

Tampa's Howard Frankland Bridge is removed from "SD" list

"For the first time, in the eleven years I have been at this office, we may soon have zero bridges on the SD list in District Seven. Part of the reason is [Florida's] aggressive replacement program but the other part is [ICA's] preventative and routine/periodic repair maintenance operations. Thank you for the good work and keep sharing the challenge of excellence in all you do to keep our bridges in good shape."

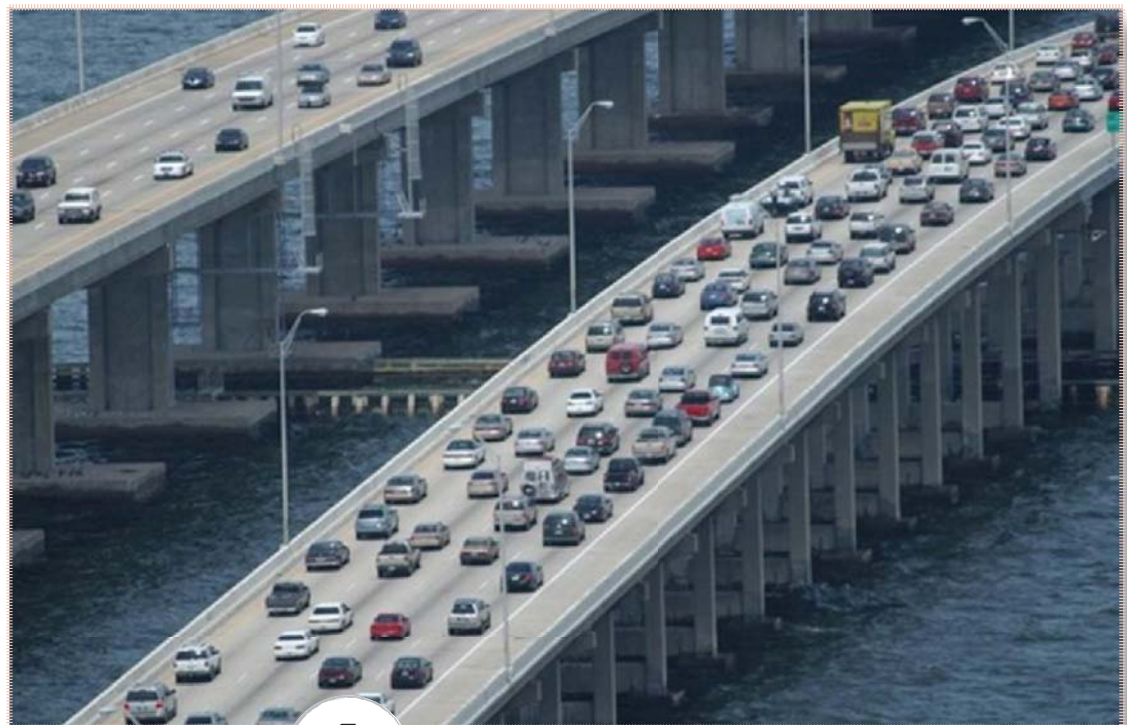
—Jim Jacobsen, FDOT project manager for D7 BRIM contracts

The Howard Frankland Bridge which takes 73,750 vehicles per day over a portion of Tampa Bay in Florida, is one of the bridges covered in ICA's Bridge Rehabilitation, Inspection, Maintenance (BRIM) contract with FDOT District Seven. Following an inspection two years ago this bridge was found to be "Structurally Deficient." It was one of 290 with the federal designation in Florida and 69,223 nationwide according to a study based on federal data by Transportation of America, a national transportation advocacy group.

A bridge termed "Structurally Deficient" does not mean the bridge is unsafe but indicates that the bridge needs significant maintenance, rehabilitation or replacement. "Those bridges are not about to fall down, but some critical elements need near-term attention," said David Goldberg, a spokesman for Transportation For America, a coalition of organizations pushing for a cleaner, cheaper national transportation system. The group's report said Florida ranks second in overall condition of its bridges, finding 2.4% structurally deficient, compared with 11.5% nationally.

