American Bridge CONNECTIONS

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AB New York has Storied History

By: J.D. Barnes

AB is currently working on security improvements for Throgs Neck (above), Bronx Whitestone and Triborough Bridges, in New York City

The New York district office of American Bridge (AB) has a history as storied as the 109-year-old company. For more than a century, the office has been responsible for the erection and maintenance of many of the region's landmarks. From constructing the Woolworth Building in 1913, to erecting the Chrysler Building in 1931 and the Empire State Building in 1932, AB's New York operation has shaped the Big Apple's landscape, and also has eased access to the city. New York City would be difficult for many to navigate without the bridges AB has constructed, which include the Hell Gate (1916), Bayonne (1931), Pulaski Skyway (1932), Triborough Suspension (1936), Henry Hudson (1936, 2nd deck 1938)), Marine Parkway (1937), Bronx Whitestone (1939), Harlem River Vertical Lift Pedestrian (1951), Jamaica Bay (1956), Tappanzee (1957), Arthur Kill RR (1959), Throgs Neck (1961), Alexander Hamilton (1963), Newbergh Beacon #1 (1963), Verrazano Narrows (1964), Newbergh Beacon #2 (1980), Riverside Drive (1986), and Ninth Street (1998) Bridges. American Bridge fabricated and erected over 600,000 tons of structural steel for the various systems that now comprise New York City Transit, and many more for the regional commuter railways including the Long Island Railroad, Metro North Railroad, New Jersey Transit, and Amtrak.

AB New York district workers have also been heavily involved with the reconstruction and maintenance of the region's bridges. These projects have included the Hell Gate Bridge (1997), Williamsburg Bridge South Roadways (1998), George Washington Bridge (multiple projects, 1990 forward, including hanger and main cable inspection, 2000, handrail rope replacement, 2007, and tower reinforcement, 2007), Spuyten Duyvil Bridge (multiple projects 1990 forward), New Lots Elevated (2001), Bayonne Bridge (2003), Communication Rooms at Elevated Stations in Brooklyn, Queens, Manhattan, and Bronx (2003), Triborough Suspension Bridge Hangers & Deck Replacement (2004), Macombs Dam Bridge (2004), Verrazano Hangers (2005), HX Drawbridge (2006), LIRR Turntable (2006), Marine Parkway Bridge (2009), Throgs Neck Strengthening/Security (2009), Bronx Whitestone Strengthening/Security (2010), and Triborough Strengthening/Security (2011).

While the original contracts that AB won decades ago for some of New York's skyscrapers and bridges were for the erection of those structures, most contracts the district office works on now are for bridge rehabilitation projects.

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Background Photo: Repairs and Upgrades to Dry Dock #3, Kittery, ME

AB Districts w/ Current Contracts:

Pittsburgh 412-631-1000
Kentucky Lake Bridges, Paducah, KY - $97.8M
Great Allegheny Passage Trail Bridge, Pittsburgh, PA - $1.5M
Point Marion Bridge, Point Marion, PA - $2.6M

New York 201-592-1200
Grand Island Bridge, Buffalo, NY - $48M
Marine Parkway Repairs, NYC - $21M
Throgs Neck Bridge Strengthening, NYC - $41.1M
Bronx Whitestone Bridge Strengthening, NYC - $39M
Triborough Bridge Strengthening, NYC - $48M

Richmond 804-327-9540
Chesapeake Bay Bridge, Annapolis, MD - $57M
Chincoteague Bridge, Chincoteague, VA - $68.7M
US Navy Vehicular Bridge Replacement, Newport, RI - $15M
Radio Island T-Head Dock Repair, Moorehead City, NC - $1M
Rehab Drydock 3/Berth 11, Portsmouth Naval Shipyard, Kittery, ME - $10.8M
New Pier 11, Norfolk, VA - $103M
M140 Complex, Portsmouth Naval Shipyard, Kittery, ME - $7.1M

Tampa 813-254-4127
Carnival Cruise Lines, Honduras - $23M
Bakers Bay, Great Guana Cay, Bahamas – $66M
Pinto Island Terminal, Mobile, AL - $24M
Mayport Wharf Delta, Jacksonville, FL - $19.3M
Albany House Marina, New Providence, Bahamas - $1.85M
Ritz Carlton Rose Island Resort, Bahamas - $34M
Dames Point Container Terminal, Jacksonville, FL - $13.3M
Castaway Cay Enhancements, Bahamas - $0.6M

Market Corner

By: Michael Cegelis, Senior Vice President

2008 was a good year for new orders and district office development for American Bridge. Our markets remained strong as we bid for over $1.2B in new contracts, the third highest yearly total in the last ten years. New orders showed a 29% year on year increase, and hit rate remained well in excess of the 25% target. Booking activity was particularly strong in the Tampa and New York Districts. However bookings did not keep pace with the strong work-off, resulting in lower backlog from year ago levels.

The District operations showed good developmental progress during 2008. Tampa, Richmond, and New York are well placed in sustainable markets. The Tampa District has competitive advantage owing to management, skilled workforce, equipment, market knowledge, and repeat customers in marine markets in Florida, the Gulf Coast, and the Caribbean. It has active projects from Honduras to the Bahamas.

