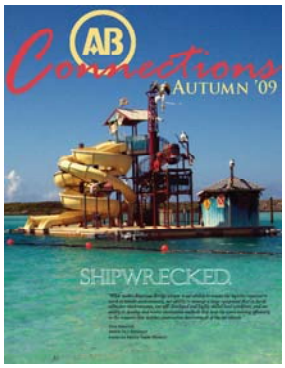
AB Connections

Autumn '09

SHIPWRECKED.

"What makes American Bridge unique is our ability to master the logistics required to work in remote environments, our ability to manage a large equipment fleet in harsh saltwater environments, our self-developed and highly skilled local workforce, and our ability to develop and evolve innovative methods that keep the work moving efficiently in the resource-thin marine construction environment of the out islands."

Dick Kermode
Senior Vice President
American Bridge Tampa District



This waterslide barge is "the first of its kind," says AB Field Engineer, MattBoos. Find out more starting on page 3.

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To every contributor: Thank you for all of your time and energy. It is greatly appreciated.

Suggestions?
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AB Connections Newsletter
Designed and published by:
Kadi Camardese
Marketing Specialist
American Bridge

There are so many exciting changes going on now at American Bridge.

Of the thousands of people who receive this newsletter all over the US and abroad – our competitors, our potential customers, our JV partners, our business associates and our valued employees – we want all of you to be a part of this evolution.

AB Connections is our way to convey these changes to you and this quarter's issue is full of them. AB's refurbished website went live on this month and in case you didn't notice, Connections also had a facelift. Yet we know - It's what's on the inside that counts. AB Green section was first introduced in the Summer issue, not with reason to be trendy, nor for quid pro quo, but rather because we'd like you to be a part of AB's master plan for environmental responsibility. There were thoughts of omitting the '10 years ago' section of Flashbacks but we later agreed that the readers who took part in these jobs may enjoy a blast from their past (or does that just make you feel old, let us know!) AB's history goes beyond its personal projects – there is evidence in many written works that AB has an impact in many more industries than just it's own. Likewise, as we set forth into the future it is paramount to highlight our training program which embarks AB's culture to young hires - yet another generation of extraordinary AB engineers.

We hope you will enjoy reading this issue of Connections with your morning coffee – most of all we hope you notice all of the contemporary changes taking place throughout AB that continues our philosophy, our legacy and our mission.

Award Notification

To assist in winning future bids, the AB Marketing Department keeps records of all awards that any project receives. Please notify us of any award your project receives by sending a pdf of the award to:

American Bridge Company
1000 American Bridge Way
Coraopolis, PA 15108
(412) 631-1026
kcamardese@americanbridge.net

SHIPWRECKED.

by Kadi Camardese

Edits by Paul Michalak, James Cornnell & Michael Cegelis

American Bridge has a long history in the fabulous Islands of the Bahamas. In the 1960's, American Bridge completed a cement plant at Freeport for Bahamas Cement Company, followed by the Jack Tar Resort on West End in the early 1970's. Over the past ten years, the company has completed over a dozen marine projects throughout the islands, and has built a sustainable operation complete with a skilled labor force, management accustomed to the unique work environment, and a significant marine construction fleet.

"What makes American Bridge unique", according to Dick Kermode, Senior Vice President of American Bridge's Tampa District, "is our ability to master the logistics required to work in remote environments, our ability to manage a large equipment fleet in harsh saltwater environments, our self-developed and highly skilled local workforce, and our ability to develop and evolve innovative methods that keep the work moving efficiently in the resource-thin marine construction environment of the out islands."

Island Adventure

In December 2008 American Bridge began the design phase of a design/build contract for improvements to a private cruise-ship-out-island adventure just southwest of Great Abaco Island in the Bahamas. The overall purpose for this 'island adventure' is to be entertained, build lasting memories and relax with family and friends. As you read on, you will find that American Bridge has had a significant role and a long term commitment to making these *dreams come true*.

The $24 million contract involves many unique work tasks in order to expand and renew the overall facility to accommodate a higher volume of guests due to arrive on the cruise company's expended fleet. The design phase ended in March 2009 giving way to mobilization and commencement of construction in late May. The American Bridge team's scope of work includes: dolphins, catwalks, maintenance dredging, charter dock and rock groins, new kitchen and bathroom facilities, beach cabanas and massage huts, construction of a themed waterslide barge, tram roadways and turnarounds, expansion of reverse osmosis water treatment, wastewater treatment, power plant, and diesel fuel systems capacity expansion and retail buildings. Mr. James Cornnell, American Bridge Project Manager explains, "The interesting part about the job is that the scope includes every trade – from heavy civil marine thru building construction thru infrastructure and utility works and American Bridge self performs 74% of the work." Upon completion in May of 2010 American Bridge will have renovated, expanded, upgraded and certainly innovated an island with which they share a great history.

American Bridge constructed the original island adventure there in 1996-1998, and has undertaken hurricane damage repair and other rehabilitation/improvement works on four different occasions. Over these years relationships have been built with the local workforce. "We have about 20 Bahamians that have followed us for the last ten years. From our work in Freeport to Marsh Harbor to Nassau – they are still with us," says Cornnell, who has a total staff of 60 and five additional managers. Each morning these crew members travel from their homes one hour away in Marsh Harbor, five minutes away in Sandy Point or from somewhere in-between along Abaco's main highway to meet at the American Bridge Bahamas office for their daily meeting. The last step to 'island adventure' takes an additional about 35 minutes (eight miles) by crew boat.

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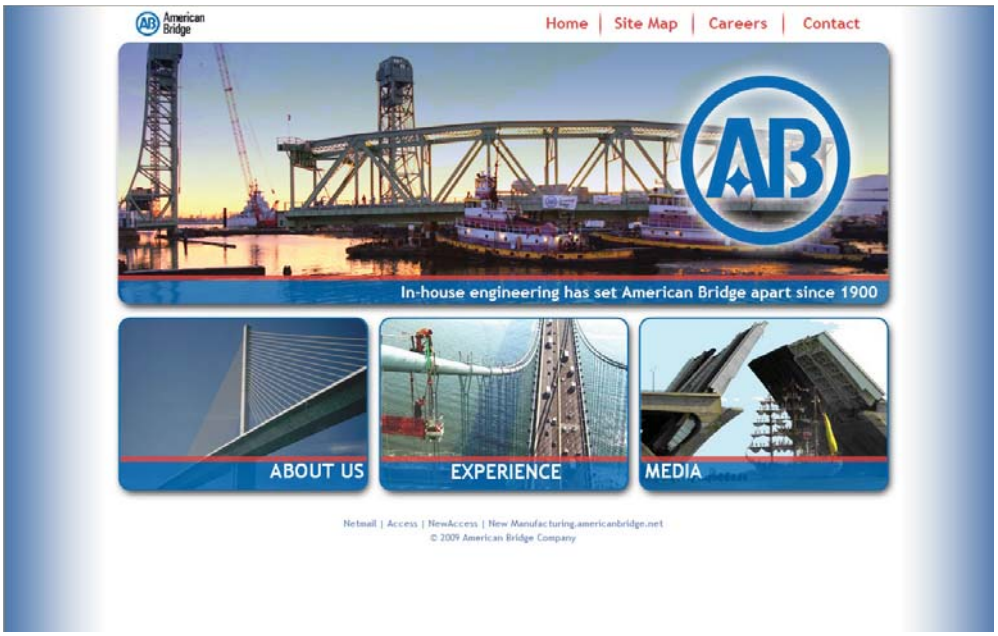
AMERICANBRIDGE.NET

"The old website was chaotic and confusing; my principal goal was to create a more streamlined effect for customers, clients, potential applicants and employees alike."

