

INTERSECTIONS



BUILDING A BETTER BRAND

Welcome to a new year – and a renewed brand identity for Barriere Construction Co., L.L.C. We’re kicking off 2012, energized and refocused by the first visual changes to our company’s brand in more than 30 years.

The refreshed Barriere logo and first-ever tagline – Building Better – debuted the first week in January. The new logo can now be seen on our equipment, vehicles, website, uniforms, apparel, and printed materials. The creative focus is on Building Better – reflecting Barriere’s passion for building a better Louisiana by delivering innovative, value-driven, heavy civil solutions that meet the changing needs of our public, private, and industrial customers.

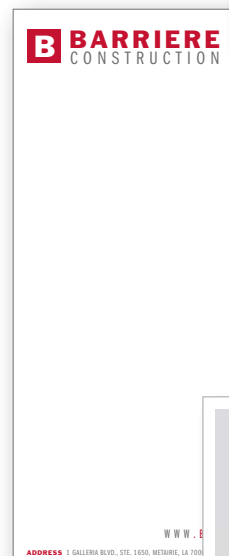
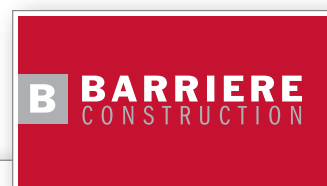
You’ve probably noticed some changes already: new hard hats, new reflective vests, new job site signs, new business

cards, new stationery, and more. But, while things may look different on the surface, the core of Barriere remains the same. We still live by our purpose of “safely constructing quality roads and infrastructure necessary to develop and maintain thriving communities.” In addition, our bedrock values of safety, customer service, quality, value, and innovation remain squarely intact.

So, the real purpose for updating our brand comes down to the business itself. Just as we outgrew our original role as a small asphalt paving company by selectively adding new services and capabilities over time, Barriere had outgrown its existing logo and visual brand.

Our deep commitment to customer service has today made us one of Louisiana’s most respected heavy

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samples of new brand



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NEW LOOK, SAME TRUSTED COMPANY SINCE 1949

*PUBLISHED FOR THE
EMPLOYEES OF BARRIERE
CONSTRUCTION COMPANY, L.L.C.*

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WINTER 2012

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civil construction leaders. From initial site work and underground utilities to concrete and asphalt paving, barrier walls, and petro-chem work, Barriere's operating divisions deliver heavy civil projects with excellent results throughout southeast Louisiana.

We leverage the strength of these unified divisions to build better projects for our clients, better careers for our employees, and better quality of life for our communities.

Signaling change, while preserving the heritage of our past, this new brand is an investment in our future. We are

proud of our history, our progress, and our people, and we hope you wear the new Barriere logo with a shared sense of pride.

As we build larger, more complex projects, our reinvigorated brand will propel us forward - leading Barriere and southeast Louisiana together into the 21st Century with the promise of safe, high-quality, innovative heavy civil construction.

Sincerely,

George H. Wilson, Jr.

Peter A. Wilson

Bertrand A. Wilson



samples of new brand



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NORTH SHORE ASPHALT

City of Mandeville

After nearly three years of street repairs and improvements on hold, the Mandeville City Council approved a new, two-year maintenance contract, dedicated to repairing and rehabilitating streets throughout Mandeville. This maintenance contract is a new venture for the city that has, in the past, awarded annual street contracts, and City of Mandeville Public Works Director, David DeGeneres, believes by issuing a two-year maintenance contract, the city will, in fact, save money. The city appropriated the funding using a half-cent sales tax, and, with the direction of new city engineers, Principal Engineering is breaking the contract in individual task orders that will target certain streets, as well as identify the repairs that are needed per street. By breaking the contract into individual task orders, the City Council will be able to get an exact cost rather than an estimated cost. Since being issued the contract in March 2011, Barriere has completed two task orders and began work on the third task order in early November.

Task Order #1 was issued in early March of 2011, and Principal identified the bulk of the asphalt paving for the project to be completed in this

task order. Barriere crews arrived on-site in early April 2011 and began setting up operations under the field management team of Superintendents Danny Walker and Michael Seal, Field Engineer Michael Easley, and Foremen Marcus Jenkins, Rickey Steptoe, and Colt McElveen. The project team set its goals on completing the work as quickly and efficiently, as well as trying to limit the disruptions to the residents. The task order called for several blocks of streets in and around Old Mandeville to be cold-planed and overlaid. These streets included Wilkinson Street, Lafayette Street, Carroll Street, Marigny Avenue, Lamarque Street, Madison Street, Coffee Street, Montgomery Street, and Girod Street. Barriere called upon the services of Creek Construction to handle concrete panel repairs in several subdivisions and streets throughout Mandeville. These streets included Woodstone Drive, Bretton Way, Robyn Place, Tara Lane, Christian Court, and Mark Smith Drive. After close to two months of work, operations were completed on Task Order #1 in early June 2011.

