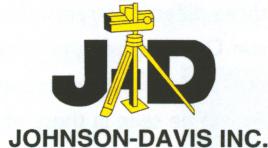


Pipeline Connection



Winter 2016/Spring 2017

Construct with Confidence

Follow Through on Your Commitments

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In business and in your personal life, fulfilling commitment is very important. In fact, I believe it is the foundation of all relationships.

As a company, we commit resources to our customers, we commit financial support to our subcontractors and suppliers, and we commit leadership and guidance to our employees.

As employees and coworkers, we commit to each other through teamwork

to co-manage our projects safely, neatly, on budget, and on schedule. Away from work, we fulfill commitments to our family, friends, and extended families.

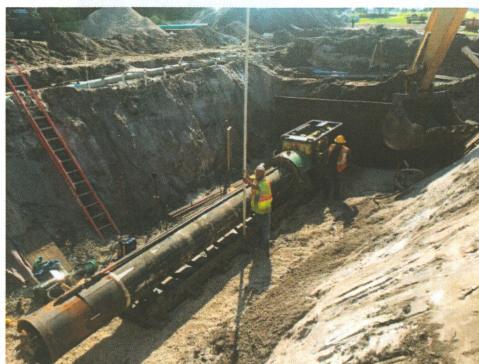
I culled past issues of *Pipeline Connection*. I read past President's Messages that spoke about updating our equipment, our commitment to worker training, and the reconstruction of our Lantana administrative office. I am proud to report that all promises have

been addressed by your company, and they are all "works in progress".

I extend my holiday wishes to our employees and their families, customers, subcontractors, materials suppliers, friends, and family.

Best wishes for a happy, prosperous, and safe new year. 1977 to 2017. Forty years, and I still love coming to work.

Scott Johnson
President



Beaumont Avenue: Central Florida Underground does a jack and bore under the railroad tracks on Beaumont Avenue. David Richards and crew excavated the trench for Burkhardt Construction and also assisted setting up the bore operation.



Healthy Living Grease Traps: Jacky Henrisme and crew install the first of three grease traps for Medic Air Systems.

Project Spotlight: Town of Palm Beach North End Drainage Improvements

By: Douglas Ipolito,
Project Manager

Work on the North End Drainage and Pavement Improvement Project was approved by the Palm Beach Town Council on April 12, 2016, and work began in earnest so that construction could be quickly completed.

The contract consisted of four roadways that required the lining of 2,350 feet of 8" gravity sewer, installation of 2,100 feet of drainage pipe, 23 drainage inlets, and 15 drainage manholes. After the underground work was completed, 5,825 feet of new curb and gutter were installed followed by a combination of full roadway reconstruction and resurfacing.

In conjunction with all of the above mentioned activities, subcontractors performed rehabilitation of the existing sewer manholes (performed by Engineered Spray Solutions), replaced the specialty paver brick drives (performed by P&G Pavers), and maintained and replaced all of the landscaping (performed by Yohe's Lawn Care and Landscape).

Because contract time was of major concern, our first

phase subcontractor, Insituform Technologies, had to be immediately ready to start lining the gravity sewer. Insituform was responsible to line 2,350' of 8" clay gravity sewer pipe before any underground work could start.

The CIPP (Cured in Place Pipe) lining is an advanced technology that allows old pipe to be lined with a polymer and fabric that quickly harden to form a

"stand alone" pipe. This means that after the liner is installed, the original host pipe could deteriorate and the new liner will function as new pipe.

After the liners are installed, a robot is sent in to cut out the lateral service lines that come into the main from each home. The work is performed with little or no interruption of sewer service to the homeowners, and the roadway surrounding the old pipe does not have to be excavated.

As soon as the lining work was completed on each of three different streets, Johnson-Davis started the installation of new drainage systems. As can be seen in these photos, there was little room to move on any given street and we were required to ensure that property owners could get in and out each day.

Maintaining production and keeping the owners happy was a challenging task, but Superintendent Edric Martin and Foreman Pablo Fernandez Vargas were up for this challenge.

As soon as drainage work was completed, JW Cheatham's crew arrived to pull out old curb and gutter and prep for the new valley gutter and F curb.

Each street had to be worked on as its own small job, as we were not allowed to work on two adjacent streets. Coordination of activities was paramount.