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*The Howard Frankland Bridge spans Old Tampa Bay from St. Petersburg to Tampa, Florida
Photo courtesy of The Tampa Tribune*



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Bridges have three components: the deck or top surface; the superstructure, which supports the deck, and the substructure, which uses the ground to support the superstructure. Inspectors rate each component from a low score of zero to a high score of nine. Federal guidelines classify bridges "structurally deficient" if one of the three key components is rated at four or below. The Howard Frankland Bridge was classified structurally deficient on Sept. 30, 2008 after ICA completed one of the routine inspections performed under the BRIM contract. The deck ranked "six," the substructure "five," and the superstructure "four." The Florida Department of Transportation embarked on a \$1.7 million project on Aug. 30, 2009, to repair corrosion on bridge bearings that allow the expansion and contraction of certain bridge components caused by temperature changes. It was completed in February. ICA conducted the post-repair inspection, utilizing under-bridge access equipment to inspect the bearings and posted new inspection scores that cleared the bridge for removal from the federal "SD" list. Inspection was conducted

by ICA's **Centurion Bridge Inspection Services** group, under **Rob Little, BIS Manager**.

"The bridge is safe to travel on and is being inspected and maintained on a regular basis to ensure it continues to be so," District 7 FDOT spokesperson Kristen Carson said.

Florida's high ranking is largely because it's the only state in the nation with a policy of making repairs and maintenance before they get worse, said Patrick Gittard, the transportation associate with the Florida Public Interest Research Group. The state sets priorities for bridge repair and maintenance and develops an annual list of bridges to be replaced with funds from the state Bridge Replacement Program.

Currently the only other state-owned bridge that is structurally deficient in the Florida Department of Transportation District 7, which covers Citrus, Hernando, Pasco, Pinellas and Hillsborough counties, is the westbound bridge on the Selmon Expressway over 22nd Street. The bridge is under re-construction.

Source: Tampa Tribune, T. Jackovits, March 25, 2011

Harris Hollow Bridge Update

ICA's Virginia Design Build Bridge Crew made repairs to the Harris Hollow Bridge over the Rush River in late March and early April.

New cast concrete sections fabricated in West Virginia were set in place with a crane. The bridge was reopened in April.

Photo courtesy of Roger L. Foster, Rappahannock News



*As of Second Quarter 2011,
ICA maintains 3,108 structures,
161 facilities and 3,473 lane miles.*

Florida

ICA is submitting bids to the Florida Department of Corrections to maintain and operate water and wastewater facilities for 13 DOC facilities statewide. Bids due 7/6.

Texas

ICA has submitted a proposal and bid for the re-award of the NTTA contract in Dallas for maintenance of the President George Bush Turnpike in Dallas. ICA currently manages this contract

Georgia

ICA has submitted bids to the Georgia DOT for three rest area maintenance contracts. Announcement and award pending.

Arizona

ICA has submitted an unsolicited proposal to the Arizona DOT for the maintenance of all rest areas statewide.

ICA Crews complete projects for HCTRA

ICA crews on the Harris County Toll Road Authority (HCTRA) project recently completed a large 2 week long landscape and irrigation project under the supplemental contract for the Authority's Wilshire Building. The project entailed complete removal and relocation of the existing plant material, removal and relocation of the entire sprinkler system, and incorporation of additional soil material. They re-configured the landscaping to include a new rock garden, according to HCTRA's design, and installed new plants. The project was completed by **Javier Amaro, Willie Quinteros, Antonio Laredo, Ruperto Perez, Dionicio Cornejo, Daniel Hogan**, with **Raul Marzano/Gabriel Guzman** for the irrigation relocation and rebuild.