Task Order #2 was issued upon completion of Task Order #1, and crews again mobilized on-site in

by Jason Latiolais, Field Engineer

early July 2011. The priority of this task order was to help eliminate the flooding of driveways and residents' yards in Beau West Subdivision, located off of the West Causeway Approach. For several years, residents in the aging subdivision had to deal with frequent flooding throughout their neighborhood, and the goal for task order was to help eliminate as much of flooding issues as possible. The work in the task order included ditch grading to increase positive water flow, and the addition of new drain inlets and subsurface drainage. Principal also identified several panels and low laying driveways to be replaced that were attributing to the nuisance flooding. Work on this task order wrapped in late September, with residents of the subdivision seeing positive changes to their drainage after the first heavy rainfall event.

continued on next page...

ABOVE LEFT TYPE 3 ASPHALT BEING Poured INTO THE PAVING MACHINE ON LAFITTE STREET.

ABOVE RIGHT NORTH SHORE ASPHALT'S PAVING OPERATIONS ON LAFITTE STREET.

NORTH SHORE ASPHALT

continued...

On September 22, 2011, the Mandeville City Council approved Task Order #3, which would be the largest of three task orders to date. Once again, several streets in Mandeville that were in much need of repair were targeted for 2" mill and overlay, including St. Jean DeLuz, Coffee Street, Dorado Street, Venus Street, Decker Street, Lamarque Street, Lafitte Street, Depre Street, Lafayette Street, and the Mandeville City Hall parking lot. In addition to the asphalt overlays, the subdivision of New Golden Shores was identified to have many streets within the subdivision in need of concrete panel repairs. Barriere's North Shore Asphalt Division teamed up with the newly-formed South Shore Concrete Division, led by Project Manager Mike Trainor, Superintendent

James "Jimbo" Thompson, and Field Engineer Mark Penny to tackle this large scale portion of the task order. Already a month into the task order, Barriere has nearly 70% of the asphalt roadways completed and almost 50% of the concrete panels repaired and open to the residents.

Task Order #3 will be completed in early 2012, and, already, Principal Engineers and City of Mandeville Public Works are hard at work, putting the finishing touches on Task Order #4. Barriere would like to thank Principal Engineer's inspectors, engineers, and project managers, as well as City of Mandeville Public Works officials, for their coordination and direction that has led to a successful project to date. With 2011 coming to a close, Barriere, in partnership with its interdivisional partners and sub-contractors,



ABOVE LOUIS BABIN, OPERATING BARRIERE'S ROADTEC RX500 MILLING MACHINE IN MANDEVILLE, LA.

is looking forward to continuing to provide a safe, efficient, and quality product for the City of Mandeville and its residents.



THE DATE FOR THE NEXT BARRIERE CONSTRUCTION SAFETY AND HEALTH EXTRAVAGANZA IS SET FOR SATURDAY, APRIL 14, 2012.





SOUTH SHORE ASPHALT

Part 2 on Paving the Fast Lane - NOLA Motorsports Park

by Dawn D'Angelo, Project Manager

Barriere Construction Co. is in the final stages of paving one of the most challenging and exciting private jobs in the history of the company. The site is approximately 700 acres of sheer fun on beautiful asphalt.

In the first issue of Intersections this year, technology was spotlighted in grading the 700-acre site in Avondale, LA. The grading is almost complete, and the paving is following close behind. In this issue we will talk more about what has been accomplished on the site.

The site is composed of a Kart Track (2.8 miles long), a Main Track (3.8 miles long), an Autocross (7 acres), and numerous parking lots and roadways.

We have completed all paving operations on the major areas and are near completion of all the parking lots and roadways. We have graded more than 200,000 SY of base, and placed more than 65,000 tons of asphalt. 30,000 tons of the asphalt was the high-grade liquid asphalt used on the Daytona race track and the Indy 500. All tons placed on the track have been classified as perfect, meaning, we have satisfied all density and smoothness requirements on the entire site. *THAT IS BIG!*

The Kart Track has been opened to the public, and one professional who rode the course stated that the track was the finest he has ever driven. We are anxiously awaiting the opening of the Main Track and the Autocross. Both should be ready for the public by the end of the year.

The project team consists of Dawn D'Angelo, Project Manager; Eddie Clement, Superintendent; Tate Gisclair, Asphalt Foreman; Chris Todd, Quality Control Technician; Kevin Ervin, Asphalt Plant Manager; Ray Duffel, Asphalt Plant Superintendent; John Victory, Asphalt Plant Quality Control Manager; Mason Moore, Site Quality Control Manager; Steve Short, GPS Data Manager; and Oscar Becnel, Trucking Foreman. As one can see, it takes a large amount of knowledge and skill to make a job like this happen successfully. We could not have completed the project to such rave reviews without the workmanship of the paving crew, consisting of Christian Garrison, Justin Benton, Willie Jackson, Gregory Jones, Benjamin Beverly, Brandon Beverly, Ricky Stipe, Leroy Ussin, John Wilson, Jonah Brown, Lynn Campbell, Reginald Covington and the skilled grader operator, Eugene Hampton.

ABOVE LEFT TATE GISCLAIR'S CREW, PAVING THE AUTOCROSS.

ABOVE RIGHT TATE'S CREW, PAVING THE NORTH TRACK.

BELOW HANNAH CLAIRE D'ANGELO, TESTING OUT THE KARTS ON THE KART TRACK AT NOLA MOTORSPORTS PARK.

