



RGW Construction, Inc.

Drivers to fly over Pacheco Pass interchange

Rarely do construction crews share their job sites with mountain lions, bobcats, wild pigs, and rattlesnakes while golden eagles soar high above.

Such is the experience of RGW Construction crews working on the Route 152/156 Improvement Project in the heart of Santa Clara County's bucolic Pacheco Pass.

"It's great to be outdoors every day in this beautiful valley," says Project Manager Bill Shurbert, who marvels at the abundance of wildlife amid dozers, pavers, and pile drivers.

Running east and west through the Pacheco Pass is Route 152, the major artery between Highway 101 (at Gilroy) and Interstate 5. Near the popular Casa De Fruta exit, about thirteen miles east of Gilroy, Route 152 converges with Route 156, which takes travelers west to Hollister. This is an outmoded intersection of merging surface roadways that has long been a source of congestion, back-ups, and accidents.

To improve traffic flow and safety, the Santa Clara



The Route 152/156 Improvement Project, from a hill just south of the project limits, shows the project in phase three. The office is located in the buildings in the distance, the north bridge approach is complete and the south bridge approach is under construction.

Valley Transportation Authority initiated the Route 152/156 Improvement Project to reconfigure the design from an at-grade intersection to an improved and grade-separated interchange.

The project will build a new dedicated flyover

bridge for eastbound Route 152 traffic that takes vehicles up and over the intersection, and improve existing surface roadways to allow traffic to flow uninterrupted in all directions.

The Santa Clara VTA awarded the \$17.1M con-

tract to RGW Construction, Inc., on March 7, 2007; work began two weeks later, with a completion date of March 10, 2009.

RGW is constructing a 480-foot concrete flyover bridge dedicated to eastbound Route 152 traffic

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and making major roadway improvements to a 5,643-foot stretch of Route 156 and another 1,240 feet at the Y-intersection.

"The current left turn on 156 is close to a 90-degree turn," says Bill. "We're going to soften that turn and make it a long sweeping radius, so drivers will be able to sail through at 55 miles per hour." The contract also calls for landscape restoration and an additional year of landscape maintenance.

Joining Project Manager Bill Shurbert on the job are Structures Superintendent Carl Church, Paving and Grading Superintendent George Howard, Paving Superintendent Mark Smith, Project Engineer Val Ibarra, Office Manager Kimberly Synegal, Structures Foreman Dave George, Labor Foreman Ted Haynish, Grading Foreman Joe

Tapia, Grading Foreman Carlos Barahona, Paving Foreman John Moe, Underground Foreman Jim Chalmers, Underground Foreman Rick Telly, a crew of about 30 workers, and 19 subs.

The job calls for 19,500 cubic meters of roadway excavation, 54,000 cubic meters of import borrow, 15,000 cubic meters of Class 4 aggregate base, 8000 cubic meters of cement-treated aggregate base (a harder, more resistant sub base), 25,000 tonnes (approximately 27,500 tons) of asphalt concrete, 1,900 cubic meters of structures concrete, and 1,180 lineal feet of MSE (mechanically stabilized embankment) walls. MSE walls are geogrids of wire mesh and earthen fill whose weight and strength support 8-inch thick concrete panels on top of which sits the roadway that leads up to

Retirement highway

Ellis Johnson, who worked for RGW as Shop Foreman for the last 5½ years of his nearly 40-year construction-industry career, retired on October 31, 2007, and has hit the road.

Ellis joined us on April 1, 2002, after working 32 years for Western Traction.

When we caught up with him, Ellis was in his 42-foot motor home with his wife, Judith, traveling around California, enjoying retirement.

"It's only been eight weeks," Ellis said. "It's a big change from being busy, being in charge of people, planning. It's different, but it's pretty good so far. There's no pressure and no stress. I think I can get used to it."

Good luck, Ellis. We hope the black bass fishing is good!

HAPPY NEW YEAR

By Bill Stewart
President

Time is a very precious commodity, especially during the holidays.

RGW closed both Mondays before Christmas and New Year's. We appreciate all that you do. Without you, we would not be as successful as we are.

I hope you were able to spend this time with family and friends. Remember to always give more than you receive and give an extra hug to your family or special someone for all of us at RGW.