ICA crews also completed the renovation of several toll booths. The modular booths were brought in from the toll road to our Henry Road yard. At this time ICA crews have successfully completed 8 booths that were dismantled to the steel frame (6 of the 8 split in half to widen), and returned to better than new condition with new A/C, plumbing, electrical, shelf storage and stainless steel exteriors. The crew is currently in the process of constructing 5 additional wide booths from scratch with new materials. It typically takes 30 days to turn raw metal into a beautiful new booth. The booth work is being completed by ICA welder **Jim Burrell** and **Gene Crowder** on fabrication, Plumber **Raul Marzano** and Electrician **Dolane Lazard**. The project is supervised by **Kai Timm**.



Miami-Dade posts MRP 93%!

Congratulations to the Miami Dade project team who recently scored an MRP of 93% for 2010-2011 Third Period! **Ricky Thomas, Mark Payne, Kyle Bianchi, Sam Messick, Gerald Lawsaw, Marcos Ingles, and Javier Rolon** have all recently completed FDOT MRP Training.

Marcos Ingles and Gerry Lansaw participate in FDOT MRP training.



Where Will the Money Come From?

SAFETEA-LU Extended Through End of FY 2011

Last March the House passed H.R. 662, a measure to extend the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) through the end of the fiscal year by a vote of 421 - 4. The Senate took up and approved the bill by voice vote sending the seventh extension of SAFETEA-LU to the President's desk. The bill authorizes funding for surface transportation programs, including transit programs, at FY 2010 levels through September 30 of this year. The surface transportation act expired in 2009 and has been extended seven times. Transportation leaders in

Study \$2 Trillion Needed for U.S. Infrastructure

—from Washington Post article May 16, 2011

The U.S. is falling dramatically behind much of the world in rebuilding and expanding an overloaded and deteriorating transportation network it needs to remain competitive in the global marketplace. With soaring deficits and a long-term transportation plan stalled in Congress, the United States has fallen behind emerging economic competitors like Brazil, China and India. A new study by the Urban Land Institute predicts that “at some attention-getting point after infrastructure limps along, platforms for reinvesting in America could gain significant traction and

Sen Kerry Expresses Optimism About Bill to Create NIB

—from AASHTO Journal, June 10, 2011

Sen. John Kerry, D-Massachusetts, expressed confidence during a conference on Capitol Hill that his legislative proposal to create a National Infrastructure Bank—an independent non-profit bank that would leverage private dollars into needed infrastructure projects—will pass the Senate this year.

According to the proposed legislation, the “Bank” would be administratively similar to the Federal Deposit Insurance Corporation (FDIC). The “Bank” would have the power to accept for funding any infrastructure project with a potential Federal commitment of \$75 million or more. It would have the authority to determine the appropriate Federal share of spending for each project and to act as a centralized entity to provide financing for qualified infrastructure projects. It could

the House and Senate have indicated that it is their hope that this longer extension will allow Congress sufficient time to enact a full six-year authorization bill later this year. Can they do it this time? The debate over how to adequately fund transportation infrastructure going forward rages on. There are many viable proposals out there but no sign of consensus developing anytime soon.

Summaries of some recent articles included here demonstrate the continuing struggle to find solutions as September 30th nears.

public support.” Eventually the federal gas tax will be increased; local governments will be allowed to toll interstate highways; and private profit seeking companies will play a much larger role in funding and maintaining public projects.

The Institute report concludes that the U.S. needs to spend \$2 trillion to rebuild roads, bridges, water lines, sewage systems and dams that are reaching the end of their planned life cycles. The desire of Congress to curtail spending will likely push the burden onto states as time comes for replacement.

issue general purpose infrastructure bonds, and provide direct subsidies to qualified infrastructure projects from amounts made available from the issuance of such bonds. It would issue project-based infrastructure bonds for the financing of specific qualified infrastructure projects. It would provide loan guarantees to state or local governments issuing debt to finance qualified infrastructure projects as well as issue loans, at varying interest rates—including very low interest rates—to qualified project sponsors for qualified projects.