BRENT VANARSDALE
AB INFORMATION TECHNOLOGY MANAGER



WWW

In late March American Bridge (AB) decided it was due time for a website renovation. On October 25 it was launched. The upgraded and updated site is the result of six months of analysis, design and programming. The goal is to provide visitors with an informative yet memorable experience that broadens their knowledge of AB's rich history – the past that has bound us as a company since 1900. Employees of AB will notice the new site's vibrancy and user friendly feel when accessing in-house tools, as they are now broken down by each specific department for quick and easy downloads.

about us.

Find out the history of AB including where we came from, what we do & the innovations we've been making within the industry for 109 years.

experience.

An interactive search mechanism that allows users to access information pertaining to almost all of AB's featured, current and past projects by their type.

careers.

Are you or someone you know looking for a position with competitive opportunity & benefits? The careers page gives a detailed look at everything you need to know about a career with AB.

newsletters.

Sign up business associates to receive issue of Connections newsletter electronically. It's easy just enter their e-mail address & confirm.

ABM.

As AB's sister company, American Bridge Manufacturing (ABM) has a link to their individual web page which is still under construction. Of ABM's total contracts, 75% are with coustomers other than AB.

AB GREEN

A carbon footprint is simply the impact on the environment by an individual, organization, event or product. We calculated AB's impact by collecting data on amount of employees, car-pooling, flights, company vehicles, electricity used, etc. If you have used a carbon footprint calculator you probably know it is very specific – for instance, it is not just the number of vehicles but the year, make, model, mileage and engine type. Each factor is cross analyzed relative to overall characteristics. So if a business has 100 employees and is using one million kilowatt hours in a month's time – its most likely going to fail the carbon footprint test.

AB passed this test with an average of 1504.92 tons of CO2 (8.50 per employee) annually. Yet no matter how 'green' an individual or business is already, there is always something more that can be done to help in the world's fight against global warming – carbon offsets.

It was suggested that AB give $22, 000 or more to organizations with sole purpose to 'bring back the green.' The money supports sustainable development of reforestation & renewable energy resources. Actually if a person or business purchases enough carbon credits, it could mean that they are not contributing to global warming at all.

The greenhouse gas emissions produced during business practice - from the office building to the product being manufactured and everything in between – are completely forgiven. It is a controversial subject. One side says continue business practice as always and give a certain amount of the profit to bring your score to zero. The other side asks why aren't we just changing our ways – starting at the root of the problem. (http://www.youtube.com/watch?v=f3_CYdYDDpk)

Instead of giving money for trees to be planted in Africa, use the funds to invest in alternative-fuel vehicles – a long-term investment for your business.

Here are some easy ways to make a difference right in the office:

1. Turn off your monitor during your lunch break or install low-cost energy monitors that can provide an accurate display of the cost and energy use of individual equipment. Research shows that this step alone can lead to energy savings of up to 40 percent. See, for example, www.powermeterstore.com.
2. Consider using energy-efficient power strips or surge protectors. The latest versions can be found with remote control shut-offs, main shut-offs that can power down peripheral equipment, and motion-detecting shut-offs.
3. Lighting can often account for up to 40 percent of energy costs for many businesses. A very cost-effective upgrade is to replace all of your incandescent lighting with new compact fluorescent bulbs. Your older 1.50 diameter fluores-

Continued on page 21

As the worlds most recycled material, steel is the greenest building product available. Due to steel's magnetic quality it can be easily and inexpensively separated in the waste stream and is consistently recycled since its properties remain unchanged no matter how many times it's reused.

HTTP://ECO-OFFICEGALS.COM/2008/11/20/21-BEST-GREEN-BUSINESS-TIPS/
HTTP://WHATSMYCARBON-FOOTPRINT.COM/FAQ.HTM

TRAINING TAKES ON A COMPETITIVE EDGE

BY BOB CHANCE
AB VICE PRESIDENT OF HUMAN RESOURCES & ADMINISTRATION

Training took on a competitive edge in late August when two groups of Field Engineer Training Classes (Jan 2008 and Jun 2008) met at the AB Pavilion in Nemacolin for technical training and some spirited competition.

The classroom training focused on technical topics such as Design Drawings, Project Mobilization, Negotiation Skills, Labor Management, Major Equipment and Field Operations, just to name a few, but many of the participants felt the real training came when groups met each other face to face in physical competition. The engineers were divided into four groups and competed against each other in rock climbing, ropes course, ropes web, paddle boat racing, structural engineering blocks, and blind puzzles. Other physical group activities over the weekend included: fly fishing, paintball, clay shooting and golfing.

The event was a huge success as engineers participated in both the technical portion of training as well as physical activities with loads of energy and determination. The time together provided an opportunity for them to get to know each other better and will pay huge dividends down the road for American Bridge.

Special thanks to all the instructors for the weekend including: John Schober, Stanley Walker, Joe Grygiel, Dennis Martin, Dick Kermode, Ted Knight, Larry Smith, George Givens, Mike Cegelis, Bob Stallings, Kathy Bonetti and Henry Mykich.


Bonds and Insurance
• Submit Bonding information to AB surety using Pymt/Perf Bond Request Form 2.A.2
• Submit insurance requirements to AB Risk Manager to obtain Owner required insurance certificates
• PM submits Bonds and Insurance Certificates to the Owner
• Typically notice to proceed is withheld until Bonds and Insurance Certificates are received and accepted by the Owner.

Kentucky Lakes Truss Float-In

by William Felker
AB Operations Manager

The start of the project - 1st pieces of the truss being assembled

Truss being erected on falsework

Truss assembly on falsework

Truss floating on falsework in the lower approach

Bearings floating over the piers

Falsework on barges after the bridge has been set into place

BACKGROUND

The current configuration at Kentucky Dam has the two-lane US Highway 62/641 and the single track P&L Railroad crossing the Tennessee River by means of crossing over the dam and then over the existing lock chamber. Instead of trying to improve the existing highway and rail corridors to accommodate the additional lock chamber, the Corps opted to remove both from the dam and put them on a new alignment downstream of the dam. The Corps' designers for the project include Hanson Professional Services, Inc., Entran, Inc. (Highway Structures) and Harrington & Cortelyou, Inc. (RR Truss). The Nashville District of the Corps is overseeing construction on the project and the "Owners" include the Kentucky Transportation Cabinet for the highway, the P&L Railroad for the railway, the TVA for work on the dam and Vulcan Materials for railway relocations and some improvements within their facility to accommodate new rail alignments.

American Bridge's contract scope includes the highway spans, the railway spans and railway truss, railway and rail signal work, replacing a railway span over KY282, highway work, site work, lighting, a new concrete access bridge to Powerhouse Island, seismic retrofit work to existing structures on the dam, bike path/pedestrian walkway construction, powerhouse access road construction and two new fishing piers. American Bridge is self performing the steel erection and the concrete work on the highway and railroad spans.

The highway bridge, railroad approaches and the rail span over KY282 were fabricated by Stupp Bridge at their facility in Bowling Green, KY and the railroad truss was fabricated by Hirschfeld Steel Group at their Grand Junction, CO facility. Subcontractors and suppliers on the project include Jim Smith Contracting doing site work, roadwork and paving, RailWorks Track Services Inc., Interrail Signal Incorporated, Beltline Electric, Hartman-Walsh Painting, Murray Paving doing civil work at the KY282 rail crossing and in Vulcan Material's facility, Tefco Inc. installing shear studs, Ambassador Steel supplying reinforcing steel, Davis JD Steel installing reinforcing steel, Edwards Concrete Construction pumping concrete, Federal Materials supplying concrete, Florence & Hutcheson providing testing services, R&E Midwest doing deck waterproofing on the railway approach spans, EFI doing guardrails and signage, PH Drew supplying highway bridge railings and seismic retrofit fixtures and Bottoms Engineering supplying miscellaneous steel fabrications.