The Richmond District has a strong relationship with the US Navy, for whom it has now completed over a dozen projects on the Eastern Seaboard of the US. The District also has a growing presence in the bridge and port markets from Maine to Georgia.

The New York District has strong competitive advantage in the New York metro area bridge market, particularly in repairs and hardening to the complex structures prevalent in the region.

The Pittsburgh District has focused primarily on bridge work on the inland waterway system, and has no difficulty finding project opportunities. However, a combination of lower complexity of work and significant competition has resulted in a lower hit rate than desired. The Special and International Projects (SIP) District pursues projects outside the United States and outside the reach of an existing district operation. Its pursuits are highly selective for large and/or specialized bridge projects; of which it bids only a few a year. While no projects were obtained in this district in 2008, strong opportunities remain. SIP's intended portfolio of iconic projects are important to the company's overall leadership in advanced technology in bridge construction, and significant energy will continue to be applied toward success in the large, geographically diverse, complex bridge projects market.

American Bridge Manufacturing showed significantly improved year on year performance as efforts focused on tighter operating controls. As these controls are now in place efforts are shifting toward pursuit of new orders, and bookings are expected to be stronger in 2009.

The Western District is currently fully occupied with the $1.5B Bay Bridge Project, and will begin bidding work when workload on that project permits.

All operating units of American Bridge have strong, AB-experienced management in place and deliver projects in accord with the company's culture of forthrightness and competence. While the global and national economic picture is laden with uncertainty, the company is perhaps better placed than any to benefit from the enormous demand for infrastructure investment. For the moment, funding for needed projects continues to be an issue preventing the volume of investment needed to satisfy the deficiencies and disfunctionalities in America's bridge infrastructure, but management remains confident that funding will arise for the built up demand. The economic stimulus-driven investments in infrastructure being discussed by the new US administration are anticipated to mobilize needed projects, which should maintain stability and growth in the markets served by American Bridge.

The Company will continue to develop cost advantage through engineering technology and regional markets, and we will be an aggressive bidder for projects that meet our profile in 2009.

AB New York District - Cont'd

Former district head Jake Bidosky (now running American Bridge Manufacturing) is another generational link in the New York District. Jake also worked with Leo, Ron and many other talented people on New York area projects, including the Newbergh Beacon Bridge #1 Rehabilitation, the Bronx Whitestone Bridge Rehabilitation, and the Broadway Jamaica Elevated Line Rehabilitation. Bidosky was instrumental in securing and building the Williamsburg Bridge Rehabilitation project, one of the largest and most complex bridge rehab projects that AB had undertaken to that point, before assuming the top job for AB in New York upon Leo's retirement. Upon his promotion to take over the manufacturing arm of American Bridge, Jake passed the reins to Kwadwo, who for the past 20 years has risen thru the ranks from field engineer to VP of the district.

Today, Kwadwo, top superintendent Angus Adams, and estimating head Brad Saver form the management team for the New York District. With a combined seven decades of New York City bridge construction experience, these three professionals lead an operation that has a continuous line of expertise extending back over a hundred years. "That experience, combined with the solid working relationships between the AB engineers and our union tradesmen, and between the project owners and other AB professionals, help jobs in the New York region to go smoothly", said Estimating Manager Brad Saver. "We go for the high-profile complex projects, where labor is a large variable cost," Saver said. "The ironworkers and operators, along with our relentless efforts to drive down cost through innovation, keep us competitive."

The professionals employed by American Bridge's New York district office have the work experience, understand the procedures, and have the rapport the clients who undertake the region's larger complex projects. "The company's reputation with its clients is exceptional", Kwadwo said. "They know we're forthright, concerned with doing things safely and properly, and they know we'll complete their projects on time and within budget," he said. And that's the bottom line.

AB New Hires

Janelle Chapman
Receptionist
Tampa

John Norton
Assistant Project Manager
Tampa

Howard Little
Safety Manager
Cincoteague

Raymond Hagan
Project Manager
Chincoteague

AB Wins Construction Today Awards

On December 2, the US 17-92 General Hutchison Pedestrian Bridge won the "Best Engineering '08" and the "Judges Award," for best overall project, by Southeast Construction magazine. Winners were announced at a luncheon at the Rosen Shingle Creek Resort in Orlando, FL. The annual competition recognizes construction and design excellence from the Southeast region of Florida, Georgia, North Carolina and South Carolina.

The $4.7 million U.S. Route 17-92 General Hutchinson Pedestrian Bridge connects two portions of the Cross Seminole Trail separated by a busy central Florida thoroughfare. American Bridge constructed the 1,220-ft-long, S-shaped bridge, designed by Ayres Associates, at General Hutchinson Road, linking Big Tree Park with the rest of the trail.

A jury of industry experts in design and construction judged 129 nominated projects in 20 categories in September. Eligible projects had to be located within the four-state region and completed between September 1, 2007 and September 1, 2008. The winning projects will be featured in the December 2008 issue of Southeast Construction.