2008 is here. With the addition of our \$32 million project at the Sheldon Interchange in Elk Grove, we look to expand our presence up and down the Central Valley.

Estimating is working hard on project acquisition. Safety has been excellent. The Field continues to work despite a few rain days. Our Terex equipment inventory is now poised and ready for market expansion. Our Plant division looks to add another project by this spring. Accounting has started work on our new software system conversion.

With your help, we can make 2008 our best year ever. Let's go!



and off of the flyover bridge.

Critical traffic shifts have been designed in six main stages and four sub stages.

"We're currently in stage three, constructing the west embankment fill for the bridge," Bill says. "After a 30-day settlement period, we're ready for bridge construction. And that's a big milestone — once the concrete bridge structure is done, and we complete stage three, traffic will be in the flyover position. We expect that August of 2008."

The relationship RGW crews have with the owner, VTA, is outstanding, according to Bill.

"I've been doing this work for more than twenty years and this is one of the best working relationships we've ever had," he says. "The communication and the teamwork on the job is excellent. Any issues that we have are opened up and brought out on the table, discussed openly, and resolved. And the relationships we have with the surrounding landowners — again, outstanding, positive, and mutually helpful."

Bill acknowledges that the efforts and teamwork of everyone involved, set in the natural beauty of this southern Santa Clara valley, "has made this a very pleasant place to work."

RGW On Location

Sheldon Road/RTE 99 Interchange Elk Grove

Operations Manager: Bill Moody

Area Manager: Noah Lowry

Project Manager: Steve Genereux

Structure Superintendent: Todd Jorgenson

Superintendent: Dave Anderson

Project Engineer-UG: Gary Mosa

Office Manager: Rhonda Bandemer

Job Cost Manager: Nancy Yates

Start Date: Early 2008

Contraction duration: 400 working days

End Date: Fall 2009

This job involves replacing the existing Sheldon Road over-crossing with a 150-foot wide, 275-foot long six-lane box girder bridge; widening SR-99 from 2.1 miles south to .9 miles north of the Sheldon Road interchange, building two cloverleaf ramps and three diagonal ramps, widening Sheldon Road to six lanes from Lewis Stein

Pedestrian Bridges on Borregas Ave over Hwy 101 and RTE 237, Sunnyvale

Operations Manager: Dave Kennedy

Area Manager: Terry McIntyre

Project Manager: Johnathon Sim

Superintendent: Tom Minghetti

Project Engineers: Seth Scriber/Brian Ashford

Office Manager: Cathleen Pelayo

Job Cost Manager: Toni Ward

Start Date: October 2007

Contraction duration: 357 working days

Road to Power Inn Road, and re-aligning and improving frontage roads on the east and west sides of SR-99.

We will also construct a new drainage lift station, a soldier pile retaining wall with a sound wall, two box culverts, and make improvements to water and sewer services.

Sheldon Road is considered to be the critical link connecting Elk Grove to Sacramento, unincorporated Sacramento County, and the rest of the Sacramento region. Currently, the service level of the interchange is extremely deficient, causing near gridlock for most hours of the day.

The interchange is designed to accommodate the current and future traffic volumes and create a "gateway" look by placing an emphasis on landscaping, and unique design features such as decorative street lighting on the overcrossing structure, "medallions" of the city seal, and brick patterns, etc.

End Date: March 2008

This job involves construction of two U-shaped, 1,000-foot-long pedestrian bridges over Route 101 and Route 237 in Sunnyvale. The project is for the City of Sunnyvale, with Caltrans oversight, and is expected to take 17 months to complete.

The center median working area of both freeways is only 17 feet wide. This creates major logistical challenges to accomplish the CIDH pile installation, since it needs to be one continuous operation from drilling to cage placement, and finally pouring.

TEACHING THE NEXT GENERATION

MIKE BETTI, PROJECT MANAGER FOR THE DOUGHERTY ROAD BRIDGES THAT RGW IS BUILDING FOR SHAPELL HOMES IN THE DUBLIN/SAN RAMON AREA, HAD THE UNIQUE OPPORTUNITY TO SPEAK TO A GROUP OF STUDENTS ABOUT BRIDGE BUILDING AND THE CONSTRUCTION INDUSTRY.