Kerry said he does not anticipate any significant opposition to the bill, noting that it is supported by both the AFL-CIO labor union and the U.S. Chamber of Commerce business organization.

States Push to Convert Interstate Highways Into Toll Roads

—from www.stateline.org June 8, 2011

Virtually every state faces a funding crunch for roads. The federal piggy bank for highway maintenance is nearly empty. The bulk of it's money is raised through the federal gas tax which hasn't been raised since 1993. Despite efforts by Congress in the past few years to replenish the Highway Trust Fund, it is expected to run dry in 2012.

There is an obvious way to pay for the needed upkeep—make the Interstate into a toll road as it crosses a state. But that idea may be illegal. Ever since the Interstate system was built, Congress has prohibited states from charging tolls on highways built with federal money. That made sense when transportation money was easier to find but now almost every other source of funds is drying

up and several states are eyeing the possibility of collecting tolls on interstates that drivers now use for free.

The federal restrictions on tolling were put into place originally so drivers would not have to pay twice to use the highways: once at the pump and again at the toll booth. But some of the roads that were built under the original program are now more than a century old and it could be argued that they have been fully depreciated.

So far, U.S. Transportation Secretary Ray LaHood supports the use of tolls when a state adds capacity to an existing highway but not for roads that have already been built with taxpayer dollars.

Where the Money Is (Hint: It Isn't the Government)

—from the Wall Street Journal May 23, 2011

The need to revitalize America's transportation system is unprecedented. But so is government debt, as well as the lack of public support for higher taxes.

Today the gap in revenue to maintain our transportation system is \$96 billion and to improve the system is \$138 billion. To close the gap with just the gas tax would require raising it \$0.53/gal for system maintenance and \$ 0.76/gal to improve it. If the vehicle -miles-traveled tax were enacted it would cost drivers \$0.032/mile to fund maintenance of the system and \$ 0.046/mile to fund improvements.

Fortunately there is a straightforward answer to the question “Where will the money come from?” and the answer is—the private sector in the form of Public Private Partnerships (PPPs)—Private investment was widely used in the 19th century to build and operate toll bridges and roads, and the vast majority

of U.S. railroads were constructed with private money. Now the role of private capital in U.S. transportation is growing again, where private investors lease and operate a facility in exchange for a portion of the revenues. Ownership remains with the public entity and the risk is assumed by the private investors.

PPPs come in many forms, from a concession to manage a highway rest stop, to end-to-end design, construction and operation of a complex transportation facility like a highway or bridge. Taxpayers would no longer be on the hook for shoddy work or irresponsible management and because investors want to maximize their revenues they'll do everything they can to provide a top-notch facility.

Private investment in America's transportation systems through PPPs has the potential to revitalize our infrastructure. With the right policies, it can happen.

Bipartisan Policy Center Recommends Performance-Based, Mode-Neutral Federal System.

—from AASHTO Journal June 17, 2011

Recently the Bipartisan Policy Center's National Transportation Policy Project (NTPP) released a report “Performance Driven: Achieving Wiser Investment in Transportation,” that outlines a proposal of near-term actions that it wants taken to restructure the nation's surface transportation system. The proposal suggests authorizing a program at existing revenue levels and transitioning to a performance based system.

The report calls for a greater leveraging of state, local, and private sources to supplement constrained federal resources, the elimination of barriers to non-federal investment, and the restructuring of funding match requirements. The NTPP proposes either consolidating or eliminating existing transportation

programs based on whether they advance national goals and leverage non-federal funding. As a result federal transportation funding would be consolidated into ten core programs which would result in a cut of more than \$14 billion in annual federal expenditures. Further recommendations include greater emphasis on managing and preserving existing transportation assets, creating a more robust planning process, developing a National Freight Strategic Plan, and providing funds to incentivize performance.