We (Project Team) are very proud of our work at NOLA Motorsports and truly have enjoyed the experience and opportunity to be the team that represented Barriere Construction on such a great project.

If anyone is interested in seeing what the buzz is all about at NOLA Motorsports Park, just log onto www.nolamotor.com.





HEAVY CIVIL CONSTRUCTION

USACE/MISSISSIPPI VALLEY DIVISION HURRICANE AND STORM DAMAGE RISK REDUCTION SYSTEM

by David Mayer, Manager of Business Development

Barriere and its Heavy Civil Construction Division have been recognized by the USACE for the execution of a unique and challenging hurricane protection project.

Built in Eastern New Orleans, near the shores of Lake Pontchartrain and Irish Bayou along Interstate 10, the project raised, by 12', a vital evacuation route of Interstate highway exiting New Orleans.

Barriere Construction Co., L.L.C., was presented with a Certificate of Appreciation by our customer, the Mississippi Valley Division of the United States Army Corps of Engineers. We are proud to share what the Corps wrote in the certificate: "Barriere Construction

Company's professionalism, competence, and initiative were instrumental to the successful execution and construction of the I-10 highway crossing and levee enlargement in Orleans Parish. Barriere Construction Company's outstanding achievement is in keeping with the finest traditions of public service and reflects great credit upon Barriere's team, the USACE, and the United States Army."

Barriere Construction was chosen by the Corps of Engineers to raise Interstate 10 at the CSX Railroad Levee to EL 18.50, to maintain the wall of earth and concrete protecting New Orleans. The project called for a temporary asphalt roadway between the current passageways, lined with an MSE (Mechanically Stabilized Earth) wall. The temporary roadway was to be raised and paved in one direction, then demolished and rebuilt to divert traffic in the other direction.

The project also required a three-lane temporary bridge, which Barriere constructed using a client-provided Acrow Bridge System. (This military-grade, modular construction system provided access to New Orleans on I-10 immediately following Hurricane Katrina.) It was assembled on land in 10' sections, then pushed out onto

140' H-pilings already in place. Barriere personnel noticed cracks in the client-provided Acrow deck panel webbing, and, because this is a high-speed high volume section of interstate, numerous discussions were held and investigations were performed to identify the severity of cracking. It became clear that the only way the USACE could provide the required level of safety and ensure minimum traffic disruption, which could potentially be caused by an exorbitant amount of maintenance to the bridge, the USACE requested the client purchase new deck panels to be utilized during the life of the temporary bridge.

Since Barriere was responsible for the temporary bridge's maintenance, connection pieces were checked weekly from underneath the bridge. Barriere completed the levee near the roadway by clearing land; laying fabric; adding sand, more fabric, and wick drains every 5' to pull out ground water; and topped it with 30,000+ cubic yards of clay.

Since the Corps of Engineers fast-tracked this project to raise levee protection to 100-year storm standards by the deadline of June 1, 2011, the project (awarded in April 2010) had little room for delays.

ABOVE LEFT TOP VIEW OF THE ACROBRIDGE SYSTEM.

ABOVE MIDDLE STRUCTURAL CREW CONSTRUCTING THE TEMPORARY BRIDGE ABUTMENT ON LAND.

ABOVE RIGHT SOUTH SHORE ASPHALT DIVISION PAVED THE TEMPORARY ROAD AND FINAL SURFACES OF THE INTERSTATE. BARRIERE ACHIEVED ALL MEASURABLE GOALS INCLUDING SMOOTHNESS, ASPHALT DENSITY, AND TESTING AT BARRIERE'S ASPHALT PLANT.



Barriere would need to be proactive in meeting the deadline, while staying under budget. The project required work over water and around 70+ mile-per-hour traffic, which placed restrictions on work time and lane closures for Barriere's trucks hauling jobsite materials. Westbound lanes could only close between 7 PM - 9 AM and eastbound lanes between 3 PM - 6 AM. To accommodate this, all asphalt paving and striping was performed at night, to have minimal impact on traffic and for the safety of work crews.

Safety is always paramount in Barriere's project planning, and this project had unique hazards, including working on water, mostly at night, while traffic zoomed by at over 70 MPH in each direction, regardless of construction work zone signage.

Barriere created a site-specific safety program, in conjunction with their quality control program. Each shift started with a TAR (Task Assessment Review) Sheet, implemented company-wide in 2010, to review daily tasks at hand, spotlight and discuss challenges, and overcome safety concerns. During this review, all team members, including subcontractors, could voice concerns and offer suggestions. Due to high-speed traffic and the close quarters that all crews worked within, it was determined

that all personnel would be required to wear Type 3 vests during daylight hours and Type 3 vests and pants during nighttime operations. Because of the jobsite's proximity to water, Barriere required Coast Guard-approved work vests for 100% of the job, while on and around the bridge.

Barriere offered numerous innovations and value engineering initiatives on this project. The primary change, suggested in the pre-construction meeting, utilized the MSE (Mechanically Stabilized Earth) wall to support the temporary road, rather than merely protecting the temporary road, while the main road was being elevated to 18'. This change removed an entire phase of the project, because the elevated temporary roadway could be used in both directions instead of building two temporary roads, which resulted in a \$1 million savings, while reducing project time by 30 days. Barriere employed independent professional engineering services to design and validate the proposed VECP.