During the construction of the South Dougherty Bridge I was often visited in the late afternoon by John Osborne, a very inquisitive local middle school teacher who wanted to know more about bridge construction and engineering. I often escorted him around the project to better answer his questions.

John arranged for me to speak to his Advanced Technologies class at Windemere Middle School about bridge design and construction.

I walked into his classroom with a slideshow presentation in hand. I found his students working in groups building Popsicle-stick bridges that would be



loaded until failure; the team with the strongest bridge would be declared the winner.

We went over topics ranging from load flows and material strengths to bridge design selection and construction. I used some of the Popsicle-stick bridge models to demonstrate the ideas we were discussing.

Never once did I get the impression that I was speaking above anyone's head.

During Q & A, I was very surprised by the questions ranging from falsework to careers in our industry.

— By Mike Betti

RGW IS PROUD TO HAVE PROJECT MANAGERS LIKE MIKE WHO TAKE THE TIME TO PROMOTE OUR INDUSTRY AND HELP YOUNG PEOPLE LEARN ABOUT SOMETHING NOT TYPICALLY TAUGHT IN THE CLASSROOM. YOU NEVER KNOW — ONE OF THESE STUDENTS COULD END UP WORKING FOR RGW!

Employee News

Meet Bill Shurbert

Born and reared in Wisconsin, RGW Project Manager Bill Shurbert has always enjoyed the outdoors.

After high school and working a number of construction-related jobs, Bill headed to California. He entered the trades in 1984, and a year later joined the company that would eventually merge and become RGW Construction, Inc.

That was 22 years ago, and Bill has worked as an apprentice for three years, foreman for seven years, superintendent for three years, and project manager for the last seven.

"I started as an apprentice carpenter in 1985 building the Route 87 bridge in San Jose," says Bill. "More than 20 years later, as superintendent/



Bill Shurbert and his family.

project manager, I end up back on 87, retrofitting the first bridge I ever built."

Bill's love of the industry and his work is driven by the diversity of the projects and the nature of the people with whom he works.

"It's not only what you're building — it's also where you're working," says Bill, who's been intimately involved with 33 different RGW projects. "All those

jobs have different people, different challenges, and different locations. The variety of work is what's attractive to me, and what's kept me here. The people at the company and the quality of the work we do — I wouldn't want to be doing anything else."

Bill takes great pride in the highways, bridges, and other structures around Northern California of

which he has been a part.

"When you take on a challenge and go out there to build something, I go home with a sense of satisfaction knowing that I am part of the plans for that job and I am doing the very best I can to create something of quality and permanence," Bill says.

Bill lives on the mountain side of Highway 1 in Santa Cruz, in a house — not surprisingly — he built himself.

Sharing his life are Kristina, his wife of 15 years, and their two children, son, Davis, 14, and daughter, Jensen, 11. They enjoy their time together hiking, biking, fishing, and other activities — a full life for a man who has always enjoyed the outdoors.

Promotions

Noah Lowry, from Project Manager, Grant Line/Rte 99 Project, Elk Grove, to Area Manager for Central Valley; **Jake Lewon**, from Project Engineer, Grant Line/Rte 99 Project, Elk Grove, to Project Manager for Grant Line/RTE 99 Project; **Johnathan Sim**, from Project Manager to Area Manager for Bay Area; **Mauricio Baltrons**, from AP department to estimating takeoff department.

Anniversaries

20 YEARS

Anthony Martinez, June 15, 1987; **Pete Ornelas**, June 16, 1987.

15 YEARS

Eloy Perez, February 14, 1992; **Jose Ortiz**, April 1, 1992; **Ace Gilbert**, June 18, 1992; **Carl Church**, July 31, 1992.

10 YEARS

Samuel Williams, March 6, 1997; **David Twilliger**, August 5, 1997; **Seth Bolyard**, September 15, 1997.

