

## The W.L. Times

2007

### A Very Busy Year!

It seems like only yesterday that I was writing about "2006-The Year in Review". It is hard to believe that it has been a year since that article, but it has and quite an exceptional year at that! There is a saying that "time flies when you are having fun or are busy." I would like to think that we were all having fun; however, I can state, unequivocally, that we were busy.

Our estimators were successful bringing in an additional \$56,000,000 worth of work this year to go along with our backlog of \$14,500,000 from 2006. These jobs ranged from approximately \$500,000 to \$15,000,000. We were blessed that so many of our projects were located within fairly close proximity to one another with eight jobs in the Greater Cincinnati - Northern Kentucky area (including five jobs at the airport alone). In Indianapolis we had three projects at the airport and in Central Kentucky we had two projects within only a few miles of one another.

Among the projects we were successful bidder were several "fast-track" projects that required a considerable effort on the part of all those involved in the construction of them. The reconstruction of Runway 9-27 and Taxiways K, M and S at the Greater Cincinnati/Northern Kentucky International Airport was one such project. The project was bid on June 7th.

We began work on the project early in August and were given 75 days to complete our work on the Runway and all work east of Runway 18C. All other work was given 90 calendar days to complete. Within these time frames were other sub-phases that required major reconstruction of portions of taxiways to be completely removed and replaced including lighting, bituminous shoulders, striping and turfing. Some of these sub-phases allowed only 18 calendar days including time for the concrete to be cured to allow aircraft traffic upon it. Needless to say, this was an extremely aggressive project that required a great deal of coordination, cooperation and exceptional management by our team of professionals that brought the project in on time and on budget!

During the period of time we were "gearing up" for the runway reconstruction project mentioned above, we had the opportunity to bid on another section of I-275 in Boone County that, too, had some very aggressive requirements for early completions of various phases. We were successful bidder on this project and had but a very short period of time to mobilize and begin the first phases of the project.

These early phases of the project required complete removal and replacement of approximately 1,800 lineal feet of full depth pavement in both directions, including additional excavation, installing underdrains, installing 12" #2 stone, 6" DGA base, and 17" bituminous pavement in four lifts while maintaining traffic adjacent to the work separated by barrier wall. Not only was the traffic maintained by the barrier wall, but it also had to be switched half way through this phase to complete the reconstruction. All this work was completed in **16 calendar days!** To further complicate an already very complex and difficult project all this work had to be coordinated with the ongoing commitments of our "fast-track" work at the airport on the project mentioned earlier. Once we completed those first phases, the project pace was a bit more relaxed; however, it was still necessary to complete the balance of the west-bound lanes and ramps (all in concrete) and have all the traffic switched back to its normal configuration by November 15th.

It should be noted that without the efforts and dedication of the professional staff at Bluegrass Paving, the success of both of these very high-profile projects would have been extremely difficult to achieve.

While the two projects I highlighted above were rather unique and in some cases stressful, they were by no means the only difficult projects we encountered this year.

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(continued)

While we do not generally consider ramp paving as being anything out of the norm for The Harper Company, this one had a bit of a twist. The actual ramp site work was relatively normal; however, this project and future expansions required that a large storm drain system and glycol collection system be included in the package. Again, we do not consider either storm drains or glycol collection systems unusual as we have done many miles of these types of installations over the years. What made this project different was the fact that the plans that were provided with the bid package had a design that was next to impossible to construct in the manner and time that the owner wanted and needed it complete. With this in mind, our staff went to work to redesign a complete system that would meet the needs of the owner and allow us to complete the project in time for them to utilize the system as they so desired. The installation of this pipe was very complex. Often times the depth of the 54" concrete pipe that was being laid was in excess of 30' in the ground. At these depths we were also required to cross numerous other utilities without disturbing them. All the while maintaining a safe environment for our employees! Safety was paramount throughout the project.

Everyone involved understood the inherent dangers involved with this operation and made absolutely certain that nothing was overlooked to assure a safe working environment. We are extremely proud of safety record and dedication of all those involved to achieve our success!