Ricky Dantin, Project Manager, and his team from our Heavy Civil Construction Division, as well as the South Shore Asphalt Division, built this work in less than the time allotted and well under the owner's budget, safely, and with excellent quality.



ABOVE LEFT AN AERIAL VIEW OF THE CONSTRUCTION SITE ON INTERSTATE 10. CREWS WORK ON THE LEFT SIDE (WESTBOUND), WHILE TRAFFIC PASSED BY ON THE RAISED TEMPORARY LANE IN THE MIDDLE.

ABOVE RIGHT A CLOSE-UP VIEW OF THE MSE (MECHANICALLY STABILIZED EARTH) WALL.

DIRECTLY ABOVE EACH 10' SECTION OF THE ACROBRIDGE RESTED ON WOOD TIMBERS, WHICH WERE REMOVED ONE AT A TIME WHILE THE BRIDGE WAS LOWERED INTO PLACE.



CONCRETE PAVING

by René Duplantis, Division Manager

The Concrete Paving Division Has a New Home and the United Way of Southeast Louisiana gets New Playspot.

René Duplantis and his new group, Barriere's Concrete Paving Division, has moved into its new digs on Highway 90 in Luling, in St. Charles Parish. Mike Trainor and Jaime Cabrera are teaming up with René to bid and build concrete paving projects: panel replacement, slip-form paving, curb and gutter work, and barrier wall slip forming.

This new division is also pushing into the Petro-Chem plants and refineries. Don't be surprised to see some of the Concrete Paving Division team walking out of the Gulf Coast Safety Council facility, in St. Rose, with TWIC Cards and GSCS badges. Watch for our new division and for some of our equipment, including a new barrier wall slip form paver!

Recently, Barriere Construction was contacted by the United Way of Southeast Louisiana to participate in the restoration of the Eddie Gatto Playground, in Gentilly. George, Peter, and Bert Wilson donated the Concrete Paving Division's resources to construct the required concrete pavement slab around the newly-installed "Gatto Playspot" playground equipment.

This project is part of The United Way Healthy Kids Zones--Driven by GMC, which is designed to offer kids the opportunity to climb, build upper body strength, promote balance and agility, and develop strength and endurance. Furthermore, the project will help with United Way's nationwide goal to get 1.9 million more kids active and healthy by 2018.

The playground equipment was quickly erected by numerous volunteers from United Way, the local neighborhood association, the local U.S. Marine forces, and many others. The concrete slab was installed by Keith Scott's crew the day after erection. The Wilson Family, and all of us at Barriere Construction Co., L.L.C., are thankful to be part of such a progressive community project for the children of the City. Playgrounds help the development of our younger generation--promoting the formation of relationships, sparking a team and togetherness spirit, and initiating a lead into testing the younger generation's character and agility. The local children can't wait to hit the Gatto Playground after seeing this beautiful

ABOVE LEFT GARY OSTROSKE, PRESIDENT & CEO OF UNITED WAY SOUTHEAST LOUISIANA, SPEAKS AT THE EDDIE GATTO PLAYGROUND INSTALLATION CEREMONY, WITH RENÉ DUPLANTIS, CONCRETE PAVING DIVISION MANAGER, LOOKING ON.

ABOVE RIGHT EDDIE GATTO PLAYGROUND CONCRETE SLAB, POURED BY BARRIERE'S CONCRETE PAVING DIVISION.

new equipment. Just maybe, this project will spark the development of another Drew Brees or Marques Colston. Thanks again to all of our Barriere employees who participated in this undertaking, and thanks to the United Way for all they do for our community here in Southeastern Louisiana.

SAFETY RECOGNITION & REWARDS PROGRAM

BARRIERE OWES MUCH OF ITS SUCCESS TO THE SAFE WORK PRACTICES AND HIGH SAFETY STANDARDS THAT OUR EMPLOYEES UPHOLD.

In August 2011, Barriere created the Safety Recognition and Rewards Program to acknowledge and reward our field employees for positive safety behavior. This Program, which is monitored by the Safety Committee, was instituted to continually educate our employees, and to ensure that our workforce stays up-to-date on all of the proper safety-related work practices.

In the first 4 months of the Program, Field Supervisors and the Safety Committee issued \$7,800 in gift cards to 58 employees who displayed exemplary safety behavior. In several instances, the Safety Committee awarded additional funds to employees who identified and/or prevented situations where a serious accident had the potential of occurring. We would like to congratulate and thank the following employees for their continued dedication to safety:

Mitch Albarado
Vincent Allison
Louis Babin
Earl Bacchus, Jr.
Michael Batiste, Jr.
Michael Batiste, Sr.
Justin Benton
Ryan Betz
Jordy Bias
Roland Breaux
Drew Brignac
Jermaine Clayborne
Will Cockerham
Chuck Corkern
Brian Davis*
Patrick Dyson
Ron Franklin
Mike Griffin
Brian Guillory

