

ICA plays part in FDOT RISC event

In Sept. of 2011, ICA attended the Semi-Annual Joint Miami-Dade/Broward Traffic Incident Management (TIM) Meeting. The meeting was held to create a platform for TIM partner agencies to discuss on-going initiatives, activities, or events that affect the surface transportation system of the southeast Florida area. The meeting is hosted by FDOT's District Six and District Four TIM Teams to provide partners with an opportunity to voice concerns and raise questions regarding Department-related projects.

RISC demonstration staged

At the end of the gathering, FDOT demonstrated its current Rapid Incident

Scene Clearance (RISC) initiative to participants at the Miami-Dade Fire Rescue Team's training facility. As a component of TIM, RISC stresses the same coordination, communication, and cooperation between on-scene emergency responders but with a focus on handling larger incidents that

involve tractor trailers, buses, lost loads, and motor homes.

The demonstration simulated a tractor trailer overturned on a car and featured a full cast of responders whose goal was to clear the scene within 90 minutes after arrival. Lifting the trailer from the car required numerous support vehicles, including 35 and 50 ton wreckers. Among responders were personnel from FDOT's Road Rangers, Florida Highway Patrol, FDOT Incident Responses, Miami-Dade Fire Rescue, and ICA.

ICA participates in test

Team members **Marcos Ingles** and **Arlhey Carmenate** from ICA's **Miami-Dade** project participated in the demonstration, providing response services to the scene just as they would to incidents occurring in ICA's roadway maintenance project for FDOT District 6. "ICA trains responders on safety standards adapted from the Federal Highway Administration and prioritizes safety above all else," says **Javier Rolon**, ICA's Miami-Dade County Project Manager. Rolon went on to say that "Marcos and Arlhey gave everyone there a good look at the professional way ICA handles emergency situations."

Once the wrecker crews removed the overturned trailer, the roof of the car had to be removed by rescuers to then stabilize the crash dummy driver for medical treatment. After the driver was safe and away from the area, crews finished clearing the tractor and car, and cleaning up the scene to ready it for traffic again.

Five districts reap benefits of RISC

Since its creation in 2004 by the Florida Turnpike Enterprise, the program has expanded into five FDOT districts and has seen a 179 percent improvement in lane clearance times and a 31 percent improvement in total incident clearance, with average lane closure times dropping from 190 minutes to 68 minutes.

In all projects where ICA provides incident response services, ICA dispatchers deploy resources to the site within 15 minutes of being notified. Responders quickly identify the command post and assess the need for additional resources. Then, ICA assumes command of traffic control within fifteen minutes of arriving on the scene and remains in command until the incident is clear. ICA makes emergency repairs during

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ICA's Marcos Ingles and Arlhey Carmenate played their part in the FDOT RISC Demonstration

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the clearing of the incident and later makes damage assessments and reports findings back to the contracting agency.

"Seeing all the state and vendor teams work together from a bird's eye view was impressive," says Rolon, "and I'm proud we can be a part of RISC's campaign to provide better quality service to Florida's motorists."

FDOT District 6 recently posted an informative video presentation about the RISC program that includes extensive footage of the demonstration held during the TIM meeting. To view the video and learn more about the RISC program, visit the FDOT District 6 Intelligent Transportation Systems Website at www.sunguide.org.

—Matt Conley

Virginia projects excel at MRP!

The MRP Maintenance Rating Program is an integral component of an asset maintenance management contract and is used by the client to evaluate the contractor's level of performance. MRP scores determine whether or not a contractor will be assessed a penalty if a score for a certain attribute falls below the minimum allowed. In May of 2010, all asset maintenance contractors signed a change order with the Virginia Department of Transportation to significantly change the state's MRP process. The new agreement enacted changes to the sampling procedure and a timeliness standard with deductions for failing to correct issues within times specified. Another change allowed for the contractor to be present during the evaluations and provided for a dispute process starting with on site discussion and the opportunity to escalate it to the State Maintenance Engineer if requested.