Pablo Fernandez Vargas and crew installing drainage on West Indies.



Backhoe Operator Pedro Valverde removing asphalt on Cherry Lane.

North End Drainage Improvements continued

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After we had completed work on West Indies, we moved our operations to Cherry Lane.

This was the tightest of the streets, with an existing roadway only 18' wide. Work on Cherry Lane was challenging enough as it was originally designed, but then a

little twist was thrown in as the property owners wanted the roadway to be 20' wide. The work was ordered to be stopped while the change and associated time and cost needed to go to council.

Johnson-Davis and our subcontractors made some quick adjustments. We moved four different operations onto West Indies. This was fortunately the widest of all the roadways. It afforded us the ability to, with some great coordination and teamwork, work all four different operations at the same time.

While Pablo Fernandez Vargas and crew installed drainage, JW Cheatham dug out for curb, and Pathway Enterprises poured curb and gutter. As soon as the gutter was in on the west end of the street, the operations

switched ends. The curb crew went to the east end, and underground work and



Crew installing drainage on Cherry Lane working in limited workspace due to existing utilities and private landscaping.

our brick paver subcontractor, under the watchful eye of owner Rene Pinard, moved to the west end. We owe many thanks to Rene, who worked with each property owner to ensure that they were getting the product they wanted while maintaining access to the property. We also owe thanks to Brent

Yohe of Yohe's Lawn Care and Landscape and his crews for replacing all the different varieties of plantings on each street.

Work is almost completed on West Indies. Only a few driveways remain while we wait for owners to decide how they would like to proceed.

JW Cheatham is scheduled to return to start to balance the roadway on Cherry Lane at the time this article was put together. We expect to call the job complete and a total success before everyone goes home for winter holiday in part due to the tireless commitment of design engineer Chen-Moore and Associates.

Johnson-Davis looks



A daily challenge for our crew was coordinating with residents, private landscapers, the postal service, and assorted deliveries to ensure minimal disruption for the residents while also completing the work on schedule. Here Driver Eddie Feliciano's truck is loaded with excess fill.

forward to the next trip out onto the island to work with the great folks at the Town including Doug Terry, Jeff Sanon, and Patricia Strayer.

OWNER:
Town of Palm Beach

PRIME CONTRACTOR:
Johnson-Davis Inc.

DESIGN ENGINEER:
Chen-Moore and Associates

SUPERINTENDENT:
Edric Martin

PROJECT MANAGER:
Doug Ipolito

ESTIMATOR:
Scott Johnson

Project Spotlight: Saddle Trail Park South

By: Walter Pfaffenberger,
Project Manager

Saddle Trail Park is a grand equestrian development located in Wellington. With lot sizes ranging from five to ten acres, residents reside in equestrian splendor. This subdivision is in the heart of what is known as "The Winter Equestrian Capital of the World."

The Saddle Trail project consisted of installing an improved drainage system, new watermain, fire hydrants, fire lines, new water services, new asphalt roadways, and of course a beautiful new 57 mile bridle path for the homeowners to ride their horses through the neighborhood and beyond.

"If you climb into the saddle be ready for the ride." That's just what Johnson-Davis did! Our first business at hand was the installation of a watermain, and Rene Hernandez and crew headed up this undertaking.

One week into the job, we realized this task was going to be more challenging than anticipated. The ground was saturated with a significantly higher than normal water table. In addition, there were direct conflicts with Comcast and AT&T cables. It was not looking promising. We had three miles of watermain to

install under these difficult conditions plus a deadline to be complete by "Winter Season."

We tackled these challenges as we always do and pulled



Rene Hernandez crew assembling a watermain intersection located at Appaloosa Trail and Equestrian Way.

together as a team. We set dewatering systems up, relocated the cables out in front of us, and added a second crew to the project to increase production.

With severe drainage problems throughout Saddle Trail Park and rainy season approaching, we sought out the expertise of a competent subcontractor to

assist us with the completion of this project. In early summer, East Coast Construction stepped in with an available and adept team. Based out of Palm Beach County and having worked for the village of Wellington in the past, we had a skillful subcontractor

on board. Our third and final crew was set into place. Thanks East Coast!

The hot summer months flew by. Work went well, and any further issues were ad-

dressed quickly and professionally.