Published by:
American Bridge Communications Department

Laura L. Noro,
Communications Manager

Special & Int'l 412-631-1000
Angostura Br Rehab., Venezuela - $2.6M

Western 510-808-4600
East Bay SAS, Oakland, CA - $1.45B

Manufacturing
East: 412-631-2000
West: 541-271-1711

East:
William Preston Lane Memorial Bridge, Annapolis, MD - $3.3M
Marine Parkway, NYC - $3.4M
Huey P Long Bridge, New Orleans - $18M
Point Marion Truss, PA- $7M
CSX Bridge Over Ohio River, Monaca, PA - $.8M
Harold Structures, NYC - $1.9M
Great Alleg. Passage Trail Br., Pgh - $.5
Bronx Whitestone Br. Rehab, NYC - $1.4M
Foster Dam Gate Repair, Sweet Home, OR

West:
Hoover Dam Bypass AZ/NV - $9.7M
MDOT CPR over West Service, Wayne City, MI - $2.4M
Oregon DOT I-5, Halsey, OR - $2.7M
SAS Temporary Steel, Oakland, CA - $5.8M

AB Recent Project Awards

Pier 11 Change Orders Norfolk, VA - $3.52M

Chesapeake Bay Bridge Change Orders, Annapolis, MD - $4.13M

East River Park Bridge, New York, NY - Fabrication - $2.05M

Triborough Bridge Security Package, New York, NY - $43M

Castaway Cay Enhancements, Castaway Cay, Bahamas - $22.40M

Conway Yard 11th Street Bridge, Conway, PA - Fabrication - $2.17M

Chincoteague Bridge Project Update

By: Ray Hagen, Project Manager

The Richmond District of American Bridge is currently working on a $68.6M project to replace two bridges connecting Chincoteague Island, Virginia to the mainland. The new bridge has a total length of 4,035' (1,230m), with a second 729' (222m) bridge intersecting it. They are replacing the aging Black Narrows Bridge and the 160' (49m) Chincoteague Channel swing bridge dating to the late 1930s. Together the Virginia Department of Transportation-owned bridges facilitate access to both Marsh Island and Chincoteague Island.

An aerial view of Chincoteague Bridges, photo by Highcamera.com

The mainline bridge is a total of 4,035' 1,230m) long and features a single-leaf bascule spanning the 60' (18m) Lewis Creek Channel. The 49 mainline approach spans consist of typically 80' (24m) long prestressed concrete bulb-T and variable depth fascia beams. On the Marsh Island connector bridge, spans range from 53 to 84' (16-26m). All beams are supported by cast in place caps on 36" (914mm) diameter prestressed concrete piles. The highlight of the bridge, however, is the bascule.

The bascule span utilizes two main girders, each weighing 73.5 tons (66.7mt) with floorbeams, lateral bracing, and longitudinal bracing between them. The span is balanced by a 93 ton (84mt) steel counterweight box, filled with 358 tons (325mt) of concrete and 70 tons (64mt) of lead blocks. Each girder has a 22" (559mm) diameter by nearly six-foot long (1,828mm) trunnion shafts supported by circular bearings atop columns anchored to the bascule pier. These bearings and the structure supporting them required extremely precise alignment, with tolerances as low as a few thousandths of an inch. The span employs a rack and pinion system driven by two 75 horsepower motors. The pier itself utilizes more than 4,100 cubic yards (3,135m³) of concrete.

Bascule Girder Erection, Chincoteague Bridge

One of the major challenges facing the project is it's environmentally-sensitive location. Due to shallow water, a total of six temporary work bridges are needed for equipment access. The contract specifies time of year restrictions that prohibit pile driving operations and use of artificial light for a five month period each year because of the presence of Colonial Nesting Waterbirds. Additonally, construction of pier caps, earthwork, and demolition are restricted during a three month period. On top of environmental restrictions, two-way traffic must be maintained during the summer months because of the influx of tourists to Chincoteague and to Assateague Island, particularly during the annual pony swim event. This requires a mainline completion before Memorial Day so that a one-way detour can be eliminated.

Once the mainline is completed, the Marsh Island connector bridge will follow. Much of the work on the connector will have already been completed, however, to prevent equipment from being blocked in between the mainline, connector, and existing bridge's. For this reason, piles must be driven, caps formed, poured, and stripped, and girders set before the Manitowoc M250 can exit through and complete a three-span gap in the mainline bridge.

As soon as the mainline is complete, demolition can begin on one of the existing bridges, consisting of 29 spans and having a 27' (8m)-wide concrete deck on five lines of plate girders. Until the connector is opened, both the new mainline and existing swing span will be operational, and traffic to Marsh Island will flow across the new bridge onto Chincoteague Island, following Main Street to the existing bridge back to Marsh Island. Dismantling of the swing span truss and demolition of the eight approach spans will occur in the last phase of work.