An ICA employee measures shoulder build-up for MRP compliance

The VDOT scheduled training sessions for each contractor and the third party evaluator. ICA began internal sampling with the help of **Jerry Lansaw**, ICA QA/QC Manager, whose extensive background in the MRP process in other states was a great asset to the Virginia team. During this process Jerry trained **Andrew Heigl**, Asst. Project Manager, to be ICA's Virginia MRP specialist. Jerry and Andrew set to work performing asset evaluation samples. They provided detailed internal MRP reports based

on the new VDOT forms and requirements noting possible deductions with recommendations for asset improvement. This internal sampling continued throughout the Fall of 2010 and terminated with a visit by Director of Operations Ernie Molina in January 2011 to review ICA's state of readiness.

From March 7th to the beginning of May, Jerry and Andrew accompanied the third party evaluators on each of ICA's 4 Virginia projects making notes, taking pictures, and contacting NOVA Project Manager Gary Jennings, about any areas subject to dispute. The I-64 project was completed first with no deductions for non-performance. The inspection of the three NOVA projects finished with some minimal deductions for bridge assets. With the knowledge gained of the third-party inspectors' methods, ICA prepared a plan to prepare for the second MRP cycle with special attention paid by Andrew to the low scoring assets.

The Fall round of MRP inspections were conducted in November 2011 (I-64 was exempt from the Fall cycle as it had just recently been re-procured.) Andrew took the lead on-site along with other ICA project personnel and reported back each day on how he thought ICA was doing. When the final results were released by VDOT, we saw that we had significantly improved in the previously low scoring bridge assets, and ICA received no deductions on any of the projects.

Congratulations and thanks for a job well done go out to Jerry, Andrew, Gary and all members of the Virginia project teams for this noteworthy performance achievement.

—Contributed by Gary Jennings

ICA "SAM" team spotlight

As ICA pushes forward in 2012, you may have noticed a change to its bridge maintenance offering. Formerly called BRIM (Bridge Repair, Inspection, and Maintenance), ICA has expanded its repertoire to become a full-service provider of bridge and structural services and FDOT has renamed this business line to better describe this holistic approach. The new entity, Structures Asset Maintenance (SAM), is a natural progression given ICA's future integration of engineering and design competencies from its Florence & Hutcheson subsidiary and ICA's push to become a one-stop provider of infrastructure asset services for government agencies across the country.

The SAM team currently manages five structure maintenance contracts in the state of Florida, including the contract for the Sunshine Skyway Bridge over Tampa Bay. All five of the contracts have been renewed or successfully re-bid, extending all of the contracts to ten or more total years in length. Under these contracts, SAM manages a massive 6,337 structures, including 2,682 bridges.

Like all ICA teams, SAM prides itself on an outcome-based performance model that touts superior efficiencies for bridge rehabilitation, incident response, inspection, communication, and coordination. The SAM team includes design engineers, specialty engineers, certified bridge inspectors, corrosion specialists, and maintenance technicians, making ICA a single source for structural maintenance personnel. "The SAM team's combined experience gives ICA more qualitative and quantitative experience managing structural assets than any other firm in the country," says SAM team leader David Novakoski, PE. "There is no other team that can provide this type of engineering and inspection expertise."

With emphasis on safety and security, the SAM team ensures that greater efficiencies will be achieved and costs will be lowered for structural maintenance, rehabilitation, and design. An often overlooked benefit, the SAM team also provides top of the line incident response services for structural assets. "Our team is trained to react competently in any emergency situation, from small accidents to tanker fires that require the total replacement of a bridge section," says Novakoski.

