is only 11:30 at night." I stated "I'm awake now. Let's go."

The desk clerk wasn't surprised at all when we only stayed there one and a half hours.