State DOTs support the adoption of federal legislation calling for performance measurements to document progress made to achieve national goals.

Do you know Don Brown?

Don is an ICA Water/Wastewater Plant Operator and Lead Maintenance Technician for the two new North Texas Rest Area Projects. He is a true Jack-Of-All-Trades, handling plumbing repairs, electrical problems, equipment repairs, and landscape maintenance. He operates and runs tests for the Johnson and Ellis County Rest Areas. One of our newest employees, Don was the maintenance supervisor for North Texas Maintenance for three years where he was responsible for employee schedules, maintenance, wastewater treatment operations and water plant operations. His experience and skills have been a great asset in the mobilization of these new projects. When asked what has challenged him so far with ICA he says "it's the laptop, the Blackberry and staying connected."



Left to Right: Justin, Jacob, Don and Jackson Brown

Don is married to Tammy, his wife of 26 years. He and Tammy have three children: son Justin, father of grandson, Jackson; a daughter Jamye, graduated top of her class with a degree in radiology; and another son Jake, in his second year of college in Agri- Business. Don's Nephew Ty also lives with them. Don is a huge Nascar and Drag Racing fan and he also enjoys managing a small herd of cattle he inherited from his father. Don has also been an active member of the Randolph Volunteer Fire Department. He says, however, that the achievement that makes him most proud is raising three happy and successful kids.

Congratulations Marion and Cindy!

In July Marion Anderson retires after 10 years with ICA's OOCEA project in Orlando Florida. Marion joined ICA in 2001 as the Area Operations Supervisor and in 2010 was named Project Manager of the newly awarded S.R. 429/414 project. A graduate of the University of Florida and the Naval Aviations Schools Command, Pensacola, Marion served in VietNam as a combat corpsman with the Second Battallion, Third Marines. He spent over nine years with the Florida DOT before joining ICA and he is also a Florida State Certified General Contractor.

Marion and Cindy with their new ride. Marion says he's glad to continue to help out if ICA can find him.



Marion and Cindy have been married 39 years and have one daughter, Breanne who is a 21 year cancer survivor and Marion's pride and joy.

What's he got planned now? Fishing, travel, trips to Las Vegas, anything to do with Florida sports, and spending more time with his family. Marion assesses his attributes as "pretty much the same as a Boy Scout, except for the reverent part. Don't ask me a question if you don't want to listen to my answer."

ICA appreciates the contributions Marion has made to the growth and success of the company and wish both him and Cindy many happy and healthy years of travels.

ICA welcomes four new managers



ICA welcomes **Joe S. Graff, PE**, as **Texas Regional Manager**. A graduate in civil engineering from Texas A&M University, Mr. Graff has 28 years of experience with the Texas Department of Transportation managing statewide maintenance and emergency management operations. He published the AASHTO "A Guide for Methods and Procedures in Contract Maintenance" in August, 2002 and held an international seminar "Highway Maintenance Contracting in 2004 – World State of Practices" in Orlando, Florida in April, 2004. He also chaired a committee to re-write standard maintenance specifications for TxDOT's "Standard Specifications for Construction and Maintenance of Highways, Streets, And Bridges." In 2005 Mr. Graff received the prestigious "Dewitt C. Greer Award" from TxDOT for engineering excellence. Joe served 4 years as Vice President for Halcrow, Inc., an international engineering consultant before coming to ICA. Mr. Graff will report to Ernie Molina, PE Director of Operations.



Annette Guidice, PE, has joined the Florida team as **Project Manager** for the Sunshine Skyway Bridge BRIM contract. Annette has 20 years of bridge project management and engineering experience. Annette was most recently a project manager with Ayres Associates, Inc. in Tampa and has also been Bridge/Project Engineer with HDR Engineering and Parsons Brinkerhoff, also in Tampa. Annette is a licensed Professional Engineer in Florida, Utah, Georgia, Nevada, Washington, and Oregon.