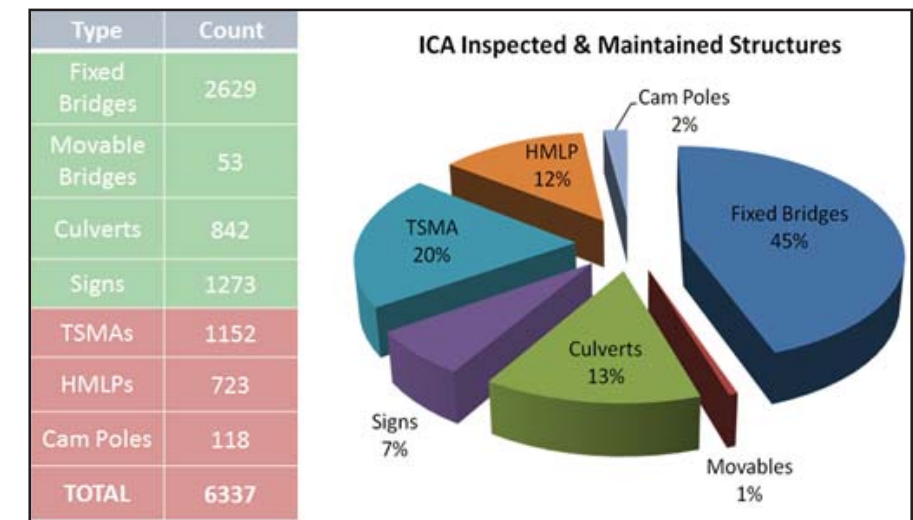
"Our track record on responding to emergencies is a major asset to the agencies we serve."

The SAM team streamlines its services using its proprietary, state-of-the-art bridge inspection technology, called BridgeWeb. The cloud-based software solution fully integrates data collection, inspection management, work orders, and reporting, and makes them all accessible over the Internet. "The great thing about BridgeWeb is that owners get a true sense of the value of their structural assets," says SAM Bridge Inspection Manager Robert Little, PE. "Agencies can see the dollars and cents savings from proactive maintenance throughout the life of the asset."

The SAM team's total management system provides long-term measured performance and extends the overall life span of assets under its care, all at a cost savings of up to 17 percent or more over traditional structure maintenance systems. "We have an excellent team and process in place, and we see SAM expanding its service line with Florence & Hutcheson's added engineering experience," says Novakoski. As more government agencies need to lower costs through private partnerships, SAM is a valuable part of ICA's position as the most comprehensive and innovative provider of performance-based infrastructure services.

—Matt Conley

The SAM team currently manages five structure maintenance contracts in the state of Florida.



Florence & Hutcheson wins four in Southeast

ICA's Engineering firm, Florence & Hutcheson, has recently been awarded four new projects in North Carolina, Kentucky and Mississippi. F&H provides full-service engineering services including planning, design-build, civil, geotechnical, environmental, construction engineering and inspection, aviation engineering and water resources. With offices in 15 cities in the Midwest and Southeast United States, F&H has developed a solid reputation with federal, state, county and municipal agencies as well as industrial and commercial clients.

The Meade County Riverport Authority

F&H Kentucky has been selected to provide engineering services for the design of port improvements for The Meade County Riverport Authority. The project will establish a regional port facility on a 50-acre site east of Brandenburg, KY at river-mile 645 on the Ohio River. The completed terminal will provide the agriculture community with a more economical way of processing and storing multiple commodities, separating specialty grains for export and transferring commodities to barges. Improvements include grain handling facilities and related equipment, including scale and sampling capabilities. The facility will be designed to accommodate future upgrades and expansion. Consolidated Grain & Barge will be the mainstay for the port and estimates that initially five to six million bushels of grain will pass through from the facility annually. It is estimated that more than 8,500 farm families will benefit from this project. F&H will provide the following services: developing procurement and construction contract documents for various procurement

packages, surveys, permitting, geotechnical investigation, civil/site design, structural design, inspection, construction contract administration and other miscellaneous items.