While mentioning success, it is my desire to recognize everyone who worked for The Harper Company this past year. Besides the projects I highlighted above, I wish to recognize all those involved in our very successful project in Jessamine County. The resident engineer was ecstatic with the project and hopes that we will continue to work within their district. Our project on the Ronald Reagan Highway was a success as well. Once again, we were working under extremely tight time frames but met our schedule with a quality project. Our repair of the apron and trench drains at the Greater Cincinnati/Northern Kentucky International Airport was a great success. A new method was developed to reconstruct the trench drains. This method appears to be the answer to the problems the airport is experiencing with their rather large drainage system. In Indianapolis a repair project was completed by us on Runway 5R-23L in very short order.

This was a runway Harper had built in 1988-89. We are currently completing the Mid-Field fueling system project that should be completed in March 2008. This project is the third project we have successfully bid and built with our partners Bolt, Inc. Our completion of the Elijah Creek and Gunpowder Creek Stormwater Detention Improvements project gave us an opportunity to take on more structural concrete projects. This very diverse project showcases Harper's ability to "do it all" when it comes to complex civil jobs. We look forward to more projects like this.

As we look forward to 2008, we see many new opportunities and the future is bright. It is time for those of you who worked so very hard this summer bringing the projects in, on or under budget, working the many crazy hours that we need to work in this business; to spend time with our families and loved ones and enjoy this holiday season! May each of you have a happy and prosperous New Year. We look forward to seeing you in 2008.

*Mike*



Dennis Grooms



Larry Ray

## Happy Retirement Guys!

I have always been told, that you can tell the importance of your life by the impact that you make on others. As I have found out, this holds true when you ask anyone if they can recall any stories about Dennis Grooms or Larry Ray. I could go on and on with all the things fellow co-workers have said about each of them, but there are two stories that stood out above all and I think they show the kind of people Dennis and Larry really are.

Dennis Grooms started with The Harper Company on October 1, 1971 as a laborer on the form crew of Donnie Karsner. He was made a "straw boss" in August of 1993 and promoted to Foreman in April of 1994. The story that was told about Dennis takes us back to 1979. Harper was awarded a large mainline paving job on Interstate 24 in Princeton, Kentucky. It appears that the entire form crew (except 1) did not want to drive the 6 to 8 hours that it would have taken to get to the jobsite. Dennis was the only one from that crew that stepped up to the plate and drove the long hours. Needless to say, the form crew was all replaced, and Dennis became the lead person on the crew. This was just the beginning of the 36 year career that Dennis has had with The Harper Company. His loyalty and dedication year after year has not gone unnoticed and will be missed tremendously.

Larry Ray started with The Harper Company on May 1, 1984 as a field office manager. This position has taken Larry to many different places also. The famous story that stands out with Larry took place in 1997 and involved two different jobs. We were awarded a patch job on I-64 and a runway job at Standiford Field in Louisville Kentucky. Things seemed to be running pretty smooth and business as usual, until there was a minor conflict with one of the "local unions". It seemed that they felt the need to start a little ruckus, have a little "target practice" and form a picket line. Keep in mind that this went on for a little while, but after some time, a few exchanged words, Larry getting his radiator and back window busted out of his car and oh yeah, the "burning down" of the office trailer things started to calm down. Larry never missed a day of work while any of this was going on, he just had to set up his office at the local motel until we could get him another office trailer. If this doesn't show loyalty and dedication I don't know what does.

All joking aside, these two guys have been a valuable asset to The Harper Company. They have brought a combination of 59 years of knowledge, hard work, dedication and loyalty to this company and they will be greatly missed. We wish you both the very best in your retirement. Enjoy it, cause you definitely have earned and deserve it. We do ask that you both please keep in touch and stop by for a visit from time to time. You have touched the lives of so many, and never forget your extended family here at The Harper Company.

Birthdays

# Employee News

SPECIAL EVENTS

## Holiday Party 2007

The annual holiday party was held at the Mariemont Inn on December 8th. Everyone enjoyed a wonderful dinner, a little dancing and the "live" entertainment provided by the brave Harper karaoke singers!



Bud Diehl & Moe Schmidt putting on a show!