American Bridge's staff on the project site includes Project Manager Peter Balwant, Quality Control Manager Joe Tumas, Site Safety Manager Steve Rogers and he is assisted in steel erection activities by Barry Arnett. Teresa Campbell is the site Office Administrator. The Project General Superintendent is Tom Melvin, the Ironworker Superintendent is Gary McDonald, the Deck/Concrete Superintendent is Scott Brother and the Project Field Engineers are James DiPasquale, Kevin Lynch and Joe Rynn.

FLOAT-IN

One consideration in determining steel erection means and methods for each bridge was how to minimize restrictions to navigation when erecting the span over the lock approach. For the Railroad Truss, the Corps developed the concept to erect the truss in an existing boat basin along the opposite bank of the river below the dam and float the fully assembled truss into position. The Corps conducted scale model testing of the float-in operation at various river levels and flow rates at their Waterways Experimental Station in Vicksburg, MS. This information was made available to bidders for the project,w and presented as an option for completing the work. American Bridge made the determination that the Corps' float-in scheme was a viable option and went about the task of making it happen.

The Railroad Truss is about 500' long, 25' wide and 70' high at mid-span. It weighs about 2,200 tons, and rests about 90' above normal pool elevation in its final position. The truss was fabricated and laydown assembled in Grand Junction, CO by Hirschfeld Steel Group then disassembled and trucked to the site.

The challenge was to develop a scheme that would establish a floating platform that remained stable with the load of the truss 90' above pool, and to make the structure supporting the truss as tolerant as possible of fluctuating river levels. Stan Walker's engineering staff in Pittsburgh, primarily Win Patchell and Carl Schwarz with an assist from intern Eric Lange, designed and detailed a scheme to erect the truss and float it into position utilizing standard AB falsework.

To assemble the truss, a single 28' x 71'-6" falsework tower was erected in the basin on which the truss was to be built by the balanced cantilever method. The tower was supported by two pairs of pile cages and grillages. A total of 48 H-piles were driven into the riverbed to practical refusal. Each tower leg had 4' of jacking capability at its base. The top of the tower was about 90' above normal pool.

To float the truss into position, two sets of locally chartered jumbo (35' x 195') deck barges were paired up. Each pair supported a 28' x 35'-9" falsework tower. Each tower leg had 4' jacking capabilities top and bottom. The two pairs of barges were tied together using a pair of AB deck barges tied across the stern end forming a U-shape to maintain the proper distance between the floating towers and allow easy access between the towers.

In the days leading up to the float-in, the Corps on-site personnel facilitated daily teleconferences among the various entities responsible for river conditions effecting the lower pool at Kentucky Dam to assure all knew what was needed and what was planned to take place. The Corps also developed an area for the public to view the float-in and handled security and traffic control the day of the float-in. There were several hundred vehicles in the public viewing area the day of the float-in.

On the morning of Friday, August 21, 2009, all systems were "go". The weight of the truss had been transferred from the fixed falsework to the floating falsework in the previous days, the weather and wind conditions were within the acceptable range, the pool elevation was good and the flow was minimal. The 2,200 HP MV J.A. Ward and the 1,000HP MV Alan Albright, chartered from McGinnis, Inc., were on site. After some final adjustments to allow for the actual pool elevation, the truss left the basin and made the trip across the river and upstream into the approach to the lock. In the approach, American Bridge had located a spud barge so that the floating truss had something on which to land. The two chartered boats, with an assist from the AB Bridgebuilder III, landed nicely on the spud barge, the truss was pulled into position using chain falls and come-a-longs and the truss was jacked down onto the piers. The navigation channel was clear by 4:00 PM that afternoon.

LOOKING AHEAD

The Kentucky Dam Superstructures Project is currently valued at $100.4M and it is about 80% complete. Near term milestones include transferring rail traffic and highway traffic to the new alignments later this fall. After that, work will commence on the existing dam structures, on the access bridge and roadway to Power House Island and on the two fishing piers. The current contract completion date is mid-July 2011.

This year's American Bridge annual meeting was a great success. On Friday, October 16th and Saturday, October 17th more than 150 people traveled to AB's pavilion and grounds in the Laurel Highlands of southwest Pennsylvania. There was a variety of tasty food, a number of enjoyable activities and many familiar (and unfamiliar) faces to mingle among. On Saturday, there were operational and project presentations from each of the district vice presidents. There were also presentations reviewing the financial status of the company; the all important safety status; human resources and administration including EEO, benefits, IT and the new AB website, and training; strategic plan update, and status of funding for bridge programs in the USA. CEO Bob Luffy presided over the event, and focused the attention of the group on two major current objectives: continuous improvement of safety performance and building backlog.

Bob also introduced the Chairman of the company Robert Yahng, who gave a short speech expressing the support of the Board of Directors and appreicaition for the development that has occurred under this management team beginning in 1993. Bob said: "American Bridge has experienced great development over the past 15 years which couldn't have been possible without our Shareholders and Board of Directors. Our Chairman, Robert Yahng demonstrates by his presence here today the supportive attitude they have had with the management team here at AB, and he would like to make a few comments and observations."

(Note: Robert's speech followed this introduction, and is summarized on the next page)

AB Annual Meeting

In the upstairs conference or board room at our Coraopolis headquarters, a bronze plaque commemorates Glyn Ing, (Nita's father) who arranged the purchase of American Bridge back in 1988. The plaque reads in part, "He saw (in American Bridge) the glory that was and the greatness yet to be." Of course, neither glory nor greatness are geographic destinations. But even so, we are on a journey striving to reach them.

I see we have amongst us this morning many young engineers. I say to you if you happen to see anyone who started with American Bridge three or more decades ago, ask them what American Bridge was like then. In response, you might hear words like, "Big", "Grand", "The Best", "Offices Were Acres Large", "Top of the Mountain", "Nobody Bigger Nor Better", "Everyone Get Out of the Way, Here Comes American Bridge", "Hundreds of Engineers", 90% of all iron workers in the U.S. worked for American Bridge", and "Great Depth of Talent".

As Mike Flowers tells it:, "From the mid 1970's to the mid 1980's, we went from the top of the mountain to the bottom of the valley. Steel fabrication and erection separated. Facilities in Ambridge and elsewhere closed and were sold. Pay was frozen, and then cut 10% at a time when we weren't paid all that much anyhow. People left."

U.S. Steel, American Bridge's parent in those days, ceased investing in mills, fabrication facilities, and people. Manufacturing became antiquated and inefficient. American Bridge could not keep up with foreign competition that had lower labor costs and new facilities. There were no young and aggressive executives. When the talent pool was deep, engineers excelled in narrow specialties. In visits to clients, AB could overwhelm them with the sheer numbers of specialists. When people left and more was expected from fewer engineers, narrow expertise was not sufficient to cover diverse demands. American Bridge had such a great situation for so long, when conditions became difficult, it didn't know how to be competitive any more.

Over the last twenty years we have had our challenges. We were blessed with our history and company name, but much of the substance and strength of our past were no longer there. As some have said, we had to "grow back into our reputation". However, major changes that would reinvigorate the company began when the current management team arrived in 1993. The first and foremost of these was transforming American Bridge from a steel erection subcontractor to the specialist civil engineering prime contractor it is today. There were a few major contract wins that got the ball rolling. Engineers began to be recruited, and they were mentored by the seasoned AB professionals that remained with the company. The equipment fleet was modernized. Profits were re-invested in new facilities and training programs. District contracting offices were established and became successful. And more major contracts were won and successfully completed

Today at American Bridge, our staff and gross income numbers are approaching those of the past. We have progressed from 250 employees in 1994 to over a thousand today. For the same period our annual revenue has grown from less than US$50M to $550M. Investments have resumed both in capital facilities and in human capital. We have gone from rented space in Pittsburgh to our own headquarters building and fabrication facilities in Coraopolis. Also, serving the West Coast, we have fabrication facilities in Oregon. Today's American Bridge engineers cannot be content with just a narrow specialization but must have breadth of knowledge sufficient to meet today's challenges. For example, in addition to being a premier engineer-builder, we expect a project manager to know legal contracts, insurance, finance, cost management, productivity, and labor relations. He or she also must be a competent and effective leader. Thus, two years ago we initiated our training programs, and upper management now focuses on exposing our engineers to diverse fields of expertise.