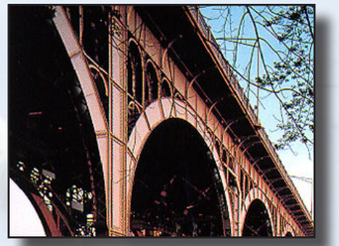
Flashbacks in AB History

100 Years ago in AB History...AB was constructing the Snowden Lift Bridge in Snowden, Montana for the Great Northern Railroad, now BNSF Railway. This 1,121' (341m) vertical lift bridge is comprised of three 275' (83m) trusses and a 296' (90m) long movable Parker Truss. The lift span was only operated 6 times before large scale navigation was discontinued on this section of the Missouri River. In 1926, the bridge was modified to carry vehicular traffic along with train. Today the bridge is still used by the railroad but the lift section has been welded into place.

75 years ago in AB History…AB was fabricating and erecting the Henry Hudson Bridge (AB Order #G-5960-66), a steel deck arch bridge which connects Manhattan to the Bronx in New York City. When it opened, it was the longest plate girder arch and fixed arch bridge in the world. Originally built with only one level, the second deck was begun nearly immediately and completed by AB in 1938. The upper level carries northbound traffic; the lower one is for southbound traffic. The bridge has an 800' arch span (243m); two tower spans, 45 feet' (13m) each; and 10 plate girder spans, 60' (18m) each.

50 Years ago in AB History...AB held a prime contract for the fabrication and erection of three steel truss spans for the Taos Gorge Bridge, a new 1,272' (387m) arched continuous steel deck truss bridge 650' (198m) over the Rio Grande River for the New Mexico Department of Transportation. The symmetrical truss has spans of 300' + 600' + 300' (91m + 183m +91m), with two 36' (10m) I-Beam approach spans (each end of the bridge). The bridge won first place for the most beautiful span in 1966 in a competition sponsored by the American Institute of Steel Construction and is the third highest bridge in the United States.

25 Years ago in AB History...AB held a $25M contract to replace the Riverside Drive Viaduct with a historically accurate 26-span deck arch viaduct for the New York City Department of Transportation. Arches are both transverse and longitudinal. The elevated steel highway of the viaduct extends above Twelfth Avenue from 127th Street (now Tiemann Place) to 135th Street and is shouldered by masonry approaches.



10 years ago in AB History…AB handled the field construction aspects of a comprehensive inspection program for main and suspender cables for the George Washington Bridge (AB Order #490110) for the Port Authority of New York and New Jersey. The work involved replacement of six hanger ropes on the bridge, so as to allow testing of the removed cables. The variety of locations of the rope replacements dictated a different method for each case, the engineering for which was done by AB. Sections of the main cables were also unwrapped, wedged, inspected, and re-wrapped. All work was undertaken without full or partial closure of the bridge.

AB/McLean win Safety Award for Pier 11

American Bridge/McLean Joint Venture has been selected to receive the "Star Safety Excellence Award, Recognition of Outstanding Safety Performance" from the Naval Facilities Engineering Command for the Pier 11 Replacement project in Norfolk, VA.

This award is given only to those companies that have demonstrated a corporate proactive safety posture. American Bridge/McLean Joint Venture has worked over 255,478 man hours on this $102M contract and had zero DART incidents, no safety non-compliance notices or stop work orders and no OSHA findings. American Bridge/McLean Joint Venture has received an overall performance rating of Outstanding and and achieved a rating of 90% on all monthly safety checklists.

Back Row, L-R: Jerry Haste, Project Management and Engineering Branch Head, NAVFAC ROICC, Dave Simmons, Senior Vice President, American Bridge, Dan Miller, Superintendent, McLean Contracting, Rob Rodgers, Project Superintendent, McLean Contracting, Stock Dinsmore, Supervisory Construction Head, NAVFAC ROICC, LCDR Brian Weinstein, Director, FEAD PWD Norfolk

Front Row, L-R: Jay Murray, Project Safety Manager, McLean Contracting, Steve Jackson,Project Manager, American Bridge

AB Field Engineer Training

American Bridge field engineers had their third training session December 16-19. The topics discussed were: project controls, time management and an action planning session.

The second group of field engineer's will have their third session of training March 23-26 at the AB Training Facility.

AB Annual Meeting - Cont'd

with premier bridge engineering companies to the overall success and development of the company.

Mike Flowers (Bay Bridge - Western District) gave a detailed review of the San Francisco Oakland Bay Bridge Self Anchored Suspension Span Project. First and foremost he reviewed the safety performance to date. With 603,000 hours worked, there have been only two OSHA Recordable incidents, and ZERO lost time injuries. The project is utilizing an innovative web-based Health-Safety-Environmental Network, accessible to all at http://www.abfhse.org/. Mike then reviewed the financial performance of the project, which is as-projected, and the organization formed to undertake the project both in Oakland and in Shanghai. He proceeded to give a detailed presentation of this incredibly complex and fascinating project, using photographs and drawings to illustrate how the project will be built and its current status. Included were pictures of the ongoing fabrication in Shanghai and the nearly completed, 1,700mt capacity, shearleg derrick that was designed and built for the project.