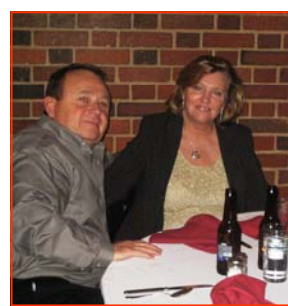
Mike Shayeson & Mitch Marx



Mike Sandmann dancing the night away.



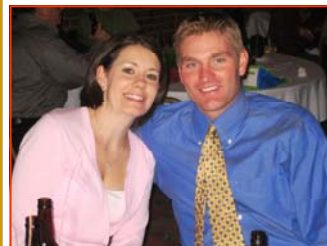
Truman & Hazel Lyons



John & Sharon Schubert



Sing it Charlie Johnson!



Angie & Tom Brake



Moe & Theresa Schmidt singing a duet.



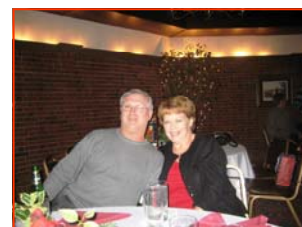
Kevin & Jason Kleem



Stephen Huff & Emily Gottschall



Bruce Huff, Forrest Huff & Libby Magill



Larry & Juanita Ray



A few dancers out there!



### Safety Corner By: Tonia Soale

Below is a list of some great training programs we hope you take advantage of. If you have any questions or would like to sign-up for a class, please call me.

Class	Description	Date	Location
Competent Person Excavation Classes	This class discusses safety techniques, proper trenching & excavation design, and the selection of protective systems.	January 16, 2008 February 13, 2008 March 19, 2008	Columbus, Ohio
Traffic Control Supervisor Training	This class will teach you safety hazards in traffic work zones, job site mobile equipment, and standard/requirements for safe work zones.	January 25, 2008 February 20, 2008 March 5, 2008 April 3, 2008	Columbus, Ohio
Temporary Erosion Control	CPESC Training - (ODOT requirement)	February 15, 2008 March 7, 2008	Columbus, Ohio

### Insurance Update for 2008!

We are pleased to announce that there will not be a change in any of our insurance carriers or the plan design for the 2008 year. Our health insurance will continue with Anthem, dental insurance will continue with Superior Dental and the vision insurance will continue with Vision Service Plan (VSP). If anyone has any questions, please contact Tonia Soale.



**Job Updates**  
By: Jim Thomas

**Job 10, Shelbyville By-Pass @ Shelby County, KY**

We are a subcontractor to Kay & Kay on this job. The work involves building a new by-pass around Shelbyville, which is between Louisville and Frankfort. The project includes over one million yards of grading, two bridges, storm drains, new utilities and much landscaping. We will be constructing the concrete pavement, cement treated drainage base, dense graded aggregate, under drains and miscellaneous concrete work. The pavement is 10 inches and mostly all 24 feet wide mainline with asphalt shoulders. This is a very clean mainline paving job of about 150,000 square yards. Grading and bridge work are under way now. Ray Schmidt and Denzil Back put down a little DGA for a detour this fall. The work will start on this project next spring.

**Job 16, Ky. River Lock & Dam Replacement, Fayette County, KY**

We are a subcontractor on this project, making and delivering concrete for CJ Mahan. The job is constructing a new low flow dam across the KY River. The work is projected to take over one year to complete, with concrete needs varied throughout. Much of the concrete must be placed under water through a pump. We have designed a mix using retarders, super plasticizers and anti-wash additives to fit the needs of this project. We are about half finished with this project. The last pour was the second week of December.



Tommy Marx, Dan Holman and Marty Grooms (L-R) on Job 16.