So have we arrived at that greatness we seek? As I have mentioned before, we are on a journey whose destination is ephemeral and evasive. Wise men have said that life is not so much about the destination but the journey along the way. American Bridge is definitely on a journey heading in the right direction. But the road ahead is still fraught with challenges and difficulties. I'm not certain if greatness can ever be ours but we are trying and I am confident in our progress. I am confident because American Bridge is blessed with talented traveling companions in all of you with similar minds, spirit and motives.

Water Tower

Local authority recognizes that the presence of American Bridge (AB) boosts business in Coraopolis, PA.

This spring AB supported its headquarters town of Coraopolis by helping fund the painting of the new water tower.

In addition to the 200 people already employed at the town's AB headquarters, there are licensed truckers, specialized mechanics, foundries and machine shops, restaurants, and the local company that printed this very newsletter – all who find commission as a result of AB's presence. Thus AB was approached when the Coraopolis Water & Sewage Authority (CWSA) planned to build a new water tower at the high point of the hilly town.

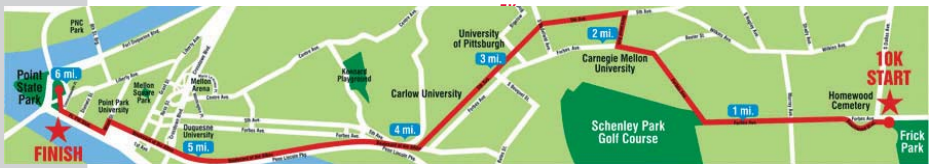
Tower construction began in spring 2008. According to Rich Deems, CWSA's superintendent, "The site's ground level storage tank wasn't high enough to feed the upper level residential area. A pump ran 24 hours a day to maintain adequate pressure just so people could have running water in their homes." While it is an inconvenience for residents to live without good water pressure, it is downright dangerous for fire safety. Without the new water tower there was insufficient fire protection for the residents living higher than ground level storage tanks.

The new tower was completed just in time. In late summer 2009 the tower supplied enough water to put out a massive fire in the greater altitudes of Coraopolis – 750,000 gallons.

AB was pleased to have the opportunity to provide this support to its local community. The CWSA and many other associations in Coraopolis recognize AB's presence as beneficial to the local economy and resident employment base, and they honored the company by painting its logo on the new water tower. (AB)

BY KADI CAMARDESE
AB MARKETING SPECIALIST

GREAT RACE



BY KADI CAMARDESE
AB MARKETING SPECIALIST

American Bridge (AB) employees participated in the 32nd annual Richard S. Caliguiri City of Pittsburgh Great Race on Sunday, September 27th. With an 8:30 am start for 5K runners/walkers and 9:30 am start for 10K participants the race was absolutely invigorating.

AB accounting employee Zack Lutz explains, "There was so much adrenaline in the air as we waited front and center at the tape – everyone was anxious. I was pleasantly surprised with my results." Music was blaring, runners were warming up and figureheads were speaking to the crowd. Just after the national anthem was sung the gun sounded.

The 10K began in Frick Park, continued through Oakland to the Boulevard of Allies to Uptown and concluded in Point State Park. The 5K runners/walkers shared the same finish line and started at the halfway point (Oakland).

AB employees shared the roads of Pittsburgh with young teens, with those in their upper 60's and every age in-between. At specific marker points, race supporters passed out paper cups of water to the runners as they flew past throwing the empty cups to the pavement. Approaching Point Park University supporter's shouts of encouragement could be heard at increasing rates as the finish line grew nearer. Yet the cheering sections weren't the only high turnout. This year marked the 2nd highest Great Race participant total of 12,788, just 19 people shy of the 1st place record set in 1987. With great thanks to our company's coordinator, Mr. Carson Carney, P.E., American Bridge contributed 13 enthusiasts to that number. The participants were:

10K

Carson Carney
Kelly Carney
Simon Laming
Amr El Nokali
Andy Graff

5K

Nermeen El Nokali
Kayla Reddington
Ashley Roberts
Jessica Clowes
Zach Lutz
Mike Intrieri
Matt McCabe
Kadi Camardese (AB)

AMR EL NOKALI
AB CHIEF LEGAL COUNSEL

PICTURED LEFT: AB 5K RUNNERS
MISSING: NERMEEN EL NOKALI

AB BUILT FT. PITT BRIDGE NEAR THE GREAT RACE FINISH LINE

CARSON CARNEY
AB SR. PROJECT MANAGER

UPDATES

ABFJV San Francisco/Oakland Bay Bridge

by Brian Petersen
American Bridge Operations Manager
San Francisco/Oakland Bay Superstructure

The San Francisco/Oakland Bay Bridge is advancing quickly with the trusses 85% complete and the towers 95% complete. During the past year approximately 6,500mt of temporary structural steel has been erected primarily with the assistance of the Left Coast Lifter, our 1,750mt capacity derrick barge crane. Testing of the pushing frame that will transport the orthotropic box girders (OBG) along the temporary trusses to their permanent locations was successfully performed.

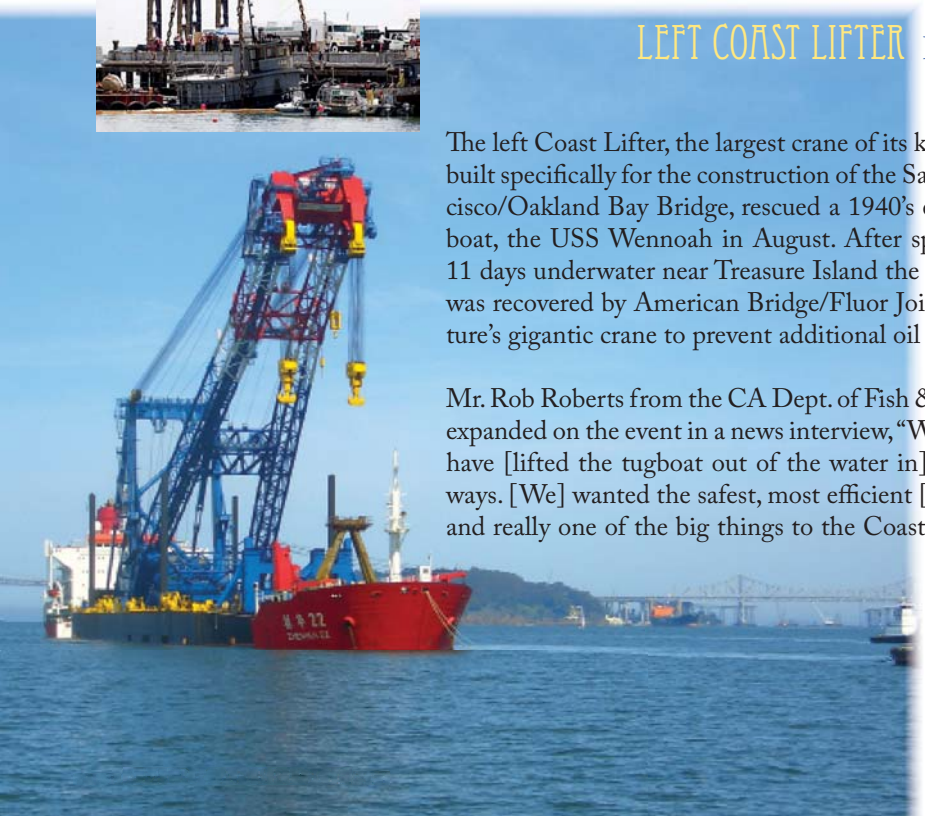
Fabrication of lifts 1 – 12 (24 total lifts) of OBG's are in various stages of completion with the first shipment scheduled to leave Shanghai, China later this year. The first shipment will have eight OBG lifts on it and upon arrival at the site, erection of these lifts will commence thus starting the formation of the permanent bridge deck components.