Cody Hall
Kody Hampton
Willie Hampton
Kendall Hubbard
Blaise Isidore
Jennaro Johnson
Edwin Johnson
Wilson Jones
Danny Knight
Liz LaFrance
Leon Lovett
Mike Lyons
Lindsey Martin
Joseph McDaniel
Leron Morris
Henry Mullen
Brendon Myers
Ignacio Pelcastre
Brandon Phelps
Dwayne Porter*
Ronald Porter
Robert Rimmer
Daven Robinson
Shelby Rohner
Reynard Simon, Jr.*
William Smith
Roel Solis
James Tabor, III
Dwight Taylor
Daniel Thompson
Dechad Ward
Jessie Westerman
Roosevelt White
Nate Williams
Gary Williams*
Robert Williams
Justin Wilson
Scott Wood
Jason Crittenden's Crew
Dave Patel's Crew

by Christopher Williams, Project Analyst

to individual employees, the Safety Committee hosted two Quarterly Safety Lunch Talks in 2011. The goal of these lunches is to educate and train each crew – making sure every field employee is aware of the safety initiatives Barriere is promoting. At the first lunch, which was held in September, employees discussed the topic of Safe Zones. The second lunch, which was held in December, focused on the necessary precautions when working around overhead and underground utilities. Both lunches were extremely informative, and the Safety Committee gathered valuable insight from all of the employee feedback.

As we have for many years, Barriere owes much of its success to the safe work practices and high safety standards that our employees uphold. Barriere is committed to the safety of our employees through continuous Safety Training and Awareness initiatives, and this particular program is a visible sign that our employees will be rewarded for speaking up and taking a leading role in safety. With proper training and continued awareness, we are confident that we can reach our company-wide goal of zero accidents.

Thank you for your efforts to keep yourself, your co-workers, and the public safe. Keep up the good work!

* Awarded Additional Funds

In addition to the rewards distributed

DIABETES WALK

by Marie Beechy, RN

THIRTY-FOUR PEOPLE FROM BARRIERE CONSTRUCTION PARTICIPATED IN THE AMERICAN DIABETES 5K WALK AT AUDUBON PARK.

On November 5, 2011, a group of 34 people from Barriere Construction participated in the Annual American Diabetes 5K Walk at Audubon Park. The 5K walk was a chance for the Barriere community to join a group that included more than 130,000 walkers in 40 states, as they walked to help find a cure for diabetes. The group included people from the North and South Shores, a number of family members, and employees from all areas of Barriere. We walked the 3.8 miles on a long loop around Audubon Park. The weather was beautiful, and everyone seemed to enjoy the opportunity to visit and talk while they walked. It was a great way to get

some exercise and support a worthy cause.

Diabetes is an incurable illness that affects 25.8 million Americans. Participating in an event like the ADA Walk is a perfect way

to support the work they do in our community and help provide funds for research. To learn more about living with diabetes or to find out if you are



at risk, visit the American Diabetes Association's website at www.diabetes.org today.



UPDATE: EMPLOYEE SELECTION AND RETENTION

In January 2011, Barriere introduced a new Recruiting and Selection Policy as a way to find and retain the best employees for our company. The Policy entails the use of pre-employment assessments, which help us identify people who are most likely to be successful in a given job. One of the tools we are using is the Profiles XT (PXT) assessment, which all applicants are now required to complete. To date, over

900 applicants have completed the PXT, helping us fill 75 full-time positions.

As a continuation of the Recruiting and Selection Policy, we have developed an Occupational Assessment Policy, to use for both hiring and succession planning at Barriere. With help from a large number of our current employees who have completed the PXT, Barriere has been able to build custom Performance

by Christopher Williams, Project Analyst

Models for all field positions in our workforce. The Barriere Performance Models are based on the characteristics of our employees and reflect the best practices of our workers.

With Performance Models tailored to employees who know our working culture, we are better prepared to hire the most qualified employees our region has to offer. Knowing that success means having great people, Barriere is committed to building the strongest workforce in South Louisiana. We know that the longer we can keep our crews working together, the more efficient and productive we become as a company. As crews work with each other for extended periods of time, we are optimistic that we will see continuous improvement in the safety and quality of our work.

WHERE ARE OUR SCHOLARSHIP RECIPIENTS NOW?

The Betty A. Wilson Education and Safety Scholarship was established in 1995, to help Barriere employees fund college educations for their dependent children. Since its inception, the program has helped to finance the college education of more than two dozen deserving children of Barriere employees and has paid out in excess of \$104,000.

This article is the second in a series, featuring past Betty A. Wilson Education and Safety Scholarship Award Winners. The following is a brief update on two of our outstanding recipients.



Kayla Allison D'Angelo - 2010/2011

Kayla is in her second year at LSU in Baton Rouge, studying Kinesiology/Pre-Med. Kayla says the past three semesters have been filled with new adventures. Along with carrying a full load, she is an active member of Kappa Alpha Theta Sorority, and also holds down a part-time job as a Ophthalmic Assistant at The Laser Eye and Surgery Center. Kayla participates in recreational soccer, softball, and volleyball. Trying to keep off the freshman fifteen is sort of a challenge, she states. Between attending classes, studying, working, and sorority functions, she had the honor of doing community service at a local school, worked blood drives, The Komen Race for the Cure, and, most importantly, fundraising for CASA. Kayla is a supporter of LSU football and is planning to attend the BCS game in January. Also in January, she will be presented at a Mardi Gras Ball. Kayla says that LSU is all that she expected and more. She is so thankful for The Betty Wilson Scholarship and Barriere Construction--not only for the scholarship money--

but also for allowing her to work at the Boutte office during the summers.