Bob Chance (Human Resources) gave an overview of Human Resource department activity. This included an update on the American Bridge Field Engineer Training Program, which now has two classes proceeding through the five year program that includes twenty weeks of classroom training and rotation through five AB Projects. 27 engineers are enrolled in the program, with an additional 12 set to start in 2009. The Foreman/ Superintendent Training Program curriculum is now well along, with the first session having been completed in November 2008. There are nine engineers enrolled in the American Bridge web based Masters in Construction Management Program being undertaken in conjunction with the University of Pittsburgh. Bob also gave an overview of the on-line resources now available at access.americanbridge.net, which includes all operational, safety, engineering, environmental, quality control, estimating, cost control, and JD Edwards manuals and forms.

Service awards for long time employees were presented, including: **Five years:** Mike Bacon, Darry Boone, Paul Brewster, Mark Brown, Jack Chenneville, Janet Cordero, Amr El Nokali, Keith Haven, Charles Klemme, Paul Michalak, Jon Moebs, Kelly Robison, Bob Stallings, Mike Steele, Dickie Stegall, Lester Traver, and Ron Williams. **10 years:** Jon Hart, Paul Hatcher, Josh Perry, Ray Rieck, and Randy Wilson. **15 years:** Brad Saver. **20 years:** Ron Crockett and Win Patchell. **25 years:** Jake Bidosky, Alex Fattaleh (39 yrs.), Mike Flowers, and John Schober (26 yrs.).

Reviews of our EEO policy and benefits updates were given by Kathy Bonetti and Erin Mitchell (see adjacent box). Henry Mykich (Corporate Safety) made an in-depth presentation of the fatality we suffered this year and its causes. In addition to AB's extensive internal investigation, OSHA conducted an accident investigation and a wall-to-wall inspection of the complete project site. Henry then gave a detailed overview of our safety performance for 2008 to date. These statistics show continued good and improving performance, but also illustrate that work remains to reach our goal of ZERO injuries.

Bob Luffy and Mike Cegelis presented an overview of the AB Strategic Plan. The central tenet of American Bridge's strategy is to establish a network of operating Districts focused on complex structural, heavy marine, and military infrastructure projects, and the ability to manufacture the components of these projects. The key word, COMPLEX, means that the work within the projects is such that the application of advanced construction engineering techniques enables competitive advantage. The presentation also included a review of our organization and an analysis of performance vs. goals.

The meeting was upbeat and positive, reflecting a company now running at a sustainable and full stride. The attendees enjoyed the opportunity to visit with colleagues from past projects, catch up on old times, and meet new colleagues, and look forward to an even more successful 2009.

Notices from Human Resources

401k Automatic Enrollment

Effective January 1, 2009, new hires will be automatically enrolled in the 401k Plan at 3%. New hires will have 90 days from their date of hire to opt out. To opt out, a waiver form must be submitted to Human Resources. American Bridge offers loans, immediate vesting and 100% match on the first 5% of deferrals. You may contribute additional amounts, but they will not be matched.

*Life*Solutions

Employee Assistance Program

A workplace benefit offering solutions to balance your life, work and wellness.

Effective January 1, 2009, American Bridge is offering an Employee Assistance Program (EAP). This EAP, also known as LifeSolutions, is available to all American Bridge Company employees and their household members. LifeSolutions is available at no cost to you or your household members.

LifeSolutions services include:

- Coaching/Counseling by Telephone
  Up to 3 sessions are available for:
  - Stress and everyday life issues
  - Family/relationship concerns
  - Work/career challenges
  - Healthy lifestyle changes
  - Managing anxiety, depression, and alcohol/drug issues
- Referrals to Community Resources
- 24/7 Phone Support
- WorkLife Services
  Personalized referrals for:
  - Childcare/Adoption
  - Legal matters
  - Eldercare
  - Daily living
  - Financial Counseling
  - Education resources

Access LifeSolutions
All Life Solutions services are private and confidential.
Call: 1-800-647-3327

Online Access
1) Enter www.lifesolutionsforyou.com
2) Click the links for information

OR

Connect to WorkLife portal
1) Lifesolutionsforyou.com homepage
2) Click WorkLife Resource Login box
3) Enter company code: bridge
   Enter password: solution

AB Annual Meeting

By: Michael Cegelis, Senior Vice President

In continuation of a yearly tradition begun in 1973, 135 American Bridge employees from the eastern half of the United States met October 24-25, 2008 at the Company's lodge in the mountains of Southwestern Pennsylvania for its annual meeting. The meeting was repeated for AB employees in the western half of the United States on November 14 in Oakland, CA.

The program, essentially the same for both meetings, included updates on the company's financial status; safety programs; district operations; human resources, training, and benefit programs; and strategy. Participants also engaged in a variety of recreational opportunities, including golfing; shooting: skeet, trap, and sporting clays; fly fishing; pheasant hunting, miniature golf, and horseback riding.

The meeting was chaired by CEO Robert Luffy, whose remarks revolved around the consistency of American Bridge's performance, the current and expected buoyancy of our markets, the increasing caliber of our engineering recruits, and excitement surrounding the increasingly fulfilled goal of American Bridge as the technological leader in the construction of complex structures and marine installations. He spoke about the bright future, given the infrastructure deficit in the United States, for young engineers entering our industry in general and our company in particular. His remarks were woven around the continuing importance of AB employees acting ethically, responsibly, and to the highest standards of competence; and he noted that we are historically bound to these standards from the 108-year operating history of the company. The one somber note in Bob's remarks was in the sustainment of a casualty during 2008, AB's first in 23 years, and the need to redouble our safety vigilance.