Fabrication of the T-1 tower is proceeding with each of the four shafts for each of the four main lifts of the tower in some form of fabrication. The successful tilting of the first tower shaft for lift 1 (1,060mt) was recently performed, thus allowing the welding of the base plate to commence. Shipment of tower lift 1 is scheduled for spring of 2010.

W2W1 Saddle during final inspection

Temporary truss showing orthotropic box girders (OBG) cradle and pushing frame. This will allow the OBG segments to be translated longitudinally to their final location

First OBG to be loaded onto ship



Left Coast Lifter Honored for Charity Work

by Kadi Camardese
AB Marketing Specialist

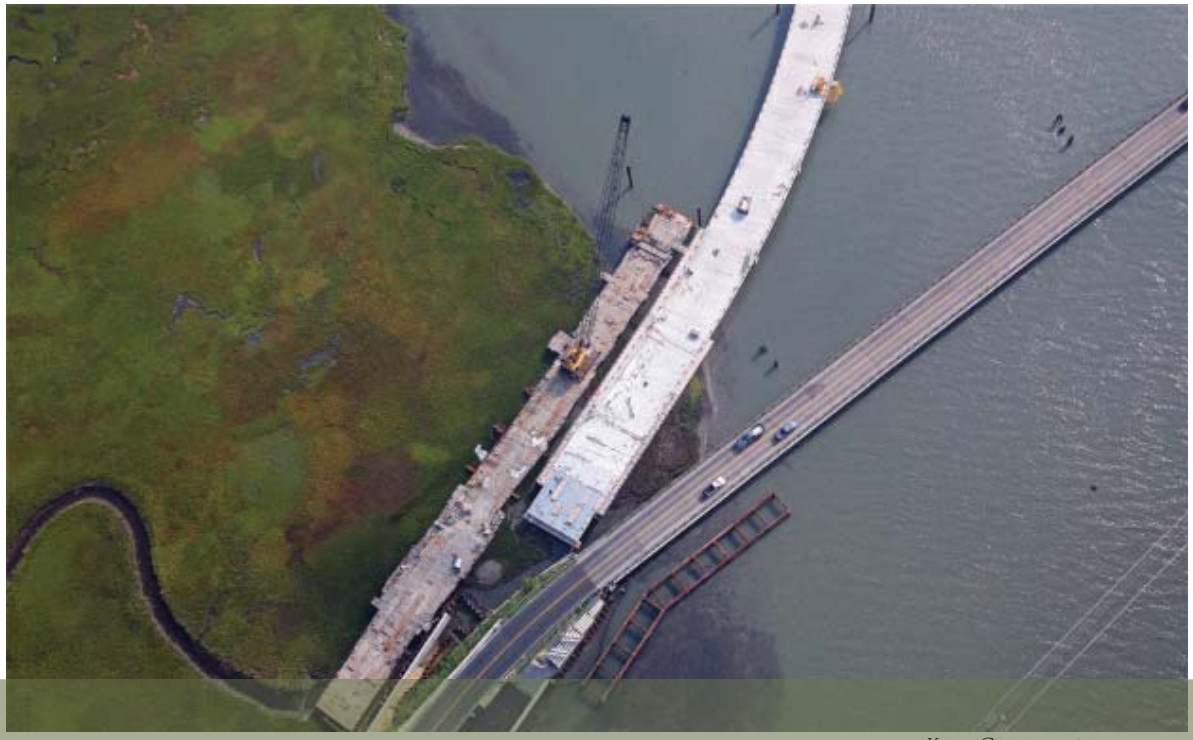
The left Coast Lifter, the largest crane of its kind and built specifically for the construction of the San Francisco/Oakland Bay Bridge, rescued a 1940's era tugboat, the USS Wennoah in August. After spending 11 days underwater near Treasure Island the tugboat was recovered by American Bridge/Fluor Joint Venture's gigantic crane to prevent additional oil spills.

Mr. Rob Roberts from the CA Dept. of Fish & Game expanded on the event in a news interview, "We could have [lifted the tugboat out of the water in] several ways. [We] wanted the safest, most efficient [rescue], and really one of the big things to the Coast Guard, myself and our agencies – was doing this so we had the least amount of impact."

The 300 ton tugboat was ascended by the 1,800 ton crane, then drained of any excess fuel, water and oil and finally put on a barge to be taken to a scrap yard. This mini-tragedy left behind over 400 gallons of oil, but thanks to the Left Coast Lifter further environmental damages were ceased.

Since the start of the Bay Bridge project in 2006, American Bridge has developed great relationships with groups like the Fish & Game Commission, US Coast Guard and other rescue companies in the San Francisco/Oakland areas. It was a small job for the Left Coast Lifter, but an act of kindness greatly appreciated by everyone involved.

Environmental Challenges



by Kadi Camardese
AB Marketing Specialist

American Bridge (AB) Virginia District has been constructing a 2-lane replacement bridge for VA Rt. 175 to connect the mainland to Chincoteague Island since 2006.

Dave Simmons, AB Virginia District Senior Vice President, describes the area – "Chincoteague is a small town located in a pristine island location at the northern edge of Virginia's Eastern Shore. Among its attractions are the wild horses of Assateague, abundant fishing, and a vast variety of migratory waterfowl, terns, gulls, and birds of prey." Two of the contract's primary challenges stem from the environmentally sensitive location. "We work around the oyster beds throughout the site, and we must stop operations within the environmental window from April through July to accommodate migratory bird nesting habitat noise restrictions," says Simmons.

Each year more than 1.4 million people visit Chincoteague Island to observe its vast natural habitat and its 2,600 acres of human-made refuge for endangered species. "AB's goal encompassed a balance of working effectively while minimizing the impacts to each ecosystem." To aid in preservation AB is erecting the replacement bridge in the non-floatable areas from a trestle. This allows environmentally friendly access to the bridge while under construction. "We hired environmental consultants to continuously review and monitor our impact on the habitat in order to proceed within the intent of all of the environmental permits."
Expected project completion date is autumn 2010.
AB Order # 467610

National Steel Day in Steel City

by Kadi Camardese
AB Marketing Specialist

On Friday, September 18th American Bridge Manufacturing was one of three hosts for Pittsburgh's contribution to National Steel Day. Observers came from surrounding areas to find out more about the steel fabrication industry and were impressed with the quality of workmanship as well as the hard work and effort that makes up ABM's specialized fabrication process.

"The purpose of National Steel Day was to draw attention to the steel industry and to help students, designers and architects have a better understanding of the quality and craftsmanship that goes into the finished steel product." says ABM's Plant Manager Mr. Jon Young. Attendees walked away with an overview of the entire steel transformation process - from raw plate through the progression of specialty fabrication methods and lastly the testing facility that verifies the quality of the materials used in each project.

Harold Structures

by Jon Young
ABM Plant Manager

The Harold Structures Project being fabricated at the American Bridge Manufacturing facility in Coraopolis consists of three separate bridges for the Long Island Railroad. All three bridges are a Thru-Girder type and vary from a single span of 95' to a three span bridge 200' long. There is also a separate utility bridge included in the contract. The current fabrication package is 500 tons and all work is being performed for Perini Corporation.

Human Resources

Annual Open Enrollment

The time to make any changes to your benefits without a qualifying event is during annual open enrollment. This year's open enrollment period will begin mid November and end mid December. Changes during open enrollment will go into effect for January 1, 2010. Look for notices from HR over the next month for more details.

Annual AB Quit Smoking Program

The Company will be sponsoring a cash reimbursement program for any employee with at least one year of consecutive service who chooses to use a smoking/tobacco cessation product to quit smoking.

When: The program will begin November 1, 2009 and end January 31, 2010.