Daniel J. Krieger - 2000/2001

After receiving the Betty A. Wilson Award, Danny chose to attend Nicholls State University in Thibodaux, LA. There, he played football and studied Business Marketing. Danny graduated from Nicholls State with a Bachelor's Degree in Marketing and a concentration in Professional Selling. After graduating, he stayed in Thibodaux and took a job, right out of college, with Wells Fargo Financial as a sales representative. He worked there for a year and a half before he left for Baton Rouge, where he took a job with LWCC as a claims representative. Danny didn't stay too long at LWCC, and, during his search for a new career, he came across a sales representative position with Forest Pharmaceuticals, in Panama City Beach, FL. Danny always wanted to have a career in pharmaceuticals sales and he finally had the opportunity, even if that meant relocating. The job was offered; Danny accepted; and he has been doing great since! Danny says he is honored to have received the Betty A. Wilson Scholarship. It definitely was a huge help while in school and a privilege to have even been thought of. Danny says "thank you to all at Barriere for the consideration and for naming me the recipient of the Betty A. Wilson Scholarship."

The Scholarship award is for \$4,000 each year to a new applicant.

by Millie Munsch, Administrative Assistant

PREVIOUS BETTY A. WILSON SCHOLARSHIP WINNERS:

Anthony W. Beard - 1995/1996
Erica A. Millette - 1996/1997
Sara F. Mayer - 1996/1997
Sabrina L. Amrein - 1997/1998
Michael D. Marcotte - 1998/1999
Lori A. Martinez - 1999/2000
Daniel J. Krieger - 2000/2001
Danielle N. Morales - 2001/2002
Tricia A. Thriffiley - 2001/2002
Chavon M. Bell - 2002/2003
Andree M. Larroquette - 2003/2004
Emily A. Martinez - 2003/2004
Jo'Van N. Mitchell - 2004/2005
Ashley E. Breland - 2005/2006
Mary Frances Gregorio - 2006/2007
Latoya N. Vincent - 2007/2008
Lauren M. Wicker - 2008/2009
Sabrina Clement - 2008/2009
Sierra Harris - 2008/2009
James Breland, III - 2008/2009
Laura E. Gregorio - 2009/2010
Theron M. Cunningham - 2010/2011
Olivia Marceaux - 2010/2011
Samantha Clement - 2010/2011
Kayla A. D'Angelo - 2010/2011
Darilyn A. Daigs - 2011/2012
Michael P. Judge - 2011/2012

The award can be renewed each year, over a four-year period, for a total award of \$16,000. Certain renewal criteria must be met, which includes carrying a full-time load and maintaining a grade-point average of 3.0 or better.

Applications must be completed and submitted to Barriere's Human Resources Department no later than **Wednesday, March 14, 2012**, to be considered for the scholarship. To request an application, please call Holly Judge, at 504-569-3191, or email Holly at hollyj@barriere.com. The winner will be announced at the 2012 Annual Safety and Health Extravaganza/Picnic in April.

If you have a dependent child who is a high school senior, entering college in the fall, or who is currently enrolled in college, please call to request an application. We wish all interested students the best of luck!

PROTECTING YOURSELF FROM FRAUD

BY PERFORMING ALL TASKS, WE HAVE A PART IN PREVENTING A MACHINE FROM BEING DAMAGED, DUE TO VANDALISM, THEFT, AND ELECTRICAL FIRES OR SYSTEM FAILURES FROM AN OPEN CIRCUIT.

Credit and debit cards are so common now, most of us are not really careful when we use them. Thieves are making big money stealing credit and debit cards. The following are some smart tips to safeguard your cards and your credit:

1. Make sure the credit cards in your wallet are yours.

Check the name on your card every time you sign for something and/or the card is taken away for even a short period of time. Many people just take back the credit card without even looking at it, “assuming” that it has to be theirs. For your own sake, develop the habit of checking your credit card each time it is returned to you after a transaction.

2. Never let your debit card out of your sight.

If you are in a restaurant and they need to walk away with your card, **DON'T USE YOUR DEBIT CARD!** Unlike credit cards, you are on the hook if a thief uses your debit card.

3. Only carry the cards you need.

Only carry the essential cards that you need every day. Many consumers carry every credit/debit card they have, yet few of these cards get daily use. The risk of a lost or stolen card is reduced if unused cards are left at home.

4. Cancel unused cards.

Consumers with one or more unused credit cards should consider cancelling the card by contacting the issuing financial institution in writing. Once cancelled, the consumer should

cut the card(s) into small strips or shred before disposing.

5. Do not write personal identification numbers on the back of credit/debit cards.

Consumers should never write their personal identification number on the back of their credit or debit card.

6. Write “Check Photo ID” on the back of all cards.

Instead of signing the back of a credit/debit card, write “check photo id” in the signature block.

7. Check credit card bills and bank statements carefully every month.

Consumers should check their credit card bills and bank statements carefully every month, looking for activity that is not recognized. Many banks now offer online banking services, allowing consumers to check transactions even more frequently. The quicker a problem is recognized, the more the damage can be limited.