5 YEARS

Raul Aguilera, February 4, 2002; **Conrad Anderson**, April 1, 2002; **Jeffrey Miller**, April 1, 2002; **Gary Smith**, April 1, 2002; **Antonio Lopez**, April 29, 2002; **Geoffrey Yates**, May 6, 2002; **Richard Telly**, May 23, 2002; **Michael Cochrane**, June 10, 2002; **Javier Heredia**, July 31, 2002; **Lori Edwards**, September 12, 2002.

Welcome to the family!



Nevaeh Adams was born October 17, 2007, to **Jessica Fuller** and Dennis Adams.



RGW promotes patriotism in Elk Grove

Have you noticed the American flag atop the Grantline Road overpass under construction above Highway 99?

Elk Grove Elk Lodge Americanism Chairman Dianna Morrison did, and took steps to recognize those responsible for the flag.

Patriotism is an important part of the Elks Lodge, and Dianna wanted to learn how the flag got atop the structure. She began by contacting Bert Brown, the Elk Grove City Project Manager of the interchange.

From him she found the persons to contact at RGW Construction, Inc., the contractor building the overpass. A plaque was given in recognition of the joint efforts in displaying patriotism on Friday, September 7, 2007.

Noah Lowry, RGW Project Manager; Todd Jorgensen, RGW Structure Supervisor; Dave Anderson, RGW Grading and Paving Supervisor; Brad Reil, Elk Grove City Resident

Engineer; and Bert Brown accepted the award.

RGW raised and has maintained an American flag at this project since its beginning. This is to show our support for the fight against terrorism; in remembrance for those lost lives in the 9/11 terrorist incidents, and for those who have given their lives since.

Two people are solely responsible for making sure the U.S. flag is present at this job site. Woody Carlson, RGW Lead Structure Foreman, and Mike Dunlavy an employee of CMC Fresno, a structural rebar company, take the time to raise the flag, and their employers and companies support them.

"RGW and its employees take great pride in this country and what it stands for and the flag that represents those ideals," said Lowry.

The Elks appreciate the patriotism RGW and the city of Elk Grove have exhibited in the community.

Safety Update

Make it home safely

When we leave our homes in the morning, the last thing most of us think about is whether or not we'll make it home that evening. We've got lots of work to do, so when we climb behind the wheel of the vehicle that gets us to work and back home again, it's easy to take something as routine as driving for granted.

You may be a very good driver, but you're not the only one on the road. Being a defensive driver means watching those on the road around you.

According to the National Safety Council (NSA), here are the annual statistics of motor vehicle accidents:

- More than 12 million motor vehicle accidents involving more than 20 million vehicles happen each year/
- More than 5 million of these accident involve nonfatal injuries/
- Two million involve disabling injuries/
- One million are work-related disabling injuries due to vehicle accidents.

With winter conditions upon us, roadways become more treacherous with the addition of rain, fog, and early darkness.

Here are a few driving tips to help you and the ones you care about Make It Home Safely:

- Slow down. It takes up to three times longer to stop on wet roads, especially with the additional weight of fuel, cargo, trailers, etc. Driving slowly also reduces the risk of hydroplaning.
- Don't tail-gate. Give yourself plenty of room in case of an accident or other sudden hazard in front of you.

- Turn on your headlights when driving in adverse conditions. See and be seen.

- When braking with anti-lock brakes, use steady pressure and do not pump them. Anti-lock brakes may vibrate during heavy braking which is what they are designed to do.

- When braking without anti-lock brakes, pump the brakes lightly to avoid skidding. Do not stomp on them as this may cause you to skid and lose control.

- When driving on the freeway, drive on the center lanes as water tends to pool on the edge of outside lanes.

- Stay alert, pull over in a safe place and rest if you start to feel tired.

- Check your tires regularly for proper tread wear, inflation and alignment.

- Replace wiper blades regularly and especially if they show signs of extreme wear.

- Treat windshields and windows with Rain-X regularly and keep your window washer fluid adequately filled.

- Driving distractions such as cell phone use, eating, reading, (yes, reading) account for an increasing number of traffic collisions. These activities should be avoided when operating a motor vehicle.

The employees of RGW Construction are its greatest assets. These are just a few tips to help us to an even safer and more prosperous New Year.

— From the RGW Safety Team

For more info on driving distractions, go to www.dmv.ca.gov/pubs/brochures/fast_facts/ffd128.htm.



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