Who: Any employee with at least one year of consecutive service. Spouses of the qualifying employees are also eligible to participate in the program.

How: You can be reimbursed up to a total of $120 per person (typical cost for 3 months of cessation products) by simply sending your name, original receipt and UPC symbol from your smoking/tobacco cessation product to Human Resources in Pittsburgh. Upon receipt, we will reimburse you for your cost up to $120 per person on your next paycheck. Please note under certain conditions this program may be taxable for the employee. The company will follow IRS guidelines when applicable.

Questions: For additional information, contact HR at 412-631-1000

Highmark Medical Insurance Covered Services

Before receiving any medical service, it is always in your best interest to call the number located on the back of your Highmark medical card and make sure the service is covered. It is also a good idea to talk with your physician about any outside service providers (labs, hospitals, etc.) that they might use in connection with your medical service to ensure they are part of the Highmark network. It is your responsibility to make sure all services and treatments you receive are covered under your medical plan.

Flashbacks

100

In 1907 AB completed the 6,121 ton Connecticut River Railroad Bridge at Saybrook. This lump sum contract included the in-house fabrication and erection of a 9 span double track railroad bridge containing 7x182' through truss spans, 1x158' Scherzer Rolling Bascule span and 1x68' girder span. The bridge was originally constructed for the New York, New Haven and Hartford Railroad and is still used by Amtrak today.
AB Order # B-2859

75

In northeast New Jersey, USA the General Pulaski Skyway steel deck and through truss bridge provides traveler access to the cities of Jersey City and Newark. In 1932, AB was general contractor for this 3.5 mile long, 56' wide bridge that has carried four lanes of traffic for the last 75 years. With its two unusual 550' long main span arch trusses it serves as not only a bridge – but a skyway – as it crosses the city's Passaic and Hackensack Rivers, Meadowlands, NJ Turnpike and many local roads and railways.
AB Order # - G-4000-7

50

American Bridge completed work on the Walt Whitman Bridge in 1957. There are very few companies in the world that have experience in air spinning and even fewer that have perfected the process the way that AB has. The Walt Whitman Bridge has 3,845' of airspun main cables. Almost 18,000 miles of 0.196" diameter wire used in the creation of the two main cables that are 23'¼" in diameter.

The Walt Whitman is a seven lane bridge spanning 11,981' over the Delaware River connecting the metro-areas of Philadelphia, PA and Gloucester, NJ. The structure has 1,000' of continuous stringer spans, 2,600' of simple deck girder and floor-beam spans, and 3,000' of deck truss spans. But its most notable component is the 3,500' suspension span, and its majestic towers and cables.

American Bridge has been practicing the advanced technological science of air spinning since 1928, and has since completed over 70 suspension bridges of this kind.
AB Order # Q-4992-99

25

American Bridge designed and constructed the Rochester-Monaca Bridge in 1986; a contract valued in excess of $15 million. This bridge consists of a two lane, three-span continuous through truss of 1,588', with steel plate girder approach spans of 170', 215', and 143'.
In order to accommodate the geometry of the new structure, the top of the existing piers had to be lowered. This was done by surgical blasting down to a specific level, then forming, reinforcing, and casting a new pier cap. New abutments at each end and new piers for the girder spans on the Rochester side were built. Structural steel was shipped to the site via barge, and erected by American Bridge using barge mounted 4100W crawler and 4100W ringer cranes. Erection of the trusses was by balanced cantilever from each main pier. Falsework bents were utilized at panel points 10, 30, and 38 to support the truss during erection. Jacking at pier 2 was utilized in closing the truss at the center upon completion of erection.
AB Order # T-5083-86

10

American Bridge was contracted by the McDonnell Douglas Aerospace (later Boeing) in 1997 to rehabilitate the US Air Force Launch Complex 17B to accommodate a new generation of Delta III rockets at Cape Canaveral Air Station in Florida. This project is just one demonstration of American Bridge's unparalleled determination and excellence even under difficult circumstances.

American Bridge developed and implemented several unique approaches to this complex retrofit to accommodate the new Delta III rocket, including an innovative plan to simultaneously undertake structural, mechanical and electrical work on the Mobile Service Tower using two complete crews. By starting both crews in the middle and working to the top and bottom simultaneously, AB avoided the usual interferences of people, materials, equipment, subs, etc. that would have occurred at the middle if work had started at both ends. Following a rocket explosion on the adjacent pad 17A, American Bridge developed and implemented a plan that allowed for completion of the work in spite of a one-month absence from the site, and significant damage to their plant and equipment. This was accomplished by accelerating installation of cryogenic piping and valves, structural steel, close coordination with its subcontractors and suppliers, and extraordinary schedule focus. During the final four months of the project, the Boeing design team developed new acoustical design criteria that required modifications to the ongoing construction of the acoustical ducts as well as the addition of an overpressure water suppression system. With tight coordination of the design, these additions and modifications were constructed and incorporated within the project schedule.
AB Order # 460610

Shipwrecked continued from page 3

The first hurdle is getting to work and work continuity. It's easy to find a boat with a captain, but not so easy to find a reliable captain with a maintained boat. Cornnell cannot afford transportation delays with a 60-person crew and an already strict time schedule. If you can't get your crew to work, you can't perform. "We only have a certain amount of time each week to perform scope of work in the 'front of house' area, the area visible by cruise ship guests." Each week there are three call days when guests are present on 'island adventure' for which American Bridge is expected to work behind the scenes and four non-call days when the crew may work freely." Cornnell continues, "It is difficult to cost effectively and productively perform scope of work when you are not able to sustain continuous work at a task through completion. Scheduling and staging work in 'front of house' areas is a huge challenge, knowing that in two days the area must be clear, clean of construction debris and 'show ready' for cruise ships guests."

Tide and weather constraints were another barrier the American Bridge Bahamas team had to overcome, especially during dolphin construction. The project includes the addition of five new dolphins needed to berth the new 125,000 ton, 1,140' cruise vessels – three to handle mooring lines and two for fendering the ships. The dolphins are three-pile structures comprised of 48"diameter x 3/4" wall thickness pipe driven to a tip elevation of -57'. In order to stiffen the pile at the rock elevation, a 20' concrete plug was poured with 10' of concrete below the rock line and 10' above. For a cost effective source of dead weight, sand was then placed in the piles from top of concrete to soffit elevation of the dolphin structure. Finally, the dolphin structure was tied into the piles by reinforcing steel, formed and poured. All of this activity was performed in a location with direct ocean exposure and further challenged as the breasting dolphin soffits had to be constructed in the tidal zone. Breathtaking crystal clear aqua waters in a warm climate (sometimes too warm, a few crew members mentioned) makes for a very pleasant work environment – well, most of the time.

Due to deep waters and southwest winds, hurricanes are not the only natural destruction to worry about. Seasonal effects bring open ocean swells which cause concern for catwalks, bridges and other vulnerable structures close to the shore. In order to handle lines to berth the ships, the crew gains access to the offshore dolphins via catwalks. In the past, high seas have destroyed the catwalk system making the dolphins inaccessible. To eliminate this problem, American Bridge raised the catwalk structures out of harms way - to an elevation 22 feet above sea level. This task was performed by installation of precast pedestals that are anchored to the mooring structures and on which the catwalks are fastened.

In island environments, nature holds sway over the long run. As the seasons change, tropical storms hit, the tide ebbs and flows, visitors arrive and depart, and the ship's berth and stern thrusters operate, the shipberth shoals in. In fact, the berth has become 10' shallower in some locations. American Bridge utilized a clamshell dredge to dig the harbor back to its original design depth. Additionally, American Bridge expanded surrounding rock groins (300' existing, 460' total linear feet of new groins) to preserve the condition of the harbor and its contents. Cornnell explains, "Strong waves that occur when the sea is choppy are potential damage to any boats in the harbor, disrupt the guests in the water and cause erosion on the well maintained beaches. These barriers help prevent that, and also make it possible for American Bridge to implement the new addition to 'island adventure' – the floating waterslide barge.