"It is not how you start the race or where you are during the race. It is how you cross the finish line that will matter." Now with our drainage

and water systems in place, we brought in three backup crews to assist with punch out work. A special thanks to Dan Follett, Jodie Leininger, John Lester, and their

teams. These crews did watermain testing, set meter boxes, and completed driveway culverts. For such a large project, this was no easy task.



Finished bridle trail and driveway drains.

Thanks also to Mosley & Son Construction who worked hand

in hand with us installing over 200 mitered end sections. Together, all J-D crews and outside subcontractors worked as "One" to make Saddle Trail Park a success.

Every finish line is the beginning of a new race...off to our next project.

OWNER:
Village of Wellington

**PRIME
CONTRACTOR:**
Rio-Bak Corp

SUPERINTENDENT:
Norm Weaver

**PROJECT
MANAGER:**
Walter Pfaffenberger

ESTIMATORS:
Chris Johnson &
Thom Lardiere

**MAJOR
SUBCONTRACTORS:**
East Coast
Underground &
Construction,
Mosley & Son
Construction

Project Spotlight: SR 7 Filmore St to South of Sheridan Street

By: Robson Lima,
Project Manager

Near the southern end of our geographic work area, Johnson-Davis was awarded a contract to be part of the design-build team rebuilding two miles of the SR7 urban corridor between Filmore Street and Stirling Road in Hollywood. The project includes approximately 17,300 linear feet of drainage, 14,000 linear feet of new watermain, 9,700 linear feet of new sanitary sewer, and 5,000 linear feet of new force main.

This SR7 work includes challenges of a very busy urban area, many existing underground utilities, and sits in an area with a mixture of rocky and sandy soils and high water table.

The project also represents a great underground utilities improvement for the City of Hollywood where the sewer will be installed at lower elevation, 18" to 48" drain-

age pipe over it, and watermain over drainage. Excavations range from three to 18 feet below grade with dewatering drawdown up to 14 feet.

In addition, the project will be built in three separate phases. Phase 1 is the widening of the road to the east with the new recently acquired Right of Way by the FDOT. Phase 2 is the median work where the new deep

sanitary sewer will be installed, and Phase 3 includes reconstruction of the southbound area.

water between two ponds that collect the drainage water from Taft Street to the

north end of the project – roughly two-thirds of the project drainage. Johnson-Davis continues to work on drainage trunkline, water-

main, and sewer in Phase 1. Since March, Johnson-Davis has already installed more than 60 structures, more than 8,300 linear feet of drainage pipe, and more than 2,000 linear feet of pressure pipe.

These is still much more work to do on this project. Johnson-Davis is looking forward to continue to build this challenging project that also provides steady work for our crews.

Phase 1 work started in March 2016 with the construction of a quadruple 36 inch pipe crossing Farragut Street. This equalizes the

Our company extends its gratitude to everyone involved in the project this far. Let's keep up the good work!



Stern Lashley and crew lay 36 inch concrete pipe.



Stern Lashley and crew install a 42 inch trunkline.

OWNER:
Florida Department of Transportation

PRIME CONTRACTOR:
Community Asphalt

SUPERINTENDENT:
Kerry Jackson

PROJECT MANAGER:
Robson Lima

ESTIMATOR:
Scott Johnson

ENGINEER:
Wantman Group

MAJOR SUPPLIERS:
Rinker Materials, Concrete Products of the Palm Beaches, Fortline Waterworks

Administrative Building Renovations

Johnson-Davis is getting ready to begin construction of our new corporate office.

The design and permitting phases are complete, and temporary trailers have arrived for office employees to move into

while the new building's construction gets underway.

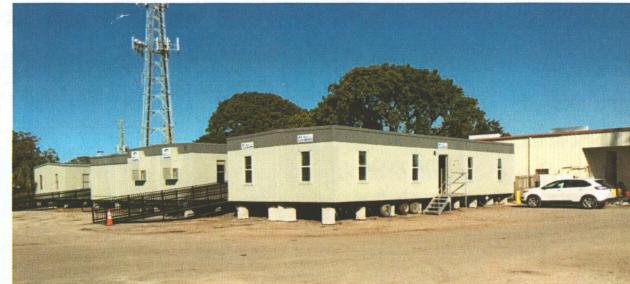
The Lantana office was originally constructed in 1986.