8. Make copies of all credit/debit cards.

Consumers should make copies of the front and back of all of their credit and debit cards, and then place the copies in a secure location. If cards are stolen or lost, consumers will have all the relevant information that they need to

contact the card issuers and report the lost or stolen items. This will also help limit the damage.

9. Remain wary of “pre-approved credit” offers.

A good deal of stolen personal information comes from “pre-approved credit” offers consumers receive in the mail, and then discard unopened. This allows a thief to use the application to apply for credit in the consumer’s name. The three major credit reporting agencies (Equifax, Experian, and TransUnion) offer a single telephone number through which consumers can opt out of future “pre-approved credit” offers. Call 1-888-5-OPTOUT (1-888-567-8688) for more information. You should also shred any pre-approved offers, in addition to other documents containing your personal information, before discarding them in the trash.

As convenient as they are, credit and debit cards can pose a serious risk if lost or stolen. Taking simple steps to protect yourself can reduce these risks.





MACHINE AUDITS

By Pat Klamon, TPR Coordinator

The following seven categories ensure that our operators are performing key elements for working safer and maintaining their equipment:

What is being audited?

The first seven categories (Operator's Audit) evaluates operators on tasks that are required daily and their responsibilities. The remaining categories (Safety Equipment, Electrical System, Body and Appearance, Engine Compartment, Drums, etc.) are machine-specific and are scored from 0-3 (3--Very Good, 2-- Good, 1--Poor and 0--Fail).

Note: The first seven categories have a value of 20 points each and can affect the total score with a Pass or Fail very quickly.

Operator Audit

1. Does the operator have the seat belt on? (Yes, No, or N/A)
2. Has the machine been greased in the last 8 hours? (Yes or No)
3. Is there trash in the operator's compartment or machine? (Yes or No)
4. Overall cleanliness of machine. (Good, O.K., Poor)
5. Has the fuel water separator been drained? (Yes or No)
6. Rubber tire backhoe: Positive swing lock is installed when not in use? (Yes or No)
7. NO OPERATOR: Is the master switch off, doors locked, and vandal guards installed? (Yes or No)

Why is it necessary to have your seat belt on while operating equipment?

All equipment equipped with rollover protective structures will also be equipped with a seat belt, to be worn by the employee while the machine is in operation (Health, Safety and Environmental Manual, Section 9-3.3). Any operator caught not wearing a seat while operating equipment will receive 3 days off, without pay.

Why should we grease machines daily?

Grease is the lifeblood of equipment; too little or too much affects the health and condition of equipment. We grease machines daily to maintain a proper amount of lubrication to all moving parts to slow down the wearing process between two surfaces, to remove old grease and contaminants (best to grease at the end of a shift or day), and to remove old grease build up from fittings joint areas (consult Lubrications Standards for proper lubrication intervals).

Why no trash in cab or machine?

To prevent accidents.

What is considered trash?

Empty fast food bags, all types of beverage bottles, old gloves, tools, rags, excessive amount of dirt, and anything that does not belong on or around the operator's compartment.

Why should the machine be clean?

Visual inspections are conducted easier, contamination sources can be identified quicker, a clean machine prevents corrosion, and emergencies can be prevented with a clean machine (consult equipment Cleaning Standards for proper cleaning intervals).

Why should the fuel water separator be drained?

In the near future, Tier-4 engines will be in all equipment. The machines need to have clean fuel to run properly and reduce downtime from filter changes. Water is a major contaminate to these fuel systems and could result in expensive repairs, downtime, rental replacements, and possible rebuilding of engines.

Why should the positive swing lock be installed?

All Rubber Tire Backhoes and Breakers shall have the boom no swing pin in place when the operator is not at the controls of the rear attachment (Barriere Health, Safety and Environmental Manual, Section 9-4). Failure to comply will result in termination.

Why should the master switch be off, door locked, and vandal guards installed?

By performing all tasks, we have a part in preventing a machine from being damaged, due to vandalism, theft, and electrical fires or system failures from an open circuit.



and most likely, it never will be.

Know your limit.

It's not hard to understand that we all invest with different goals in mind. Those goals help to determine the amount of risk you are willing to take with your investments. Don't skip this important step when trying to select investments in your Plan that are a good fit for your needs.

Mix it up

Remember that asset diversification is a powerful risk management tool you have the option of using in any market climate. The key is to spread your investments across different types of assets [lowers your exposure to risk] so you don't have "all your eggs in one basket". Using asset diversification as part of your investment strategy neither assures nor guarantees better performance and cannot protect against loss in declining markets.

To move ahead, don't forget to look back



Periodically, review your investment choices and make sure they still make sense for your strategy and goals. Things can change. Also, your allocation mix can change on its own as the market shifts. Log on to the Plan website at www.ingretirementplans.com and select the "My Account" to review your choices and make changes or contact an ING Customer Service Associate at 1-800-584-6001.