**Job 17, Fed-Ex Cargo Ramp Expansion, Phase Two, Indianapolis, IN**

This job further extends the Fed-Ex Ramp at the Indianapolis Airport. Concrete paving was finished in late September on this project. Our crews worked 6 days a week to expedite completion of the paving so that Fed-Ex had use of the ramp for the Thanksgiving rush. Wide bodies were rolling on the Apron Nov. 15th. Gary Brillhart and Charlie Johnson completed the 54 inch RCP in late November with backfilling and dressing up extending into December. Everyone did an excellent job assuring a safe operation under very dangerous conditions. The Harper team can be very proud of the storm drainage work on this job. We re-designed a very complex system and made it buildable with little or no interference with traffic or existing utilities. In addition, we designed and built it within the owner's original budget. Much of this storm pipe was over 25 feet deep in very poor soils making its construction very dangerous. While we had a few mishaps with adjacent utilities, there were no injuries associated with this work. Gary, Charlie and Moe all did a superb job of building this project.

**Job 18, Midfield Transfer Fuel Lines, Indianapolis, IN**

This job involves building new jet fuel lines from the new fuel farm to the new Mid-Field Terminal Ramp. The project requires some bore & jack, open cut and constructing a couple large vaults for fuel line valves. We are subcontracting out the welding of the fuel lines as well as the bore & jacking work. Work started on this project the middle of June and will last through the middle of next year. Work has progressed well given some design changes and working around other contractors. Turner / Trotter, the construction managers are helping us weave our work around the others with as little interference as possible. Weather permitting; we will work through the winter months. Our goal is to bring this job in earlier than the April 20th completion date, as well as, under budget. Rick Marx and Tom Brake have been working closely with the Turner / Trotter team for a win - win result.

**Job 20, Elijah Creek and Gunpowder Creek Detention Improvements @ CVG**

The project includes grading and storm drainage construction to the large detention dams and structures located at Elijah Creek, on the North side of the airport, and Gunpowder Creek on the South side. Bud Diehl and his crews finished this project in December.



**Job Updates**  
Continued

**Job 21, Concourse "B" & "C" Rehab @ CVG**

This project involves joint cleaning and re-sealing, partial depth patching and full depth patching around the terminal buildings. As this work directly impacts the aircraft movement and parking, it has been split up into many phases. Roy "Keith" Collins re-constructed the trench drain structures and partial depth patches on the job while Michael Harris Construction re-sealed a lot of joints. This successful job was finished in November.

**Job 22, R/W 9-27 Rehab @ CVG**

This fairly large job at the Cincinnati / Northern Kentucky International Airport included reconstructing some of the taxiway pavement Harper built in conjunction with the 18L-36R runway in 1989. Very tight schedules for various areas of airport operations made this project interesting. We had to close some of the most frequently used taxiways and operations required those times be minimized. We used high early mixes and long days and weeks to finish all these areas within the allotted times. Bluegrass Paving likewise worked some extraordinary hours to re-pave the runway for a nice smooth surface. Harpers crews grooved the new asphalt runway surface. Ray Schmidt and his crews worked closely with airport operations, the airport design engineer Mike Sherman and inspectors lead by Ken Kool, to complete another successful airport project.



Crews working on Job 21.



Crews working on Job 22.

**Job 24, Roadway and Utility Relocation @ CVG**

This job is out front "landside" of the terminal buildings and work includes relocating / widening the terminal drive (concrete) exiting the airport as well as some utility work. Bud Diehl and Mike Sandmann found all kinds of old construction debris under ground on this job. We got some help from M&W on the specialty concrete work and their assistance helped us deliver a quality project on time.

**Job 25, I-275 Rehabilitation, Boone County, KY**

This long awaited project was awarded to Harper this summer with the stipulation that one half of it (West Bound pavement) must be completed by Nov. 15th. Preparatory work included reconstructing 1,800 feet of the west end, both directions, with full depth asphalt pavement in 16 calendar days. This work required working around the clock for nearly three weeks. Once that work was finished, we installed the "movable barrier wall on the East Bound lanes such that by moving the wall twice daily, we can maintain two lanes of traffic, over the East Bound side, in the direction of rush hour traffic flow. Concrete paving went very well which allowed us to have the new west bound pavement opened to traffic before Nov. 20th. Shifting wall and preparing for winter shut down was completed in early Dec. along with removing and disposing of the old barrier wall from the Rt. 237 interchange. Work will resume in the spring on the east bound lanes after all traffic is shifted over onto the west bound pavement. John Crum and his crews have done a great job and performed all operations safely under dangerous highway conditions.