Valued at about 10% of the overall contract, this floating barge enables guests to swim out into the lagoon to enjoy its amenities. These include a 150 gallon dump bucket and two corkscrew waterslides 60' and 85' with an entry elevation 22 feet above sea level. The waterslide barge is 60' x 40' and weighs 236 tons. The reason it still floats considering its mass is a result of the 7500CF of foam inside. Yet there is an issue more complicated than making sure it floats, which is the mechanics of a continuous water flow to the facility. The sea water pumped from a land based system traverses a pipe buried in an underground -10' trench. A 15HP pump serves the waterslides and a 5HP pump feeds the dump bucket. This unique and complicated

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Crew boat

Mooring dolphin

View from cabanas

Rock groin completed

Waterslide barge

Shipwrecked continued from page 17

BEGINNING OF CABANA CONSTRUCTION

NEW STING RAY EXCURSION LOCATION

ERECTION OF KITCHEN FACILITY

PROGRESS ON CABANA

sub-project is under the overall direction of Mr. Matt Boos, American Bridge Field Engineer, "The slide barge is the first of its kind. In order to avoid construction hurdles associated with a remote island, we built it in it's entirety in Florida, on a submersible mother barge. Upon completion, we towed it to site, submerged the mother barge and launched the feature."

While children enjoy this unique waterslide park parents may relax in a beach front cabana where food and drinks are delivered to their veranda. Each of the 20 new cabanas also serves as a great meeting place for families and friends. Mr. Steve Norton, Assistant Project Manger, says, "Construction logistics are key to success on a remote island. We do not have the luxury of a hardware store out here so planning, procurement, and shipping are of paramount importance." In addition to the four existing massage huts, American Bridge will provide three new upgraded facilities for a number of additional spa services.

Upon completion, parents can also relax when their toddlers are enjoying the supervised wet play deck featuring water jets choreographed to music in a themed shade structure. Similarly, their teenagers are hanging out at a larger scale version across the island.

The island is totally self-sufficient (well, it will be once American Bridge is finished) – Cornnell explains, "Everything on island is brought in from the outside with the exception of water. From construction materials to diesel fuel to food - all has to be imported."

To compliment existing systems, two new reverse osmosis water treatment units capable of producing 50,000 total gallons of fresh water from sea water per day are being installed. In addition to the three existing 450KW generators there will be a new 750KW machine to ensure there is ample electricity for the increased number of guests and associated employees. Actually, the island houses all permanent employees. American Bridge is constructing five new cast housing units, four at 1,200SF and one at 600SF, to accommodate a total of 20 cast members. Self-sufficiency is a definite positive when considering the island's cost-benefit analysis, but the remote location requires American Bridge to plan in advance. Cornnell clarifies how this difficulty is overcome, "When equipment is run as hard and long as we use it, instant maintenance is essential. That is why having a full-time mechanic is necessary – we take full advantage of equipment longevity and time allocation."

All permanent or temporary construction materials needed on the job are ordered two months in advance. This gives the crew leeway in case of delayed deliveries.

In addition to the above work:

- A new 5,500SF kitchen area serving guests buffet style will be constructed by American Bridge, including new guest restroom facilities.
- A 550SF retail building.
- An aquatic rental building will rent everything from rafts to mask and snorkel.
- A sting ray building for lessons on handling the animal. Adjacent to the building is a two-acre pen for the animals constructed with timber piling and wire mesh netting.
- 30,000SF of decorative pink concrete to serve as a prom enade area.
- Rehabilitation of a 28' span bridge leading from the ship berth to the lagoon.
- Expansion and construction of two tram turn-arounds.
- Relocation of a transportation building for trams, which serve as a quick and convenient way for guests to travel around 'island adventure.'
- New eight-slip charter dock marina.
- 1,200SF themed teen hang out deck.

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Shipwrecked continued from page 18

Baker's Bay

The Bahamian island of Guana Cay has been split in two. The southern most side is made up of generations of native Bahamians who live the simple good life – the other is being transformed into a high quality residential development with lot prices often exceeding $2 million. This transformation demanded just the skill set that Dick Kermode described above. Baker's Bay Ocean and Golf Club Phase I Infrastructure & Marine Village 1, a contract won on best value basis by American Bridge in June of 2006, was completed last month.

Baker's Bay is one of the most pristine additions to the 15 existing Discovery Land Company (DLC) properties – and American Bridge was top choice for the primary contractor position. DLC specializes in the development of unique residential communities that offer the highest end services and amenities. They create a sense of place that people want to be a part of while maintaining the natural beauty and ecological traits that are indigenous to the area. Since the first community 10 years ago, DLC has expanded not only the number of properties but also the caliber of luxuries available to guests - Baker's Bay is the most recent addition to their properties.

Mr. Robert Conroy, Baker's Bay Project Manager explains, "At over $65 million, this project is the largest contract that the Tampa District has ever completed."

For that price construction would accrue 55,000 man-hours, last the next 1,151 days and include construction of the following: state-of-the-art deepwater marina, asphalt roadways, potable water, wastewater treatment, storm water drainage, home site lot development and marina utilities, 1.1 million CY of dredged material, 8,600LF of marine sheet pile bulkhead, roadway embankments and golf course development.

Clear & Grub

It is truly amazing to see what American Bridge has done to transform this island - the before and after pictures speak more than a thousand words. It went from a highly condensed jungle to a tropical paradise. This process was performed by clearing 150 acres of trees

and vegetation in the several construction areas followed by excavation of unsuitable material. Next, American Bridge skimmed the top of the treated area for topsoil, a scarce commodity in tropical habitats.

Dredging
Of the total acreage treated, 63 were cleared and grubbed for the 160 slip state-of-the art deepwater marina. American Bridge began this section of the project by dredging 1.1 million CY of sand and rock from an existing mangrove swamp occupying the north-western part of Great Guana Cay to construct the marina basin.

Approximately 700,000CY of sand and muck were removed with a 16" hydraulic dredge with a 5' diameter cutterhead to create the marina basin and channels. The dredged excavation was pumped in multiple spoil areas, some of which were for future home sites while others were used for golf course construction and fill. Additionally, 400,000CY of rock was excavated from the mangrove swamp utilizing a 225 ton crane with a four CY clamshell bucket operated from a barge. There were also multiple excavators working from land to build the marina and associated islands. Nothing extracted from the mangrove swamp was wasted. All of the sand and rock dredged was used to increase the elevation of future home sites, to fill in roadway embankments and to create the golf course.

Actually, the Baker's Bay project would not have been possible without the dredged material. Absent this material source, the project would have been economically unfeasable because of the high costs to import fill material. Due to Great Guana Cay's low elevation and swampy terrain, the civil grading portion of this contract made use of 250,000CY of the dredged fill. This made it possible to provide seven miles of roadways and drainage swales as well as grading for building pads.

Islands
The two Residential Islands, totaling about 20 acres were created solely for lovely home sites and pristine private docks. In addition, there is a one acre Megayacht Island for a posh common use area containing shops and restaurants that accommodates vessels drafting up to 12'. The islands are constructed using AZ-13 sheetpiles driven to depths ranging from -31' to -20'. The sheets were driven into the ocean floor using three 40TN vibratory hammers. The sheetpile walls were supported by tie-back rods anchored to dead men located behind the 8,600LF of wall. Most of the wall (8,100LF) has an 18" x 24" concrete cap with a timber skirting. The remaining 500LF has an 11' tall concrete encapsulation. Provisions were made to later cover the walls with stone for aesthetic reasons. The Megayacht Island was constructed tying together two coffercells constructed of PS-31 steel sheetpile, utilizing AZ-13 sheetpile.