Over the years since, Johnson-Davis has made three significant building additions to the existing office, slowly growing in size to the offices we have today. But our long-term employees know the special places to look in our current office to see the "secret" signs of the prior

additions!

This time, the existing offices

new Johnson-Davis corporate office building.



Temporary trailers begin to arrive.

will be gutted entirely, and additional square footage will be enclosed as part of the

A role has been reversed. We have hired one of our frequent customers, Burkhardt Construction to do this work.

Burkhardt projects that the construction will take sixteen weeks to complete. We are all excited to see our new facilities in early 2017!



Everton Henry Sr and Jaime Camargo disassembled, moved, and constructed temporary furniture for the administrative staff's use in the trailers.

Some Current and Upcoming Projects

<u>Job #</u>	<u>Project</u>	<u>Prime Contractor</u>	<u>Owner</u>	<u>Status</u>
21292	Turtle Creek Phase I	Johnson-Davis Inc.	Loxahatchee River District	Start Jan 2017
71304	40th Street Force Main Replacement	Johnson-Davis Inc.	Palm Beach County Water Utilities Department	Start Jan 2017
31308	Intersection Improvement Toney Penna Dr and Old Dixie Hwy	Community Asphalt Corp.	Palm Beach County Engineering and Public Works	Start Jan 2017
31312	NPCID Unit No 16 Distribution Way	Ranger Construction Ind.	North Palm Beach County Improvement District	Start Jan 2017
41317	SR7 E4R89	Harddrives of Delray, Inc.	FDOT	Start Jan 2017
11328	North-South Road Storm Water and Watermain Improvements	Johnson-Davis Inc.	City of Boynton Beach	Start Feb 2017

2017 Holidays and Vacations

HOLIDAY SCHEDULE

New Years Holiday	Monday, January 2, 2017
Martin Luther King Day	Monday, January 16, 2017
Memorial Day	Monday, May 29, 2017
Independence Day	Tuesday, July 4, 2017
Labor Day	Monday, September 4, 2017
Thanksgiving Holiday	Thursday, November 23, 2017
	Friday, November 24, 2017
Christmas Day	Tuesday, December 25, 2017
New Years Day	Monday, January 1, 2018

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VACATION SCHEDULE

Johnson-Davis Inc. field crews will be on vacation in 2017 on the following days:

Saturday, July 1, 2017, through Sunday, July 9, 2017

- AND -

Friday, December 22, 2017, through Tuesday, January 2, 2018



PBIA TAXIWAY W

Top Left: Odi Hernandez and crew set a 4x6 box culvert for Rosso Site Development.

Top Right: Construction of a special sand/cement end wall at the end of a 4x6 box culvert.

Bottom Left: 42" double barrels, 4x6 box culvert, and 52" double barrels connected in junction box.

Bottom Right: Installation of double barrel 42" and second sand/cement end wall.



Open Enrollment for Insurance

MEDICAL

Johnson-Davis employees and their families will continue to have medical insurance in 2017 with Florida Blue/Blue Cross Blue Shield of Florida. There will be no changes to the plan designs being offered. Employees can continue using their existing medical insurance cards.

To find in-network medical providers, visit www.floridablue.com. Click on Find a Doctor. If you are on the medical HMO, select plan "Blue Care (HMO)". If you are on the medical PPO, select plan "Blue Options".



DENTAL AND VISION

The dental and vision plans will be returning to Guardian. Unless additional paperwork is completed, employees current-

ly in the dental PPO will be automatically rolled into Guardian's PPO, employees currently in the dental DMO will be automatically rolled into Guardian's DMO, and employees currently enrolled in the vision plan will be automatically rolled into Guardian's vision plan.

To find in-network dental and vision providers, visit www.guardiananytime.com. Click on Find a Provider. If you are on the dental DMO, select "DHMO/MDG/Pre-Paid"

and network "Managed Dental-Guard-FL". If you are on the dental PPO, select "PPO" and network "DentalGuard Preferred". If you are on the Vision plan, select Vision Plan "VSP" and Vision Network "VSP Network (Signature Plan)"

BENEFICIARY UPDATE

Have you experienced any

major life changes such as a marriage, divorce, birth, or death? If so, you may want to update your beneficiary selection for your life insurance and/or 401k. Beneficiary changes may be made any time of year, but this is a good time of year to revisit any changes needing to be made.