NCDOT I-26/NC 280 Diverging Diamond Interchange

The NCDOT has selected F&H Raleigh to provide professional engineering services for retrofitting the existing I-26/NC 280 interchange to a diverging diamond interchange. The project is located south of Asheville, North Carolina in Buncombe County and serves the Asheville Regional Airport. A diverging diamond interchange is a complex form of a diamond interchange in which the two opposing directions of traffic on the non-freeway road cross to the opposite side on both sides of the bridge at the freeway which allows for unobstructed or free flow left turn moves. The diverging diamond interchange has gained popularity for increasing the existing interchange capacity by substantially reducing the number of conflict points and providing a two-phase signal with short cycle lengths which reduces delays. This will be the

third diverging diamond interchange in North Carolina F&H has played a major role in developing. F&H will provide roadway design, structure and hydraulic design, and traffic control plans. Parsons will serve as a sub-consultant. This is the second DDI project in which F&H has partnered with Parsons. The first was the I-71/I-75 project in Boone County, Kentucky.

The Kentucky Transportation Cabinet, US 421

The Kentucky Transportation Cabinet has selected F&H Kentucky for the design of the reconstruction of US 421 in Leslie County, Kentucky. F&H will investigate and develop design solutions for embankment failures along a one mile stretch of US 421 just south of Hyden, Kentucky. These solutions may include in-place options like soil nailing or retaining walls, but will also involve roadway realignment and the addition of truck climbing lanes.

MDOT signal and ITS Maintenance

The team of ABMB Engineers and

F&H Mississippi has been selected by MDOT for a statewide traffic signal and ITS maintenance contract. This is a multi-year contract and is the first of this type awarded by MDOT. F&H will have professional responsibility for approximately one-third of the state. F&H will provide up to five full or part-time IMSA certified traffic signal technicians for inventory and maintenance of traffic signals and ITS devices. F&H traffic engineers will provide engineering support to the maintenance activities and will have supervisory responsibility for two or more traffic signal contractors working in the northern third of the state.

— Heather Robinson, F&H Marketing Coordinator, Raleigh, NC



The Meade County Riverport Authority project will establish a regional port facility on a 50-acre site east of Brandenburg, KY on the Ohio River.



F&H will investigate and develop design solutions for embankment failures along a 1-mile stretch of US 421 for The Kentucky Transportation Cabinet.

Two ICA employees celebrate 10 years!

Bill Inman joined ICA in 2001 as Contracts Manager/Area Operations Manager for the OOCEA roadway and facilities project in Orlando, Florida. Upon re-award of the facilities portion of that contract in 2011, Bill became the **Facilities Manager** for that project. Bill's team has full responsibility for the maintenance of 14 mainline plazas and 64 ramp toll plazas for OOCEA as well as the mainline administration buildings. Bill sees meeting the contractual requirements of the Expressway Authority as his everyday challenge.

Prior to joining ICA, Bill served nine years with the FDOT as assistant Maintenance Engineer. Before that, he worked in private industry as an industrial or manufacturing engineer for projects such as small assembly line work to heavy metal fabrication (shipbuilding) on the Great Lakes. Bill and wife Patty have been married 25 years and have three grown sons, Shawn, Rory, and Danny. At home, Bill enjoys woodworking and furniture repair, hunting, fishing and the Green Bay Packers.

Morris Coburne joined ICA in 2001 as a crew member on the OOCEA project in Orlando. Morris is currently Crew leader and Herbicide Tech for the OOCEA SR429/SR414 roadway project which began in 2010 and is ready and willing to take on any task required to take care of the roadway. Morris gained experience in masonry and electrical work while working on construction sites in Jamaica. He moved to the U.S. in 1993 and began the long process to first gain residency status and then to obtain citizenship. Morris became a U.S. citizen in 2007.

One of the responsibilities Morris enjoys most is responding to incidents on the roadway and he says, "I take pride in my ability to assist in clearing the roadway after an incident in a safe and timely manner and getting the roadway opened up again for travelers."