The irregular geometry of the marina bulkhead is one defining feature of the marina. American Bridge Field Engineer Paul Michalak explains,:"Standard interlocks on steel sheetpile achieve a 45 or 90 degree angle when turning corners. However, the owner's design demanded complex angles be constructed along the length of the bulkhead. This required special fabrication of many steel sheetpiles and demanded that the installation crews be very precise in their work to achieve the owner's desired geometry of the marina bulkhead."

Docks
American Bridge's subcontractor and longtime collaborator on island projects, Bahamas Marine, built fixed timber docks extending from the Megayacht Island, the Residential Islands and the Marina Village area. DLC desired to build a blue flag (environmentally friendly) marina. As a result, pressure treated lumber was banned from use in the construction of the marina, since the chemicals used in pressure treating have the ability to leach into the water over time. Each dock was manufactured from high-quality, yet untreated, greenheart timber shipped from South America, which is commonly used in marine work because of its resilience to fungi attack, marine borers and termites. There is a total of 70,000LF of

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Initial Elevation & Clearing


Hydraulic Filling Operation


Tie-back rod anchors connect the deadman to bulkhead


Final elevation with utilities & asphalt road


Balance of AZ-13 sheetpile


Vibratory hammer West Island Sheetpiles

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HYDRAULIC DREDGING TAKING PLACE

EXCAVATOR IN FOREGROUND, CLAMSHELL IN BACKGROUND

12" diameter greenheart timber piling and 450,000 board feet of greenheart dimensional lumber. The 160 docks will accommodate vessels exceeding 200' in length. Each dock is fully equipped with necessary utilities and telecommunications infrastructure.

Under a separate earlier contract, American Bridge constructed a new 212' x 52' service pier and renovated an existing dock. The work under this preliminary contract also included the mobilization of equipment and staff to the then-isolated island, clearing of temporary footpaths, clearing for eight sales tent locations, clearing for a service road to the tent village, installation of structural foundations for the eight tents, installation of a reverse osmosis water treatment plant, and installation of a wastewater treatment system. This separate contract was valued at $11,011,833 and was completed in December of 2006.

Since 1900, American Bridge has been developing and executing advanced means and methods for the longest span bridges, the most challenging industrial projects, the heaviest structures for rail, and the most unique marine projects. James Cornnell put it best, "I have been fortunate to work for a company that focuses in on port development in a beautiful part of the world. American Bridge has many advantages in the marine market place including experience and reputation in working on projects in remote environments. In a region where on-time performance is often compromised by logistical challenges, AB has a long history of delivering port projects on time and on budget throughout the Caribbean.

AB Green continued from page 5

rescent tube lighting should also be replaced with newer 10 tubes and solid-state electronic ballasts.

4. Use a fan. Comfort is a function of temperature, humidity, and air movement. Thermostat settings of 3 to 5 degrees higher can feel as comfortable with fans.

5. Upgrade the energy efficiency of your older equipment. Modern equipment is much more energy efficient, often with less than half the energy use of older equipment. High-efficiency upgrades for motors and drives for equipment, air compressors, lighting, and other energy-consuming equipment generally have rapid payback periods, often less than one year.

6. Travel and transportation costs have been rising rapidly as fuel costs increase. Meet virtually instead of traveling. (free teleconferencing: http://skype.com/)

7. If your company ships products or is a truck or rail company that delivers these products, look into the EPA SmartWay Transport Partnership. This is an innovative collaboration between EPA and the freight industry to increase energy efficiency while significantly reducing greenhouse gases and air pollution. Hundreds of businesses are benefitting from this partnership. See www.epa.gov/smartway.

8. Develop a company-wide policy to eliminate unnecessary idling of truck engines. One way is by installing auxiliary power units that will heat or cool the truck when stopped, allowing the main engine to be shut down. Wal-Mart installed auxiliary power units on its 6,845 semi tractors and saved $22 million in 16 months.

9. Computers and their peripherals consume a surprising amount of power. Consider using laptops as desktop computers. Laptops are far more energy efficient and can consume up to 80 percent less energy than equivalent desktops. Inkjet printers use 75 percent to 90 percent less energy than laser printers.

10. Turn your computers off when they are not needed. It does not harm modern computers to be turned on and off repeatedly. Enable power management modes on your computer. These features allow computers to go into lower-energy modes after a certain amount of time. Sleep modes can save up to 90 percent of the energy consumed.

11. Any waste that your company generates is an unnecessary cost. Waste is simply inefficient. Examine all waste generated by your business and look for ways any current waste products can be reused on-site or by other businesses, eliminated or radically reduced. Brainstorm with the employees who are involved in the generation of the waste for fresh ideas. Look for ways to alter your waste generation so that the waste produced can be reused.

12. You can incorporate green business practices into your supply chain by incorporating green specifications into bid or quote requirements where appropriate. For example, you can specify that products contain no hazardous chemicals, that they do contain post-consumer recycled content, or that all plastic components are not painted or varnished.

American Bridge
1000 American Bridge Way
Coraopolis, PA 15108

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Current Contracts by District

Pittsburgh

Kentucky Lakes Bridges, Paducah, KY
Williams Gas Pipeline Bridges Recabling, Houston, TX

New York

Throgs Neck Bridge Strengthening, New York, NY
Bronx Whitestone Bridge Strengthening, New York, NY
South Grand Inland Bridge Redecking, Niagara River, NY
RFK (Triborough) Bridge Strengthening, NYC

American Bridge Manufacturing

WPL Memorial Bridge, Annapolis, MD
Huey P. Long Bridge (Widening) Fab, New Orleans, LA
CSX Ohio River Bridge (Rehab) Fab, Monaca, PA
Harold Structures Fab, New York, NY
East River Park Bridge, NYC
NSRR Conway Yard Bridge Fab, Conway, PA
Irvin Mills Road Bridge (Plate Girders) Fab, Cattaraugus, NY
Unicorn Bridges, New York, NY
NYS Route 31 Bridge, Monroe County, NY
Park Ave. Bridge, Mt. Vernon, NY
Hoover Dam Bypass, AZ-NV
CP Rail/MDOT RR Bridge, Wayne City, MI
SAS Temporary Steel, Oakland, CA

Richmond

Chesapeake Bay Bridge Redecking, Annapolis, MD
Chincoteague Bridge, Chincoteague VA
Vehicular Bridge Replacement, Kittery, ME
Repair Dry Dock, Berth 11, Kittery, ME
M-140 #2 Complex, Kittery, ME
Pier R3-Repairs, Yorktown, VA
Pier 31, Groton, CT
Radio Island Pier, Morehead City, Morehead City, NC

Tampa

Nassau Harbor, Nassau, Bahamas
Pinto Island Terminal, Mobile, AL
Mayport Wharf Delta, Jacksonville, FL
Castaway Cay Enhance, Abaco, Bahamas
Roatan Cruise Terminal, Rotan, Honduras

Western

ABFJV-Oakland Bay Bridge, Oakland, CA

company news

2009 New Hires

2nd Quarter

Gary Green – Mechanic
Kenneth Rudolf – CAD Operator
Judy Sacco – Payroll Specialist
John Toombs – Project Engineer
Sherrie Barone – Payroll Specialist
Keith Bassano – Cost Accountant
Darren Snyder – Carpenter Foreman
Troy Hall – Estimator
Zachary Lauria – Field Engineer
Kadi Camardese – Marketing Specialist
William Rick Lewis – Crane Operator
Michael Macakanja – Accounting Supervisor
Eric Blue – Field Engineer
Troy Bodenschatz – Field Engineer
Benjamin Crowder – Field Engineer
Christopher Deklewa – Field Engineer
Paul Fikse – Junior Design Engineer
Eddie Jones – Estimator
Kara Mullin – Field Engineer
Joseph Stilson – Field Engineer
Jennifer Pelligrene – AR Specialist

3rd Quarter

Benjamin Berardino - Field Engineer
Arthur Blais - Safety Manager
John Boore - Quality Control Manager
Matthew Foley - Superintendent
Lisa MacDonald - Project Engineer