Chairman Robert Yahng took the floor and made remarks indicating the Board of Director's and Shareholders appreciation for the excellent efforts of the management and employees of the company, and attesting to the high level of satisfaction and support at the Company's progress and performance. Robert gave a provocative metaphor about the status of the company: 'When the tide goes out you can see who has been swimming naked'. The economic constriction currently underway represents the outgoing tide, and Robert remarked how well clothed American Bridge has been shown to be. He cited the strength of our position with respect to our finances, income, surety, liabilities, our attractiveness to the banks, our strategic plans, our training and professional standards, and most importantly our people.

The financial status of the company was reported by CFO Pam Bena, who announced that FY 2008 Revenues would top $500M. She also reported expected record profits for the year, and a result of 12 of the last 13 years of profitable operations. Moreover, the projected revenues on contracts in hand will already result in greater revenues for 2009 than 2008.

Dick Kermode (Tampa District) began the district operations presentations by introducing Mark Bell, Bob Wind, and Hank Van Zuthem, who gave overviews of the projects under their management. For Mark Bell, this included the Cozumel Cruise Ship Terminal in Mexico, the Pinto Island Terminal in Mobile, Alabama, and the Roatan Cruise Terminal in Honduras. For Bob Wind, this included the Dames Point Container Terminal in Jacksonville, the Clearwater Beach Pedestrian Bridge, the Gulf Boulevard Seawall in Largo, Florida, and the Lake Okeechobee Tailwater Weir. Bob also presented a summary of the work bid by the district in 2008, showing the award of seven new projects aggregating over $100M. Hank Van Zuthem presented the Bakers Bay, Albany House Marina, and the Ritz Carlton Rose Island Resort projects; all in the Bahamas.

The Tampa District had a strong year of revenues, profits, and new business orders with a broad spectrum of customers ranging from private developers to corporations to the US Navy.

Dave Simmons (Richmond District) presented an overview of the district operations and projects, which span the east coast from Maine to Florida. The projects included the US17-92 Pedestrian Bridge in Sanford, Florida; the US Navy Pier 11 in Norfolk, Virginia; the Wekiva Springs Road CEI in Seminole County, Florida; the Utility Repairs & Upgrades to Drydock #3 & Repairs to Berth #11 at the Portsmouth Naval Shipyard in Kittery, Maine; the M-140 #2 Complex Enclosure, also at the Portsmouth Naval Shipyard; the Vehicular Bridge Replacement at the Naval Station Newport in Rhode Island; the Chesapeake Bay Bridge Westbound Re-decking in Annapolis, Maryland; and the Chincoteague Bridge in Virginia. The Richmond District also had an excellent performance year. Bookings were slower than hoped but still respectable, and a number of good opportunities are forthcoming.

Kwadwo Osei-Akoto (New York District) reviewed his district's operations, which included presentations on the Marine Parkway rehab, Throgs Neck strengthening, Bronx Whitestone strengthening, all in New York City; and the South Grand Island Bridges re-decking and repairs near Buffalo, New York. The New York District had an excellent year for profitability and revenues. It also had strong bookings, with over $130M in new orders.

Jake Bidosky (Manufacturing District) reported on the successful efforts to improve the operating performance of American Bridge Manufacturing. Under Jake's leadership, important steps have been taken in the areas of bidding, contractual oversight, cost control, and contract management that are augmenting the district's already strong track record in producing their fabricated steel product. Jake reported on major projects including the SAS Falsework manufacture for American Bridge/Fluor in Oakland, California; the Huey P. Long Bridge expansion for Industrial Steel and Traylor/Massman in New Orleans; the Point Marion Truss Bridge for Swank Associated Companies in Pennsylvania; and the River Street Bridge for the LC Whitford Company in New York. He also reported on significant improvements in safety performance and profitability. The challenge facing the district is order backlog.

Mike Cegelis (Special & International Projects District) reported on efforts to develop this new district into a profitable component of the overall company. Bid volume in 2008 was strong but new order activity was not. Projects were bid in Kansas City, Missouri; Lisbon, Portugal; Edinburgh, Scotland; Florianopolis, Brazil; and Vancouver, BC. One major project bid in Norway is still pending, and good prospects remain for 2009. An active project in Venezuela has contributed toward the district's overhead, and success on any one of the prospects will allow the division to operate profitably. Mike stressed the importance of international and major project operations in maintaining AB's name as one of the world's premier bridgebuilders, in keeping our technical capability on the cutting edge, in enabling the recruitment of the best engineers, in keeping apace of the new developments in project delivery – PPP's etc., and in keeping a central communication

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Installing suspender cable protection on Throgs Neck Bridge

"The need for greater security on bridges, brought about by the Sept. 11, 2001 terrorist attacks, has created work for AB", said Kwadwo (Kway-joe) Osei-Akoto, AB vice-president and principal-in-charge of the New York district. "Since 9/11, the bridges in New York City are being strengthened against terrorist attack. Every major bridge in New York City has been or is being 'hardened,'" Kwadwo said.