Morris has a daughter, Shaneeka, who is attending nursing school in Miami. His parents live in New York City and he has five siblings who still live in Jamaica. Morris is active in his neighborhood assisting others with home and property maintenance and shares a love of Reggae music with his brother who is a DJ in Jamaica. He is also a passionate gardener. He grows a variety of vegetables, flowers and roses with gardens all around his house and remembers, "when I was a child in Jamaica my mother used to turn me loose in the garden. I still to this day take pride in my garden." Morris was not able to come to Nashville to receive his award but will be honored with his proclamation in a special celebration in Orlando.

Note: Both Morris and Bill have been with ICA on the OOCEA contracts right from the beginning. Congratulations to both!



Director of Operations Ernie Molina presents Bill with the "proclamation" honoring his ten years of service



Morris Coburne, here with daughter Shaneeka, was not able to come to Nashville to receive his award. Congratulations Morris!

A letter from Butch Eley

Dear ICA Team:

As we begin the New Year, I want to thank the entire ICA Team for another successful year in 2011. The coming year will no doubt present us with new challenges and opportunities. While the economy remains unstable and many states continue to face huge deficits, ICA is holding steady and we continue to see many positive signs for the future. We have made several advancements over the last year on a number of fronts. Our first full year of integration with our engineering arm, Florence and Hutcheson, has gone very well. They have continued to win new business in a number of states and we have had several joint successes.

On the asset maintenance front, we also kicked off a new Process Improvement Committee (PIC) that is made up of six employees from all over the organization. The purpose of this task force is to offer up "out of the box" ideas to help us be more productive, effective and efficient. The PIC recently reported to me and our Leadership Team and recommended a number of exciting ideas which we will be implementing over the coming year. Together, with input from you as part of our employee survey conducted last year, we are continuing in our efforts to improve the company as a whole and make ICA an even better place to work.

Thanks for all you do and for your commitment to make 2012 our best year ever.

Kind regards,
Butch



District three's rest area project has a fan!

Wendy Chambers, administrative assistant for the Chipley office, made another friend recently. This letter was received by Joe Mastro, project manager of the District 3 rest areas in Chipley, Florida. Thank you Wendy for representing ICA with great customer service!

Mr. Mastro,
At least one of your employees is obviously an angel on earth. I lost my checkbook when it must have fallen out of my purse in the ladies room at your workplace. Ms. Wendy Chambers [District 2 Rest Areas] mailed it to me, and I was so happy and relieved when I received it in the mail last week. Ms. Chambers had enclosed a letter explaining that someone found it in the ladies room. I called her to thank her and asked if I could please have the name of her supervisor so that I could let you know how very much I appreciate her.

I am a senior citizen and when I discovered my checkbook was missing, I was frantic with imagining all kinds of scenarios, including identify theft. ...only when I received my checkbook back was I able to finally relax and know that no harm had been done to my identity or credit.

Thank you so much for having such high standards in the staff you supervise. If your other employees are like Ms. Chambers, you have much to be proud of.

J. Bryant
Pensacola, FL 32503

ANNIVERSARIES

11 Years

Troy Dover Nashville

10 Years

Everal Cobourne OOCEA

9 Years

David Bruder Bridges
Joseph Gilbert Sr. Bridges

7 Years

Isabella Alfonso Bridges
Philippe Foti Bridges

6 Years

Samuel Conner Heavy Bridge Crew
Darrell Massengale Nashville
Carlos Rios Bridges

5 Years

Carlos Almeyda Orlando
Allen Below-gallina Chipley
Larry Grove Bridges
Michael Shinn Nashville

4 Years

Cody Adams Tampa
Gregory Hayes Chipley
Nelson Morillo Orlando
Desmond Shackelford Williamsburg
Jose Willis Bridges
Mary Womack Nashville

3 Years

Domenico Antona BIS
Trampus Armentrout DB Bridge
Mark Edwards Tampa
Kevin Friel Fredricksburg
Jose Gonzalez Fredricksburg
Bruce Hazen Centurion
Vernet Jones Arlington
Thomas Kraemer Arlington
William Ryan Centurion