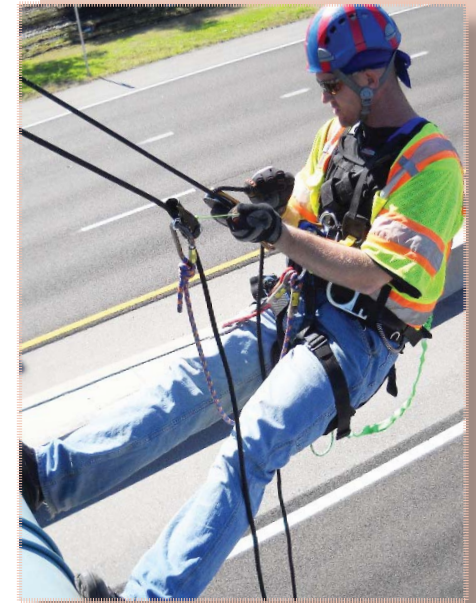
Andrew Day began in April as the **Project Manager** for the two new Rest Area projects in North Texas, where his first task was to run a job fair to staff the project. Andrew comes to ICA with a background in project management with the U.S. Navy where he held such positions as Facility Manager, Construction Project Manager, Departmental Safety Representative and Quality Control. Andrew will work out an office in Weatherford, Texas which is centrally located in the widespread project.



Jeff Cover has taken over the **Project Manager** spot for ICA's Harris County Toll Road Authority (HCTRA) project in Houston. Jeff is a skilled operational and facilities manager with 25 years experience as Group Facilities Manager for the YMCA of Houston, District Project Manager for Meridian Management, and Hines Interests, also both in Houston.

ICA is fortunate to welcome these four skilled and experienced professionals.

Billy Ryan, CBI!



Tampa **Bridge Inspection Services (BIS)** congratulates **William "Billy" Ryan** for attaining his Certified Bridge Inspector designation issued by the FDOT in April, 2011. He has been a part of the Centurion Team for over 2 of the five years required for this certification. Billy's continued passion for inspection, united with his proficient climbing abilities, have advanced him to a Team Leader/Lead Inspector of sign structures. We look forward to continued growth with this strong addition to our qualifications portfolio.

Congratulations! Happy Birthday!

ANNIVERSARIES

11 Years

Gerald Lansaw Jacksonville
Michael Myers Bridges

9 Years

Richard Bruce Lake City
Jose Castro Tampa
Joe Davis Jr. Lake City
Ernest Molina Nashville
Douglas Sunday Lake City
Carolina Terife Miami-Dade

8 Years

Kefon Howard Hvy Brdg Crew
Gregory Martin Bridges
Denise Paine Nashville

7 Years

Cynthia Caluger Nashville

6 Years

David Aponte Feliciano Orlando
Wayne Miller Miami-Dade
Miguel Ramos Tampa

5 Year

Joseph Mastro Jr. Chipley
Miguel Torres OOCEA

4 Year

Kyle Bianchi Tampa
Robert Campbell Fredricksburg
Robert Little Bridges Inspections

3 Year

William Albaugh Centurion
Sharon Holmes Centurion

2 Year

Hector Amaro Houston
Brigido Amaro Jr. Houston
Demetrio Arellano Houston
Keshwaikia Armstrong Houston
Edward Bostain South Carolina
Jimmy Burrell Jr. Houston
Daniel Caballero Irving
Adolfo Cornejo Baza Houston
Gabor Csiki Bridges
Francesca Grimes Nashville
Victoria Griswold Nashville
Jesus Guevara Wilshire Houston
Gabriela Guzman Houston
Eddie Hall Houston
Kevin Hays OOCEA
Michael Hodge Bridges
Frank Jennings Fredricksburg
Dolane Lazard Houston
Donald Lee Lake City
Hung Phan Irving
Edison Ramirez Tampa
Guillermo Rodriguez Miami-Dade
Rony Sandoval Fairfax
Elizabeth Sikes South Carolina