Contact Human Resources for paperwork to make beneficiary changes.



DEADLINES

Do you want to change between plans, add or drop plans, and add or drop covered dependents? If so, this is our enrollment and time to make such changes. Contact Human Resources for the required paperwork. All paperwork must be returned to Human Resources by Friday, December 30th, in order for the changes to be made effective January 1, 2017. If you don't make changes by that deadline, your next chance to do so would be effective January 1, 2018.

EEO

Johnson-Davis Inc. is proud to be an equal opportunity employer.

We do not discriminate against any protected group as applicants or employees. We also take affirmative action to ensure equal employment opportunity for all qualified personnel.

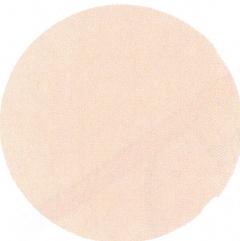
We appreciate employee referrals as our employees know our company best, and we

know our employees will refer excellent candidates to join our team.

Johnson-Davis also expects employees to bring forward any issues they might experience in the workplace so that we can address them to ensure that Johnson-Davis continues to be a great place to work.



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*"Many times it can
be the smaller
details that can
make or break a
project."*

Safety Scoop: Keeping Control of the "Details"

By: Andy Thomson,
Safety Director

Whenever we work any type of job, at home or at work, the last step or steps that we take to complete the job can sometimes be the hardest ones. This is because all the steps that came before these last steps are telling us how well, or poorly, we have done leading to the finish.

These "details" are what make up all of the successes and failures leading up to the finished product. These include great work by the crew members, ease of installation based on experience of the crew, and a clean product at the end of it all. These are the good things though. What about the bad things? These must be counted and weighed against the good things we just mentioned. This is where the saying "the devil is in the details" comes from. The saying means that many times it can be the smaller details that can make or break a project.

Everything that happens on every job has a cost associated with it. Some of these costs include payroll for employees and fuel for equipment just to name a few. These are the expected costs and the costs we can plan for. What about those costs, or "details" that we did not account for? How about injuries, equipment damages, theft, weather delays, delays by other contractors, and other such costs?

Injury costs are NEVER accounted for ahead of time. How could we? Neither are equipment damages, equipment theft, and delays. How often do projects go exactly as planned? The answer, not surprisingly, is almost never.



Now that we have established that there are unexpected injuries and their associated costs, equipment damage costs, and other unforeseen events and thefts, should we expect to learn how to avoid some of these extra costs in future scenarios? Certainly!

We have an ever growing, evolving set of safety program activities designed to help identify hazardous situations and actions before an injury occurs – aimed solely at making our workplace safer for all employees. This should help reduce injuries, as all employees are involved in recognizing and eliminating hazards.

Equipment damages occur as a result of asking a piece of equipment to perform over and

above its design tolerances. This may happen because we don't have the right equipment to perform a task, or we may not be using the equipment properly. We may also just plain miss something or make a mistake. Whatever the reason for equipment damages, planning ahead of time and attention to equipment safe operation tolerances will go a long way toward reducing these unexpected costs.

Theft of our smaller equipment has always been a problem, one that is truly aggravating as we always feel as though we could have, or should have done more to protect what was stolen. We have begun a program of gang box alterations that will help us store tampers so they cannot be stolen. Chop saws and other small tools can be locked into the bed of Foreman's trucks and the side bins of backup crew vehicles. We have recently lost a laser and tripod –

brazenly stolen by a thief, who walked into our site, grabbed the whole apparatus and ran. We allowed this to happen by giving the thief enough opportunity to get what the thief was after and enough time to get away. We will start locking these items in such a way that it would take some effort for a thief to be able to repeat what has happened, giving us time to prevent another theft.

Let's not forget one of the most common delays we face today – also something we never account for ahead of time – utility damages. We are now working in an atmosphere where locate companies are falling farther and farther behind in completing locates due to the high volume of locate tickets. We are trying to keep schedules and in so doing, we are pushing on the locate companies to keep up their end. We cannot forget the biggest part of these rules – we cannot dig without locates, and we can NEVER assume that utilities are buried deep enough for us to use a backhoe to take one or two buckets before we hand dig to find a marked utility. Faded marks that we cannot rely on DO NOT count as marks if they are 30 days old. Foremen and Superintendents should scan ahead of their intended dig sites to verify that expected locates are completed. If not, call in to dispatch and have the locator follow through on mark outs.