2 Years

Jennifer Ashburn Williamsburg
Clarence Broome OOCEA
Christopher Cardwell Fairfax
Curtis Howard Fredricksburg
Raymond Lockhart Fredricksburg
Raul Marzano Houston
Charles Massie DB Bridge
Michael Pontbriand Fredricksburg
Clayton St Clair Centurion
Lyle Steady Jr Tampa

1 Year

Michael Feuerlein Jr Williamsburg
Roger Harris Williamsburg
Thomas Millard Fredricksburg
Michael Peebles Bridges
Brad Winstead Nashville

BIRTHDAYS

October

William Amheiser Centurion
Ramon Aviles Orlando
Roy Battelo Nolan
Keven Belanger Tampa
Edward Bostain South Carolina
Martin Brookhart Dallas East
David Buser Tampa
Ivan Calix Arlington
Timothy Chancellor Dallas East
Charles Clarke Williamsburg
Travis Cromwell OOCEA
Salome Gonzales Nolan
Podge Greeson Nolan
Fran Grimes Nashville
William Inman Orlando
Orville Jones Jacksonville
Dearl Jones Nolan
Larry Landrigan Orlando
Raymond Lockhart Fredricksburg
James Mays III Dallas East
David Novakoski Bridges
Paterly Parker Fredricksburg
Johnathan Price OOCEA
Gerardo Puente Jr Tampa
Carlos Rios Bridges
Octavio Sanchez Dallas
William Schwartz Williamsburg
Desmond Shackelford Williamsburg
John Violet Williamsburg
Jose Willis Bridges
Caleb Willis Nolan

November

Cody Adams Tampa
Trampus Armentrout DB Bridge
Kelley Baranuk Nashville
Calvin Cole Jr Houston
Robert Cook Williamsburg
Adulfo Cornejo Baza Houston
Jeffrey Cover Houston
Charles Davis III Arlington
Brandon Eley Nashville
Robert Fielding Centurion
Victoria Griswold Centurion
Alex Harvey BIS
Daniel Hogan Houston
Curtis Howard Fredricksburg

John Jackson Fredricksburg
Matthew Lansden Fredricksburg
Michael Lopez Williamsburg
Charles Massie DB Bridge
Larry Mitchell DB Bridge
Richard Mullins Bridges
Serafin Olvera Houston
Juan Palomo Nolan
Patricia Post Bridges
Ritchie Rhodes Centurion
Richard Rousseau Chipley
Ivan Smolin Centurion
Clayton St Clair Centurion
Michael Thrift Lake City
Lawrence Turner Fredricksburg
Russell Vasquez Miami-Dade
Brodrick Wells Dallas East
Jeff Willis Nolan
Brad Winstead Nashville

December

Carlos Almeyda Orlando
Demetrio Arellano Houston
Jennifer Ashburn Williamsburg
Steven Barron Centurion
Cameron Bridges Dallas East
Cynthia Caluger Nashville
Wendy Chambers Chipley
Tommy Childress Nolan
Erick Cole Jr Dallas East
Leonard Crowder Jr Houston
Butch Eley Nashville
Eddie Hall Houston
Gregory Hayes Chipley
Bruce Hazen Centurion
Sharon Holmes Centurion
Lewis Howard Arlington
Jennifer Huggins BIS
Gary Jennings Fredricksburg
Gerald Lansaw Jacksonville
Dolane Lazard Houston
Jeremiah Lee Tampa
Herman Lomas Nolan
Jerry Mason Williamsburg
Lometa Meredith Nolan
Thomas Millard Fredricksburg
Nelson Morillo Orlando
Mark Payne Tampa
Gary Perkins Bridges
Henry Taylor Tampa
Carolina Terife Miami-Dade
Isaac Williams Bridges
Thomas Williams Houston
Michael Woolsey Jr Fairfax