Work on hardening projects came as a natural outgrowth of AB's extensive steel rehabilitation experience and familiarity with virtually all of the New York region's structures. An early hardening project was strengthening of the George Washington Bridge's towers, followed by the currently-underway strengthening program for bridges owned by the Triborough Bridge and Tunnel Authority. American Bridge holds three separate lump sum contracts aggregating over $120M for works within this program, which involves security improvements for three suspension bridges over the East River and Long Island Sound. The Triborough Bridge and its Queens Approach Structure is 4,291' (1,308m) with 8 lanes, the Bronx Whitestone is 3,770' (1,149m) with six lanes, and the Throgs Neck is 2,910' (887m) with six lanes. The work on each bridge includes the fabrication and installation of structural protections for hanger ropes and main cables, and structural steel tower reinforcements and protections. All work is undertaken during full operation of the bridges, and American Bridge is responsible for all maintenance and protection of traffic. All AB personnel are subject to background checks and daily security clearances. "The Throgs Neck contract was awarded in early 2008, and is now about 40% complete", says project Manager Dan Murphy. "Bronx Whitestone was awarded in the summer of 2008, and is now about 5% complete, and we were the successful bidder on Triborough in late 2008. We are really hitting our stride with this type of hardening work, and are really pleased at the speed that we've progressed through the learning curve. Our familiarity with the complex labor and logistical issues in New York City has been a huge benefit", Murphy continued.

Installing leveling box for suspender protection tubes on Bronx Whitestone Bridge

While hardening and security work have bolstered the district's work program, it is by no means the only activity. Other ongoing District projects include the $22M Marine Parkway Bridge Rehabilitation and the $48 million South Grand Island Bridge Rehabilitation in Buffalo.

South Grand Island Bridge, Buffalo, NY

No complex project is too technical for American Bridge, which nowadays is known increasingly for its marine and concrete construction work. The New York district, which is comprised of about 80 highly skilled company employees, relies heavily on AB's traditional expertise in steel bridge and rehabilitation work, but has taken advantage of the growing civil expertise within the company. "AB used to primarily do steel erection and steel rehabilitation projects" Kwadwo said. "While the New York district has remained strong in this core competency, we are increasingly venturing into bridge civil work. On many of our projects we are now self performing concrete work as well as steel fabrication and erection."

Logistical Challenges

American Bridge is known for performing highly complex work in a timely manner. Sometimes, the complexity of a job is not just in the nuts, bolts, steel plate and cables of the work, but also in working within the time, space, and traffic constraints of the project. In and around New York City, lane closures for bridge or road work often are limited in duration and in the number of lanes available to be closed for a job. Traffic management isn't as alluring as performing a complex engineering feat, but the delicate choreography needed to work around heavy traffic can be impressive, as it was with AB's recent $152M Triborough Suspension Bridge Hangers & Deck Replacement project. For this project, Superintendent Tom Melvin conceived an innovative method for removing and replacing 22 ton bridge deck segments, driven by the need to minimize traffic disruptions on this major gateway to New York City carrying over 200,000 vehicles per day. "Melvin is one of the top superintendents in American Bridge, having worked for the company for over 40 years" said Kwadwo, who was at the time the Project Manager for the contract. "He's seen so many situations, and he's a real creative guy. Sometimes he drives me crazy because he has a million ideas, but this one is proof that they're all worth listening to. It made a huge difference to the traveling public and to our ability to safely prosecute the work, and so I give him a lot of credit for his innovation and creativity."

The method, which was fully developed by engineers at American Bridge and its partner Koch Skanska, involved the use of three specially fabricated 30 ton Demag overhead cranes that were installed on the top chords of the bridge's stiffening truss, overtop of the traffic. The overhead cranes lifted the deck section being replaced from the single closed lane of the bridge, and then transported it transversely to a waiting truck in the adjacent lane. The new orthotropic panel was then installed in the reverse procedure. The three cranes allowed work to proceed simultaneously in the mainspan and each of the sidespans. Traffic was maintained on all but the one lane having its deck replaced during peak commuting hours – i.e. seven of eight.

Overhead crane lifting deck section, Triborough Bridge

This unique approach made the Triborough Hanger & Deck Replacement Project one of the most memorable for Jon Hart, a project manager who's been working with the New York District for a decade. He was a field engineer on the project. "As these trucks needed only temporary traffic cone protection, work could be initiated and stopped nearly instantly affording maximum use of the limited off-peak hours available to us" said Hart. "This kind of advanced logistical planning really helps drive our competitiveness on bridge projects in the congested urban environment where we earn our living. It was great to get the opportunity to work with Tommy (Melvin) and Kwadwo, and to witness early in my career how this innovative planning is really what AB is all about."