If we pay attention to the "details" described in this article, we will have played a huge role in controlling the costly things that constantly plague our operations.

Thanks, and have a great holiday season!

In Memoriam: Phil Cartales

Johnson-Davis employees and friends mourn the loss of Phil Cartales who passed away in July of this year.

Phil was an incredibly kind man who loved Johnson-Davis and loved to teach others. He was an amazing coach and natural mentor to so many.

Phil was honest, ethical, stubborn (in all of the best and worst ways), and told terrible jokes. Despite the high level of stress he faced daily, he regularly found humor



all around him and tried to share that with others.

Workwise, Phil was very detail-oriented, a technical expert, and committed to doing things the right way the first time. He gave employees the benefit of the doubt and always acted in the best interests of the company.

Phil was intentionally interested in everything, and if there was something he did not know then he would go out of

his way to learn it. He was a standard bearer for everyone and a member of the Johnson-Davis family for 30 years. Phil led our organization's operations as our General Superintendent.

While often private at work about his personal life, he shared proudly and often that he adored his son Kyle who now is a freshman and Running Back at Valparaiso. He is also survived by his wife Linda.

We miss you, Phil. Your influence will impact so many of us for decades to come.



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Construction Career Days

In October 2016 Johnson-Davis partnered with OSHA Compliance Assistance Specialist Vergie Bain at the annual Construction Career Days event. The event is sponsored by the Federal Highway Administration, Florida Transportation Builder's Association, and Florida Department of Transportation.



Nearly 2,000 high school students from approximately 50 schools from Palm Beach, Broward, and Miami-Dade counties attended to learn about careers in construction.

Johnson-Davis and OSHA partnered in a hands-on Learning Lab to teach stu-

dents about construction careers including safety occupations.

Thank you to Pawel Albrecht and Ritz Safety for providing us with supplies and giveaways for the event.



In the Press

Johnson-Davis Inc. is proud to again be named to the Engineering News Record's Top 600 Specialty Contractor's List. Due to the hard work of everyone here, in 2016 we have moved up in the rankings to #501 of the specialty contractors in the US.



Save the Date!

Johnson-Davis employees and their families are invited to our annual Family Fun Day. Our next one will be at Halpatiokee Park in Stuart on February 25, 2017. We will provide more information early next year. See you there!





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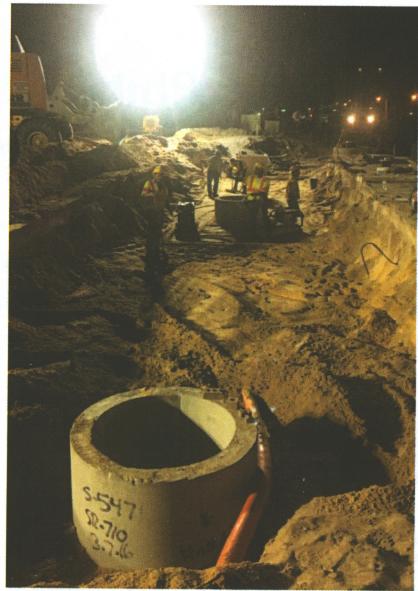
Johnson-Davis Inc.

**CONSTRUCT WITH
CONFIDENCE**

B Road: Chescal Ceance's crew removed two bridges and installed 96" CAP pipe and headwall with wings for Harddrives of Delray.



Thank you to this issue's contributors: Joe Bagford, Leonard Dennis, Rene Hernandez, Bob Hopler, Doug Ipolito, Kerry Jackson, Robson Lima, Tom Linsley, Edric Martin, Walter Pfaffenberger, and Norm Weaver.



SR 710 T4418: Sergio D Filipone's crew installing 18" pipe across Australian Avenue at night for JW Cheatham.



C-17 30" Crossing: Installed four 30" DIP for C-17 Pump Station crossing Congress Avenue for Murray Logan Construction.



Emergency Culvert Replacement 33rd Avenue at 16th Street: Left: Road washed out prior to Johnson-Davis work. Center: Jeff Brady and crew install new culvert and articulated block wall in lieu of alternate approaches to help with community beautification. Right: Final product for the City of Vero Beach.