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SENATOR DAVID VITTER'S VISIT TO THE BOUTTE



ASPHALT PLANT



by David Mayer, Manager of Business Development

On a bright, brisk Wednesday afternoon, in Boutte, at our Asphalt Facility, Training Center and offices, a historical and very positive event took place: An United States Senator from our State of Louisiana came to see Barriere Construction's operation in St. Charles Parish. The Honorable David Vitter was invited by Bert Wilson, Senior Vice President of our company, along with his brothers, George and Peter, to meet the owners, some of Barriere's vendors and suppliers, and some of the employees of Barriere Construction Co., L.L.C.

The purpose of our invitation to the Senator was multi-faceted: to engage in a dialog about federal funding of transportation, to emphasize the importance of the Senator's support for highway construction, and the rehabilitation dollars from Washington. We also hoped the Senator would take a full tour of the Barriere Asphalt Plant, to meet, greet, and hear, from stakeholders in our construction business. Barriere invited Vulcan Materials, Martin Marietta Materials, Louisiana CAT Machinery, Doggett Equipment, and Marathon Petroleum; all participated in the tour and meeting. We were very pleased to have in attendance the Chief Engineer from the LDOTD, Mr. Richard Savoie.

During the tour of the facility, Senator Vitter stopped in various locations at the plant: the stock piles, and aggregate loading area, the RAP Gator, the Liquid Asphalt tanks area, and the load-out silos, and even took a tour of the AASHTO-certified lab.

Bert Wilson gave Senator Vitter a detailed description of the methods Barriere uses to produce quality Hot Mix and Warm Mix Asphalt. As the tour progressed, the Senator engaged with Barriere project managers, with George Peter and Bert, and with the company representatives of the vendors and suppliers that we invited to join us. Many other Barriere employees had an opportunity to meet and greet the Senator and his assistant, David Voss, who assisted Barriere Construction in working with the Senator Vitter's busy schedule.

We even had representatives from the Louisiana Asphalt Pavement Association and from the National Asphalt Pavement Association in Maryland.

We were unified in our message to the Senator: We need his support of strong budgets for Highway funding. Highway construction sustains and creates jobs in Louisiana, not just for Barriere, but also for the many businesses that sell us equipment, rent us machines, sell us materials and fuel, and service our accounts.

The Senator addressed the group at the conclusion of the tour, acknowledging his appreciation for our invitation and for a very positive message about highway funding needs in Louisiana. It was very exciting to see Senator Vitter at our plant.

Highway funding in Louisiana is a deep concern for all of us, and we are very grateful that our Senator took the time to meet with us.



ABOVE LEFT SENATOR DAVID VITTER (LEFT) DISCUSSES TRANSPORTATION ISSUES WITH A CONSTITUENT AT OUR ASPHALT PLANT IN BOUTTE.

ABOVE MIDDLE BERT WILSON (RIGHT) SHARES QUALITY CONTROL PROTOCOL WITH SENATOR VITTER AT BARRIERE'S TESTING LAB.

ABOVE RIGHT BERT WILSON AND SENATOR DAVID VITTER DISCUSS LOAD OUT PROCESS AT BARRIERE'S ASPHALT FACILITY IN BOUTTE.

DIRECTLY ABOVE GEORGE WILSON, SENATOR VITTER, BERT WILSON, AND PETER WILSON, AT BARRIERE'S ASPHALT PLANT, LAB, AND OFFICES, IN BOUTTE.



NEW HIRES

North Shore Asphalt Division

Willie Bennett, *Light Operator*
Benjamin LeBoeuf, *Craftsman III*
Floyd Magee, *Craftsman II*
Colby Adams, *Craftsman III*
Steven Terrell, *Craftsman III*
David Watts, *Operator II*
Craig Brown, *Light Operator*

Heavy Civil Const. Division

Austin Bass, *Craftsman III*
Mitchell Lange, *Operator II*
Jacob Roberts, *Intern*
James Speed, *Craftsman III*
Robert Wahr, *Senior Field Engineer*
Michael Allen, *Craftsman I*

South Shore Asphalt Division

Patrick Dyson, *Craftsman II*
Malcolm Peters, Jr., *Craftsman III*
Julian Slama, *Field Engineer*
Nathaniel Williams, *Craftsman II*
Roland Breaux, *Light Operator*

Concrete Paving Division

Samuel Hoyal, *Cement Finisher II*
Nicholas Merritt, *Craftsman III*

Ponder Gravel Pit

Ronald Bourgeois, Jr., *Landman*

South Shore Asphalt Plant

Douglas Ellis, *Plant Mechanic I*
Tuan Robinson, *Plant Operator I*

by Toni Talluto, Human Resources Manager

North Shore Asphalt Plant

Paulo Garrancho, *Q/C Manager*

PROMOTIONS

North Shore Asphalt Division

Leon Lovett, *Surveyor III to Surveyor*

Heavy Civil Const. Division

Edward Seifert, IV, *Carpenter III to Field Clerk*

William Carpenter, Jr., *Senior Field Engineer to Foreman*

Joshua Clement, *Field Engineer to Senior Field Engineer*

North Shore Asphalt Plant

Brendan McGoey, *Field Quality Control to Lab Technician III*

Michael Blades, *Loader Operator II to Plant Operator II*

Heavy Civil Const. Division

Steven Short, *GPS Data Manager/Field Engineer to Surveyor Manager*