Kai Timm Houston
Charles Weeks Jr. South Carolina
Juan Yanez Del Castillo Bridges

1 Year

Ian Anderson Nashville
Ramon Aviles Orlando
John Bergman South Carolina
Austin Brown Orlando
David Buser Jr. Tampa
Kevin Collins Bridges Inspections
Leonard Crowder Jr. Houston
Juan Echevarria OOCEA
Bruce Johnson OOCEA
Joel Kidd Tampa
Victor Polanco Aquino Orlando
Robert Scruggs Wilshire Houston
Michael Taylor Bridges Inspections
Harold Ward Orlando
Tony Watson Jr. Arlington
Thomas Williams Houston

BIRTHDAYS

April

James Beach Lake City
Richard Bruce Lake City
David Buser Jr. Tampa
Stanley Campbell Arlington
Carlos Cappas Roman Tampa
Arlhey Carmenate-Rodriguez Miami-Dade
Melondy Crain Tampa
Dylan Dameron Design Bridge/Build
Troy Dover Nashville
Michael Feuerlein Jr. Williamsburg
Ronald Franklin Jr. Nolan
Jeffery Gladney Nolan
Larry Goode Jacksonville
Duane Gregg Chipley
Carl Grice Tampa
Angela Henderson Arlington
Marcos Ingles Miami-Dade
Johnny Jaramillo Nolan
John Lowry Nolan
Torivio Martinez Nolan
Georgina Meador Nolan
Luther Messick Centurion
Elizabeth Sikes South Carolina
Amanda Tolley Design Bridge/Build
Tony Watson Jr. Arlington

May

Phillip Baylor Fredricksburg
Tajuanna Blackman Miami-Dade
Donald Brown Nolan
Bradley Burd Fredricksburg
Daniel Caballero Irving
Robert Campbell Fredricksburg
Jose Castro Tampa
Kevin Collins Bridges Inspections
Elliott Coon Centurion
Dionicio Cornejo Houston
Gabor Csiki Bridges
Brigido De La Cruz Jr. Nolan

Tori Epperson Nashville
Marco Filio Nolan
James Gearhart Tampa
Jesus Guevara Wilshire Houston
Roger Harris Williamsburg
Frank Hayley Tampa
Terrence Isaac Tampa
Bruce Johnson OOCEA
David Lopez Orlando
Denise Paine Nashville
Joe Poole Nolan
Ramon Rivera Irving
Stephen Ryan South Carolina
Michael Shinn Nashville
Lyle Steady Jr. Tampa
Arturo Trevino Irving
Harry Vance Bridges
Tamecko Wilder Orlando
Darius Wilkerson Fredricksburg

June

Isabella Alfonso Bridges
Hector Amaro Houston
Mary Brower Tampa
Andrew Dameron Design Bridge/Build
Tracy Daniel Nolan
Keri Elliott Nashville
Philippe Foti Bridges
Amanda Griffith OOCEA
Absalom Grube Nolan
Gabriela Guzman Houston
Kevin Hays OOCEA
Fabio Henao Orlando
Michael Hodge Bridges
Summer Howell Lake City
Vernet Jones Arlington
Wendy Knutson Nolan
Gary Kratzer Design Bridge/Build
Antonio Loredano Houston
Martin Medrano-Moreno Houston
Alfred Montgomery Chipley
Bobby Muse Jr. Bridges
James Nieves Fredricksburg
Richard Osborne Irving
Hung Phan Irving
Guillermo Quinteros Houston
Edison Ramirez Tampa
Miguel Ramos Tampa
Hector Rosario Orlando
William Ryan Nashville
Eliezer Santos Orlando
David Scheid Bridges
Rudell Small Jr. Tampa
Pedro Soto-Cortes Orlando
Marquice Strange Dallas East
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