Of course, AB's legendary technical capabilities are also well used in the New York District. On the same project, the American Bridge/Koch Skanska team replaced all 368 suspender ropes on the bridge. AB engineers and craftsmen developed a system that diverted the hanger load path through a jacking beam assembly, allowing removal of the old hanger and installation of its replacement without the need for temporary cable bands, hangers, and sockets. American Bridge/Koch Skanska then worked with design engineer Amman & Whitney to enable the procedure to be implemented. "This procedure resulted in fewer workers on the cables, and therefore reduced exposure to accidents", said Hart. "It also reduced manhours, which allowed for faster completion and lower costs – a classic illustration of AB's ability to drive down costs with advanced construction engineering."

The 9th Street Bridge also involved challenging constraints. The Brooklyn structure, built by AB in 1998, was a rare opportunity for the New York District to work on a new bridge. The company was responsible for the fabrication and erection of the 80' long by 47' wide (24m x 14m) vertical lift bridge over the Gowanus Navigation channel, which was erected underneath an active New York City Transit elevated rail line. "Even when we do get to build a new structure here we face tough logistical challenges", said Angus Adams, a superintendent who's worked for AB in New York for 25 years. "The new Ninth Street is just a small bridge, but we had to shoehorn a crane underneath the elevated transit line. Obviously any contact between the crane and the overhead transit structure or its bents would have been potentially disastrous, so we had to monitor that really closely. We also had to keep the narrow Navigation channel open even though our barge essentially took the whole channel, and to monitor the existing transit structure's foundations and columns. It's just a real tight area in which to work," said Adams. The 9th Street Bridge was constructed under the supervision of Leo Kupiec (retired), and has been featured in numerous publications due to its site constraints. "It was like building a bridge under a bridge" Kwadwo added. "It was also the last project that I worked under my mentor, Leo Kupiec, before he retired in 1998."

Miguel Lo, an administrator who keeps the business end of the New York District running efficiently, says the office has been successful because of the expertise and dedication of its employees, who, like him, enjoy the work. The combined experience of employees who've worked for AB in the New York region for decades also helps the company to arrive on time and on budget with its projects. "The volume and variety of work the office does keep things interesting", Lo said. "Every day is a different challenge. You always try to get a step ahead of the game," Lo said. "At the same time, you feel like you're doing something for the greater good. Imagine New York without the bridges. Even if you close only one bridge, it just doesn't work."

Vertical lift mainspan with through truss flanking spans, Marine Parkway Bridge, New York, NY

"The ironworkers and operators, along with our relentless efforts to drive down cost through innovation, keep us competitive." - Brad Saver, Estimating Manager, AB New York District

Unbroken Bonds

Those essential traffic connections built by AB, like the relationships between AB employees and the New York owner-agencies that have employed them for generations, are as solid as they are longstanding. Relationships operate on trust, and AB has the trust of many owner-agencies. This is evidenced by the repeat work on structures in the New York region the company has won through the years.

For some who have worked with AB's New York office, the occupation has been more than a job; it's been a family tradition. Ron Tatum, who started with AB as an ironworker in 1960, labored alongside his three brothers and father as an ironworker, through Local 45 in New Jersey. He scaled the AB ranks as a foreman, assistant superintendent, and superintendent, and retired in 2004. During his time working for AB, he worked with some legendary superintendents.

"When I became a supervisor, I was working for Jack 'Red' Kelly, who helped build the New River Gorge Bridge in West Virginia, and also for John 'Hardnose' Murphy, who built the Verrazano Narrows Bridge", Tatum said. "No one called him 'Hardnose' to his face, except my dad."

Tatum's father worked on the Pulaski Skyway and many other landmarks for the company. Ron himself worked on the General Motors Building, the original Throgs Neck Bridge, Verrazano-Narrows Bridge, Newbergh Beacon #2, Newbergh Beacon #1 Reconstruction, Riverside Drive Viaduct, Ninth Street Bridge, Macombs Dam Bridge, and many others. "Working on the suspension bridges was a thrill", he said. "Getting to participate in the airspinning of the main cables for two bridges is something you don't get to do if you don't work for American Bridge, since AB is one of the few companies in the world with this technology", he said.

Tatum's brother Bruce, a foreman for AB, was tragically killed when he fell while working on the Pan American Building (now the Met life Building) in 1968. "Bruce's death was partly responsible for changed regulations that have saved many lives over the years. After Bruce's death, Local 40 pushed for legislation mandating perimeter nets. The nets have been required now for many years, and have saved lives not just by catching workers who've fallen, but also by catching tools that were accidentally dropped", Tatum said.

He enjoyed the experiences and relationships he had with the AB professionals with whom he worked. "I worked with (now retired) engineer Leo Kupiec. I loved working with him, because he is so intelligent, and we understood each other," Tatum said. In addition to his distinguished career as a superintendent with American Bridge, Ron was a mentor to many young Ironworkers. "I always tried to encourage the brighter young ironworkers to help make the Bridge Company (as AB is often called in the New York City area) more efficient, and more profitable. That attitude kept me working steadily, and continually advancing throughout my career with the Company." Ron's longevity with the company, well earned stature within the ironworking trade, and concern for doing quality work is just one of the many ways that the American Bridge culture of excellence is transferred through generations. We salute Ron for all his contributions and recognize that he contributed mightily to the past, present, and future of the Company.

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